

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake		
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins		Do you seriously expect that anyone is going to spend their own time and energy in reading all this? You could hardly have made the consultation more off putting if you tried. In fact it looks as if it was designed to stop people bothering and in my case it has worked.	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their comments
Gavin	Rowell		Bradwell power station is not mentioned, yet is the most prominent structure on the District's landscape and has potentially the most important/controversial future.	Comment noted, this is a good point, this is missing from the spatial portrait. There is no need to mention the potential of Bradwell B because this is picked up in the cross boundary strategic issues section of the Plan.
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs			
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes			
Peter	Wakling			
David	Sismey			
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth		However, Burnham on Crouch has a history too... it had a field in the First World War, it's was a training base for one of the first commando units in WWII and historically it was known as a fishing port for oysters.	The oyster trading aspect of Burnham on Crouch has been mentioned in the Spatial Portrait. Unless there is some physical aspect of the WWII left for visitors to see in Burnham then though it may be an association it would not be a matter to be mentioned. The Council has to be selective because otherwise the Plan would be very long.
Anthony	Fittock		There is no mention of Latchingdon	As Latchingdon is a large village it should be listed in the Spatial Portrait.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited	Latchingdon is not listed in the settlements in the South and Eastern area. It is a larger village and should be recorded as such in the text.	As Latchingdon is a large village it should be listed in the Spatial Portrait.
Michele	Williams			
Tara	Strydom			
Jenny	Ball			
Cliff	Baron			
Gill	Winsor	Tesco	If agriculture is a high part of the economy in the area why is MDC hell bent on destroying it for more unwanted housing estates ?	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon		Latchingdon is a Village..... not a space to make a town. We moved here because it's quiet!!	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Shaneen	Illanes			
Sarah	Sapsford		I feel it is correct except that including Haven Gateway links is tenuous at best	The Spatial Portrait should mention those key connectivity links and the Haven Gateway though marginal is considered one of these.
Merryl	Quilter			
Bear	Keen			
Jessica	Cox			
Robert	Burton		The small villages are unique and should be protected by extending there conservation areas, not expanding them with new houses that will ruin there character	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality	The new buildings are directly behind my house blocking all the beautiful country side. The sharp bend just outside my house is extremely busy and dangerous as it is! More homes being built is going to add to more traffic and more accidents! I walk my dog on the path to get to the fields on most days and the road as it is is fast, busy and Dangerous to the point that I do t want to walk him locally any more because of the road. This is a shame as what country side we have left is beautiful	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Brooke	Roberts-Morgan			
Patricia	Bunkle			

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Stephanie	Ireland			
Marc	Rawinsky	M R Sovereign Services Ltd	This questionnaire is not fit for purpose. When we click on further information and go back it wipes the lot. I am totally sick of this having spent the last hour on it and only got to question one!!!	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their comments.
Roger	Tiffn			
Kathryn	Beighton	Publishing		
Roy	Warren	Sport England		
STUART	SOWTER			
Mark	Raffray		The Spatial Portrait seems broadly accurate. At the level of detail, the description of the railway infrastructure system is unbalanced. It is not transparent that several stations (including Althorne, Burnham-on-Crouch and Southminster) are on the branch line to Wickford and interlink with its network connections. Whereas, for reasons that are obscure, a fuller description is given of the connectivity for North Fambridge.	Agree , the Spatial Portrait does need to make more mention of the railway connection from Burnham on Crouch.
April	Rowley			
e	e	e	I am surprised to see the area outside Maldon & Heybridge being characterised in just two parts. Maybe Burnham should be considered to be a whole area on its own.	Burnham is very connected to Southminster and the rest of the Dengie feeds into it as the highest order settlement. It seems right that it should lie in a section with the other settlements in the area.
Kevin	Lagan			
Bill	Withers			
Joanna	Jeffery			
John	Mitchell		The spatial picture should explain that most of the housing growth in the last few decades has been concentrated in Maldon and Heybridge and not in the parts of the District served by rail.	Growth in the district has historically been focused in areas considered sustainable due to their infrastructure such as schools, doctors surgeries and shops as well as their links to other major road networks and for this reason in the previous LDP growth was focused within Maldon and Heybridge.
Bethany	Jones	Colchester Borough Council		
magnus	Magnusson	Parker Planning Services	My client agrees that the settlements of Maldon/Heybridge and Burnham?on-Crouch are important 'drivers' for the local economy. Furthermore, and as is not uncommon with predominantly rural districts, whilst the Maldon district economy has historically been based on agricultural production, in more recent decades we have seen a shift towards a more mixed economy with an increased service sector and tourism industry. The consultation draft document identifies that the tourism industry contributes some £3.4bn of value to the wider Essex economy and that Maldon district itself is an important contributor with its offering of heritage, unique landscapes, recreation areas and marine culture, all within close proximity to London and the wider region. To the Maldon district alone, tourism contributes some 17% of all employment and brings in over £178m in visitor spend to the local economy. One of my client's sites, BRS7, lies on the Dengie Peninsula and in close proximity of Bradwell-on-Sea, a settlement with a history of national significance. It contains the remote Chapel of St Peter-on-the-Wall, which is one of the oldest chapels in England being constructed in AD 654 from Roman ruins when St Cedd was sent from Lindisfarne to spread the Gospel in East Anglia. The Dengie Peninsula itself is predominantly rural in character and is renowned for its big open skies, tranquillity, marshlands, and mudflats. As the HELAA (January 2022) identifies, our client's site BRS7 (or part thereof) could potentially make an important contribution to the tourism sector in the Peninsula, providing vital visitor accommodation and/or an enhanced tourism/leisure offering in this popular part of the district. Site BRS7 benefits from being in close proximity to, but not within, the SPA, SSSI and SAC located to the east	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process, the Council cannot make any further comment with regard to this at the present time.
Nick	Whiteley			
Peter	Layley		Not entirely convinced. I don't think that there is enough emphasis on building where there is sustainable transport.	Comments noted, however the question refers to the spatial picture of the district, the spatial picture describes the features and history of the district and therefore its purpose is not to highlight areas for development opportunities.
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed		
Karen	Neath	Tolleshunt Major Parish Council		
N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		Employment . Apparently Tourism contributes 17% of total employment. No mention of other main categories. No mention of the very poor road communications to the surrounding Districts.	Comments noted. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. To provide a complete picture it would be useful to put in the main routes into and out of the District into the Spatial Portrait

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Richard	Courtney	University Of East London	The South and East Area should reference the transformation of fields into vineyards and that the Crouch Valley is becoming nationally and internationally renowned for the production of English sparkling wines	Comment noted and a sentence should be added about wine in the relevant section.
sue	Rawlinson	Evolve	Absolutely horrified at the amount of building everywhere. Green spaces that are the home for wildlife are being built on. I have seen many reports about the new houses in Maldon being full of mould. Not surprising as the land was a bog and how someone thought it would be a good idea to build there beggars belief. More investigations are needed before any sites are agreed upon. This ethos of a quick viability study is not good enough. Thorough appraisals are needed. Rising sea levels mean that many sites should not be considered. Build a new garden village out of town with a doctors and schools plus bus and train infrastructure.	Every Council across the country has a calculated housing target set by central Government, this target sets out the minimum number of houses required however it is not a maximum ceiling point for development. The policies within the LDP guide development to suitable locations and factors such as habitats and flooding are taken into account.
Douglas	Milsted	Heybridge Basin Conservation Society	HEYBRIDGE BASIN is now an entirely separate community from HEYBRIDGE and has an adopted Village Design Statement. It is incorrect for it to be coupled with HEYBRIDGE for the purposes of this LDP Consultation. Furthermore within The Spatial Portrait Hyebridge Basin is classed as a MEDIUM sized village. Any comparison with other listed MEDIUM and SMALL sized villages listed proves that by its isolated location, population and housing density it qualifies for no more than a SMALL SIZED VILAGE, thereby being treated accordingly within this consultation.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. Heybridge Basin does now have its own parish council so it would be correct to mention it separately in the list of settlements.
Alan	Outlaw	Self Employed		
John	Hitcham		It misrepresents reality. The South and East Area (Burnham and Dengie have a natural connection to South Woodham and the A130 because of commuting & shopping patterns, the mainroads in/out of the area and the Crouch Valley line	Amend the section which describes Burnham on Crouches connectivity. This area incorporates the Dengie Peninsula with its rural character, open big skies, tranquillity, marshland and mudflats. This area also incorporates Burnham-on-Crouch which is the second largest town in the District, after Maldon and Heybridge, connected to other places with a railway station. The Crouch Valley Railway line links Burnham-on-Crouch, Southminster and Althorne with Wickford and London via South Woodham Ferris
Richard	Kelly	Croudace Homes	Whilst we agree with the principles of the Council's spatial picture and the recognition of the District's "strong spatial connections with a number of important regional growth areas including, the Haven Gateway, the Thames Gateway, London, Chelmsford, the M11 corridor, M25; as well as Stanstead and Southend Airports", we consider this provides the basis for the Council to deliver over and above the standard method for housing (308 dwellings per annum ('dpa')). Consequently, this will assist the District in improving its position in the Index of Multiple Deprivation (currently ranked 211th out of 317 local authority areas) by improving housing delivery and thereby affordability, improving the quality of the housing stock in the District, attracting greater investment in social infrastructure and creating job opportunities.	There is no evidence at this time that the Council should deliver over the amount of housing set out in the national standard methodology.
Lindsey	Squire	North Fambridge Parish Council	Largely accurate. However far too much emphasis has been placed on North Fambridge station when there should be equal emphasis on all stations on the branch line.	Amend the section which describes Burnham on Crouches connectivity. This area incorporates the Dengie Peninsula with its rural character, open big skies, tranquillity, marshland and mudflats. This area also incorporates Burnham-on-Crouch which is the second largest town in the District, after Maldon and Heybridge, connected to other places with a railway station. The Crouch Valley Railway line links Burnham-on-Crouch, Southminster and Althorne with Wickford and London via South Woodham Ferris
K	Jeffries		What happened to either an A and E or Trauma unit in Maldon there is no mention of it anywhere although mentioned in the Consultation of 28th August to 14 October 2013. We desperately need these improved medical facilities.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This is a spatial portrait of the District it cannot therefore mention infrastructure that has not yet been delivered
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks			
Carlie	Mayes			
James	Rushton		The Spatial Portrait correctly describes the diversity of the District, and defines the individual component areas. Of note is the description of the North West Area, with its historic and distinctive settlements, long views and open spaces. This characteristic is threatened by the expansion of Maldon via new development and should be protected into the future.	Support noted
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion			
Terence	Hughes	Burnham-on-Crouch constituent	The view of Burnham-on-Crouch is out of date. Fishing, Oyster laying is no longer a trade there. One of the yacht clubs has gone (The Crouch) and the others are struggling. The infrastructure is under extreme pressure. Although the population has trebled since the 70s it has no police presence, still only one medical facility, reduced fire and ambulance service, overwhelmed sewage system, schools full with no certainty of a place for local children. Roads are still very rural with no footpaths in many places. Over an hours wait for A&E service. Trains full to capacity in rush hours. Traffic congestion on and off the Dengie at rush hour. Roads in disrepair.	Comments noted. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. Agreed that the sentence about yacht clubs needs to be clarified.
Amanda	Mickelsen			

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John	Tompkins		<p>The description is in the present and fails to recognise the irreparable damage being done by the current spate of development in and around Maldon, loss of open space and the effect on the environment in the absence of supporting infrastructure.</p> <p>If development carries on at the same rate and the defined settlement areas of the medium and smaller villages are not maintained, there will be continuous development, loss of rural amenity, loss of quality farmland and habitats and the creation of a malignant environment.</p> <p>A much broader view needs to be taken into consideration. Some issues remain extant and others are exasperated by the extent of the current developments. Safeguarding existing rural settlements from encroaching urbanisation is particularly important to retain the character and heritage of the District. Recognition and support of Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) is critical to retain habitats within the diverse landscape. In order to retain the character of the areas, particularly in the northwest, the distinctive settlements should be retained in their current format as a barrier between the spreading urbanity of Maldon, Chelmsford and other areas</p>	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The Spatial Portrait is just a description of the District its not a place to set out the issues, that falls into a different part of the plan.</p>
Samuel	Newton	Anglo European School		
Mary-Ann	Munford		<p>"The so-called South Maldon Garden Suburb is currently being built in phases, which will include new community facilities,". There is absolutely no sign of the proposed NHS health hub happening, even though a number of plans for it have been drawn up for it over the last 30years. This failure is causing unmitigated strain on the local health services.</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.</p>
Jo	Harvey		<p>I live in Althorne and we are out on a limb living out this way; everyone has to drive one way to get to any civilisation. Any large development in this entire area will be difficult and will have an effect on climate change: more cards on the road in an isolated area. There are no real facilities available to house big developments.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District council		
Chris	Harvey			
Philip	Davies		<p>In paragraph 2.7 There is no mention of areas of 'Outstanding Natural Beauty' In past years the area leading down to the river from the Burnham Road in Althorne was identified as an area of 'Outstanding Natural Beauty '. In the HELLA the area ALT2 will spoil this.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. There are no areas designated as areas of outstanding natural beauty within the district.</p>
Jane	Senior		<p>This seems a fair description of the area. I wonder how long residents will have to wait for the Health Hub/primary school/relief road for the South Maldon Garden Suburb whilst other areas around the town are developed and also lack facilities</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.</p>
Susan	Cumming	not applicable		
Amanda	Clack		<p>The areas to the South of Maldon, that form the Dengie Penninsular, are particularly rural in nature. The Dengie forms effectively an 'island' environment with limited ingress and egress via the road network, which is already under pressure as are the infrastructure requirements of schools and doctors surgeries in particular. People are attracted to living here because of the incredible rural environment and panoramic views over the River Crouch and the River Blackwater. As your own assessment details" This area incorporates the Dengie Peninsula with its rural character, open big skies, tranquillity, marshland and mudflats." It is imperative that any development is wholly sympathetic to that landscape which has existed since the early construction of "Chapel of St Peter-on-the-Wall, which is one of the oldest chapels in England being constructed in AD 654 ."</p> <p>I have specific objections to ALT2 - Althorne, which is a significant and detrimental change to the approved LDP 2015. ALT2 is located near to the settlement boundary but in a rural location outside of a development boundary and within a Coastal Zone. By reason of its siting, introduction of built form into this open site and the associated residential curtilage and paraphernalia, the development would result in an urbanising effect by extending residential built form into the countryside. ALT2 would have an adverse impact and be detrimental to the character and appearance of the special character and appearance of the Coastal Zone.</p> <p>The District Council's rational seems to be driven to ascertain unrealistic housing proposals for our district which appear contrary to Government policy for Levelling Up</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Ronald	Edge	Construction Industry		
Daphne	Scott		<p>the views of the river Crouch and the Crouch Valley are spectacular when viewed from the B1010 Fambridge Road in Althorne. This is one of the few locations where it is possible to get an unobstructed view of the river and the valley.</p>	<p>Comments noted but you can also get views from the other side of the river and the Council cannot put all views into the Spatial Portrait of the District it should just be a broad overview.</p>
Gordon	Mussett	Little Braxted Parish Council	<p>It would seem to underplay the strategic importance of links to the A12/Witham Station</p>	<p>The Council has made a mention of the key road routes into and out of the District, any strategic cross boundary issues will be mentioned in the relevant part of the Plan</p>
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy			

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Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper			
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	Q!	Sections 2.7 - 2.17 and 2.19 are particularly relevant to Althorne.	Support noted
christine	collins			
Stuart	Williams	Ace group	Your estimations of what the future population will be are way out based on the mass housing developments that are planned in the area which are being built before any proper infrastructure is put in place. To me this is just all about money and lining the pockets of the big developers that are in the know with the right people in the right places.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. In regard to developers, development requiring planning permission is assessed against the development plan and national planning policy. The Council works to ensure that the development approved within the District is appropriate. The predicted population estimate for 2038 was obtained from data provided by the Office for National Statistics.
Reegan	Howles		Emphasis particularly on part 2.7: The District's natural landscape is dominated by the two estuaries and the extensive flat and gently undulating alluvial plain along the Rivers Blackwater and Crouch, these areas have fragile habitats and biodiversity with many of the areas being of international, national and local importance and subsequently have been designated as Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR). There are significant areas of semi-natural habitat that make an important contribution to the area's diverse landscape character and offers key landscape views across the estuaries. The presence and distribution of these habitats is strongly influenced by geology and landform and include woodland, grassland, estuary, salt marsh, mudflats, and freshwater and open water habitats. To develop on these areas would neglect the significance of this fragile and important landscape.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
David	Webb		I live in Althorne and understand there could be potential planning permission to build 1750 houses on an area of outstanding natural beauty in the Crouch valley, very near my home. There are only 620 houses in the whole of Althorne!! Our lovely village will instantly become a town of predominantly new builds and destroy an area of natural beauty and massively increase the amount of cars and traffic in an area that is already struggling to cope with all the new builds in and around Burslem and Southminster.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. There are no designated sites of 'outstanding natural beauty' within the district.
Andrew	Marsh	Historic England		
Brian	Haydon			
Jasbir	Singh			
Janice	Jackson			
Jenny	Clemon	Langford & Ulting Parish Council	Paragraph 2.2 Disagree because the roads (A414, B1019 and B1010), to link the District to the Haven Gateway, the Thames Gateway, London, Chelmsford, the M11 corridor, M25; as well as Stanstead and Southend Airports are not capable of taking expected traffic volumes particularly with the projected population increase to 72,000 by 2038. Paragraph 2.12 Langford and Ulting excluded from list of settlements in North and West Area.	Langford and Ulting are missing from the list of settlements in the north and west. The Council will be undertaking with Essex County Council traffic modelling to ensure that the road network can accommodate the expected growth or if there needs to be upgrades.
Hazel	Notley			
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil	The whole matter can be answered as a simple NO at this time until the outcome of the Ukraine war is known and its aftermath. Population figures together, with house prices are out of date. What effect will fuel (gas, oil, nuclear) prices have on our country? What additional pressures will migration have? This whole process should be put on hold NOW	Regulations stipulate that the Council has to review its local plan every 5 years regardless of international affairs. That five years is up in July 2022, the Council has chosen to start the review a year early. This is a matter that the Council does not have any control over.
Roy A	Clare	Charities	The reference to Tollesbury's historic economy is correct, but doesn't embrace today's thriving mixed economy in the village, including a number of world-leading companies.	The Council cannot list every community's qualities because the Spatial Portrait needs to be a broad overview of the District. Tollesbury is a large village so an additional sentence would be appropriate.
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	Your documentation in relation to Althorne includes the following quote: "This area incorporates the Dengie Peninsula with its rural character, open big skies, tranquility, marshland and mudflats". I consider that the ALT2 - Althorne proposal, would significantly and detrimentally change this.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
David	Rees			
Felicity	Gale		As a mother to a young family the increased house building causes me alarm. I struggle to get doctors appointments and am concerned at the lack of school places for my family.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Lindsey	Wright			
Darren	Weeks			

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Phil	Manning			
Peter	Clack		<p>The areas to the South of Maldon, that form the Dengie Penninsular, are particularly rural in nature. Development should be focused on the towns and closer to the A12 for access.</p> <p>As your own assessment details "This area incorporates the Dengie Peninsula with its rural character, open big skies, tranquillity, marshland and mudflats." It is imperative that any development is wholly sympathetic to that landscape which has existed since the early construction of "Chapel of St Peter-on-the-Wall, which is one of the oldest chapels in England being constructed in AD 654 ."</p> <p>The Dengie forms effectively an 'island' environment with limited ingress and egress via the road network, which is already under pressure as are the infrastructure requirements of schools and doctors surgeries in particular. People are attracted to living here because of the incredible rural environment and panoramic views over the River Crouch and the River Blackwater.</p> <p>We have specific objections to ALT2 - Althorne, which is a significant and detrimental change to the approved LDP 2015 and is set to ruin a village of just 650 homes with no support infrastructure.</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Doug	Lockwood	National Grid	Infrastructure is not being developed inline with housing, roads and public transport is already overstretched and not capable of the coping with the volume of vehicles and people. Roads are in a poor dangerous state and Maldon does not have a train line or station.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Sally	George			
Vara	Szajkowski			
Bob	Calver			
David	Hill	Dandara Ltd		
Tessa	Lambert	Natural England		
Dawn	Howles		I love living in this area, I have lived in Althorne for 24 years, I love the quiet and picturesque walks from our house through the fields along the estuary , down to the marina and back. Seeing a huge variety of wildlife and enjoying the tranquility, this was the reason we moved here. I also love Maldon and its variety of shops, the swimming pool and promenade park.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Steven	Potter		Broadly.	Support noted
natasha	frith			
Vysian	Banyard	TKPC		
Anthony	Bates		We are deemed to be classified a medium village when it is clear that we should be reclassified as small	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that.
Russell	Howles	WSP		
Diane	Carter		2:17- Crouch sailing Club is in longer in existence and there is no mention of Burnham Sailing Club	Comments noted, it would be appropriate to remove facilities that have now ceased.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	N/A
Brian	Townsend			
Robin	Fanshawe		I can only deal with my particular concerns which solely relate to Purleigh	The Council cannot comment further.
Malcolm	Finch			
Peter	Taylor	Retired		
Chris	Melbourne		Key sentence from Spatial Portrait - This area incorporates the Dengie Peninsula with its rural character, open big skies, tranquillity, marshland and mudflats.	Support noted
John	Brown			
Robert	Hollamby			
Chris	Waumsley	Inovo Consulting		
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading		
Robert	Stephens	N/A		
Gary	SPICER			
Pete	Butcher		Do the population projections for the area take account of: Brexit, Covid and the Governments leveling up plan?	The population estimates are obtained from data provided by the Office for National Statistics and were up to date at the time of writing.
JO	COOMBES			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Helen	Bridge		Quality high streets in Burnham and Maldon? Not compared to Chelmsford! Adequate would be a more suitable description. Increase in population forecasts a rise of approx 6,000 residents in the next 17 years. This should mean an increase of approx 2,500 houses over that time period, approx 150 houses a year. Planning permission seems to be granted to way in excess of this forecast.	Every Council across the country has a calculated housing target set by central Government, this target sets out the minimum number of houses required and is not a maximum ceiling point for development. Both Maldon and Burnham have a mainly local shops and this makes the high streets more interesting to visit than if there were many national shopping chains present.
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		Much of the Spatial Portrait is good but it does not mention the Marine Conservation Zone (MCZ) which is very significant as it is the largest inshore MCZ in the country. Although oysters are mentioned nowhere is the plight of our Native Oyster mentioned. I think it is important that MDC appreciate the native oyster and the work that has been done, mainly by ENORI (Essex Native Oyster Restoration Initiative) to improve the odds for this once thriving industry. The Climate Emergency is affecting how we view our district. We will never improve our situation without addressing what we eat and how we farm. This will change huge swathes of what we think of as farm land in to something we don't recognise. The parliamentary constituency of Maldon is 11th lowest tree cover (Woodland Trust) and most of those will be in Danbury which is outside of MDC area. So, for a rural area quite devoid of trees. Noticeably so in the Dengie Peninsular. Farms divide into regenerative and industrial, regenerative farms help with climate change and biodiversity while industrial ones don't. Lauriston Farm is a good example good	The place in the plan for issues with the oyster is in the issues section. It is correct to mention the Marine Conservation Zone. There is no need however to mention oysters as a separate issue only that biodiversity is under threat from climate change.
Joanne	Maloney			
Mark	Hurley	Selfridges	Not sure about the M25 or M11 part as they are a long way off and not relevant	It is important to show how the District is connected to the wider country and the M25 and M11 are both part of that connection network.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	This is a high level description of the district which appears generally accurate, however some parts are focused heavily on the natural and historic environment, rather than a portrait of the district as a whole. In relation to Bradwell, for instance, at paragraph 2.20 Bradwell-on-Sea is listed as having historic significance, with reference to the Chapel of St Peter-on-the-Wall. Paragraph 2.17 also describes the Dengie Peninsula as having a rural character, big open skies, tranquility, marshland and mudflats. The former Bradwell Power Station (now decommissioned) is an important feature of the current landscape, as are the wind turbines located on the peninsula, and the former RAF Bradwell Bay together with its remaining blister hangers also helps define the current character of the area. It is therefore misleading to only refer to the rural and older historical context,	Agree that the Spatial Portrait does need to mention Bradwell A Nuclear Power station and the former RAF station
Lynne	Goodbourn		In principle it says all the right political things. However at a more detailed level it creates issues specific to our area	The issues are set out in a separate section of the Plan
Christopher	Kent		As long as is adhered to.	Comments noted
Lisa	Singh	Direct Call Centres Ltd		
Kevin	Head		Whilst very briefly mentioning Mayland and Maylandsea in the description of "The South and East Area" (paragraph 2.15), the following paragraphs do not give any reference to the sustainability or significance of these settlements. The settlements of Althorne and Bradwell-on-Sea, which are both detailed in paragraphs 2.19 and 2.20, are both much smaller and much less sustainable in terms of access to services and facilities than Mayland/Maylandsea. It is recommended that a new paragraph be inserted after 2.18 that details the significance of the settlements including reference to the historic St. Barnabas Church and Mayland Mill building as well as the sailing facilities and marinas that define the village's identity. These settlement descriptions should be carried forward into the Local Plan to better portray the spatial portrait of	Its not possible to describe every settlement in the District, only those key defining aspects. Bradwell on Sea is mentioned because it is of national significance and Althorne has a railway station so is part of the connectivity picture of the District.
Elizabeth	Sawyer Bayliss			
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	The area also had a historic association with horses as widely used within the agriculture of the area and from the historic horse market held in Southminster. There is still a very high level of horse activity in the district and this is another area for future tourism should suitable bridleways be linked, as the landscape lends itself to such activities. Reference to the aging population is accepted as being nationwide, however does this "picture" and the statistics take account of the recent approval for many homes specifically for the elderly being built which will promote an even bigger increase in the elderly in the area from outside of the area, where access to appropriate medical care and hospitals is less available?	Its not possible to describe every settlement in the District, and every aspect of it, only those key defining aspects. Tourism is mentioned. The aging population is a particular aspect of the Districts demographic and therefore should be featured in the issues section of the Plan.
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Matthew	Taylor		Broadly agree, however the profile for the North and West Area should recognise the significance of Braxted Park, which is Grade II* listed, the only historic park and garden in the District. It is identified by Historic England as of exceptional historical significance and steps should be taken to protect and enhance the setting of such a significant heritage asset in the north of the district	It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is one of these not singularly important.
Anne	Bailey			
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark		Purleigh Does not have a Post Office	The post office has been removed from the Rural Facilities Study.
David	Baker		<p>However the character of the district is changing rapidly due to the increase in new housing stock. This new stock is bringing new people into the district who do not necessarily work locally. There is a danger that the district will become little more than a dormitory where its inhabitants have little or nothing invested in the Spatial Portrait as described.</p> <p>Equally the large estates that are being allowed do nothing to encourage the younger inhabitants to stay locally as they are being "priced out" by the major developers who are only interested in maximising profit from land allocated for housing. This too is contributing to the ageing population noted in the portrait.</p>	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Jeremy	Richardson			
Glenna	Wilkins			
Cheryl	Carter	Education		
Susan	Mason		I am mostly interested in the Burnham and Dengie areas. 2.5, 2nd para - not sure what the reference "149 out of 317 of Local Authority areas means with regards to "barriers to housing" - is this a good thing or a bad thing? It seems to imply that there is a wide disparity between the more well-off who can afford to buy rather than the less well off who may not be able to afford to live in the area, thus leading to a less balanced population in terms of employment and age demographics	The score of 149 shows whilst the district is not the most deprived area in terms of barriers faced in regard to affordable housing, it does not rate very highly in providing affordable housing and therefore it is considered the cost of living and lack of rental market has lead to this score.
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	<p>I do agree with the spatial portrait but am concerned that this has not been recognised in the support of site GB1 (the commodity centre) into the Plan</p> <p>Specifically the inclusion of site GB1 does not recognise the significance of the location of the only historic park of the district, the grade 2* listed Braxted Park identified by Historic England of exceptional historical significance</p> <p>Secondly the inclusion of site GB1 which would see building on the floodplain of the Blackwater River and appears to ignore the statement regarding the importance of the in the plan 'The District's natural landscape is dominated by the two estuaries and the extensive flat and gently undulating alluvial plain along the Rivers Blackwater and Crouch, these areas have fragile habitats and biodiversity with many of the areas being of international, national and local importance'</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is one of these not singularly important.
Isabel	Adcock		There needs to be an holistic approach to where when and how property is built. Particularly infrastructure needs dealing with	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson			
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane			
Tracey	Munford	NA		

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Victoria	Cutmore	Endurance Estates	Endurance Estates Strategic Land Ltd (Endurance Estates) have land interests west of Maypole Lane, Heybridge which will be promoted for residential development as the Local Plan review progresses. Their site is sustainably located next to much larger areas of land allocated for development as the North Heybridge Garden Suburb and was assessed as suitable as part of the recent HELAA. The Council has a range of technical evidence for this site which supports its suitability and deliverability and it represents a wholly appropriate opportunity to help meet development requirements early in the period to be covered by the new Local Plan, from 2023 onwards. The spatial portrait is a good summary. We note the reference in paragraph 2.10 to the South Maldon Garden Suburb. We see the proposal for the North Heybridge Garden Suburb as evidence of an intention by the Council that a balance of development be achieved north and south of the River Chelmer. We consider that full advantage should be taken of the opportunities for development on the north side, to keep to a minimum the aggregate distances between residential areas and the facilities, services and employment areas of	Support noted. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Jane	Potter	Purleigh Parish Council	Purleigh Parish Council generally agrees with the spatial picture of the Maldon District as described in Point 2 of the document.	Support noted
Brian	Haydon	Cold Norton Parish Council		
Rowan	Rampersad		Stow Maries : Newly established vineyards not included as well as neighbouring villages to the River Crouch developing into a wine making region.	Agree that some reference needs to be made to the wine industry.
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm		
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day		I disagree with building on green open space outside the settlement boundary	Comments noted, however the question refers to the spatial picture of the district. The spatial picture describes the features and history of the district and therefore its purpose is not to highlight areas for development opportunities.
Vanessa	Horner			
Natalie	Bradford			
Harriet	Hurst-Smith			
Brian	Howson	Pharmaceutical company	Purleigh is not a 'large' village. I would say the central area of the village is small. The wider district of Purleigh is a large area. If there is an aim to designate Purleigh village as 'large', as a potential method for imposing housing in the village please do not	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that
Tony	Vanner		How do we know what area of Maldon this relates to ?	The spatial picture provides an overview of the whole of the district.
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard			
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council	Most of the proposed development is in the South of the district along the B1010/12 corridor.	This is not correct the majority of new development has gone into Maldon/Heybridge.
Tim	Chilvers		We agree that the Spatial Picture sets out an accurate picture of the characteristics of the District including the three distinctive geographical areas and the identification of the projects of national significance. In particular, we agree that Maldon, Heybridge and Burnham-on Crouch are the key drivers for the local economy. We also agree that Maldon and Heybridge are interdependent in terms of how residents use the facilities. For this reason, we consider that Maldon/Heybridge should be considered as the focus for growth within the District. This spatial planning judgement is informed by the first-hand experience of staff and operatives of both Strutt & Parker and Anderson Group, many of whom work and / or live in Maldon District.	Support noted
Ruth	Bull	The Othona Community	The Othona Community is on the unique coastline, adjacent to the SSSI, Roman ruins and St Peter's Chapel, where the edge of the land is merged with sea and sky. We were established here 76 years ago because of this heritage, big skies and tranquillity. Many visitors come to Bradwell on Sea specifically to visit St Peter's Chapel. We would find any policy that goes against this - such as spoiling the view and tranquillity by enabling the building of Bradwell B - to be totally unacceptable. St Peter's Chapel is not only an Ancient Monument but a place of Worship for the Othona Community and for the very many local people and visitors who come to experience that unique peace, accessed through this unique landscape - which is in danger of	Historic buildings and ancient monuments are protected under the heritage policies within the LDP. Major infrastructure works such as Bradwell B are dealt with by central Government and not by Maldon District Council.

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Mark	Jackson	Mark Jackson Planning	It is unclear as to what is meant by "strong spatial connections" at paragraph 2.2 The District in fact has fairly poor public transport and road links to the Haven Gateway, the Thames Gateway, London, Chelmsford, the M11 corridor, M25; as well as Stansted and Southend Airports. Previously in the Council Spatial Portrait deficiencies in transport infrastructure were a key concern for the District, in catering both for current and future development. This ought to be acknowledged in the Spatial Picture as it is at 4.5 of the Issues and Options Document, entitled Key Issues For Maldon.	Transport connectivity is part of the issues section of the Plan which does highlight poor connectivity.
Elliott	George			
ann	cutting			
Sharon	Cushen			
Ian	Tooley			
Sally	Tokeley			
Kate	Ellis			
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	It is considered that the spatial picture for the District could be better capture the ambition of the region. The following could be included: - Qualified labour is available locally with skill levels generally above average compared to Greater Essex and the UK. - The local economy contains businesses in a wide range of sectors which include world-class advanced manufacturing and engineering companies designing and building products at the cutting edge of technology; specialist construction companies; dynamic IT; digital & creative firms; health & social care businesses; and tourism, incorporating food and drink.	Agreed that this part of the Spatial Portrait does not quite capture the economy of the District and could be enhanced.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		2.2 The comment that the district has strong spatial connections with regional growth areas within the county MUST be tempered by the fact that these connections are compromised by lack of transport infrastructure- lack of rail connections to the main centre of population (Maldon/ Heybridge) and limited and very busy single road connections. 2.7 The portrait focusses on marine and estuary habitats. A further sentence is required stressing that a very large ammount (majority?) of the district's land is actually agricultural land, much of it intensively managed, whose bird populations have seen significant population declines in recent decades including at least 7 red-listed species.	Both of the matters raised are issues and belong in the issues section of the Plan. A sentence should be added concerning the road network in that it is rural in nature. The Spatial Portrait already discusses the protected area aspect of the District and the agricultural economy.
Kirsty	Rowsell			
Tim	Bradford	leadenhall	Purleigh is a small village, already overburdened with traffic.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	The description is in the present and fails to recognise the irreparable damage being done by the current spate of development in and around Maldon, loss of open space and the effect on the environment in the absence of supporting infrastructure. If development carries on at the same rate and the defined settlement areas of the medium and smaller villages are not maintained, there will be continuous development, loss of rural amenity, loss of quality farmland and habitats and the creation of a malignant environment. A much broader view needs to be taken into consideration. Some issues remain extant and others are exasperated by the extent of the current developments. Safeguarding existing rural settlements from encroaching urbanisation is particularly important to retain the character and heritage of the District. Recognition and support of Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) is critical to retain habitats within the diverse landscape. In order to retain the character of the areas, particularly in the northwest, the distinctive settlements should be retained in their current format as a barrier between the spreading urbanity of Maldon, Chelmsford and other areas	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
David	Brock			
Mark	Tentori	Mazdev Limited		
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim			
Judith	Radcliffe			
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt		<p>Poor and restrictive road infrastructure - only one A road serves a very small portion of the district which makes travel difficult. Road structures within the south of the area are B roads at best, several unclassified and are collapsing due to the volume and weight of the large vehicles that need to access the remote building sites. The good connections mentioned to the Thames Gateway, London, Chelmsford, the M11 corridor, M25; as well as Stanstead and Southend Airports, are only present for those on the western and northern edges of the district in the south and the east suffer from needing to use the roads infrastructure, which as mentioned above are poor. On average it takes 30 - 45 minutes to cross from the eastern side of the area to join with the more effect road network in the surrounding districts.</p> <p>The 27500 jobs mentioned are not evenly spread across the district, so this gives a false description of the economic possibilities of area. Maldon High Street is vibrant as stated, Burnham High Street is far less so and has not developed in support the large building plan that has been commenced, resulting in new residents needing to travel back across the Dengie to access retail facilities and health care - adding to the road issues previously mentioned. No mention of the defunct Nuclear Power station that sits on the north side of the Dengie. The portrait on the South of the region seems very limited, reporting mainly on train stations - there is no mention that the Crouch Valley line is a single-track branch line with mostly short stations - limiting the size of train that can usefully travel on it. To be more accurate the south of the region is a very beautiful part of Essex, protected by its remoteness and one of its greatest benefits is its lack of connection to the rest of the county. The spatial portrait does mention vineyards briefly but fails to mention that over the past decade, in sync with climate change, how this industry has expanded along the north side of the Crouch Valley - obviously this is area has the potential to expand to support the viticulture industry far more than at present and bring economic benefits to the region.</p>	This is a discussion about the issues in the District not the Spatial Portrait. The Issues are set out in a different section of the Plan. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. Agreed it is appropriate to mention Bradwell A nuclear power station and the wine production .
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINGS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell		
Colin	Hawkes			
Ronald	PIPER		As a general point I wish to make it clear that I totally oppose the way in which this questionnaire has been prepared. It is complicated beyond belief and has no doubt been designed to ensure that only a tiny minority of the population are either willing or capable of providing a meaningful answer to sixty odd questions. We have a large population of elderly and infirm people who are not computer literate. Will you please produce a document that is capable of being answered by the total and not the few	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their comments
Alan	Shrimplin	N/A	<p>Section 2.2: no new employment or retail within Burnham on crouch, yet over 700 new houses in five years have been built, this is a far larger proportion then the rest of MDC district section 2.6 : estimated that MDC will grow by 6200 in the next 17 years this is = to about 2800 new houses and is = to about 164 new houses per year. you state that 65 to 85 age will grow by 45 %, from the 2020 estimate for MDC 60 to 80 year old were 17244 in MDC, so an increase of 45% = 7759, which is more that your total population growth for all ages in the next 17 years.</p> <p>Section 2.9: states new health hubs, community facility , primary schools, none identified for BOC, why not when we have huge number of new buildings, and no infrastructure improvements.</p>	It is incorrect to say that the majority of development has gone into Burnham it has gone to Maldon/Heybridge. It is also incorrect to say that Burnham has in effect no infrastructure, an extention is planned for both the doctors surgery and the secondary school and extensions have been carried out at the primary school.
John	McLarty		Overall, the spatial picture is correct.	Support noted
John	McLarty		There is still a particular emphasis on the south and southeast of the District. It needs to be acknowledged that the northwest is within close proximity of the A12 corridor has a part to play in the Spatial Portrait of the District.	Agreed, there should be a sentence concerning the road routes into and out of the district added into the Spatial Portrait.
Norman	Branch	N/A	this questionnaire is ridiculously complicated and beyond the capability of the average person. in my opinion this is designed to ensure that only a tiny minority will respond. My main concern is how do you expect a large population of older people , infirm people who are not able to use a computer.	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their comments
John	McLarty		Overall, the spatial picture is correct.	Support noted
Valerie	Coleby	Berrys	<p>We agree with the spatial picture and in particular the role Maldon plays as a focus and destination for the District's residents with over a third of the District's population being resident there. The rich history Maldon as a medieval town is recognised.</p> <p>It is also acknowledged that Maldon is the location of the South Maldon Garden Suburb allocated in 2017 which is being built to include new community facilities and an HNS health hub</p>	Support noted
James	Clarke			
David	Stilwell			
Ann	Thomas			

Question 1

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michael	harris		Purleigh is a medium size village and not large as designated, we should resist building on green open land.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Geoffrey	Cox			
John	McLarty		Overall the spatial picture is correct.	Support noted
Kevin	Bruce			
Barrington	Thomas			
Richard	Edwards		There seems to be undue consideration given to the fact that North Fambridge has a railway station, with little recognition that the line also serves additional locations	Agreed that there should be additional information inserted concerning the railway line.
Robyn	Woloszczuk			
Lesley	Speller			
William	Shepherd			
Nicola	O'Dean	Balgores Motors		
Alexander	Romang			
Hayley	Holgate	ECC		
Eirlys	Parry	N/A		
victoria	newson	Childrens Nursery	We are being supplied with any additional infrastructure with regards to new roads, schools, dentists, doctors, hospitals, local shops, train lines or bus routes. There is minimal employment in Purleigh and Cold Norton and therefore travel to work is essential. The environment will suffer with extra pollution due to severe lack of routes to the ever expanding development of the Dengie which only has one route out back through Purleigh Cold Norton and South Woodham Ferrers which again has one route in and out to access the A12, A13, A130 and A127.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Michael	Unwin	N/A	Unable to view	N/A
Tony	Barber			
Nick	Mason	ECOClassics		
David	Banfield		There is a discrepancy on village sizes. Purleigh is not a large village it does not match the size or amount of already built structures in Great Totham, (which is classed as small and large), Beacon Hill, Cold Norton and Latchingdon all classed as large as any check on Ordnance survey maps will demonstrate. Not wishing to be pedantic but Purleigh and Latchingdon areas are really to the immediate south of Maldon not the north and west. If we have an ageing demographic more properties should eventually become available to new owners negating or reducing the need for large quantities of new housing unless this is really for people moving into the area from elsewhere.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		
Mike	Carpenter	CODE Development Planners Ltd	Suggestion to include reference in the Spatial Portrait for the south and east of the district to Bradwell Power Station. The power station is a key feature of the area and importantly is a large employer with prospects for substantial expansion during the plan period.	Agreed that a sentence concerning the Bradwell A nuclear power station should be added into the Spatial Portrait
ian	wilson	cm36pt		
Phillip	Wright	CALA Homes (North Home Counties) Ltd		
.	.	SN Developments		
.	.	Cooper Property Holdings Ltd		
Jane	Coleman	Maldon Town Council		
c/o Agent	c/o Agent			
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		
Sue	White			
Sarah	Yates			
Leonard	Lewis		The Crouch Valley as viewed from Althorne and Latchingdon provides a unique view across vineyards to the River Crouch and beyond and is greatly valued by residents of all of the surrounding areas of the Dengie Peninsular and of course contributes greatly to the attractiveness to the Dengie by visiting tourists which increasingly brings value to the local economy by both employment and wealth but all of this could be destroyed by inappropriate and destructive development within the Crouch Valley itself.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work. Landscape is already mentioned in the spatial portrait.
Roy	Martin	Mr Roy Martin	This seems a reasonably accurate picture.	Support noted
R	Minney			
Tim	Grant	Evolution Town Planning		

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Simon	Butler-Finbow	Pigeon Investment Management	The spatial picture provides a fair overview of the district and various locations within. However, it is considered that reference should be made in this spatial picture to the Settlement Pattern of the district such that it is clear how MDC will be directing development to reflect that spatial pattern. In addition, there is limited information provided on the accessibility and sustainability of Burnham-on-Crouch, with the focus predominantly provided on its history. Whilst this is of some relevance, it is considered more relevant to the forward-looking strategy of the Plan that Burnham-on-Crouch is a large settlement with a wide range of shops and services, facilities, education, public transport, and tourist and recreational offers, that all help to cement its place as one of the most sustainable settlements in the District. Paragraph 2.8: The committee version of LDPR made reference to a map showing the 3 spatial areas of the district but this has not been included in the consultation. It appears from the LDPR Issues and Options document that the 3 distinct areas (central, north-west and south-east) are fundamental to the spatial strategy of the District (also reflecting the 3 planning committees). Therefore, for completeness, the map should be included in the LDPR to identify the three areas. These representations have been prepared by Savills (UK) Ltd on behalf of Pigeon Investment Management Ltd and the landowners – Burwest LLP. Savills and our clients reserve the right to comment further on all aspects of the LDPR and its evidence base (whether or not they are referred to in this submission) throughout the LDPR process. We have previously made representations relating to and submitted to the Call-for-Sites, two sites: 'The Trails' and 'The Walks' (together – the 'submitted sites'). THE TRAILS The Trails represents two fields currently in agricultural use. It is located to the east of Ferry Road and the golf course and is bordered to the south by the railway line, Creeksea Place and the Country Park. To the east lies the urban area of the town. To the north the site is bordered by Creeksea Lane. There are no significant landscape, ecological, heritage, utilities or drainage constraints that would prevent the site from being delivered. The Trails was promoted during the preparation of the adopted Plan and was identified as MDC's preferred strategic growth option for Burnham at the Preferred Options Stage. At this time, MDC's indicative capacity was for 450 homes. The preferred growth option was however amended, with only the eastern part being retained. This area was then allocated as Site S2(i) in the now adopted Plan for 180 homes. The LDP also allocated two areas for growth to the north of Burnham town to deliver a further 270 homes. Thus, whilst the site was not allocated, the principle of a residential led mixed use development had already been	Comments noted, however the question refers to the spatial picture of the district. The spatial picture describes the features and history of the district and therefore its purpose is not to highlight areas for development opportunities.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		"The South and East Area" should make reference to Latchingdon, in both the list of settlements (paragraph 2.15) as well as in its own paragraph that briefly describes the significance of the settlement in this area. The settlements of Althorne and Bradwell-on-Sea, which are both detailed in paragraphs 2.19 and 2.20, are both much smaller and much less sustainable in terms of access to services and facilities than Latchingdon. It is recommended that a new paragraph be inserted after 2.18 that details the significance of the settlement including its positioning along the B1018, a main arterial route on the Dengie peninsula, as well as the range of village services which make the settlement relatively sustainable given its rural location and character. These settlement descriptions should be carried forward into the Local Plan to better portray the spatial portrait of the district.	Its not possible to describe every settlement in the District, only those key defining aspects. Bradwell on Sea is mentioned because it is of national significance and Althorne has a railway station so is part of the connectivity picture of the District. Latchingdon is missing from the list of settlements and this can be rectified.
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence			
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		
sara	doran		I agree with most of the description of the District, and I note that Tourism now is a major contributor to the local economy. I remain concerned that the amount of development required will continue to have a further detrimental effect on the very thing that attracts people to the area - and will negatively impact on an industry that brings in nearly 17% of the local economy. I am also very concerned that the character of the District is changing so rapidly and with such large developments that the character of the District is being very negatively impacted. Traffic jams are now the normal. It is a District with lower population density compared with the rest of Essex but there are significant concerns about flood risk, and in particular the clay nature of much of the soil increases the risk of flash flooding. This will continue to be a worsening situation. The real challenge of the district is that the infrastructure does NOT support continual growth in	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Grace	Godwin		Definitely do not agree.	Objection noted
Sue	Hillman		It fails to mention how many of the jobs are taken up by local people and how many are taken by people who commute into the area.	Agreed that the Spatial portrait should mention something about commuter flows though the information may change with the publication of the census later in 2022. At the present time it is approximately 41% where residents also work in the District.
michael	carr	NHS		
Colin	Horner	Villageretreat		
Simon	Plater	Plater+Claiborne	The picture is not complete, as there is no significant reference to the extensive marine nature of the District, as we have one of the longest coastlines in the country.	Agreed the Marine Conservation Zone has been missed off the spatial portrait and needs adding in.
Mark	Anderson			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Karen	Wellum			
Emma	Wright		The emphasis on protecting the characteristics of the district including the ancient woodlands, unique landscapes and natural environments will be contradicted by your building proposals. More development in rural areas will only have a detrimental effect. For instance, DEFRA have been giving local farmers grants to maintain large strips of land around their fields to protect and preserve the delicate wildlife balance, more development would counter these measures. Any increase in traffic would be disastrous for the small to medium sized village of Purleigh (not large). Any increase in traffic to these small, sometimes single, lane roads would have a significant impact to the residents of this village.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that.
Robert	Scott	Lewis & Scott Retirement Living Ltd	The Council has stated in paragraph 2.1 of the Spatial Portrait that it has 'good quality housing stock'. This is a misleading statement. Lewis & Scott specialise in the older persons and disability sector; having assessed the existing specialist housing stock within the District, we find it is not of sufficient quality in that it does not meet modern accessibility and space standards. This has resulted in a large proportion of the most vulnerable groups (those aged 65+ are predicted to make up 31.73% of the total District population by 2040) living in unsuitable/inappropriate housing that they cannot adequately maintain. Further paragraphs highlight the significant ageing population in the District, but fail to recognise the importance of this proportion of the population to the District's economy. Rather, focus has been placed on the opportunity for film and TV production settings. Paragraph 2.6 states the Council's concern regarding the 'decline in the ratio of working age people, which could have a future impact on employment vacancy rates'. The ageing population presents a significant opportunity to boost the District economy through inward spend, which in turn would support a number of employment opportunities that are long-term and not as volatile as tourism or the film and TV industry.	The spatial portrait is a broad overview of the district it does not go into detail about different types of housing stock. Broadly the quality of the housing stock in the district is good. This is also the case for the aging population statement in the consultee response, the spatial portrait is not looking to resolve issues within the district it is just a broad view.
Linda	Coom			
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard			
Ian	Drinkwater			
John	hand	N/A	A very rosy picture is painted of this area, there are poor work opportunities in this area and I see little in the way of advanced manufacturing and engineering that you speak of, that could provide proper jobs, just poorly paid service industry jobs with little investment that close down at the hint of a down turn in the economy. Poor roads do not attract or retain substantial industry.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. The spatial portrait is not meant to be a gloomy picture of all the ills of the district but just a broad statement about the place overall.
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann			
Burnham	Town Council	Burnham on Crouch Town Council	But with a few corrections; for example, the Crouch Yacht Club no longer exists, but the lively Burnham Sailing Club is not mentioned.	Agree that details about the yacht clubs needs to be accurate
Sally	Everitt	Community360		
Mark	Garrett		It would seem to underplay the strategic importance of links to the A12/Witham Station	The Council has made a mention of the key road routes into and out of the District, any strategic cross boundary issues will be mentioned in the relevant part of the Plan.
Justin	Barkham	Self employed	do agree with the spatial portrait but am concerned that this has not been recognised in the support of site GB1 (the commodity centre) into the Plan Specifically the inclusion of site GB1 does not recognise the significance of the location of the only historic park of the district, the grade 2* listed Braxted Park identified by Historic England of exceptional historical significance Secondly the inclusion of site GB1 which would see building on the floodplain of the Blackwater River and appears to ignore the statement regarding the importance of the in the plan 'The District's natural landscape is dominated by the two estuaries and the extensive flat and gently undulating alluvial plain along the Rivers Blackwater and Crouch, these areas have fragile habitats and biodiversity with many of the areas being of international, national and local importance'	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is one of these not singularly important.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	Yes, it should recognise the significance of Grade II listed Braxted Park and the beautiful surrounding Essex countryside and landscapes, heritage and non-heritage buildings and structures like the Lea Lane Crinkle-Crinkle wall.	It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is one of these not singularly important
Victoria	Long			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service	On your map you show Latchingdon as a large village, however you don't mention it in the areas listed for the South and East Area of Maldon	Agreed Latchingdon is missing from the list of settlements and should be added.
Stephen	Sutton			
Kevin	Bennett		All OK except the Settlement Pattern map is incorrect. It shows Beacon Hill as a large village in fact it is part of Great Totham and is a small area with no facilities. Wickham Bishops is missing as a large village and needs to be shown on the map. Beacon Hill is not part of Wickham Bishops. This same error is repeated in 11.0 Options for growth where Wickham Bishops is noted as including Beacon Hill. Wickham Bishops does not include Beacon Hill.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The rural facilities study will be examined following this consultation.
Nicholas	Matthams			
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		The North area completely omits Little Braxted from its definition which is incorrect. Little and Great Braxted are both within the Maldon District.	Agreed Little Braxted is missing off the list of settlements and should be added in.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson		Sections 2.7 - 2.17 and 2.19 are most relevant to Althorne.	Comments noted. The spatial picture of the district covers the whole of the district and not just one area.
RICHARD	GROUT			
Tim	Madelin		2.1 The area does not have strong spatial connections. The main connections are single carriageway roads that are over capacity at increasing times during the day not just the 'rush hour'. The only rail connection is a branch line (some only single track) between Wickford and Southminster, with Southminster in the south of the MDC area being the most northerly train station. Bus service coverage in the area is poor and many of those that do operate do so infrequently. 2.4 Tourism provides little direct benefit to most residents of the area and due to the transport infrastructure outlined above most arrive by car bringing many disadvantages including parking problems, increased traffic congestion and consequent poorer air quality.	There should be a sentence about the routes in and out of the District in the spatial portrait. This is a broad view of the District it is not a section which should be raising issues.
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	Sections 2.7 - 2.17 and 2.19 are particularly relevant to Althorne.	Comments noted. The spatial picture of the district covers the whole of the district and not just one area.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed		
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		We are disappointed that you have not given credence to a grade 2 listed, historic park and gardens, which is Braxted Park. This is of high importance to the district, the county and beyond.	It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is <u>one of these not singularly important</u> .
Johanna	Dale		I broadly agree with the spatial portrait but would like to make 2 points: 1) The chapel of St. Peter-on-the-Wall should be mentioned in paragraph 2.5 - it is of national importance and its situation on the salt marsh coast makes it one of the iconic historical buildings in the district 2) I know that the ONS calculates population density based on flat land, but I think a historical perspective is valuable here, as well as one that looks to the future. It is not just that 30% of the district is at risk from flooding, it is that the majority of this at-risk land is former marsh protected by sea walls, which lies below sea level and is entirely unsuitable for development. If one doesn't include this land in population density calculations, Maldon District is less of an outlier. This is worth thinking about because the reality is that our district is going to shrink! The shoreline management plan envisages, for example, managed retreat between Burnham and North Fambridge. I find it surprising that the shoreline management plan is not more prominent in the local plan or in planning decisions in the district more generally. What it proposes has an important impact on the future spatial portrait of our district, especially given the poor state of repair of many sea walls.	The Chapel of St Peter on the Wall is mentioned in the Spatial Portrait already. The Spatial Portrait is just a broad overview of the District it does not set out any issues this is in a different issues section of the Plan.
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		
David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm	The information given for Bradwell on Sea is totally inadequate.	As the respondent has not stated why the Council cannot make any further comment.
Carlos	Rodriguez			
George	Dixon			
Rebecca	Tucker			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Mark	Faraway		The roads within the south and east areas are already very busy, schools are over subscribed as are doctors surgeries and dentist. Before any further housing development can take place without detriment occurring for existing residents the whole infrastructure needs to be developed to cope.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
T	Ketteley			
Elizabeth	Weston			
Jacky	Barber			
Douglas	Channer	Private	<p>You have aligned the areas with the structure of the area planning committees it appears rather than perhaps looking at the spatial alignments that make sense.</p> <p>North Fambridge is in the South. In fact it lies several miles to the south of Maldon lying on the banks of the Crouch which forms its southern most boundary.</p> <p>The areas in my opinion should be more accurately be defined as South, Central and North. Central being Maldon and Heybridge.</p> <p>The villages of North Fambridge, Purleigh, Stow Maries and Cold Norton are known as Dengie 100 villages as is Woodham Mortimer. How therefore you assess that they should be designated in a spatial description of North and West when they are not North and West is concerning. Woodham Walter may be able to be described as west as it does lie more west of Maldon than it</p>	Agreed the geography is quite difficult to see in terms of the spatial layout of the District.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg			
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss		The 2017 version was stronger and better reflects the needs of a rural area	The 2022 version is actually not that different from the 2017 version.
Simon	Mackenzie Smith			
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington		<p>We agree with Maldon's identification as a town.</p> <p>Please see Section 4 of our submitted representations for details.</p>	Support noted
D	Cooper			
C/O Agent	C/O Agent			
Zoe	May	East of England Ambulance Service NHS Trust	<p>East of England Ambulance Service NHS Trust (EEAST) acknowledges the population growth of 72,000 by 2038 and supports the development of new community facilities, including an NHS health hub and relief road.</p> <p>EEAST provides emergency services across the Maldon and wider Essex area. Emergency ambulance services are required to reach patients within set timescales and therefore it is essential that ambulance stations provide cost effective and efficient premises of the right size, location, and condition to support the delivery of clinical care to the community served by the Trust.</p> <p>Any new housing development requires assessment on the suitability of existing stations, with potential to reduce, redevelop or extend and in certain instances relocate to a more suitable location. In addition to reviewing the suitability of premises, EEAST, also needs to consider the age, number and type of ambulance response vehicles and provision of latest medical equipment required to manage any increase in population growth. Additional ambulances and ambulance station response posts will be required in the area to support this additional population growth.</p> <p>The relief road would support the ambulance service in meeting nationally set response times to reach and treat patients and where appropriate conveyance to the right place for further care</p>	Comments noted. The Infrastructure Delivery Plan is agreed with statutory providers such as the NHS and ECC to mitigate the impact of development. This infrastructure is provided under the terms of S106 agreements.
Roger	Woodcock		<p>Did not see much concern over the loss of land to housing developments which has already changed the character of the District for the worse.</p> <p>Having lived in Purleigh since 1964, the loss of wildlife since then has been catastrophic. Also the loss of farm land reduces our ability to feed ourselves; the current war in Ukraine reminds us of our dependence on external sources of food and energy.</p>	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Michael	Manning			
Jack	Inglis	Kelvedon Hall		
Peggy	Shields			

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
Dawn	Adams	Catesby Estates		
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	The profile for the North and West Area (Paras 2.12-2.14) should recognise the significance of Braxted Park, which is Grade II* listed, the only historic park and garden in the District. It is identified by Historic England as of exceptional historical significance.	It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is one of these not singularly important
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES		The "important World War 1 aerodrome" is actually in the parish of Cold Norton.	Agreed that the address for the aerodrome should be accurate.
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Ellum		with regard to the Spatial Picture, I'm pleased the Tourism economy and natural landscape is given adequate comment. I'm surprised the area's excellent growing, farming and food production are not more addressed, not least flour, salt and wine. Also the importance of the two main high streets appears lacking	The wine industry should be added to the spatial portrait and the high streets are mentioned.
Bernard	Steeple			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		There appears to be no mention of Latchingdon.	Comments noted, Latchingdon has been added to the list of villages within the South Eastern area.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark		There seems to be little recognition of the significance of Braxted Park, a Grade II* Listed Park and Garden of "exceptional significance" in the North / West area of the plan. (Paragraph 2.12-2.14) It is the only historic park and garden in the District.	It is not possible to mention all the historic assets in the District in the Spatial Portrait, Bradwell on Sea is mentioned because of its national singular historic significance, there are other historic parks in the country and Braxted Park is one of these not singularly important
Patricia	Smith			
Mick	Sargeant		Goldhanger is missing	Comments noted, Goldhanger has been added to the text.
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*		We agree that the Spatial Picture sets out an accurate picture of the characteristics of the District including the three distinctive geographical areas and the identification of the projects of national significance.	Support noted.
*	Willmott		4.2 We agree that the Spatial Picture sets out an accurate picture of the characteristics of the District including the three distinctive geographical areas and the identification of the projects of national significance.	Support noted.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.2. We agree that the Spatial Picture sets out an accurate portrait of the characteristics of the District including the three distinctive geographical areas. 4.3. However, we consider that the portrait should refer to Bradwell Power Station given the anticipated construction work and the implications this would have on the planning of the district and various needs. The portrait should also acknowledge the existence of neighbouring towns such as Tiptree, Witham and South Woodham Ferrers as these are immediately adjacent to the Borough and have a spatial influence on the district that would benefit from being	Comments noted. The spatial picture of the district aims to highlight the features of the Maldon district, however a separate paragraph could be added to show the districts links to neighbouring authorities and a sentence added about the Bradwell A nuclear power station.
*	*		3.2 We agree that the Spatial Picture sets out an accurate portrait of the characteristics of the District including the three distinctive geographical areas. 3.3 However, we consider that the portrait should refer to Bradwell Power Station given the anticipated construction work and the implications this would have on the planning of the district. The portrait should also acknowledge the existence of neighbouring towns such as Tiptree, Witham and South Woodham Ferrer as these are immediately adjacent to the Borough and have a spatial influence on the district that would benefit from being recognised.	Comments noted. The spatial picture of the district aims to highlight the features of the Maldon district, however a separate paragraph could be added to show the districts links to neighbouring authorities and a sentence added about the Bradwell A nuclear power station.

Question 1

First Name	Last Name	Organisation	Question 1. Do you agree with this spatial picture of the District?	COUNCIL RESPONSE
*	*		<p>3.2 We agree that the Spatial Picture sets out an accurate portrait of the characteristics of the District including the three distinctive geographical areas.</p> <p>3.3 However, we consider that the portrait should refer to Bradwell Power Station given the anticipated construction work and the implications this would have on the planning of the district. This would be a highly significant development, the effects of which would be likely to extend beyond the term of the local plan. The 2020 consultation regarding Bradwell B identified the main routes to the power station and run directly south of Mayland. Accordingly, we consider the impact of Bradwell B and the implication for sites such as Mushroom Farm, which could provide a suitable PDL site for a range of suitable uses including residential for works, are important to the proper planning of the district. The portrait should also acknowledge the existence of neighbouring towns such as Tiptree, Witham and South Woodham Ferris as these are immediately adjacent to the Borough and have a spatial influence on the district that would benefit from being recognised.</p>	Comments noted. The spatial picture of the district aims to highlight the features of the Maldon district, however a separate paragraph could be added to show the districts links to neighbouring authorities and a sentence added about the Bradwell A nuclear power station.
*	*		<p>3.2 We agree that the Spatial Picture sets out an accurate portrait of the characteristics of the District including the three distinctive geographical areas.</p> <p>3.3 However, we consider that the portrait should refer to Bradwell Power Station given the anticipated construction work and the implications this would have on the planning of the district. The portrait should also acknowledge the existence of neighbouring towns such as Tiptree, Witham and South Woodham Ferrers as these are immediately adjacent to the District and have a spatial influence that would benefit from being recognised.</p>	Comments noted. The spatial picture of the district aims to highlight the features of the Maldon district, however a separate paragraph could be added to show the districts links to neighbouring authorities and a sentence added about the Bradwell A nuclear power station.
*	*		<p>3.2 We agree that the Spatial Picture sets out an accurate portrait of the characteristics of the District including the three distinctive geographical areas.</p> <p>3.3 However, we consider that the portrait should refer to Bradwell Power Station given the anticipated construction work and the implications this would have on the planning of the district. The portrait should also acknowledge the existence of neighbouring towns such as Tiptree, Witham and South Woodham Ferrers as these are immediately adjacent to the District and have a spatial influence on the district that would benefit from being recognised.</p>	Comments noted. The spatial picture of the district aims to highlight the features of the Maldon district, however a separate paragraph could be added to show the districts links to neighbouring authorities and a sentence added about the Bradwell A nuclear power station.
*	*			
*	*			
Alan	Massow			
*	*		<p>3.9 As confirmed by its position within the LDPIO's settlement hierarchy, Maldon Town is evidently a sustainable location to which to direct a significant proportion of the District's growth. We consider that, if the LDP is ultimately to be found sound, any spatial strategy option pursued will have to direct a high proportion of growth to Maldon Town. In the case of the proposals of Essex Housing in particular, Maldon Town should be considered for the accommodation of Independent Living schemes where residents typically have lower car ownership rates and will require accessible local amenities and facilities.</p> <p>3.10 It should also be recognised that Maldon Town is also subject to its own, specific housing needs.</p> <p>3.11 The LHNA identified 190 households currently living in unsuitable accommodation within Maldon Town – the highest number of the six market sub-areas into which it divided the District.</p> <p>3.12 The LHNA also identified a net social / affordable rented housing need of 35dpa; and an affordable home ownership need of 6dpa, meaning that Maldon Town's per annum affordable housing need is almost as much as that of Southminster and Burnham-on-Crouch combined.</p> <p>3.13 Meeting affordable housing needs would clearly represent a significant social benefit. Conversely, failing to do so would likely result in significant social and economic harm.</p> <p>3.14 In short, Maldon Town is both a sustainable location in which to focus growth, as well as being an area where there is a significant housing need. Its sustainable location makes it highly suitable for accommodating an Independent Living scheme designed for retirement living in particular.</p> <p>3.15 Accessible locations can also provide invaluable opportunities for developments which are not car-dependent and in turn reduce reliance on private vehicles and make positive contributions to changing travel behaviours and emission levels respectively.</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Ian	Butt			
Sarah	Sayer			
*	*			

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake	As always there is a balance between heritage, tradition, the environment, development and demographics.	Support noted.
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell		<p>Many questionable statements with the 2017 text, especially regarding:</p> <p>Large proportion of population commute to London? Incorrect.</p> <p>High proportion of population possessing no qualifications? Incorrect and somewhat derogatory.</p> <p>District particularly vulnerable to climate change and flooding? Incorrect and sweeping statement with no justification or proof.</p> <p>The provision of infrastructure and facilities was considered to be a vital component? Well that certainly hasn't happened... as it has got worse!</p>	<p>Information regarding commuting and education is gathered from Government data through the Office of National Statistics, the point is noted however that the issues section does not say what % commutes out of the District, nor the % of non attainment of education this will be rectified when the census information is produced in autumn 2022. The Councils Strategic Flood Risk Assessment is carried out by professionals who are qualified in that area and use data gathered from various sources including the Government, maps and Anglian Water, flood maps are produced by the Environment Agency.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p>
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs			
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes		Housing delivery remains a key issue in the District.	Support noted, this is featured within the review of the Local Plan.
Peter	Wakling		Doctors surgeries are over whelmed, not easy to get an appointment, stretched to their limits. A lot of housing already developed in the Maldon District.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
David	Sismey		Not proven that demand remains significantly higher than supply	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Stuart	Willsher	Persimmon Homes Essex	The issues listed at present appear to be too vague and lack a real vision. It is clear that the two big challenges facing the country in the next 20-30 years are a lack of homes, particularly for both young and elderly, along with the impending threat of climate change and its attendant impacts. Therefore, both of these need to be reflected fully in the issues (with the Local Plan then setting out policies and strategies to deal with those issues). Maldon should strive, in its local plan, to not only meet its housing supply but to plan beyond, as well as to meet the threat of climate change by encouraging all developments to be 'green', to exceed climate change targets and to seek alternatives to the private car to transform how Maldon residents travel.	<p>Identifying additional housing supply provides crucial flexibility within the overall approach to housing delivery a key theme of the NPPF (paras 14 and 50) and this will help to ensure that the Plan is deliverable. In practice not every site identified in a housing trajectory needs to or will come forward exactly as proposed in order to meet the housing requirement over the Plan period. Having a housing buffer recognises that the housing market will be subject to various fluctuations and some potential slippage over the Plan period. Building in this recognition from the outset of the Plan provides much needed flexibility and therefore certainty that the Plan's housing requirement will be delivered. It is better to over-provide than under-provide. This is a sound planning approach in line with the NPPF. The Issues section does need to be improved with some key statistics one of which is affordability.</p> <p>In regard to the issue of climate change, policies will be featured throughout the LDP rather than as a separate policy.</p>
Sara	Howarth			

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Anthony	Fittock		I would question the relevance of post offices and small shops vs the need to have access to large supermarkets . With respect to infrastructure to reduce anti-social behaviour there is a need for accessibility within a reasonable distance from home. Access to large settlements from the more rural settlements is restricted by a lack of pavements together with busy narrow roads .	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. Smaller community shops and where they are available post offices are relevant to the sustainability of smaller communities but it is important to be able to access them safely by
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited	It is vital to ensure that the with housing growth comes economic growth that is related spatially to the housing to reduce out commuting and develop integrated communities. It should be a goal to develop local employment opportunities alongside housing and new infrastructure to build sustainable communities	Economic growth is an identified issue in the LDP Review and work is being undertaken to produce an Employment Study so that the needs of the economy can be effectively planned for and if necessary additional employment land allocated
Michele	Williams		The large developments have not provided enough work for local companies and have led to the villages becoming stagnant with regard to new housing for local people	The Local Plan supports the development of businesses and encourages growth and the provision of jobs, the Council does need to consider if those policies are flexible enough to effectively encourage economic growth and this is part of the process of the LDP Review.
Tara	Strydom			
Jenny	Ball		Greater emphasis should be placed on meeting education and health care needs of residents in the District. In particular, the provision of secondary school places is woeful across the District particularly across the Dengie peninsular. Significant housing development in Southminster, Burnham and North Fambridge has not been accompanied by sufficient additional healthcare or primary and secondary education provision. Young people are having to travel excessive distances to attend secondary school because there is not enough provision for them locally. This increases traffic on the roads, reduces the connection of young people to their home communities and increases the risk of young people being approached / harmed whilst travelling away from their families and neighbours. Even with students travelling to William de Ferrers from the Dengie (because there are insufficient places at Ormiston) - the Essex CC ten year plan still shows a large deficit of places in coming years.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Cliff	Baron			
Gill	Winsor	Tesco	Do not understand the question	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today.
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Housing - all new developments do not address the issues of affordability mentioned in the strategy. Even in villages like Latchingdon, historically more affordable, new build (or very nearly new) are in excess of £600k for a detached 4 bed family home. Accessibility - though correct in stating some links to shops and services through certain bus options (Dengie Dart), you have been inconsistent with this as evidence for accepting or dismissing sites. The Dengie Dart is mentioned in one Althorne site, but not in Fambridge and Althorne has same lack of facilities and same access to this bus. Mayland south of Steeple Road is not close to the few shops and is not connected by this dial a ride	In order for house prices to drop within the district the market needs to be buoyant, this occurs when there is enough housing stock available. If no new housing developments are built within that area, then there would be fewer houses available within that area for sale and therefore the houses that are available can be sold at a premium. The Dengie Dart bus service is important but because it is a dial up service it is not counted in any Rural Facilities Study because everyone has access to it if they need it.
Merryl	Quilter		Th affordability has nothing to do with the amount of houses, it is driven by the rest of Essex and jobs and at the moment Covid.	In order for house prices to drop within the district the market needs to be buoyant, this occurs when there is enough housing stock available. If no new housing developments are built within that area, then there would be fewer houses available within that area for sale and therefore the houses that are available can be sold at a premium. The affordability ratio for the District is high at 11.9 (2019) meaning that wages have to be 11.9 times the cost of a house in the District. The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Bear	Keen			
Jessica	Cox			
Robert	Burton		Tillingham doesn't need the proposed housing which could potentially double the villages population	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Yvonne	Wade			

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Louise	Bywaters-Smith	Hospitality	There is a drain that is just outside where the new bungalows are being built! Right near my house! The smell from the drain is rotten! If that's like that now imagine how it's going to be when the new housing developments start and there's more wear and tear and sewage! As it is the footpath was blocked whilst they are building the bungalows Emergency services, doctors, schools, roads.	The Council cannot respond on site specifics at this stage of LDP Review and would be unable to comment on sites that are already built. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Brooke	Roberts-Morgan		Where are the additional services for all these extra houses?	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Patricia	Bunkle			
Stephanie	Ireland		Housing - need data to show that demand was outweighing supply of housing. The current builds are still, too expensive for those growing up in the town to buy and most will be occupied by people moving in from more expensive areas, as it is possible to commute into larger cities for work, including London. Accessibility - Heybridge particularly is in need of another road into the town as traffic is often congested through the village, but this would mean another bridge across the river. Infrastructure - Current infrastructure is woefully inadequate with schools being over subscribed and GP surgeries overwhelmed.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The Issues section of the Plan will be updated with some statistical information once the Census details are produced in the Autumn of 2022, this will include the affordability ratio for the purchase of new housing. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffn			
Kathryn	Beighton	Publishing		
Roy	Warren	Sport England		
STUART	SOWTER		more attention is required for infrastructure, one road on and off the dengie which is cannot cope. lack of local school places and ability to be able to get a doctors appointment. more focus should be on improving the current area for the people that live here rather than building yet more houses and making the situation even worse?	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with neighbouring Duty to Cooperate bodies, transport, health and education infrastructure has been identified as strategic and cross-boundary issue.
Mark	Raffray		In respect of the dispersed, mainly rural community, with a high dependency on road transport, it should be made clearer that there is a high dependency on two particular highways corridors for regional connectivity, e.g. with trunk routes. These being the A414 (northern communities) and the B1012/A132 (for the south). Accessibility and capacity limitations already affect both these key corridors with attendant impacts on commuters, delivery services, and emergency service responsiveness. Recent or planned major housing developments proximate to these routes exacerbates concerns about their future sustainability.	Point noted that in the accessibility section there is no mention of the B1012 the one key route to the east of the District.
April	Rowley		Road network is unsustainable as housing has increased the roads have become dangerous.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued

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e	e	e	Climate Change needs to be added. Bradwell B is mentioned in "National Context" but not as a Key Issue for the District. If built, it will impact on & / or be impacted by all the other issues listed here so it should be listed here. Health services and education provision presumably belong within "People & Communities" but should be more overtly described. Sewerage and water provision should be added, including where the latter presents any risk to the fire service. Housing has become less affordable compared with average wages here and is the highest in Essex (house price:earnings ratio now 11.87, compared with 10.82 five years ago). Flood likelihood, frequency and severity have all worsened. The railway stations mentioned to the north are outside the District, and that should be stated, in the same way that it is noted of South Woodham Ferrers.	Climate Change is mentioned in the natural environment section regarding flood risk. The point is noted though and it should also be mentioned in the housing section with regard to ensuring future housing takes full account of it in its design and implementation and also in the accessibility section. Bradwell B is presently on pause and whilst it is still a nationally allocated energy site the Council is not the determining body for its development, it is therefore not a key issue at this point. Health and education is mentioned in the issues section of the plan. Point noted that affordability has not been clarified clearly enough. Noted that Hatfield Peverell and Wickham railway stations are outside the District. Flood risk is mentioned in the issues section.
Kevin	Lagan			
Bill	Withers			
Joanna	Jeffery			
John	Mitchell		The key issues need to explicitly relate to the Council's objectives and visions in its new Corporate Plan. It seems to me that achievement of the Corporate objectives needs a strong Local Plan, and both documents would be stronger if that link were made clear. Indeed the Corporate Plan doesn't even mention the Local Plan nor the need for a review.	A Local Plan is a statutory land-use planning document that sets out how the Council should be developed over the next 15 years, in line with the requirements of national policy and legislation. A lesser timeframe for the local plan is not allowed, though a longer one is. There is also a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary.
Bethany	Jones	Colchester Borough Council	Yes. The five theme issues (housing, economy, natural and built heritage, accessibility and people and communities) are considered still relevant. Of particular importance is the need to consider cross boundary impacts in terms of road infrastructure such as the A12 widening scheme which will have particular impacts to settlements such as Tiptree, Kelvedon and Witham. The vulnerability of the District to impacts of climate change and flooding could feature as a cross cutting issues throughout each theme.	The A12 widening scheme is mentioned in the strategic issues section. Noted that climate change does not feature enough in the issues section.
magnus	Magnusson	Parker Planning Services	Yes, my client agrees that the key issues as identified within the consultation document remain relevant. In particular, there is a need to plan for significantly more homes within the district to cater for in-migration and the lack of housing supply which has created an 'affordability issue' locally. In respect of 'accessibility', the district has direct links to the A12 trunk road via the A414 and the B1019 whilst many roads within the district comprise B and C class country roads. There is one railway branch line within the district, (the Crouch Valley Line) to the south connecting Southminster, Burnham-on-Crouch, Althorne and North Fambridge to South Woodham Ferrers (in Chelmsford City area) and onto London, via Wickford. It is important that any strategy for growth is focussed on locations (settlements) with existing high levels of accessibility, particularly via more sustainable modes of transport, including rail and bus. Such locations or settlements include the 'Town'	Support noted.
Nick	Whiteley		Housing: Could the district try to encourage more 2-3 apartment buildings, these take less overall ground area, while providing a housing benefit. Yes, these provide forms of obstruction in terms of views, encouraging these types of buildings closer to the built up areas would allow for more green space. Accessibility: Encouraging more buses, between rail links in the district and the town centres. People and Communities: Dire need for more buildings related to education and healthcare - this needs to be desperately addressed before more housing is allowed in the district.	The Housing Needs Assessment has shown there is a need for 2/3 bedroomed dwellings within the district and therefore developments that cater for this requirement are encouraged. Additionally policies within the LDP require developments to be in sustainable locations with access to local infrastructure. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed	My concern is that from the now outdated 2011 census info I found online those with no qualifications in the Maldon district appears insignificantly different from the national average. The slightly higher percentage with no qualifications may be more prevalent in the older population (who left school at an early age) The older population is also higher than the national average. Advertising a lowly qualified working population is potentially disadvantageous to inward investment from those sectors presently under represented and traditionally paying well, such as financial services etc. The high numbers of commuters in the area have strong skills in these sectors but little to no prospect of working in them on-site locally.	Agree with these comments, once the census details are published in the autumn of 2022 new updated statistics will be input into the issues section and a % will be put in for educational attainment.
Karen	Neath	Tolleshunt Major Parish Council	We do not agree that Maldon has direct links to the A12 as drivers need to pass through Danbury (A414) or Hatfield Peverel to access it (B1019). Maldon also suffers from the lack of a railway station. These issues around connectivity need to be well considered in future planning.	The word direct can be removed from the issues section to make it clearer that it is not actually direct as a link to the A12. It is very unlikely given the cost of providing a railway and station in Maldon that it will be not possible to include this in the plan

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N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		not enough emphasis on our poor over crowded road links	The issues section does raise the issue of poor accessibility and the rural road network.
Richard	Courtney	University Of East London	Accessibility beyond Althorne is becoming more of an issue	The issues section cannot mention every settlement and raises the issue of poor connectivity on the Districts roads.
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society	Housing ; Post Covid it is not a "given" that out-commuting to London will cease. therefore the working population proportions might well remain as previously, consequently affordability of housing will remain within the District population's choice of workplace options. Let The Market dictate housing priorities within the "Affordability parameters" required. Heritages: Our Natural Heritage/Topography with so many coastal margins problems, with so much land being Flood Risk Zone 3 a & b requires the District to demand more attainable targets than the NPPF is deemed to foist upon us. We MUST NOT allow Residential Developments where it is obviously unsustainable , regardless of the worst laid (SUDS??) plans of large profit orientated Developers. No more Holloway, Bassetts, etc.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Alan	Outlaw	Self Employed		
John	Hitcham		People and Communities - The provision of infrastructure and facilities in LDP was considered to be a vital component in addressing the sustainability and well-being of communities and all new development needs were planned to be supported by the provision of adequate infrastructure this was said to be funded by S106 monies and CIL payments. Since LDPI, there has been zero new communications, NHS or School infrastructure in the South and East area that was not directly related to a particular development. Legacy shortfalls have not been addressed. Amongst other reasons MDC in its wisdom failed to implement CIL which was a key enabler in LDP I ... This not needs to be implemented in LDP II with additional levelling up monies as well as CIL	Neither CIL nor S106 funding can address legacy infrastructure shortfall, this is beyond its legal capability, and can only be used to mitigate impact from new development. The comment that nothing has been provided is not correct. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Richard	Kelly	Croudace Homes	The issues are interlinked, and each must be considered together to ensure a Plan is produced that is robust and can deliver what it sets out to achieve. With a specific focus on housing, whilst the Council has performed well in the last 3 years as confirmed by the Housing Delivery Test ('HDT'), since the start of the plan period (2014), only 1,909 homes have been delivered against the target of 2,170, a shortfall of 261 homes. In accordance with the National Planning Policy Framework ('NPPF') (paragraph 68), it is therefore vital that the Council brings forward policies that allow "a sufficient supply and mix of sites" to be allocated in the Plan. In so doing, the Council will then be able to identify "a supply of: a) specific, deliverable sites for years one to five of the plan period; and b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan". The Site subject of these representations is located adjacent to the popular and growing town of South Woodham Ferrers and will be capable of delivery in the medium to long term but if required sooner, could come forward. The allocation of the Site will also deliver housing where it is most needed and viable (in the south of the District) whilst also providing an opportunity to build on and enhance the existing infrastructure of South Woodham Ferrers which is recognised as a "high order settlement" considered to be "the most sustainable as they have the most functions and the best services and facilities including transport links and employment opportunities". South Woodham Ferrers is therefore a logical location for growth, providing a sustainable and accessible location that provides links to the surrounding area including Wickford, Billericay and onto Shenfield providing direct routes to London.	The shortfall of housing delivery is not great compared to some authorities and will be incorporated into the housing requirement in the LDP review to be allocated. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Lindsey	Squire	North Farnbridge Parish Council	Regarding (4.5) rural communities rely almost entirely on road transport to connect to work, deliveries and emergency services. From a survey carried out pre-Covid it was found only 8% of workers used the train to commute. In the south access is by the B1012/A132 future development proximate to these routes exacerbates concerns about sustainability in the future	The accessibility section in the issues section of the Plan does discuss the rural road network as an accessibility issue.
K	Jeffries			
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks			
Carlie	Mayes			
James	Rushton		It must be a priority to protect the diversity of the Natural and Built Heritage of the District, which makes delivering on all the Key Issues correctly outlined all the more of a challenge.	Support noted
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		

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Catherine	Champion		A huge number of new houses have been built in the last few years, largely because the council was so slow to approve a local plan. The so-called affordable houses are outside the reach of many locals, instead bringing in outsiders and worsening the local transport and infrastructure issues. Schools, medical provision and roads are high on the current agenda.	The matters raised by the respondent are mentioned in the issues section already
Terence	Hughes	Burnham-on-Crouch constituent	New housing is not within locals price range and is being snapped up by Greater London overflow and elderly population who have considerable housing equity. The young are having to move out to find jobs and accommodation. Thus sports clubs will struggle to recruit new people and health facilities will be overwhelmed by health problems of an aging population.	The affordability of housing is a key issue and it is not mentioned in terms of its statistical impact on the District in the issues section of the Plan.
Amanda	Mickelsen			
John	Tompkins		If development carries on at the same rate and the defined settlement areas of the medium and smaller villages are not maintained, there will be continuous development, loss of rural amenity, loss of quality farmland and habitats and the creation of a malignant environment. A much broader view needs to be taken into consideration. Some issues remain extant and others are exasperated by the extent of the current developments. Safeguarding existing rural settlements from encroaching urbanisation is particularly important to retain the character and heritage of the District. Recognition and support of Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) is critical to retain habitats within the diverse landscape. In order to retain the character of the areas, particularly in the northwest, the distinctive settlements should be retained in their current format as a barrier between the spreading urbanity of Maldon,	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. Biodiversity importance and character is recognised and policies will be written to enable development which has minimal impact on these.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford		Essential in every respect... massive housing growth with virtually no infrastructure to support it including suitable roads, cycle paths, sewage disposal, health services, school places, policing. Crouch Yacht Club in Burnham has gone. Burnham Sailing Club, and Creeksea Sailing Club should be mentioned if RCYC and RBYC are.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. It is important that the facts within the Plan are correct and changes should be made to the relevant yacht club names
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming		4.5 and 4.6 particularly so	Comment noted
Daniel	Goodman	Rochford District council		
Chris	Harvey		4.2 - I believe the District needs to consider whether it wants to continue to encourage so much "in-migration". The supporting infrastructure is not keeping pace with housing developments - particularly: primary health care (GPs), education, transportation (public and road network). In the past decade there has been a marked deterioration in service provision in these areas and the increased pressure on the existing infrastructure is causing harm to the environment within the District and reducing the quality of life of its residents.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. The Council has no control over who buys property or where they are from.
Philip	Davies		In paragraph 4.5, there is no mention of the accessibility to NHS services. Now the Mid and South Essex Clinical Commissioning Groups have merged, they have made the three hospitals, Broomfield, Basildon and Southend, into specialist hospitals, (Southend Cancer, Basildon Heart, Broomfield Orthopaedics). Patients across Maldon requiring those specialist services find it difficult to access the hospitals, particularly Basildon and Southend. This access concern is particularly difficult for those patients living in the Dengie where public transport links are poor to those hospitals, and parking is almost impossible.	Comment noted and agreed with, the issues section does not mention access to primary health care facilities outside the District.
Jane	Senior		Relevant but not acted on even yet. Accessibility out of Maldon towards Danbury/Witham is a problem. There is already congestion on the only one way out towards Danbury/A12 especially. Until infrastructure is given top priority any further housing will increase this problem as new residents will not be able to get to work easily (bus or personal vehicles only) outside of the area and as stated most employment is from small firms who will not necessarily increase their businesses.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.

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Susan	Cumming	not applicable	<p>My understanding of the term 'In-migration' is the movement into or come to live in a region or community especially as part of a large-scale and continuing movement of population. So how does this balance with allowing people who have 'lived here all their lives' having to move out of the area. How will Maldon stop those that are 'In-migrating' buying 'Affordable housing' as affordable housing refers to housing units that are affordable by that section of society whose income is below the median household income. In the financial year ending 2020 (April 2019 to March 2020), the period leading up to the coronavirus (COVID-19) pandemic, median household income in the UK was £29,900, based on estimates from the Office for National Statistics Household Finances Survey.</p> <p>I believe that affordable housing is a key issue especially in Essex where most of the population is still not able to buy houses at the market price.</p> <p>I do not agree that there is 'a growing requirement for the delivery of additional Gypsy and traveller sites' in Maldon. Affordable housing maybe.</p> <p>I am retired. I live in a rural community with many country roads, a very poor bus service, the threat of parcels of land being sold off by farmers for housing development alongside the threat of a major development for holiday lodges at the Warren Estate.</p> <p>Our community had a village shop and a post office which is considered to be a key issue for Maldon District. So why did we lose ours?</p>	<p>Comment noted and agreed with concerning affordability. The issues section does not mention the actual ratio of affordability in the District and this needs correcting. The Council cannot control who purchases a property and therefore cannot control migration. The Council are having an update to the Gypsy and Traveller Needs Assessment and we will have to act on that if it shows that additional pitch requirements are needed. The present LDP does have protection for rural services and facilities but it is not very clear or strong and the reviewed LDP will look to strengthen this policy requirement and make it clearer.</p>
Amanda	Clack		<p>Accessibility is the key issue and is both an attraction of living in this area and an inhibitor for development within it. The train line to Southminster offers a service that is limited by the single track. Road routes are becoming increasingly congested, dangerous for drivers and pedestrians, and noisy for local residents. The nature and character of the area is changing and the danger is it becomes increasingly urban and less rural by the decade. Development needs to be balance with accessibility considerations and the need to ensure the vicinity remains in character with the very nature in which it has been attractive for centuries of people enjoying the rural sense of place - natural heritage being "diverse and distinct natural, historic and built heritage which made a significant contribution to the quality of life in the area." The unique communities and sense of place come together around the enjoyment of peaceful recreation and appreciation of the rural environment.</p> <p>The National Planning Policy Framework 2012 includes the following in Paragraph 109: Planning system should contribute to and enhance the natural and local environment by protecting and enhancing local landscapes. It is imperative that all development is considered with this in mind, as well as Paragraph 7: Sustainable development includes an environmental role which requires the use of natural resources prudently and that waste and pollution is minimised.</p>	<p>Please note, the NPPF has been updated since 2012 with the most recent release being July 2021. Paragraph 109 is therefore now covered under paragraph 174 whilst paragraph 7 is now covered under paragraph 8. The policies contained within Local Development Plans are required to have regard for the guidance contained with the NPPF and all LDP's are subject to examination. Accessibility has a section in the Issues section where it does highlight the rural nature of the roads in the District.</p>
Ronald	Edge	Construction Industry		
Daphne	Scott		<p>In light of recent scientific evidence that global warming and climate change is far more advanced than previously thought, it is imperative that planning for housing development needs to ensure that any new developments have a long term future and will not suffer from flooding as experienced in more and more areas of the UK. With the rise in ocean levels and the consequential effect on river levels together with increased rainfall run-off that will exaserbate flood risks, planners must be prepared to refuse developments located close to both the River Crouch and River Blackwater</p>	<p>The LDP Review will look to see if the flood risk policy requires updating. The Council is also having an update carried out of its Strategic Flood Risk Assessment.</p>
Gordon	Mussett	Little Braxted Parish Council	<p>They fail to identify the poor road links (constrained by weight restricted and listed bridges) to the A12 and Witham Station.</p>	<p>The issues section does raise the issue of poor accessibility and the rural road network.</p>
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		<p>The south of the area has very little high wage local employment meaning many workers commute to London and other large towns, Chelmsford and Basildon as well as cities' near by, such as Southend. Public transport is available but is limited, rail transport only serving those working close by the stations on route whilst commuting by bus is challenging as the service is sparse and protracted. This means a large number of commuters travel by car and van. The road infrastructure serving the south of the region has not changed much since the days of the horse and cart and with further development pending at South Woodham Ferrers the whole of the area is likely to end in gridlock during rush hour within a few years if nothing is done to provide easier road access.</p>	<p>The issues section does raise the issue of poor accessibility and the rural road network.</p>
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		<p>Yes, the issues remain relevant, although worth noting under 4.3 that the larger employers in the District are clustered around Maldon and areas bordering Witham; and under 4.5 that rapidly increased housing supply in the Dengie peninsula is causing significant congestion in areas such as Stow Maries, Cold Norton and Purleigh</p>	<p>The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points.</p>
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None	<p>4.2 Housing - The apparent difference in the income of those who opted to commute to work and those who worked locally is levelled out by the time taken in commuting to work, and the cost of travel, be it by car, bus or train.</p>	<p>The affordability of housing is a key issue and it is not mentioned in terms of its statistical impact on the District in the issues section of the Plan.</p>

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christine	collins		The roads to and from the dengie where there has been very extensive development already in Burnham and southminster , are grossly inadequate and will not allow for any more development on the dengie peninsular . The only major roads are the other side of South woodham Ferrers (A 130) The railway line is a single track from wickford . It is already almost impossible for the existing schools and doctors surgeries to provide for the huge increase on the population that the dengie has had in the past few years	The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Stuart Reegan	Williams Howles	Ace group	Note 4.5 on accessibility: Many roads within the District comprised B and C class country roads and are not appropriate for large developments. Note 4.6 : The provision of infrastructure and facilities was considered to be a vital component in addressing the sustainability and well-being of communities and all new development. Villages like Althorne have not received any infrastructural upgrades for years. Large scale development here would be unsustainable and not in keeping with the local small community.	The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
David Andrew Brian	Webb Marsh Haydon	Historic England		
jasbir	Singh		Althorne lacks any real infrastructure. The schools are very overcrowded. Last year, my child could not even be offered a place at her nearest school (the other being 7 miles further). The Doctors surgery is also very low on resources and getting an appointment is very difficult now so increasing the population will make this even more difficult. ALT2 is a major concern for these reasons.	The Council cannot respond on site or settlement specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the
Janice	Jackson		No the local area should be developed for local people - not more houses. If you encouraged people to stay local they would spend money here.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The Council cannot control who buys homes nor can it control migration
Jenny	Clemo	Langford & Ulting Parish Council		
Hazel	Notley			
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities	It's a good summary as far as it goes. However, the road links to far-flung villages like Tollesbury are woefully inadequate. Recent experience illustrated how an incident in D'arcy led to closure of the main road into Tollesbury, which was effectively cut off for two days when the 'back road' couldn't cope with larger vehicles or the volume of cars.	The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points.
Kerry Penny	McKenna McCauley	Tiptree dental		
Jane	Phillips	Solicitors	Accessibility is a significant issue but while that makes it an attraction to living here, it is also problematic for development. The Wickford to Southminster train is only a branch line with a service that is limited by the single track. The few road routes are extremely congested at times, dangerous for drivers and pedestrians, and noisy for local residents. There is a danger of the nature and character of the area changing. It is becoming increasingly urban. Development needs to be balance with accessibility considerations and the need to ensure the vicinity remains in character with the very nature in which it has been attractive for centuries of people enjoying the rural sense of place - natural heritage being "diverse and distinct natural, historic and built heritage which made a significant contribution to the quality of life in the area." The unique communities and sense of place come together around the enjoyment of peaceful recreation and	The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points. The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.

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David	Rees			
Felicity	Gale		I am very concerned at the continued building within the area and the destroying of local beauty spots. I live in Althorne and I believe ALT2 has been classed as suitable for 1750 homes! This is disastrous and makes me want to leave this area.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Lindsey	Wright			
Darren	Weeks		Housing - a significant amount of housing development has occurred in Maldon and Heybridge since 2017, re-addressing the balance of supply and demand.	Comments noted
Phil	Manning			
Peter	Clack		<p>Accessibility is the key issue and is both an attraction of living in this area and an inhibitor for development within it. Road routes are becoming increasingly congested, dangerous for drivers and pedestrians, and noisy for local residents.</p> <p>The train line to Southminster offers a service that is limited by the single track. The road to the station in Althorne is a private road in is unadopted, yet the development ALT2 focuses on the proximity of the station, which is ridiculous. The river basin acts as an amphitheatre with sound resonating upwards from the railway. This will be horrendous and impossible to live here should the 1750 house go ahead under ALT2 (or ALT3). This is like adding 3 new villages, or a whole town onto the existing !</p> <p>The nature and character of the area is changing and the danger is it becomes increasingly urban and less rural by the decade. Althorne village envelope is full, the status and nature of the village is not sustainable. Development needs to be balance with accessibility considerations and the need to ensure the vicinity remains in character with the very nature in which it has been attractive for centuries of people enjoying the rural sense of place - natural heritage being "diverse and distinct natural, historic and built heritage which made a significant contribution to the quality of life in the area." The unique communities and sense of place come together around the enjoyment of peaceful recreation and appreciation of the rural environment with unique and undisturbed panoramic views of the River Crouch, beautiful riverscape and undisturbed wildlife and nesting birds.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p>
Doug	Lockwood	National Grid	In order to sustain the development Maldon needs a train station and road development and maintenance of existing.	The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points. The cost of providing a train station and rail connection in Maldon is prohibitive and would mean the allocation of thousands of homes to fund it.
Sally	George		Very little affordable housing is being built.	The Council is approving affordable housing in line with the approved policy in the present LDP, some of it has not come forward yet but it will do and provide the level of affordable housing agreed at the time of the Examination in Public of the LDP.
Vara	Szajkowski		<p>As a resident of Wickham Bishops, the biggest issue here is that further development will seriously impact traffic flow. We already have a big problem with people travelling through the village at breakneck speeds and there have been a number of worrying incidents of late. Unless the council acts soon to introduce some kind of permanent structure: traffic lights, a roundabout, speed bumps, there is going to be a serious accident soon. There are the associated issues of noise and air pollution.</p> <p>More development will just exacerbate the problem. If you are going to go ahead and build homes you MUST do more to protect existing communities.</p>	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. Any new developments would have to meet the requirements of ECC Highway Authority.</p>
Bob	Calver			
David	Hill	Dandara Ltd	<p>The issues listed are all still applicable now. Specifically, in relation to the points on housing: affordability has only got worse since the previous plan because of the lack of delivery. Undersupply of housing across the whole of the country but particularly in the south east, means that this issue has not improved and will continue in this way unless building rates drastically increase to previous post-war levels. The lack of supply has also had a knock-on impact on affordability, which has also only got worse.</p> <p>Climate change was clearly not a significant concern when the last plan was prepared but will have to play a crucial role as an overarching issue going forward and one that should be factored into all decisions and evaluations.</p>	Comment noted and agreed with concerning affordability. The issues section does not mention the actual ratio of affordability in the District and this needs correcting.
Tessa	Lambert	Natural England		

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Dawn	Howles		I agree in the main but regarding item 4.2 - has being post Brexit affected these numbers? Secondly, I was hugely surprised by item 4.3 which stated there was a high proportion of people in this area with no qualifications.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months, it would be for the Government to factor in any national impacts on the housing requirement which at present they have not raised as an issue. Information regarding commuting and education is gathered from Government data through the Office of National Statistics, the point is noted however that the issues section does not say what % commutes out of the District, nor the % of non attainment of education this will be rectified when the census information is produced in autumn 2022.
Steven	Potter		These issues are still relevant, however, insufficient attention has been paid to the impact of development in South Woodham Ferrers, just outside the boundary of the Maldon District, which will cripple traffic flowing from the southern half of the District to the A12 and A13 via South Woodham Ferrers. This development (at SWF) will also impact on 4.4, the natural and built heritage, by removing a considerable area of flood plain, and be completely contrary to the climate emergency declared by Maldon District Council in 2021	The Council cannot comment on individual sites. The issues section does raise the issue of poor accessibility and the rural road network, it has to be a general comment because it is an overview and cannot mention all the individual perceived pinch points.
natasha	frith			
Vysian	Banyard	TKPC	Maldon has no direct links to the A12 and no railway station. Future planning needs to consider the complete lack of a good transport infrastructure in the district.	Comment noted and agreed with, the word direct should be removed because it sounds like the journey does not go through any settlements but directly onto the A12.
Anthony	Bates			
Russell	Howles	WSP		
Diane	Carter		Largely. But, 4.2 There is no mention of Covid, and post covid recovery needs to be figured into issues e.g. Increase in house prices, as people escape to rural locations.	There is no requirement to mention covid specifically, in the policy work it may have an impact on understanding future requirements but it is only a single point in time issue and providing the situation is still in recovery the policies can pick up any relevant material matters arising from it
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Obsidian Strategic welcomes and supports the inclusion of 'housing' as a key issue facing the District. It is clear that the lack of housing supply is one of the principal matters which has led to the affordability crisis within Maldon, and considers that the emphasis afforded by national planning policy to significantly boost the supply of homes should be the preeminent theme running through the Local Plan Review. Obsidian Strategic considers that failure to do so will exacerbate the affordability crisis, potentially leading to net out migration	Support noted.
Brian	Townsend			
Robin	Fanshawe		I can only deal with my particular concerns which solely relate to the proposals for the overwhelming new development in Purleigh	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period
Malcolm	Finch			
Peter	Taylor	Retired	4.2 Housing - has demand for certain types and/or quantity of housing changed as the result of increased home working? 4.5 Accessibility - in the light of the recognition of "relatively poor accessibility across the District", what studies/projections have been done to ensure that any planned developments do not significantly worsen the situation? 4.6 People and communities - what guarantees are in place in the Development Plan to ensure that: ".....all new development needs (are) were planned to be supported by the provision of adequate infrastructure"?	There is at present no indication that the demand for certain types/sizes of housing has altered because of an increase in working from home. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Chris	Melbourne			
John	Brown			
Robert	Hollamby			
Chris	Waumsley	Inovo Consulting		
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading		
Robert	Stephens	N/A	The most important issues are infrastructure and climate change which must be the overriding principles of change.	Both of these matters are mentioned in the issues section with climate change being strengthened.
Gary	SPICER			
Pete	Butcher		There is no specific mention of the requirement for properties for young people to get on the housing ladder, or older people trying to downsize. Although they may be grouped together as needing affordable housing, I would suggest their needs are very different. There is no mention of council or association housing needs i.e. people who need to rent rather than buy	This is not an issue but part of the objective setting for the Plan that housing for all is catered for when planning future growth. The housing section in the issues section of the Plan requires updating with relevant and up to date statistics

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JO	COOMBES		The document says that 'The Maldon District was characterised by a diverse and distinct natural, historic and built heritage which made a significant contribution to the quality of life in the area' - yet the current building activity, and planned future activity, is destroying the natural environment against the wishes of residents	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Helen	Bridge			
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		In a climate emergency, global warming and biodiversity loss must be key issues.	Comments noted, these are reflected in a local context in the issues section of the plan.
Joanne	Maloney		It was identified in 2.6 that the population aged between 65 and 84 years is expected to increase by approximately 45%, but there does not seem to be any provision for this and it does not feature in Issues.	The housing section in the issues section of the Plan requires updating with relevant and up to date statistics including population demographic data
Mark	Hurley	Selfridges	The areas you have listed are areas to be considered, but by no means are they the main issues we face in Maldon. 1. Security - Crime and fear of crime are now a bigger concern than ever. With Street lights turned off criminals are taking advantage of the conditions and it's a regular occurrence to see social media reporting items being stolen or images of people caught on the cameras of homeowners. With the Police station now closed and the current policing strategy of not investigating crimes against people's homes or vehicles then people are openly now not even bothering to report crimes to them so any metrics the council may have are going to be inaccurate. Overall policing is so bad in Maldon that I know people who are unwilling to pay the specific policy portion of the Council tax as we get no service at all here anymore. 2. Road Surfaces - Maldon and surrounding areas roads are dreadful and a genuine health & safety issue to users. Limebrook way is an example where it clearly needs a major structural rework, but when the council gets round to doing after months of serious problems all that happens is a patch to the surface which falls apart. As a result of this approach, nearly all the roads now need repair. This approach needs a major overhaul and quickly. 3. Roads - The road policy is awful. Maldon's roads are gridlocked and recent changes around Limebrook Way, with three new roundabouts and three new pedestrian crossings making it worse for anyone needing to travel outside Maldon or even get from one side to the other. The bypass is regularly closed for one reason or another making the only route to go through the town and recently that to was shut due to road issues on Market Hill. I also understand there are plans to pedestrianize the Main road in the Town, which would make travel a total nightmare and I for one would be looking to move away from Maldon. 4. Parking - We are seeing more and more vehicles parking on the pavements. Issues include people having to walk in the road between cars being on both sides and on the pavements either side - I've even seen a mother pushing a pram with a small child while holding the hand of another child of around 5 having to walk about 30 meters down the centre of Mariners Way because the pavement on both sides had cars parked and there being no room to walk on. These vehicles then crack the surface of the pavements as they were not designed to take the weight and making it difficult for people to use, especially those with disabilities or blind. With the lights out you wouldn't even see the issues with pavements and is yet another H&S issue. It would seem a lot of this is being caused by homeowners converting garages and driveways into extra rooms and whoever agrees such planning permission isn't thinking about the impact on parking and the roads. IF parking in the roads is to become a bigger thing then the minimum size of roads in residential areas need to change, such that people can park a car on each side of the road without having to mount pavements and allowing enough space for cars to pass. 5. Doctors & Dentists - Maldon has an appalling	Policing is not an issue that the Council has under its control, the fear of crime may be an issue and it would be for the planning policies in design to ensure that new development designs out crime, the Council cannot do anything about the existing development. The Council does not control road repairs this is Essex County Council. The Council has parking standards and new development should comply with them. With regard to highway infrastructure and the health service, the LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	We agree these are still relevant issues, however, meeting infrastructure needs and responding to climate change are issues which should be listed separately. In relation to infrastructure, the people and communities issue talks about access to facilities, but should also refer to other infrastructure required to support communities such as power, broadband, utilities, roads and public transport connections. In relation to climate change, Maldon District Council has declared a Climate Emergency and the role of the Local Plan in helping to achieve these objectives should be clearly stated. This was acknowledged in the Council's declaration of 4th February 2021 that the Local Plan should be in line with the aim of the council and its parishes to become carbon neutral by 2030. This role should include the Council playing its part in hosting nationally significant infrastructure projects to help meet net zero.	Support noted, climate change will thread its way through the whole plan and should feature in every part of it, it does not therefore require its own section in the issues section. Agreed it could be strengthened though.
Lynne	Goodbourn		Mostly, but doesn't address some specific issues that have been increasing over the past few years as a result of changes that have are are taking place	Comment noted but no further action can be taken as the respondent has not listed what the issues are.

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Christopher	Kent		Except Housing on a large scale. No provision for traveller sites required.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The Council can not discriminate against Gypsies and Travellers and if there is an identified need to provide additional pitches then the Council must look to allocate land to meet that need.
Lisa	Singh	Direct Call Centres Ltd	Far more infrastructure required in Althorne before any additional housing is to be considered	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of
Kevin	Head		<p>With regards to paragraph 4.2, there is a vital need for more housing in the district as a result of limited supply over the past few years, and affordable housing in the district in particular is needed. In order to support the delivery of more affordable housing, housing should be balanced across the district in smaller, more rural settlements such as Mayland/Maylandsea as well as in the larger towns of Maldon/Heybridge and Burnham-on-Crouch in order to ensure the delivery of an appropriate mix and tenure of housing across the district to ease affordability pressures. It is also important to provide such housing where it is most needed and where people have local links, e.g. family or employment.</p> <p>We agree with paragraph 4.6 and recognise the importance of infrastructure and facilities such as village shops, post offices, pubs and community centres. New housing should be brought forward in places where these already exist or where they can be delivered alongside new residential development to support and reinforce the viability and vitality of services and facilities of the communities they serve</p>	Support noted. This is the issues section of the plan and therefore no further comment can be made as to where growth should go.
Elizabeth	Sawyer Bayliss		<p>In the LDP is says that the strategy for future growth is based on protecting the unique nature of the District. The plan for an enormous new nuclear power plant will NOT protect this unique nature. The plan is to create a plant that will destroy the Dengie. The DP talks about protecting and sutaining the District whilst supporting the proposal for a plant the building of which will crreate the largest building site in Europe, over a 120 year period. How can that "ensure sustainable growth by protecting sites, wildlife, the estuarine environment, salt marshes, unique, beautiful coun tryside and picturesque towns and villages" (2.4 LDP 2017) ?</p> <p>The LDP seems to be two documents, one speaking words of sustainability and protection and the other</p>	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's but a national planning decision. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually. The site of Bradwell B is already a nationally allocated site for energy.
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	The lack of housing supply and it's unaffordability relate purely to the in migration to the area. The recent rapid housing development of particularly areas close to railway stations has only encouraged this in migration enhancing the housing/income competition which sees locals at a disadvantage. Other areas of the country have found themselves in similar situations and Maldon should look at these other areas of the country to see how they have protected there uniqueness from being homogenised. Living in such close proximity to London has caused and will continue to see the rapid development of the district, particularly those areas closest to the railway stations, becoming just another overflow of London suburbs. The character of the area will dissolve without careful planning. Maldon's plan should be for the benefit of it's residents not just it's resident commuters.	The Council cannot control in migration or who buys property in the District. It is not considered as an issue because it is the natural movement of the population.
c/o Agent	c/o Agent	Clarion Housing	<p>This section sets out the main issues that were addressed in the current LDP (adopted 2017): Housing, Economy, the Natural and Built Heritage, Accessibility and People and Communities.</p> <p>Clarion considers these issues to remain relevant in the Maldon Local Plan Review. In particular, the provision of housing in Maldon is a key issue to be addressed in the review. The Council's most recent Five Year Housing Land Supply Statement dated April 2021 could demonstrate only 3.26 years' worth of housing land supply against the Council's identified housing target. A priority for the Local Plan Review should therefore be to allocate more than sufficient sites for housing to ensure that the District's</p>	Support noted.
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths			

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First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Matthew	Taylor		<p>The recognition of the historic and built heritage and what it brings to quality of life of the Maldon residents is importance, and MDC should go further in terms of the steps that will be taken to protect and enhance these assets.</p> <p>There could be some greater emphasis placed upon the climate change emergency and the spatial plan for development proposals clearly needs to prioritise the most sustainable locations in terms of access for public transport, other services and amenities, housing and jobs, and ensure that the car is not by default the primary mode of transport because of the spatial plan.</p>	The issues section does raise the issue of poor accessibility and the rural road network. The section does need to be strengthened in terms of climate change.
Anne	Bailey		The Dengie (Bradwell to Southwoodham Ferrers) does. not have easy links to main arterial roads.	The issues section does raise the issue of poor accessibility and the rural road network.
Winifred	Sutherland		<p>Unfortunately all the new housing in Maldon is now spoiling the town. Understandably a large number of new homes are necessary but there has been too many allowed,. It does not have a rail station and the only way of transport is a car as a reliable bus service is always not really good enough or as convenient. People moved to Maldon because it was such a pleasant place to live but is now overpopulated and losing its identity. Parking in the centre of Maldon is difficult at peak times and GP's are oversubscribed as are schools. I think tourism will decline as tourists would prefer to go to places in the North of our county. I think we may eventually become an outer part of Basildon and Wickford which is inevitable unless some of the buildings is retained.</p>	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The issues section does raise the issue of poor accessibility and the rural road network
Lucien	Taylor		The issues are broadly still relevant but we need to be careful about overdevelopment in the district which places enormous strain on existing inadequate infrastructure.	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the</p>
Chris	clark		Purleigh is not a large village . we are a medium size village. Like most things i suppose you have never been just someone pushing paper.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The comments from the consultation where they set down facts about settlements services and facilities will be taken into account when updating the Rural
David	Baker		I would add that there is a growing concern that the race to concrete over the district is forcing those who moved into Maldon District or indeed have lived in the district because of its largely rural character to consider moving away.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Jeremy	Richardson		<p>Infrastructure is the key issue. We need better roads, more schools, mor GP surgeries and hospitals and more locally accessible retail outlets / general stores</p> <p>It's NOT just about Housing</p>	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements, this will be updated in the review of the plan.
Glenna	Wilkins			
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	<p>I support the key issues statement, however the inclusion of site GB1 does not appear to support these issues,</p> <p>Specifically the statements :</p> <p>'The Maldon District was characterised by a diverse and distinct natural, historic and built heritage which made a significant contribution to the quality of life in the area.'</p> <p>is compromised by the inclusion of GB1 immediately adjacent to the only historic park and garden in the district and the site also being adjacent to the scheduled ancient monument of the Neolithic Long Mortuary Enclosure of Appleford Farm</p> <p>-----</p> <p>Due to the coastal and low-lying topography around the estuaries, the District was considered to be particularly vulnerable to the impacts of climate change and flooding. The vulnerability of new development needed to be minimised to ensure that this risk was not worsened for future generations.</p> <p>Inclusion of Site GB1 would impact flooding risk ad this site could worsen the risk for future generations.</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.

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Isabel	Adcock		Without putting in the infrastructure first it will cause a great many problems. In an area of predominantly small villages (communities) with narrow roads and little transport beyond personal cars it is also a matter of safety	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements, this will be updated in the review of the plan. The issues section does raise the issue of poor accessibility and the rural road network
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson			
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting	accessibility is still poor, long queues through Danbury for a lot of the time, poor rail provision and smaller roads not suitable for heavy traffic	The issues section does raise the issue of poor accessibility and the rural road network
Tim	Murphy		Looks like that is a fairly broad coverage of key issues - need to remember that the Chelmsford area which abuts Maldon district is a huge conurbation now with the spreading out of new areas around particularly Beaulieu Park. This is all within 20 to 30 minutes drive of the Maldon district so although the areas around Maldon and out to the Dengie may be more sparse on housing, the nearness of the A12 and A130 mean there isn't a problem to reach facilities. if anything more housing would aggravate the lack of infrastructure roads wise and the railways aren't there to help out, they were removed! The Dengie area has its own attractiveness but also, being low lying, flooding is likely to increase if built up further in any way.	The issues section does raise the issue of poor accessibility and the rural road network.
Claire	McGrane		4.2 I agree that more affordable housing is needed. I have not seen any houses being built in this area recently that I deem to be affordable for anyone on local wages to be able to continue to live in the district. It's a shame. It may create growth of areas but I highly doubt for local people.	The Council is approving affordable housing in line with the approved policy in the present LDP, some of it has not come forward yet but it will do and provide the level of affordable housing agreed at the time of the Examination in Public of the LDP.
Tracey	Munford	NA	Capacity of current road network, schools, medical facilities and utility infrastructure has to be upgraded and increased before housing developments	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements, this will be updated in the review of the LDP
Victoria	Cutmore	Endurance Estates	The issues as summarised in paragraphs 4.1 to 4.6 of the Issues and Options document are considered to be still relevant.	Support noted.
Jane	Potter	Purleigh Parish Council	The issues described in Point 4 are still relevant, however there is an omission, as not nearly enough attention has been paid to the impact of the impending major development to the north of Burnham Road in South Woodham Ferrers which lies just outside the boundary of the Maldon District. If this development, (comprising over 1,000 houses plus industrial units) is realised in full, traffic flowing from the southern half of the Maldon District to the A12 and A13 via South Woodham Ferrers will be frequently gridlocked, harming the environment and local economy, posing a risk to health and safety and hampering productivity. The development at South Woodham Ferrers will also impact on Point 4.4, 'The natural and built heritage', by removing a considerable area of flood plain, and will negatively impact the ambition to combat the climate emergency which was declared by Maldon District Council in	The Council cannot respond on settlement or site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The issues section does raise the issue of poor accessibility and the rural road network.
Brian	Haydon	Cold Norton Parish Council	4.5: Accessibility Issues concerned with accessibility from Cold Norton and the other Dengie villages to the main commuting and transport links are further exacerbated by increased planned housing development in the Maldon and adjoining South Woodham Ferrers / Chelmsford districts. The entire Dengie Peninsular is constrained by the A12 accessed via the A414 through Danbury or the B1019 through Hatfield Peverel and A130 / A13 / A127 routes via the B1012 / A132 bypassing South Woodham Ferrers to Rettenden. Cold Norton Pariah Council opposes Chelmsford City Council approach to Outline Planning Application 21/01961/OUT and has already submitted responses to earlier consultation highlighting our concern that the urbanisation of the B1012 Burnham Road will create severe traffic congestion. CNPC supports both the Woodham and Dengie Infrastructure Group and the United Dengie councils in the belief that it is critical that a new Northern By-Pass is built to redirect east-west traffic away from Burnham Road.	This issue would be strategic and/or cross boundary and would be larger than local issues/projects in the Maldon District, it therefore cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, infrastructure has been identified as a strategic and cross-boundary issue. The issues section does raise the issue of poor accessibility and the rural road network.
Rowan	Rampersad			
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm		
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			

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Colin	Day		I disagree with building on green open space outside the settlement boundary	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Vanessa	Horner		Having lived in Purleigh for 23 years the changes with increased traffic around South Woodham Ferrer's has made commute unviable making commute double time and sometimes at a stand still and Danbury way can also be at a stand still.	The issues section does raise the issue of poor accessibility and the rural road network.
Natalie	Bradford			
Harriet	Hurst-Smith			
Brian	Howson	Pharmaceutical company	From my observations any housing development damages both the range and number of wildlife from small insects to small mammals. I don't accept that putting in smaller 'green' corridors between housing developments helps as the car traffic increases and decimates the wildlife when they wander out of green corridors (which are often just a few yards wide). The increase in the number of mammal kills such as foxes, badgers and hedgehogs is evident. It's also known butter flies, bees, moths etc. populations also suffer / reduce from increased car use. Secondly, to suggest housing development is low / neutral carbon is simply ridiculous. The transfer of goods to site, the living and car driving of the increased population over a long period of time will not be low / neutral carbon. I think there needs to be a wider conversation in the U.K government which sets the expectations for increased development about controlling migration to the U.K and making the inner cities (which have already lost most of their wildlife) a better place to live. Presently, it's quite clear to me, many people are leaving London / bigger / inner cities as they and their families don't feel safe.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn		Not Entirely A large number of houses are currently being built at Maldon, Southminster and Burnham on crouch, have these been taken into account as the developments are not yet complete	Any unbuilt out homes with planning permission will be deducted off the total housing requirement prior to the allocation of additional land for development.
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard		Accessibility is critical, the A12 is jammed solid twice a day and it is the main road through Essex. The A414 is congested, particularly when there is an accident on the A12. We are a rural community and that needs to be maintained. There is no issues with infilling development but not large housing estates on open fields.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements, this will be updated in the review of the LDP. The issues section does raise the issue of poor accessibility
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council		

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Tim	Chilvers		<p>4.3 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>4.4 Clearly, given the Council's declaration of a Climate Change emergency, the environment and measures to mitigate climate change need to be included as a key issue.</p> <p>4.5 In respect of the commentary within the previously identified topics this can generally still be considered relevant. However, it will be important to recognise the impacts of an ageing population, lower house occupancy rates and greater demand for care facilities. In addition, the recent impacts of the COVID 19 pandemic, which have increased a national trend for families to seek housing in more rural locations, such as Maldon District, where a housing demand is for larger homes which allow flexible homeworking and high quality external amenity space. This is also a positive trend in that it results in lower levels of commuting reducing car use, and has a more positive social, economic and environmental impact.</p> <p>4.6 The allocation of land to the north of Goldhanger Road, Heybridge would be fully consistent with the objectives as set out above. The managed release of this land for development would take the pressure off developing other greenfield sites that are either challenging in delivery terms or which would result in greater planning harm on Maldon's existing residents, its historic environment or indeed its natural environment. In addition to provided much needed market and affordable housing in a very sustainable location, it also has the potential to provide improved community facilities that will sustain employment and social benefits for the local community. As set out in earlier sections, this could include complimentary facilities associated with Drapers Farm Sports Club, or other land uses where there is an</p>	<p>Comments noted. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The issues section of the Plan does require updating with relevant statistics relating to the issues.</p>
Ruth	Bull	The Othona Community	<p>Those who live, work and visit Othona appreciate the open landscapes and unspoilt views, and trust that this LDP vision will not be marred by over-development, and in particular the erection of massive Bradwell B cooling towers overshadowing our unspoilt Othona Community which has been part of the identity of Bradwell-on-Sea for over 75 years. Othona is active in the transition to a low carbon economy, with electronic logging to evidence the saving.</p>	<p>The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's but a national planning decision. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually. Bradwell B site is a nationally allocated site for energy.</p>
Mark	Jackson	Mark Jackson Planning	<p>The Local Plan needs to consider and assess whether there is hidden deprivation in parts of the District in terms of health, barriers to services and income. Before the Preferred Options Plan is drafted, this should be researched to establish whether it is still an issue, as it was in the last Issues and Options LDF Document, and to make suggestions as to how the Council could address the issue.</p>	<p>The index of deprivation does highlight small pockets of deprivation in the District but in relation to most other districts this is low and therefore not a strategic issue for the LDP to deal with. Saying that the Plan should still meet the requirements for equality and ensure that health is considered in the policies of the plan.</p>
Elliott	George		<p>These representations have been prepared by Nexus Planning, on behalf of our client, Taylor Wimpey, in response to the Maldon District Local Plan Issues and Options Consultation. Taylor Wimpey has an interest in land between Sheepcotes Lane and Tillingham Road ("the Site"), which measures some 19 hectares in size. It is available for development which we consider could comprise a residential-led scheme of approximately 270 dwellings and substantial open space provision. The site has reference SMIN7 in the Council's Housing and Economic Land Availability Assessment ("HELAA") which considers the Site to be suitable, available and achievable within the 0-5 year period, a conclusion we agree with. In respect of 'Housing', it was outlined in the adopted Local Plan that a lack of supply meant that demand is significantly higher than the amount of housing being built and that affordability of housing was an issue for the District. Fast forward to the present day the Council's Five Year Housing Land Supply Statement 2020/21 identifies that the Council only has a supply of 3.26 years, a significant shortfall contrary to paragraph 74 of the NPPF and a clear indication that supply issues remain in the District. The continued prevalence of affordability issues are also evidenced in the latest ONS house price to workplace-based earnings ratio, which identified an already high affordability ratio of 10.82 when the existing Local Plan was adopted (2017) and shows that this has worsened to 11.64 as of 2021. It was also identified in the adopted Local Plan that there was a high need for affordable housing. In this context, the Maldon District Local Housing Needs Assessment (May 2021) identifies a need for 174 affordable homes per annum over the new plan period (2020-40) which is significant in the context of overall housing needs across the District. Indeed, we note that by sub-area the aforementioned report shows that Southminster BoC has the highest affordable need of 38 dwellings per annum. As such, it is clear that much of the previous housing issues remain. In respect of 'People and Communities' it was identified that the provision of infrastructure and facilities was considered to be a vital component in addressing the sustainability and well-being of communities and all new development needs were planned to be supported by the provision of adequate infrastructure. This remains a key requirement for any development and therefore remains relevant, with paragraph 73 of the NPPF outlining that: "The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities." In this context, there are areas of land adjacent to settlements such as Southminster, which are inherently sustainable locations for growth and offer logical extension of the settlements. In</p>	<p>At the present time the Council cannot comment on whether individual settlements or sites can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.</p>
ann	cutting		<p>responding to the issues and opportunities identified within the consultation document, these types of</p>	
Sharon	Cushen			

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Ian	Tooley		<p>Branch line is in need of major works - subsidence which restricts speed.</p> <p>Lower Burnham Road is not fit for the number of large vehicles that use it, in Althorne, HGV's constantly mount the pavement to allow travel of other Road users where the Road narrows.</p> <p>None of the above is mentioned in the key issues</p>	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work. The Council also cannot comment on the condition of individual roads or pieces of infrastructure. The issues section does raise the issue of poor accessibility and the rural road network.
Sally	Tokeley		Since 2017 there has been a vast amount of increase in housing and particularly affordable housing in the area. There the statements with regards to the lack of supply should be reduced if not alleviated.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Kate	Ellis			
Christina	Chan			
Tim	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	The emerging Local Plan should acknowledge the changes that have been accelerated by the pandemic. This includes remote working, e-commerce and automation. Recent surveys by the Mayor of London show that 1 in 7 people want to leave London as a result of Covid-19. This presents an opportunity for Maldon with additional spend in the Borough. The Local Plan refers to the employment base mainly comprising of a large number of small firms but is silent on those working from home. The ONS finds that home-working across England is likely to now be in excess of 37%, so should acknowledge this as a key issue for the Borough. It will have ramifications on housing, design, infrastructure and long-term travel patterns.	The Council does not know that working from home is a key issue, there is no evidence to support that at this stage, it maybe just a fact at the moment.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd	<p>Yes, the District-wide issues identified in Section 4 of the consultation document are still relevant. The issue of housing is even more relevant now that there is an identified undersupply, only 5 years into the current Local Plan period. The consultation document recognises at 4.2 that in-migration and lack of supply mean that demand is significantly higher than the amount of housing being built, which has increased the affordability issue of housing.</p> <p>In respect of accessibility, we note that paragraph 4.5 of the document states that there is still a strong reliance on the car for connectivity across the District and we also note the acknowledgement at 4.2 that a large proportion of the working population out-commutes to London. This is important because it means that, in a rural district like Maldon where there is limited public transport availability, it is important to make the best use of available opportunities to direct development into locations that could help improve usage.</p> <p>Taking account of the above, the document points to a need for new development to be delivered quickly in locations that are or can be made more sustainable. This includes accessible village locations with good access to the railway network to help facilitate access to the London employment markets, such as Althorne.</p> <p>Paragraph 4.6 of the document highlights the importance of infrastructure and facilities in addressing the sustainability and well-being of communities. We agree with this. Through the new Local Plan, there should therefore be an acknowledgement that communities will need to be attributed a degree of additional growth to help sustain such facilities across the new Local Plan period.</p>	The issues section does raise the issue of poor accessibility and the rural road network.
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group	Sections 2.7, 2.17 and 2.19 remain highly relevant to Althorne and surrounding districts.	Comments noted.
Lesley	Woodley			
John	Buchanan		<p>4.4 More forceful wording in the last sentence is required. As the government has acknowledged we are in a biodiversity crisis and Maldon District has seen a drastic decline in population in much of its wildlife in recent decades. Given human populations are increasing, I suggest the last sentence should read: "New development must be managed in a way that acts to reverse recent declines in the district's natural wildlife populations."</p> <p>4.5 Mention should be made that the road links to the A12 are compromised in that the main link to the A12 goes through the centre of Danbury and that to Hatfield Peverel is narrow and tortuous.</p>	The Council has to conform to national planning policy and guidance, net gain in biodiversity is being introduced and policy will have to take that into account. The Council cannot ensure that development is managed to reverse declines in biodiversity only that it is implemented with a net gain. The issues section does raise the issue of poor accessibility and the rural road network.

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Kirsty	Rowsell		<p>Infrastructure - GP services, schools, libraries, bus and cycle routes - is vital to boost our currently struggling areas.</p> <p>Climate change risk needs to be kept very high on the planning agenda - especially as many current housing developments seem to be on traditional flood plains.</p>	<p>The Council would not normally approve planning applications for housing in an area of high flood risk though much of existing housing is built in these types of areas. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p>
Tim	Bradford	leadenhall	There is no infrastructure to keep with such a large expansion.	<p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p>
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	<p>If development carries on at the same rate and the defined settlement areas of the medium and smaller villages are not maintained, there will be continuous development, loss of rural amenity, loss of quality farmland and habitats and the creation of a malignant environment. A much broader view needs to be taken into consideration. Some issues remain extant and others are exasperated by the extent of the current developments. Safeguarding existing rural settlements from encroaching urbanisation is particularly important to retain the character and heritage of the District. Recognition and support of Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) is critical to retain habitats within the diverse landscape. In order to retain the character of the areas, particularly in the northwest, the distinctive settlements should be retained in their current format as a barrier between the spreading urbanity of Maldon, Chelmsford and other areas.</p>	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.</p>
David	Brock			
Mark	Tentori	Mazdev Limited		
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim			
Judith	Radcliffe			
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt		<p>The housing issue is extraordinary and it would be interesting to know the suggested pricing that is considered affordable housing. The decision to develop areas of new housing in the district is certainly happening but when the cost of a newly built property exceeded that of existing property by £150k on a like for like basis, I feel Councillors and planners alike have failed.</p> <p>I would also mention that affordable housing is usually for the young, and your statement that residents are moving away to find housing would suggest you agree, so I would challenge current planning that is allowing the development of a large, expensive and unnecessary retirement complex. This will only serve to attract more elderly, cash rich, residents.</p> <p>Economy - you will always have out-commuting to London for work, whilst travel around the district is impeded by road quality and the number of users. Bizarrely, it is quicker to get to London from Burnham than it is to get to Danbury.</p> <p>Your transport analogy here is spot on - shame it is not reflected elsewhere in the document, as is the acknowledgement of the low-lying areas.</p> <p>People and communities are vital to the area - before the mass build exercise was invoked in the south of the district, there was far more community. Since the building programme has commenced there is less local engagement, shops are quieter but the roads far busier. One can surmise that people are driving to attain the more material leisure lifestyle i.e. shops, cinemas, restaurants etc found else within Essex towns something the Dengie especially does not and should not offer if it wishes to retain its identity.</p>	<p>The district has an aging population with it expected to make up at least 46% of the total population by 2040, therefore it is important that housing for older persons is supported as well as affordable housing for those others who can not access the open market.</p>
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates		

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First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Steve	Williamson		It is impossible to live in the South of Maldon without the use of a car for access to shopping and medical facilities. This precludes low income households from the South and so increased housing locations are better suited to towns which contain the facilities and not the outlying villages.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
James	Cowell	E & B R Cowell	A lack of housing supply is still relevant. The landowners has submitted into the Call for Sites a site east of Steeple Road, Southminster, which they consider would be appropriate for housing (ref. SMIN20).	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A	Section 2.17: BOC is classed as second largest town in MDC, if we look at the age group from 2020 population estimates, then BOC has population of 7363, and of these 60 to 80 year old = 2173, applying the +45% increase over 17 years gives + 977 = 3150, yet BOC has seen approved the largest private build of + 55 new houses, which neither has support of BOC people, NHS or ECC, it is out of the accepted residential area, and isolated away from the main town, wrong place wrong age group, being built just for profit, and to achieve targets, rather than of benefit to people. Again no improvements to infrastructure or amenity in the area.	The district has an aging population with it expected to make up at least 46% of the total population by 2040, therefore it is important that housing for older persons is supported as well as affordable housing for those others who can not access the open market. The two towns of the District have a reasonable level of services and facilities and therefore would expect that growth of some level would occur.
John	McLarty		The distribution across the settlements is right, however there is a need for more emphasis on the villages that need to grow and prosper.	Comments noted.
John	McLarty		A more fundamental plan of growth in the north west could look to alleviate some of the residents concerns particularly in relation to the adjoining District of Braintree and the settlement of Hatfield Peverel.	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today.
Norman	Branch	N/A		
John	McLarty		The distribution across the settlements is right, however there is a need for more emphasis on the villages that need to grow and prosper.	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today.
Valerie	Coleby	Berrys	<p>The key issues are identified as Housing; Economy; the Natural and Built Heritage, Accessibility and Communities. We agree that these key issues need updating and we broadly accept those in section 6.</p> <p>However, we consider that a key issue of the area is housing supply and this is not addressed directly enough in the LDP Issues review. Maldon is currently failing its residents in ensuring it has enough housing to meet the population's needs. At a housing land supply falling way short of its 5 year land supply requirement at 3.78 years and expected to fall further in 2022. This need to be highlighted as priority to be addressed through the plan review and earlier through an interim planning process whilst the local plan is being progressed.</p> <p>An increase in supply would help the affordability issue the Council identify. The average house price in Maldon District is identified as £346,176 which is not far removed from the average in England at £341,019 and lower than the average house price in Essex as a whole at £408,003.</p> <p>As regards economy since the 2017 identification of key issues the pandemic has had a significant influence on the way we work with more people able to work from home and companies embracing agile working opportunities. The consequent effect is reduced commuting and workers increasing their spend in their local communities. For example, shopping locally rather than on a commute home from work elsewhere, visiting the gym and other leisure and social activities locally rather than nearer their place of work. This new trend in agile working should be reflected in this key issue.</p> <p>The Key issue of the natural and built heritage is similar to many historic areas. The policies of the plan and national Policies of the NPPF are sufficient to protect historic assets.</p>	There is no evidence that working from home is an issue at the moment and therefore it does not need to be included in the issues section of the Plan. The supply of housing would be discussed in the housing section of the plan alongside policies to ensure its delivery.
James	Clarke		<p>The key issues for local residents are not as described. They are or include:</p> <p>Significant recent increase in housing, population and road use in and around Maldon Town</p> <p>Lack of transport - no train station in or close to Maldon, few and infrequent and expensive buses, local roads unable to cope with increased use particularly at bottlenecks</p> <p>Poor leisure facilities e.g. no full-sized swimming pool in the entire District</p> <p>Extremely poor health facilities- ancient and dilapidated community hospital in Maldon means local people are forced to travel (if able) to Braintree, Broomfield or further away. Poor GP practices which are oversubscribed. No new health facilities despite population growth</p> <p>Lack of investment in and support for local voluntary sector</p> <p>Lack of open space in and around Maldon - Prom Park used as a car park in summer to raise funds for Council. No woodlands, accessible natural environment for physical and mental health</p>	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued</p>
David	Stilwell			

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First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Ann	Thomas		In the rural villages there is a greater dependence on the use of a car rather than the train, particularly now that more people are working from home. Infrastructure and local services/amenities are prime considerations.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. The issues section does cover accessibility in a
michael	harris			
Geoffrey	Cox			
John	McLarty		The distribution across the settlements is right, however there is a need for more emphasis on the villages that need to grow and prosper.	Comments noted.
Kevin	Bruce			
Barrington	Thomas			
Richard	Edwards		Access to the Dengie are is highly dependant on the existing road system which has limited capacity. This should figure highly in considering development within this area	The issues section of the plan does already cover accessibility.
Robyn	Woloszczuk			
Lesley	Speller			
William	Shepherd		There is no mention of the need to provide supporting infrastructure such as doctor surgeries, hospitals, schools, nuseries etc for the increased population for the local area	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Nicola	O'Dean	Balgores Motors		
Alexander	Romang			
Hayley	Holgate	ECC		
Eirllys	Parry	N/A		
victoria	newson	Childrens Nursery	These issues are being made worse by over population and severe lack of services. It is extremely difficult to obtain doctor and dentist appointments and the school are over subscribed. Traffic through Danbury is at a standstill most rush hour times.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. The infrastructure through Danbury is strategic and/or cross boundary and is larger than local issues/projects in the Maldon District and cannot be dealt with effectively by one local planning authority or
Michael	Unwin	N/A	Unable to view	N/A
Tony	Barber			
Nick	Mason	ECOClassics		
David	Banfield		There is a general trend for any new housing to be taken up by overspill from London, Basildon, Southend etc and not necessarily solely by local people which has been occurring throughout Essex and the South East for many years often moving down the A13 and a A127 corridors and also the A12. Presumably this is why the local Council are under pressure to build more housing and mention losing control of this in later sections of this questionnaire if options /plan is not finalised.	The Council can not control who buys the housing that is developed in the District but has to ensure that the Housing Requirement which is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		
Mike	Carpenter	CODE Development Planners Ltd	Very largely issues listed are still relevant but suggest additional housing issue revolves around the aging population and the need to provide specialist forms of accommodation.	Support noted. There is a lack of mention of the aging population in the District which does need to be reflected in the issues section.
ian	wilson	cm36pt		
Phillip	Wright	CALA Homes (North Home Counties) Ltd		

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
.	.	SN Developments	<p>Paragraph 4.2 identifies housing as a key issue, and refers to the imbalance between housing supply and demand and the impact on housing affordability and the supply of affordable housing. The latest monitoring data (for 2019/20 published in December 2020) demonstrates a housing land supply shortfall and poor delivery of affordable housing, and confirms the commentary on the supply and delivery of housing and affordable housing. As set out in these representations, it is requested that emerging MLP should identify a development strategy that seeks to address the supply and delivery of housing and affordable housing, by making appropriate upwards adjustments to the standard method to address poor delivery of affordable housing, seek to address affordable housing needs in full, and to allocate a range of sites in a variety of settlements that are capable of delivering policy compliant levels of affordable housing.</p> <p>Paragraph 4.5 comments on accessibility issues for the District, and refers to the rail network and the location of stations, and highlights the reliance on the private car and the difficulties of those without access to their own transport. As set out in these representations, it is requested that emerging MLP should identify a development strategy that directs significant development to locations that are sustainable, which would be consistent with national policy. SN Developments is promoting land at Burnham on Crouch for residential development, which has a railway station and is well served by buses, making it a sustainable location for development in transport terms.</p>	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today, the respondent has not answered the question but is setting out what they believe the strategy itself should say.
.	.	Cooper Property Holdings Ltd	<p>Paragraph 4.2 identifies housing as a key issue, and refers to the imbalance between housing supply and demand and the impact on housing affordability and the supply of affordable housing. The latest monitoring data (for 2019/20 published in December 2020) demonstrates a housing land supply shortfall and poor delivery of affordable housing, and confirms the commentary on the supply and delivery of housing and affordable housing. As set out in these representations, it is requested that emerging MLP should identify a development strategy that seeks to address the supply and delivery of housing and affordable housing, by making appropriate upwards adjustments to the standard method to address poor delivery of affordable housing, seek to address affordable housing needs in full, and to allocate a range of sites in a variety of settlements that are capable of delivering policy compliant levels of affordable housing.</p>	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today, the respondent has not answered the question but is setting out what they believe the strategy itself should say.
Jane	Coleman	Maldon Town Council	<p>Access to adequate healthcare provision across the District is an important issue, albeit not within the District Council's control, it is nevertheless fundamental to supporting any more housing.</p>	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
c/o Agent	c/o Agent			
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		
Sue	White		Rural issues and access such as bridleways and rural housing not adequately addressed.	The respondent has not made it clear if they are saying the issues section of the Plan has not adequately raised these issues or that the present plan does not cover these matters in terms of policy.
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	<p>Only Option 4 of the growth/development choices can deliver the 'key issues' to be satisfied and ensure the whole district can benefit from and share proportionately in the future prosperity of the area.</p>	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today, the respondent has not answered the question but is making a comment on the growth option
R	Minney			
Tim	Grant	Evolution Town Planning		

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Simon	Butler-Finbow	Pigeon Investment Management	<p>It is agreed that the issues raised in this section, being housing, the economy, the natural and built environment, accessibility and people and communities, are all relevant and broadly reflect the structure and aims of national planning policy and agendas for the creation of sustainable communities and protection and enhancement of the environment through the social, economic and environmental strands (NPPF, Paragraph 8).</p> <p>In relation to these, the sites submitted to the west of Burnham-on-Crouch (SHLAA references BOC9 for 'The Trails' and references BOC17, BOC19 and BOC20 for 'The Walks') will make a valuable contribution to addressing the identified issues of the District, notably in relation to housing, the economy and accessibility. It is relevant that these sites provide an opportunity to deliver a wide variety and mix of homes ranging from at least 120 new homes to 370 plus a 2FE primary school, pre-school and employment land, offering a range of options for MDC depending on the identified needs for the area. In this regard, Paragraph 4.5 of the LDPR, referring to the accessibility of the District, correctly highlights that the north of the District is less accessible compared to the south, owing to the Crouch Valley railway line which extends from Southminster and Burnham-on-Crouch through the south of the District. Thus, in relation to MDC's acknowledgement that the poor accessibility of the District will impact on the ability of individuals to access education, work and social activities, it is essential that suitable and deliverable sites are brought forward in the new LDPR that will enable people to benefit from sustainable home ownership opportunities and local employment. The submitted sites provide the opportunity for this, expanding an existing '20-minute neighbourhood', with immediate access to local facilities on foot, cycle or by public transport, without the need for use of a private car for personal and family use. These sites are evidently a highly sustainable option to addressing the issues identified and have been rightly so recognised in the recent SHLAA assessment. For example, for 'The Trails' (SLAA reference BOC9), MDC has recognised that: "The railway station is 1796m from the site, 1899m from the primary school, 1630m from the secondary school. The site is within safe walking distance of the services and facilities [sic] in the town, including health services and sport and leisure [sic]. The site could therefore promote healthier lifestyles." MDC recognises that this, as a result of the above accessibility, could assist in reducing rural isolation and exclusion, support and help maintain public transport services in the area and could help to reduce greenhouse gases. Furthermore MDC recognised that the accessibility of the site would mean that "Residents would be able to walk and this could strengthen the local economy." Similarly in relation to The Walks (SLAA references BOC17, BOC19 and BOC20), MDC also acknowledges that "The site is within walking distance of the services and facilities</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		<p>With regards to paragraph 4.2, there is a vital need for more housing in the district as a result of limited supply over the past few years, and affordable housing in the district in particular is needed. In order to support the delivery of more affordable housing, housing should be balanced across the district in smaller, more rural settlements such as Latchingdon as well as in the larger towns of Maldon and Burnham-on-Crouch in order to ensure the delivery of an appropriate mix and tenure of housing across the district to ease affordability pressures. It is also important to provide such housing where it is most needed and where people have local links, e.g. family or employment.</p> <p>We agree with paragraph 4.6 and recognise the importance of infrastructure and facilities such as village shops, post offices, pubs and community centres. New housing should be brought forward in places where these already or exist in order to support and reinforce the viability and vitality of services and facilities of the communities they serve.</p>	The question was to ascertain whether the issues described in the background text to the previous question taken from the 2017 LDP are still relevant today, the respondent has not answered the question but is setting out what they believe the strategy itself should say.
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence		A lack of housing supply is still relevant. The landowners have submitted into the Call for Sites a site east of Spar Lane, Purleigh which they consider would be appropriate for housing.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		
sara	doran		<p>I think that there needs to be stronger incentives for people to earn money within the district - and spend it locally. The move to hybrid working for many might make this a reality over the next year or two - but this will depend in very large part on having access to appropriate digital connections to that it is actually possible to conduct business remotely. There have been challenges that some areas are neither urban enough or rural enough to benefit from the new superfast fibre. This should be a priority that the council should futureproof with all developments to optimise digital access.</p> <p>The district also has an appalling health offer. I have major concerns that Burnham's population is ballooning without any real adequate health provision. Large parts of the district are nearly an hour from a hospital - and as the population increases this will become more of an issue. There has been talk of a community hub/health hub in Maldon for many years. This should be developed as an absolute priority for the District, especially with the aging population. There should be much more recognition of the need to ensure that service provision needs to match developments, eg there is no admiral nurse covering our district...</p>	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Grace	Godwin		Infrastructure not being considered alongside the huge influx of house building is a major issue and should be your top priority. Housing developers should not be allowed to get away with promising to increase infrastructure and then doubling back on themselves and not delivering on these promises. All of our services in Burnham are oversubscribed. When I come to have children I won't be able to get them into the schools they are closest closest home and, when they day does come, I will have to leave the area that I have lived in all my life because of issues that you are clearly aware of but do not care enough to deal with. Why should your loyal residents be thrown over the coals to make a profit?	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Sue	Hillman			
michael	carr	NHS		
Colin	Horner	Villageretreat	Having lived in Purlleigh for 23 years the area changes with increased traffic around South Woodham Ferrers has made the commute to the south Basildon, Southend, Rayleigh unviable since the journey time increased from 30 minutes to between 50 to 1 hour 10 due to traffic hold ups around Rettenden, South Woodham Ferrers and Danbury. We are aware of people leaving the area to move South to overcome the commute distance. We don't agree that the demand for housing is as high as predicted as the houses don't sell that fast.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	Housing - The over-reliance on large strategic sites has led to a significant under-delivery of housing, particularly for the most vulnerable groups in the community (such as older and disabled people). This issue is magnified when one analyses the level of affordable specialist housing delivered since the adoption of the local plan - this figure is zero. The lack of affordable specialist housing options has negatively impacted the health and wellbeing of these groups. ONS data predicts a 32% increase in those aged 65+ with a limiting long-term illness, resulting in people's daily activities being limited a little or a lot. This data provides clear evidence of a need for suitable housing to support a large group of people in order to maintain their health and independence. These vulnerable groups often rely on friends and family within their locality for assistance. Therefore, it is important that any future development supports proportionate growth in existing settlements, regardless of their ranking in the settlement hierarchy. Simply put, these people will continue to remain in inappropriate homes because they don't want to move away from their existing support network. Economy: Linking back to Question 1, supporting the ageing population can provide significant economic benefits to existing communities. If affordable downsizing options were provided that enabled the freeing up of equity, local shops and services would benefit. For example, based on Experian Data, the Maldon District has 12,527 people aged 66+. The average property value for this demographic is £383,536. If just 5% of this segment of the population downsized to a more suitable home nearby, and in the process freed 20% disposal equity, it would inject £48,045,555 into the economy. Local shops and services would directly benefit, and a solid economic climate would be created for new business owners. However, in order to achieve the above, the Council needs to provide the conditions for this to thrive - and this starts with housing. Moving beyond housing, there would need to be a shift in focus towards leisure, health and retail. Creating attractive opportunities for older people to spend their money locally will support the high street. Business owners should be consulted on this approach, and educated on the size and potential of the opportunity. There needs to be a holistic approach, that includes all stakeholders.	Support noted. There is a lack of mention of the aging population in the District which does need to be reflected in the issues section.
Linda	Coom		With the affordable housing on the new build to the south of the town was, I believe, used to house people coming to Maldon from London. It had already been recognised that Maldonians were in need of affordable housing, but that opportunity was missed meaning Maldonians are still in need of affordable housing. You have pointed out this lack in the Key Issues, saying Maldonians have been forced to leave their home town, but little appears to have been done to support them. When and how will this be effectively addressed, please.	The Council supports affordable housing and the majority of major housing developments have been providing it in line with the approved planning policy in the LDP. The allocation of the affordable housing should be to local people first prior to being offered out beyond the boundaries of the District.
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard			
Ian	Drinkwater			

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
John	Hand	N/A	More traffic, dangerous roads to cycle on, poor rail service and a bus service fit for a third world country. Why are we even considering travellers and gypsies? They contribute nothing to the area, in fact they detract from it. Move them into P. Patels road.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. The need for Gypsy and Traveller accommodation will be determined by an update to the Gypsy and Traveller Needs Assessment and the Council will have to look to accommodate this need under the Housing and Equalities legislation, irrespective of any views residents may have as to it happening in the
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann			
Burnham	Town Council	Burnham on Crouch Town Council	In the main; however, the impact of COVID does not seem to have been considered, for example fewer commuters by rail, and possibly by road, people moving out from cities to the countryside, rural house prices going up. ACCESSIBILITY– no reference is made to the possible impact of the SWF development and how it will dramatically slow car journeys off and onto the Dognia Peninsula, creating a bottleneck	There is no evidence that working from home is an issue at the moment and therefore it does not need to be included in the issues section of the Plan. The supply of housing would be discussed in the housing section of the plan alongside policies to ensure its delivery. Accessibility is already highlighted in the issues section of the plan.
Sally	Everitt	Community360		
Mark	Garrett		They fail to identify the poor road links (constrained by weight restricted and listed bridges) to the A12 and Witham Station.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Justin	Barkham	Self employed	I support the key issues statement, however the inclusion of site GB1 does not appear to support these issues, Specifically the statements : 'The Maldon District was characterised by a diverse and distinct natural, historic and built heritage which made a significant contribution to the quality of life in the area.' is compromised by the inclusion of GB1 immediately adjacent to the only historic park and garden in the district and the site also being adjacent to the scheduled ancient monument of the Neolithic Long Mortuary Enclosure of Appleford Farm ----- Due to the coastal and low-lying topography around the estuaries, the District was considered to be particularly vulnerable to the impacts of climate change and flooding. The vulnerability of new development needed to be minimised to ensure that this risk was not worsened for future generations. Inclusion of Site GB1 would impact flooding risk as this site could worsen the risk for future generations.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	There seems to be a disregard for weight restricted and listed bridges.	These are not really strategic district wide issues and therefore would not be mentioned in the issues section of the plan.
Victoria	Long			
Victor	Staines			

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Jayne	Moore	Essex County Fire and Rescue Service	<p>A large amount of building has already gone on across the whole of the Maldon district, however the infrastructure has not been updated to cope. New residents into the area struggle to find Doctors and Dentists and the schools are full meaning local schools are attended by children from other villages, causing parking problems in the residential areas around the school.</p> <p>The roads around the Latchingdon area are terrible. The recent repairs are atrocious, with the main road having a section where the white lines haven't been replaced. Despite the repairs being carried out again because they were so uneven.</p> <p>The area LD2 on the proposed plan, is a flood plain. We have had Aviva refuse us house insurance for that reason. Gardens in this area are flooded throughout the winter. The field is currently a swamp, where as those that are not flood planes are drying up.</p> <p>Another site in this area was given planning permission several years ago but has yet to be built on due to the costs of the flood alleviation scheme making the project not viable.</p> <p>LD2 would require significant flood alleviation so as not to cause further damage to the gardens of the current residents and to allow for the proposed houses. I can't see that this option is a viable one for the 31 houses suggested on this identified area on the plan.</p> <p>Going back to the infrastructure. Latchingdon cannot cope with the traffic that goes through it presently. You LDP will essentially turn Latchingdon from what you class a large village into a small</p>	<p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p> <p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Stephen	Sutton			
Kevin	Bennett			
Nicholas	Matthams			
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		<p>Reference to pubs needs as community hubs needs highlighting in villages and hamlets. These have been savagely impacted even before the pandemic.</p> <p>Pandemic and subsequent commuting requirements will change the make up to mean that more of community will live and work locally.</p> <p>Car remains essential however more must be done on traffic calming in rural villages to match the safe 20mph limits in and around Maldon high street</p>	<p>Accessibility is already noted in the issues section of the plan. It is proposed that the rural economy policy is strengthened and made clearer in order to protect rural businesses and services.</p>
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson			
RICHARD	GROUT			
Tim	Madelin		<p>Accessibility is the key issue and remains poor, there is no mainline train station and the bus links to those that are infrequent and expensive. The poor accessibility has hampered the local economy which is unable to provide sufficient high skill/wage employment leading to an economic over reliance on commuters. The lack of decent employment coupled with the poor accessibility has meant that younger people are more likely to leave and the area to seek opportunities and affordable housing, which results in the area becoming increasingly dominated by older retired people.</p>	<p>Accessibility is already noted in the issues section of the plan.</p>
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	<p>4.2 Housing - The apparent difference in the income of those who opted to commute to work and those who worked locally is levelled out by the time taken in commuting to work, and the cost of travel, be it by car, bus or train.</p>	<p>Comments noted.</p>
Deborah	Anderson	NHS		
John	Pilgrim	Self employed		
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry		<p>4.5 Accessibility</p> <p>Problems remain with transport and commuting. Additional planned housing without sufficient improvements to the transport infrastructure will just exacerbate current bottlenecks.</p>	<p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p>
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		<p>We do support the key issues listed, particularly with reference to people and community and the historic and built heritage in Maldon.</p> <p>One of the key issues is to give greater emphasis on climate change and sustainability with regards to locations of development</p>	<p>Comments noted.</p>

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First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Johanna	Dale		There needs to be far more creative thinking when it comes to accessibility. Our district is relatively flat and well appointed for cycling, yet the increasing volume of traffic on the roads makes this mode of transport unviable. The council should prioritise the development of off-road cycling infrastructure linking rural settlements to Maldon/Heybridge and Burnham. This would hugely benefit residents while at the same time increasing the district's attraction as a tourist destination. If the Dutch can do it, so can we.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. Sustainable transport is a key priority for the
Tracy Steven	Kinnane Bardwell	S P Bardwell Ltd	There are several omissions and enough attention has been given to other major developments proposed in the area, in particular infrastructure.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon			
Rebecca	Tucker			
Mark	Faraway		Within the south and east areas. Significant development has already taken place. With infrastructure at capacity which has addressed the points other areas need to develop if infrastructure allows	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
T	Ketteley		Insufficient services to support existing and future population growth (eg GP and dentist capacity; school places etc). Digital infrastructure - only some parts of the district benefit from fibre broadband connection with many rural properties experiencing poor internet speeds on old copper wire lines and patchy 4G signal leading to digital divide.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Elizabeth	Weston			
Jacky	Barber			
Douglas	Channer	Private	They are still to a degree relatively relevant because actually with all the development that has come the infrastructure has not been delivered. There has been no noticeable infrastructure improvements. Only more bricks and mortar going up to build houses which generate more and more vehicle movements which add to the climate change problem. Where are the new doctor's surgeries , primary and secondary places , where are the all the other infrastructure elements that perhaps should have come before the development /with the development that is now in progress. Car usage has increased and the Dengie has one of the highest needs for using the private motor car . The roads in the Dengie become grid locked if there is an accident or other problem on one of the two roads that lead in to and out of the Dengie. Building new roads is not the answer. As soon as new roads are built they just get filled by traffic and/ or lead to even more house coming . Plus of course destroy areas renowned for the special landscapes which the district and especially the Dengie are known for and which brings tourism benefits to the area . Destroy an area and you may reduce benefits that previously it delivered for the benefit of all. Highways normally always say that the roads have the capacity to take the traffic that the new houses will generate. One has to consider that this may be because new roads once adopted are maintained by highways and the highways budget is already stretched. So expanding the highway infrastructure only puts more pressure on the system, increases car use and increases budgetary pressure	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Ursula	Benjafield			
Paul	Mitchell			

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
Kristian	Tokeley	CTC Construction Ltd	Housing supply incorrect. A vast program of housing supply/construction has and still is being constructed in Maldon/Heybridge/Burnham/North Fambridge/Latchingdon etc etc etc..... Since 2017. The balance of supply and demand has more than been met!	The Council currently does not have a 5 year housing land supply, the LDP Review process has to take into account future growth and therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Lynda	Bugg		Mostly	
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss		Accessibility - the C class and unclassified roads are used as rat runs which which makes life for very many small villages intolerable and dangerous. Many developments exacerbate this with no mitigation offered.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Simon	Mackenzie Smith			
Richard	Udall		Because people want to live in the Maldon district doesn't imply more houses should be built. It is attractive to live because it is not overpopulated / built up.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. If no housing was built then the supply would diminish and the price of housing would rise thus pushing further out of the market those on a lower wage or newly forming households.
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington			
D	Cooper			
C/O Agent	C/O Agent		It is considered that these issues are still relevant. With particular regard to paragraph 4.2, it should be clearly set out that the Council are not able to demonstrate a 5-year housing land supply, the position has worsened overtime and this is due to the delivery framework that underpins it. The previous delivery framework focussed development primarily within the Maldon and Heybridge area with little to no development outside of these areas. It is therefore considered that this paragraph should be amended to acknowledge the Council's current housing shortfall and the fact that this is due to the current delivery strategy. This in turn should influence the selection of an appropriate spatial strategy option to overcome these issues.	The LDP Review in the issues section does not need to mention the 5 year supply, it is a given that a newly adopted plan will have a supply of housing to meets its requirement.
Zoe	May	East of England Ambulance Service NHS Trust	Improvements to the road infrastructure are vital to enable the ambulance service to meet nationally set response times to reach and treat patients and where appropriate conveyance to the right place for further care and treatment. As an emergency service, EEAST is impacted by changes to road/rail infrastructure and would wish to be consulted alongside other blue light services during the design stage of any new rail/road scheme. To work with the local authority to assess and mitigate the impact on ambulance service response times alongside with other blue light services in advance of construction.	Comment noted
Roger	Woodcock			
Michael	Manning			
Jack	Inglis	Kelvedon Hall		
Peggy	Shields			
Dawn	Adams	Catesby Estates	Yes, especially housing. It is clear that the adopted Local Development Plan has failed to deliver the required number of homes for the district. The Council are only able to demonstrate a 3.26 year housing land supply and since the start of the adopted plan period in 2014, the median affordability ratio in the district has risen from 8.87 to 11.64. Given that most mortgage companies will lend up to 5 times salary, this means that even couples where both partners earn an average full time wage cannot afford an average property in the district. The only way to solve this housing crisis in the district is to build more homes and to build them quickly by allocating sites that are genuinely deliverable with a significant number of completions within five years.	Support noted.
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	We support the recognition of the historic and built heritage to the quality of life in Maldon, and the need to optimise and protect these assets. Greater emphasis should be put on climate change, which should be identified as a key issue in its own right and thought given to how the spatial location of development, as well as the standards to which it might adhere, impact on this	In regard to the issue of climate change, policies will be featured throughout the LDP rather than as a separate policy.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		

Question 2

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Roger	HAWES		I don't believe the case for new housing is satisfactorily made. From your documents it appears the Government has allocated a housing requirement to the district rather than the district properly establishing its own housing needs.	The housing targets for every area in the country are set by central Government, this target is not a ceiling point but a minimum number of houses required.
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Ellum			
Bernard	Steeples			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		We would question the relevance of post offices estate agents churches and small shops etc vs the need to have access to large supermarkets. With respect to infrastructure to reduce anti-social behaviour there is a need for accessibility within a reasonable distance from home . It also needs to be of significant scale. Access to large settlements from the more rural settlements is restricted by a lack of pavements together with busy narrow roads.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. Smaller community shops and where they are available post offices are relevant to the sustainability of smaller communities but it is important to be able to access them safely by walking.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark		Yes up to a point. Obviously it is good to recognise the historic and built heritage within the District but we must PROTECT these assets as well.	Comments noted.
Patricia	Smith			
Mick	Sargeant			
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*		<p>4.3 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>4.4 Clearly, given the Council's declaration of a Climate Change emergency, the environment and measures to mitigate climate change now need to be elevated. Coupled with rising energy prices and an increase in fuel poverty in the rural parts of the District, the incorporation of renewable and sustainable technologies along with environmental mitigation measures will be important themes.</p> <p>4.5 Quality of design was a previous theme but its elevated national importance also needs be recognised. The details in the existing topics, in particular Housing and the Natural and Built Heritage, should reflect this new emphasis. Delivery of high quality, healthy environments and biodiversity net gains to help mitigate climate change need to be elevated.</p> <p>4.6 In respect of the commentary within the previously identified topics, this can generally still be considered relevant. However, it will be important to recognise the impacts of an ageing population, lower house occupancy rates and greater demand for care facilities. In addition, the recent impacts of the COVID 19 pandemic has increased a national trend for families to seek housing in more rural locations, such as Maldon District. Their housing demand is for larger units which allow flexible homeworking with high quality external amenity space. This is also a positive trend in that it results in lower levels of commuting reducing car use, and has a more positive social, economic and environmental impact.</p>	Climate Change is mentioned in the natural environment section regarding flood risk. The point is noted though and it should also be mentioned in the housing section with regard to ensuring future housing takes full account of it in its design and implementation and also in the accessibility section.

Question 2

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*	Willmott		<p>4.3 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>4.4 Clearly, given the Council's declaration of a Climate Change emergency, the environment and measures to mitigate climate change now need to be elevated. Coupled with rising energy prices and an increase in fuel poverty in the rural parts of the District, the incorporation of renewable and sustainable technologies along with environmental mitigation measures will be important themes.</p> <p>4.5 Quality of design was a previous theme but its elevated national importance also needs be recognised. The details in the existing topics, in particular Housing and the Natural and Built Heritage should reflect this new emphasis. Delivery of high quality, healthy environments and biodiversity net gains to help mitigate climate change need to be elevated.</p>	Climate Change is mentioned in the natural environment section regarding flood risk. The point is noted though and it should also be mentioned in the housing section with regard to ensuring future housing takes full account of it in its design and implementation and also in the accessibility section.
Thomasin	Foster			
Ivor	Watson			
*	*		<p>4.4. The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>4.5. These are considered to remain the pertinent planning matters to address in Maldon. However, we would suggest that the narrative provided for the final matter, People and Communities, is distinctly different to the other Key Issues in that it does not identify any apparent local issues to address and is more a summary of how development can integrate successfully with existing communities. It is a very generic commentary that does not appear to identify any failures of planning in Maldon or anticipated changes to development needs. We would therefore recommend that the other Key Issues should be</p>	Comment noted the respondent is correct the final section does not reflect any issues and should either be amended or removed.
*	*		<p>3.4 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>3.5 These are considered to remain the pertinent planning matters to address in Maldon.</p> <p>3.6 We would suggest that the narrative provided for the final matter, People and Communities, is distinctly different to the other Key Issues in that it does not identify any apparent local issues to address and is more a summary of how development can integrate successfully with existing communities. It is a very generic commentary that does not appear to identify any failures of planning in Maldon or anticipated changes to development needs.</p> <p>3.7 We would therefore recommend that the other Key Issues should be the focus of the Local Plan and note that land South of Limebrook Way would be capable of providing positive outcomes on each of these Issues under most of the proposed Options for growth. We consider it likely that development around Maldon town is likely to feature in any chosen spatial strategy and therefore a large Site in a preferable location such as South of Limebrook Way should be seriously considered in relation to</p>	Comment noted the respondent is correct the final section does not reflect any issues and should either be amended or removed. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
*	*		<p>3.4 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>3.5 These are considered to remain the pertinent planning matters to address in Maldon.</p> <p>3.6 We would suggest that the narrative provided for the final matter, People and Communities, is distinctly different to the other Key Issues in that it does not identify any apparent local issues to address and is more a summary of how development can integrate successfully with existing communities. It is a very generic commentary that does not appear to identify any failures of planning in Maldon or anticipated changes to development needs. We would therefore recommend that the other</p>	Comment noted the respondent is correct the final section does not reflect any issues and should either be amended or removed. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.

Question 2

First Name	Last Name	Organisation	Question 2. Are these issues still relevant?	COUNCIL RESPONSE
*	*		<p>3.4 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>3.5 These are considered to remain the pertinent planning matters to address in Maldon.</p> <p>3.6 We would suggest that the narrative provided for the final matter, People and Communities, is distinctly different to the other Key Issues in that it does not identify any apparent local issues that need to be addressed, and is more a summary of how development can integrate successfully with existing communities. It is a generic commentary that does not appear to identify any failures of planning in Maldon or anticipated changes to development needs. We would therefore recommend that</p>	<p>Comment noted the respondent is correct the final section does not reflect any issues and should either be amended or removed. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
*	*		<p>3.4 The key issues identified in the 2017 Local Plan were:</p> <ul style="list-style-type: none"> • Housing • Economy • The Natural and Built Heritage • Accessibility • People and Communities <p>3.5 These are considered to remain the pertinent planning matters to address in Maldon.</p> <p>3.6 We would suggest that the narrative provided for the final matter, People and Communities, is distinctly different to the other Key Issues in that it does not identify any apparent local issues to address and is more a summary of how development can integrate successfully with existing communities. It is a very generic commentary that does not appear to identify any failures of planning in Maldon or anticipated changes to development needs. We would therefore recommend that the other</p>	<p>Comment noted the respondent is correct the final section does not reflect any issues and should either be amended or removed. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
*	*			
*	*			
Alan	Massow		<p>The majority of the issues identified are carried over from the previous Local Plan, they have however been updated to reflect things like the continuing shortage of affordable housing and high levels of out commuting, and the declared climate emergency. The revised issues are supported by officers.</p>	<p>Support noted.</p>
*	*		<p>2.1 The LDPIO recognises that the LDP review needs to consider a number of issues, including some additional ones to those considered in the previous LDP. These include the fact that there is still a shortage of affordable housing, and that the Council declared a Climate Change emergency in February 2021.</p> <p>2.2 Of the issues identified, the development of land at Mundon Road could contribute to the following specifically:</p> <ul style="list-style-type: none"> • Reducing emissions and adapting to climate change • Resident-centred places to live • Thriving, Distinctive Rural Communities for all ages • Making the Built Environment Beautiful <p>2.3 In respect of these identified issues and others, the proposed amended vision is supported and respective objectives, including a commitment to allocating sufficient housing to meet the District's</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Ian	Butt			
Sarah	Sayer			
*	*			

Question 3

First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake		
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowse		Nothing has been mentioned of the ever increasing traffic problems throughout the District. The South Maldon bypass will soon effectively be just a road through a housing estate, as will many other existing bottlenecks in the District. The GP and surgery access (including car-parking provision) is a disgrace to a 1st world country, yet is nearly glossed over in the text.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with the Duty to Cooperate body, Mid Essex NHS Clinical Commissioning Group the provision of appropriate healthcare infrastructure has been identified as a
Gareth	Davies	N / A	The LDP needs to be updated depending on how the proposal to turn the B1012 at S. Woodham Ferrers into an urban street turns out .	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs			
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes			
Peter	Wakling			
David	Sismey		Significant highway issues beyond those listed. Maldon / Heybridge itself regularly have severe traffic issues that the existing LDP infrastructure plans are unlikely to fix and which will get worse with existing housing commitments	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		There also needs to be a consideration of the impact on Villages on the B1018 that are experiencing significant increase in traffic volumes due to developments to the east of the settlements. Given the likely scenario that inward migration will continue to grow together with a lack of infrastructure and employment opportunities to the east , access to employment, secondary schools and supermarkets , significant recreational facilities will continue to add to volumes	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with neighbouring Duty to Cooperate bodies, transport infrastructure in the District has been
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited		
Michele	Williams		Village boundaries have been used as an excuse by backward looking Parish Councils to recommend refusal and Planning Officers have also agreed with this, ignoring planning policy to be proactive.Thus allowing small brownfield sites in and around villages to be unused.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Tara	Strydom			

Question 3

First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
Jenny	Ball		I think economy/employment opportunities should also be included in this list. It does feature elsewhere in the document.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with neighbouring Duty to Cooperate bodies, it is agreed that the role of the wider than District economy in the Maldon District is a strategic and cross-
Cliff Gill	Baron Winsor	Tesco	If you ask questions in lay man terms perhaps more people would answer or is that the idea to make nobody answer so you can demolish the charm of this part of the county !!!!!	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Highways is stated, but should this not be transport or travel? Rail is not mentioned and effects cross boundary LPA's and migration/work/leisure I would have expected climate change to now be included	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with the other Duty to Cooperate bodies including Essex County Council it is agreed that the strategic and cross boundary issue of transport rather than highways on its own should be identified allowing for the inclusion of other modes of transport, as well as the challenges they face from different user demands. Climate change mitigation and adaptation can also be a strategic and cross boundary issue. Policies regarding climate change will feature throughout the Local Plan
Merryl	Quilter		If you build 1750 houses in althorne, there is no shops, no doctors, on an already busy road that leads to south woodham ferrers which is already struggling with the amount of traffic.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth.The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Bear	Keen			
Jessica	Cox			
Robert	Burton		There is plenty of old housing and forma industrial buildings and land that can be used before building on green belt land in conservation areas	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. Please note, there are no areas of Green Belt land in the Maldon District
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality	I don't understand that question	Noted.
Brooke	Roberts-Morgan			
Patricia	Bunkle			

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First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
Stephanie	Ireland		it would benefit all areas if the community ie residents were included in a more proactive ways so that councils had a realistic view of what life was like in those areas. A residents' voice/panel would be more effective than surveys that many feel unable to access.	Maldon is a fully parished district area with elected representatives and therefore any issues experienced by residents need to be raised with the representatives of the relevant parish council, these issues if relevant will then be raised up to district level. Parish councils were consulted during this process.
Marc Roger	Rawinsky Tiffn	M R Sovereign Services Ltd	apart from the issues re medical centers and traffic congestion in and around the street in Heybridge	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached, this include the Heybridge relief road. This matter is monitored carefully and contributions pursued as they become liable. In further discussions with the Duty to Cooperate body, Mid Essex NHS Clinical Commissioning Group the provision of appropriate healthcare infrastructure has been identified as a strategic and cross-boundary issue.
Kathryn	Beighton	Publishing	Traffic on A414, lack of railway provision	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with neighbouring Duty to Cooperate bodies, transport infrastructure in the Chelmsford City and Braintree District areas that also serves Maldon District residents and businesses, including the A414 and mainline railservices have been identified as strategic and cross-
Roy STUART	Warren SOWTER	Sport England	more attention is required for infrastructure, one road on and off the dengie which is cannot cope. lack of local school places and ability to be able to get a doctors appointment. more focus should be on improving the current area for the people that live here rather than building yet more houses and making the situation even worse?	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with neighbouring Duty to Cooperate bodies, transport, health and education infrastructure has been
Mark	Raffray		[Highways] The high-level summary covering local highway infrastructure is outdated and incomplete. For example, in relation to issues affecting the primary road routes for the Dengie peninsula. [Environment] Should there not be a strategic level linkage in this section to climate change targets/programs (e.g. renewable and low carbon technologies initiatives) as subsequently covered under 6.0?	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In further discussions with neighbouring Duty to Cooperate bodies, transport infrastructure and climate change have been
April	Rowley			

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e	e	e	<p>Add:</p> <ul style="list-style-type: none"> Public transport Sewerage and water supply Power supply Mobile phone provision Policing (especially as Maldon & Chelmsford police have merged) <p>Also:</p> <ul style="list-style-type: none"> "Environment" needs to refer to the impacts of industry and of motor-powered river craft "Housing" needs to include social housing "Education" needs to include nursery provision Move "relief roads" from Health to Highways 	<p>For the issues that are relevant to the review of the Local Plan and are 'strategic and/or cross boundary' as defined in the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with neighbouring Duty to Cooperate bodies, transport infrastructure, water supply & waste water infrastructure, telecommunications, housing (including affordable), education (including early years) have been identified as strategic and cross-boundary issues.</p> <p>Power supply, policing, impacts of industry on the environment and motor powered river craft are however not capable of being defined as strategic or cross boundary issues as defined</p>
Kevin	Lagan			
Bill	Withers			
joanna	jeffery			
John	Mitchell		No mention of climate change which must surely be a strategic issue. Also under the heading of transport the Plan should look at the movement of people and goods overall (e.g. including rail and other public transport) and not just highways.	In further discussions with neighbouring Duty to Cooperate, including Essex County Council as the Highway Authority, the movement of people and goods, transport infrastructure and climate change have been identified as strategic and cross-boundary issues.
Bethany	Jones	Colchester Borough Council	No. The Bradwell B Nuclear Power Station development and provision of broadband should be included as additional strategic and cross boundary issues. <i>Response is subject to call in until 15 March</i>	In discussion with Colchester Borough Council as well as Braintree District Council, it is accepted that Bradwell B and the provision of broadband infrastructure are strategic and cross boundary issues.
magnus	Magnusson	Parker Planning Services	No, my client considers that Maldon district should be working with adjoining Local Planning Authorities (LPAs) to ensure that any unmet housing needs can be met. Whilst the consultation document identifies that there are no such unmet needs within neighbouring Authorities to plan for at this stage, this will not necessarily remain the case and as the LDP Review emerges. My client would also welcome improvements/enhancements to the strategic transport network (in particular road and rail networks) that would improve levels of accessibility and connectivity district-wide.	<p>The Council does not believe any additional work is necessary at this time, over and above the arrangements it already has in place under the Duty to Cooperate. There are currently no unmet needs from Chelmsford City Council or Braintree District Council areas, which are partly within the same Housing Market Area as Maldon District Council. This matter will be kept under review. All three Councils have already endorsed the Essex Unmet Housing Needs Protocol, which collectively determines how unmet housing needs in Essex authorities would be addressed and the steps taken to accommodate needs, via the Duty to Cooperate, in the event any arises in the future.</p> <p>In further discussions with neighbouring Duty to Cooperate bodies as part of this consultation, the strategic transport network has also been identified as a strategic and cross-boundary issue.</p>
Nick	Whiteley		<p>Education and health are extremely important for the district</p> <p>Health: with an aging population, as explained in the documentation, health care will become more and more vital - Caveat here is the obvious shortfall of Doctors and Nurses.</p> <p>Education: Trying to encourage more 'working age' residents requires somewhere for the families to send their children. Having to send children outside of district is (I imagine, not being a parent)</p>	In further discussions with the Council's Duty to Cooperate bodies as part of this consultation, the planning for education (including early years) and health facilities have been identified as strategic and cross-boundary issues.
Peter	Layley			
Rex	Davenport			

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Lesley	Mitchelmore	Danbury Parish Council	<p>There is no consideration of the impact of the traffic through Danbury and upon the AQMA between Eves Corner and Butts Lane. A cursory review makes no mention of any mitigation in terms of the potential increase of traffic through Danbury, merely that there have been "Eves Corner Junction changes in Danbury". That mitigation amounted to the addition of part time traffic lights on two side roads more than five years ago.</p> <p>The A414 through Danbury is the only A road in the area, and therefore the main route for emergency vehicles and other vehicles to access Maldon and the Dengie from Chelmsford and the A12. It already suffers from significant congestion. As Maldon and the Dengie continue to grow, residents are concerned about increasing traffic flows, congestion and pollution with the resultant increased use of rural lanes and rat running.</p> <p>Danbury Parish Council set a policy on 27th July 2005, that supports a "Maldon-Langford-Hatfield Peveler to A.12 link with a view to the current A 414 being downgraded to B Status as recommended</p>	Both the A414 and Danbury are considered to be cross boundary strategic issues given that they are one of the main access routes into and out of the District. In order to have a link between Danbury and Langford there would have to be a significant allocation of housing in one of those two places or along the proposed route to fund it, this is unlikely to happen and would not attract the support of residents.
Linda	Flowers	Self Employed	A here and now pressing issue for the Dengie is the proposed development in South Woodham Ferrers. Outline 21/01961/OUT. There is a Technical Note on this planning written by SCP recommending refusal for the application due to the current bypass being turned into an urban road with multiple crossings and junctions. This is a Chelmsford City Strategic site which also links to a proposed HELAA MDC site, doubling the proposed numbers and impact. This impacts the entire Dengie and all future development on it but specifically near villages such as Purleigh, Stow Maries, Cold Norton and North Fambridge as it basically removes the bypass which experiences heavy	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue.
Karen	Neath	Tolleshunt Major Parish Council		
N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		No comment on the inadequate provision of health, education, policing and road facilities to match the increasing population. It seems that we can be certain that permissions will be granted for yet more houses to be built, with absolutely no certainty that these services will be correspondingly expanded.	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In further discussions with Duty to Cooperate bodies including neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as part of this consultation, transport infrastructure, education (including early years) and health provision have been identified as strategic and cross-boundary issues.</p> <p>Policing is however not capable of being defined as strategic or</p>
Richard	Courtney	University Of East London		
Sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society		
Alan	Outlaw	Self Employed		
John	Hitcham		Burnham and the Dengie naturally look towards A130, Basildon, London, SWF. The MDC strategic issue/problems are silent on these issue	In discussions with Castle Point Borough Council, Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies the strategic connections to Maldon District and the relationship with the A130/A12 transport corridor are considered to be a strategic and cross-boundary issue.

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Richard	Kelly	Croudace Homes	As set out in the response to Question 2, whilst the Council has performed well in the last 3 years as confirmed by the Housing Delivery Test ('HDT'), since the start of the plan period (2014), only 1,909 homes have been delivered against the target of 2,170, a shortfall of 261 homes. It is therefore clear that there is a disparity between need and delivery. Consequently, it is vital that the Council identifies "a sufficient supply and mix of sites" (National Planning Policy Framework, paragraph 68 ('NPPF')) across the Plan period Not only is this important in terms of housing delivery but a joined-up approach is also vital with neighbouring authorities, including Chelmsford and Braintree in respect of the delivery of infrastructure. This will ensure that suitable locations for development (extensions to existing towns) are identified and supported by policy to enable development needs to be met in a sustainable way (NPPF, paragraph 73). Given the location of South Woodham Ferrers on the boundary with Chelmsford, both authorities need to ensure their policies are aligned to address the priorities of land use in the area (NPPF, paragraph 17) and "address the strategic priorities of the area (and any relevant cross-boundary issues)" (NPPF, paragraph 21).	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure and any development proposals on the Maldon and Chelmsford side of the shared administrative boundary in South Woodham Ferrers have been identified as a strategic
Lindsey	Squire	North Fambridge Parish Council		
K	Jeffries			
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks			
Carlie	Mayes			
James	Rushton		Shouldn't the Climate Crisis be given its own heading?	In further discussions with relevant Duty to Cooperate bodies climate change has been identified as strategic and cross-boundary issue
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion		What about the proposed new road round South Woodham Ferrers, which will majorly disrupt traffic flow to the Dengie?	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue
Terence	Hughes	Burnham-on-Crouch constituent	No help to the Dengie which is already under extreme pressure for commuters in the rush hours. Woodham Ferrer is still a bottle neck with no plans to solve the problem. Increased pollution from the traffic congestion is a problem.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as
Amanda	Mickelsen			
John	Tompkins		Cooperation with adjacent local Authorities and the regional Authority on cross boundary issues is important as the LDP will not be achieved without it. There is little point in improving highway infrastructure only to encounter bottlenecks in adjacent Districts when endeavouring to access strategic routes e.g., the A12 via Danbury and Hatfield Peverel so close cooperation and integration is necessary. There is little point in building large estates whether housing or industrial without having sufficient educational facilities, healthcare facilities, communication ability and air quality management all within reasonably sustainable distances. These are notable by their absence in the current developments. Sufficient finance is necessary to provide the above and this could be achieved by stronger S106 agreements or by a strong application of the Community Infrastructure Levy (CIL). Broadband in outlying areas needs to achieve better strategic coverage and greater investment perhaps spurred on by strong S106 agreements or CIL. The large strategic project of Bradwell B Nuclear Power Station requires cross boundary cooperation and a close understanding by MDC on the ramification of how any proposed infrastructure will affect total communities within and outside of the District. Therefore, close attention will be required to the	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring local authorities, Essex County Council, National Highways and the Mid Essex NHS Clinical Commissioning Group as relevant Duty to Cooperate bodies, transport infrastructure, Danbury Air Quality Management Area, healthcare and education facilities, broadband services and the potential for the Bradwell B Nuclear Power Station are all considered to be strategic, cross boundary matters.
Samuel	Newton	Anglo European School		

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Mary-Ann	Munford		As far as I can see no recognition of impact of the South Woodham Ferrers proposed developments and the impact they will have on the Burnham road and access to the Dengie Peninsula which is already a nightmare for commuters by road. Commuting by road is not going to stop and of course has increased enormously since the COVID pandemic. People be ing reluctant to go back to train commenting, and definitely no chance of cycling on our narrow, congested, dangerously truck-filled B roads.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council	The City Council considers the following to be strategic issues that may need to be considered by itself and adjoining planning authorities during the plan-making process: <ul style="list-style-type: none"> • Delivering homes for all including Gypsy and Traveller accommodation • Jobs and economy including green employment and regeneration • Retail, leisure, and cultural development • Sustainable transport, highways, and active travel • Climate change action and mitigation including flood risk and zero carbon • Natural and historic environment including increased biodiversity and green/blue/wild spaces and connectivity of ecological networks • Community infrastructure including education, health and community facilities • Utility infrastructure including communications, waste, water, and energy • London Stansted Airport future airspace redesign. <p>The City Council acknowledges the importance of education provision as a cross boundary issue, particularly in relation to secondary school pupil flows between Burnham-on-Crouch and South Woodham Ferrers. There is little detail on this matter currently in the Issues and Options document, but the City Council welcomes its inclusion as a key issue and looks forward to reviewing further</p>	The Council agrees the identification of District-wide strategic housing, economy, retail, transport and highways, climate change action, natural and historic environment, community infrastructure, utility infrastructure and London Stansted Airport airspace design are strategic and cross boundary issues shared with Chelmsford City and will identify these specifically in Section 3 of the emerging Statement of Common Ground between us that will work to deliver the Duty to Cooperate. In addition, the emerging Statement of Common Ground will record the identification of specific cross boundary issues which relate to secondary school education pupil flows between Burnham-On-Crouch and South Woodham Ferrers.
Terry	Fleming			
Daniel	Goodman	Rochford District council		
Chris	Harvey		I also think economic development is a strategic and cross boundary issue. Although much can (and should) be done at District level, there is a need to explore and develop synergies and projects which are developed at the county or regional level	The Council agrees economic development is a strategic and cross boundary issue.
Philip	Davies		See my comments at Q3.	No further comment
Jane	Senior		Maldon District should not merge into Witham/Chelmsford and this will happen if housing development continues as planned over the next decades. the Issues will not be able to keep up with this....ie enough medical services/exacerbated environmental issues(air/water/pollution). Identification is an important element of living in Maldon	
Susan	Cumming	not applicable	do not agree that we need to increase the need and provision of Gypsy & Traveller Transit Sites in Essex	Noted. The provision of Gypsy and Traveller Transit Sites is however already Duty to Cooperate matter between all Essex authorities to address unauthorised incursions that take place around the county

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Amanda	Clack		<p>There is not enough emphasis on the importance of the nature and environment that makes the area a great place to live.</p> <p>Plus in terms of the Environmental impact, and restricted access and services provision are major inhibitors. Key considerations need to be taken into account around: "- Synergy between the South East Marine Plan and the LDP Review - Impact of residential growth on protected habitats in Essex - Impact of growth on the water cycle"</p> <p>and " Increasing any traveller Gypsy & Traveller Transit Sites" in this area would be highly detrimental.</p> <p>I wish to specifically draw attention to ALT2 - Althorne, which is a significant and detrimental change. The increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase volumes of traffic to a road that currently cannot cope with the existing traffic volumes. ALT2 (as well as the neighbouring ALT3 which I understand was initially considered as a possible site but subsequently rejected) both lie in an area which was originally designated as a Special Landscape Area and Coastal Protection Belt. A Technical Study, the Landscape Character Assessment EB009a, was jointly commissioned in 2005 by five Essex local councils, including Maldon District Council. The intention was to provide a comprehensive Borough/District-wide assessment of landscape character to inform land use planning and land management decisions.</p> <p>Policy rationale against the proposed inclusion of ALT2, we would refer to: Policy S2 of the Replacement Local Plan (RLP) that seeks to protect areas outside of defined development boundaries from new development, in the interests of protecting the countryside and coastal landscapes of the District. This includes Policies CC6 and H1, which indicate that outside defined settlements housing will not normally be allowed, and the landscape be protected for its own sake. Any proposal should be assessed in accordance with Policy BE1 where the compatibility of a scheme to its surroundings and neighbouring residents is imperative to the acceptability of a development in any location. Moreover,</p>	<p>This question is asking about strategic and cross boundary issues. For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. At the present time the Council cannot comment on whether individual settlements or sites can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.</p>
Ronald	Edge	Construction Industry		
Daphne	Scott			
Gordon	Mussett	Little Braxted Parish Council	They fail to identify the need for improved cross-river improvements in Wickham Bishops and Great Braxted.	In discussions with Braintree District Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure to address the listed bridge in Great Braxted has been identified as a strategic and cross-boundary issue. This is picked up though as capacity leading into and out of the District it does not have to list every obstruction, junction or
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		<p>HIGHWAYS - Improvement to the road between Burnham on Crouch South Woodham Ferrers is needed to cater for the large increase in houses built, in development and planned for the Dengie. In particular the Junctions at Fambridge need improvement. The double roundabout between Latchingdon and Cold Norton need to be combines into a single one. The junction between the Lower Burnham Road and Fambridge Road at Fambridge needs to be turned into a roundabout. There needs to be a bypass created to take traffic from Burnham on Crouch around the village of Althorn. The Maldon Road by Woodfords Garage in Burnham on Crouch needs widening.</p> <p>HOUSING - More 2 bedroom affordable housing is needed for those in unskilled low paid jobs to be able to afford to get on the housing ladder locally.</p> <p>EDUCATION - More school places are needed, at both primary and secondary schools, to cater for the influx of children moving from outside of the area into the new housing. These need to be in place PRIOR to the houses being occupied.</p> <p>HEALTH - The Dengie needs a new medical centre, like the one at South Woodham Ferrers, which can deliver a greater range of services locally. The practice of centralising NHS services at Broomfield, Basildon and Southend is detrimental to the residents of the Dengie, it can take over an hour at times to reach these hospitals. St Peters hospital in Maldon need to be redeveloped and expended.</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>For this reason, the specific house type suggested and the improvements between Burnham on Crouch and South Woodham Ferrers are not considered to be strategic issues under the Duty to Cooperate, but could still be considered to be issues under the preparation of the wider LDP Review and looked at as part of any transport mitigation should any further growth be directed towards these areas in the future.</p> <p>In further discussions with Duty to Cooperate bodies including neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, strategic transport infrastructure, education (including early years) and health provision have been identified as strategic and cross-boundary</p>
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		There is a much greater need for integrated and cross-boundary highways infrastructure for traffic coming to and from the Dengie peninsula into neighbouring districts.	In further discussions with Duty to Cooperate bodies including neighbouring authorities and Essex County Council transport infrastructure has been identified as strategic and cross-boundary issues
Sue	Dobson	Essex Bridleways Association		

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First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
Terry	Inkpen	None	There has been poor delivery of health projects and schools, a failure to provide for the extra housing, particularly in the south east of the area of the Dengie. There have been no road infrastructure improvements to cope with the extra local and commuter traffic and the heavy goods vehicles on the narrow roads. CILs should pay a realistic sum towards new infrastructure up front.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. S106 contributions have already been sought from developments throughout the District where there would otherwise be an impact caused by the development. Maldon District Council is working with Essex County Council and the Mid Essex NHS Clinical Commissioning Group in the projects <u>being designed to spend this money on local improvements.</u>
christine	collins		We need to conserve the natural environment at all costs for wildlife , peoples mental health and for the planet Sustainability needs to be properly defined and applied to proposed future developments Adequate infrastructure must be considered BEFORE any further development in the dengie	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. Sustainability in planning terms is already defined by national policy, which the Council must follow. This does not provide a blanket protection to conserving the natural environment at all costs, rather it protects the habitats that are most siginiciant and expects any growth will then be considered having regard to environment, social and economic sustainability. The LDP Review will consider the needs for adequate infrastructure arising from any planned growth in the District.
Stuart	Williams	Ace group		
Reegan	Howles		The impact of residential growth on protected habitats in Essex is extremely important. Destroying protected habitats will ruin one of the best things that this district has to offer.	Comment noted though the question is about strategic and cross boundary issues not protecting matters.
David	Webb			
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh		The burnham road is also becoming congested with the new developments in Burnham so adding more housing in this poorly connected part of the Dengie will exacerbate the problem further.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth.The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Janice	Jackson		more consideration given the the people that live here rather than tourists, travellers. As an OAP I struggle to get an appointment at my surgery - this will be even worse with yet more houses. We only have one road on and off the Dengie and it's so busy I can only imagine how bad things will be when you build more houses.	We have had further discussions with Duty to Cooperate bodies including Essex County Council and the Mid Essex NHS Clinical Commissioning Group, which has identified health facilities provision as strategic and cross-boundary issue.
Jenny	Clemo	Langford & Ulting Parish Council	Highways: A12 widening and junction improvements at Hatfield Peverel, Rivenhall and Witham. The North Heybridge relief road will funnel all traffic through Langford and Doe's Corner, Ulting. The Parish Council are seriously concerned about the impact of the growth in traffic on residents living in the Parish. Housing development in Heybridge and Maldon has already had an impact on the amount of traffic along the B1019. A relief road for Langford, Ulting and Hatfield Peverel should therefore be included in the next Local Development Plan.	In further discussions with Duty to Cooperate bodies including Braintree District Council, Essex County Council and National Highways the A12 widening and impacts on the local highway network have been identified as strategic and cross-boundary issues for the LDP Review.
Hazel	Notley			
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities	Surprising absence of reference here to climate change and renewable energy.	In further discussions with relevant Duty to Cooperate bodies climate change has been identified as strategic and cross-boundary issue.
Kerry	McKenna			
Penny	McCauley	Tiptree dental		

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First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
Jane	Phillips	Solicitors	<p>In addition to the strategic issues listed, greater emphasis is required in the areas of environment and nature.</p> <p>I wish to specifically draw attention to ALT2 - Althorne, which is a significant and detrimental change. The increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase volumes of traffic to a road that currently cannot cope with the existing traffic. ALT2 sits in an area which has been designated as a Special Landscape Area and Coastal Protection Belt. A Technical Study, the Landscape Character Assessment EB009a, was jointly commissioned in 2005 by five Essex local councils, including Maldon District Council. The intention was to provide a comprehensive Borough/District-wide assessment of landscape character to inform land use planning and land management decisions.</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In further discussions with Duty to Cooperate bodies including neighbouring authorities, Essex County Council, Natural England and the Environment Agency the natural environment and biodiversity has been identified as strategic and cross-boundary issues for the LDP Review.</p> <p>At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.</p>
David	Rees			
Felicity	Gale		Absolutely do not understand why there needs to be a gypsy site?	The Council are having an update of the Gypsy and Traveller Needs Assessment and if that evidence shows that a site or additional pitches is required then the Council have an legal obligation to ensure that sufficient land is allocated to accommodate that need.
Lindsey	Wright			
Darren	Weeks		Public transport links within the district and especially to neighbouring districts and towns is very poor - this is not mentioned at all.	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with neighbouring authorities and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure has been identified as a strategic and cross-</p>
Phil	Manning		<p>Countrywide there is a severe issue with 2nd homes, holiday homes, and, of particular concern in Tollesbury, the fact that when any, especially small properties, appear on the market, they are quickly purchased for rental by people who already have homes of their own.</p> <p>If these issues were properly addressed, and I know this means at central Government level, there would be no need to waste growing land on housing.</p> <p>Our small island, like the rest of the world, faces a growing population and a climate emergency so every inch of land needs using wisely and sharing fairly.</p> <p>The first government to bring in robust legislation along these lines will be guaranteed a landslide</p>	Noted.

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Peter	Clack		<p>There is not enough emphasis on the importance of the nature and environment that makes the area a great place to live.</p> <p>Plus in terms of the Environmental impact, and restricted access and services provision are major inhibitors. Key considerations need to be taken into account around: "- Synergy between the South East Marine Plan and the LDP Review - Impact of residential growth on protected habitats in Essex - Impact of growth on the water cycle"</p> <p>and " Increasing any traveller Gypsy & Traveller Transit Sites" in this area would be highly detrimental.</p> <p>We wish to specifically draw attention to ALT2 - Althorne, which is a significant and detrimental change. The increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase volumes of traffic to a road that currently cannot cope with the existing traffic volumes. ALT2 (as well as the neighbouring ALT3 which we understand was initially considered as a possible site but subsequently rejected) both lie in an area which was originally designated as a Special Landscape Area and Coastal Protection Belt. A Technical Study, the Landscape Character Assessment EB009a, was jointly commissioned in 2005 by five Essex local councils, including Maldon District Council. The intention was to provide a comprehensive Borough/District-wide assessment of landscape character to inform land use planning and land management decisions.</p> <p>The river basin acts as an amphitheatre with sound resonating upwards from the railway. This will be horrendous and impossible to live here should the 1750 house go ahead under ALT2 (or ALT3). This is like adding 3 new villages, or a whole town onto the existing village and will change the natural environment for generations to come spoiling the peaceful recreation and appreciation of the rural</p>	<p>At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.</p>
Doug	Lockwood	National Grid	<p>Infrastructure is key to cross boundary issues and should be intrinsically linked to housing development</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, infrastructure has been</p>
Sally	George		<p>More local highways issues need including in this. Traffic is already gridlocked in Burnham at certain times with its one road into town. Downgrading the road to Burnham will slow traffic further.</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as</p>
Vara	Szajkowski		<p>See previous comments.</p>	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. Any new developments would have to meet the requirements of ECC</p>
Bob	Calver			

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David	Hill	Dandara Ltd	The cross-boundary issues seem appropriate. Whilst climate change is listed later, it could be identified here as it is much wider than just the district boundaries and may warrant cross boundary solutions in certain circumstances.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with relevant Duty to Cooperate bodies, Climate Change has been identified as a strategic and cross-boundary
Tessa	Lambert	Natural England	The delivery of Local Nature Recovery Strategies (as required by the Environment Act 2021) is likely to be led at County level but will potentially involve cross-boundary working where the establishment of ecological networks extends beyond Maldon District Council's administrative boundaries.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with Essex County Council as the relevant Duty to Cooperate body, as well as further discussions with Natural England under the Duty to Cooperate, Local Nature Recovery Strategies have been identified as a strategic and cross-boundary issue that the LDP Review needs to be mindful of.
Dawn	Howles		I think the shoppers buses like the park and ride at Sandon are a great way of keeping traffic out of Chelmsford town centre. I think our NHS is currently struggling and ambulance arrival times are long, I also know that many GP surgeries especially in Maldon are struggling to cope with the amount of patients on their books now, let alone when new housing areas are inhabited. I know that many of our roads will suffer if too many houses get built in this area, accidents may happen with frustrated drivers trying to overtake the typical tractors that frequent this rural area on the narrow winding roads. I am perplexed that it mentions the need for gypsy and traveller sites, why should we provide land for them when we are working so very hard to pay for our own land and houses. More houses being built would mean more cars on our narrow country roads and more dirty carbon emissions spilling out onto our vineyards and into our tiny villages which are not set up to take large scale traffic.	The Council are having an update of the Gypsy and Traveller Needs Assessment and if that evidence shows that a site or additional pitches is required then the Council have an legal obligation to ensure that sufficient land is allocated to accommodate that need. The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Steven	Potter		It's inappropriate to be in a housing market area with Chelmsford and Braintree, as these are not comparable areas. If such a market area is necessary, Colchester, to the north, would be far more appropriate. Also, the text doesn't mention specifically nursery and early-years educational provision or dental surgeries. Query: Why is a relief road included under 'health'?	The Council commissioned housing market specialists to review the Housing Market Area geography in 2020. This was done through a Maldon District Local Housing Needs Assessment and complies with the approach advocated by the Government in the National Planning Policy Framework and Planning Practice Guidance. Having taken on board the relevant data analysis on housing demand, and preferences for all types of housing, as well as the relationships between where people live and work and how the commuting patterns work, this Assessment recommended the Housing Market Area which includes Chelmsford City and Braintree District, but not Colchester Borough, which has greater relationships to Tendring District. Education needs does include early-years provision. Dentists The South Maldon Relief Road is mentioned under health as its delivery will enable the NHS to build the Maldon Health Hub; this link will ne made clearer in the future.
natasha	frith			
Vysian	Banyard	TKPC		
Anthony	Bates		Althorne being a small village is not sustainable	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that.

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Russell	Howles	WSP	<p>Transport issues within the District stretch far further than just Highway issues on the A12 and local relief roads near Heybridge and Maldon.</p> <p>The trainline between Southminster and Wickford (and onto London Liverpool Street etc) is one of the most unreliable train lines in the country, with regular delays and cancellations leading to rail replacement services. It has been significantly underfunded for decades and is not capable of supporting a growing population in the district.</p> <p>The line is a single-track which limits the flexibility of timetabling for service providers, who are restricted by the passing point in North Fambridge. There is no room for expansion as a result, meaning that peak period services are operating at and above maximum capacity. Platform lengths at rural stations such as Althorne and North Fambridge are not long enough to cope with increased demand during peak periods.</p> <p>There is not a train line which services a number of the areas planned for expansion in the LDP, meaning that residents are forced to use their cars to commute. Junction capacity at key junctions in Maldon and Heybridge are already approaching capacity.</p> <p>There is a significant lack of development contribution towards active travel schemes in the district, leaving key modes of active travel such as walking and cycling unachievable for some.</p> <p>Rural bus services which serve some of the smaller surrounding villages are too infrequent to provide a suitable alternative to the car.</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with neighbouring councils and Essex County Council as the relevant Duty to Cooperate bodies for transport, highways and public health, transport infrastructure, public transport provision and active travel have been identified as a strategic and cross-boundary issues.</p>
Diane	Carter		<p>4.3 There is no mention of the proposed development in SWF and the implications for the B1012. Accessibility . There is no reference to the impact of the South Woodham Ferrers development. It will significantly impact travel movement in and off of the Dengie. There is only one road in and out and this will cause bottlenecks and huge traffic queues.</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as</p>
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	<p>Obsidian Strategic welcomes the positive reference in Section 5.0 of the Consultation Document to Maldon being within a Housing Market Area with Chelmsford and Braintree, and that this is a strategic and cross-boundary issue which needs to be given due consideration as part of the Local Plan Review process. Obsidian Strategic wishes to remind the District Council of the requirement set out in national planning policy to define a strategy within local policy which is informed by agreements with other Local Planning Authorities to ensure that any unmet housing need from neighbouring areas is accommodated (where it is practical to do so and consistent with sustainable development). Whilst it is recognised that this requirement is a duty to engage, not to agree, Obsidian Strategic considers that such discussions should take place at the very start of the Local Plan Review process to maximise the opportunity to accommodate any unmet housing need, and should be evidenced. Obsidian Strategic consider that failure to do so could result in the Local Plan Review being found unsound.</p>	<p>The Council has already endorsed the Essex Unmet Housing Need Protocol that is a pan-Essex LPA agreement of how unmet housing needs will be addressed, where they arise. The Council started engaging through the Duty to Cooperate, prior to the Issues and Options consultation.</p>
Brian	Townsend		<p>As a resident of Stow Maries, and therefore fully aware of the existing problems of too much traffic on unsuitable road infrastructure.</p> <p>The position of the proposed housing development lies between the two roads that provide access to and from the Dengie peninsula and are already incapable of dealing safely with the amount of traffic that uses them.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Robin	Fanshawe		<p>I can only deal with my particular concerns which solely relate to the proposals for the overwhelming new development in Purleigh</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Malcolm	Finch		<p>Bus services are minimal between villages and many do not have direct links to Chelmsford or other major towns</p>	<p>For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.</p> <p>In discussions with neighbouring councils and Essex County Council as the relevant Duty to Cooperate bodies, public transport provision has been identified as a strategic and cross-</p>

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Peter	Taylor	Retired	Highways - are there no other much-needed congestion relief works or projects to improve strategic transport links?	The LDP Review will consider whether any further transport schemes are needed to mitigate the harm caused by growth in Maldon District through transport modelling evidence.
Chris	Melbourne			
John	Brown			
Robert	Hollamby			
Chris	Waumsley	Inovo Consulting		
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School	Very poor public transport links, especially in the small villages like Purleigh.	Agreed. In discussions with neighbouring councils and Essex County Council as the relevant Duty to Cooperate bodies, public transport provision have been identified as a strategic and cross boundary issue
Robert	Jones	The University of Reading	Infrastructure issues in general, and highways' problems in particular, are far more serious and pressing than suggested in this section of the consultation document. Road access to Tollesbury is particularly problematical.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring councils, Essex County Council and the Mid Essex NHS Clinical Commissioning Group as the relevant Duty to Cooperate bodies, infrastructure and transport provision has been identified as a strategic and cross-
Robert	Stephens	N/A	Top key issues for cross border participation with Chelmsford and Braintree should be infrastructure and climate change.	In discussions with Chelmsford City and Braintree District Councils, as the relevant Duty to Cooperate bodies, climate change and infrastructure have been identified as a strategic and cross boundary issues
Gary	SPICER			
Pete	Butcher			
JO	COOMBES		The strategic boundary issues are not broad enough. They must include the Impact of residential growth on natural habitats in Essex, NOT just protected ones	The Habitats Regulations Assessment that the has to be done to accompany the plan looks as cumlative impact on protected habitats, local and national ones.
Helen	Bridge			
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		There are lots of words about roads, but we ought to be getting people out of their cars and on to bikes and public transport. MDC has a key role in this ensuring that cycle ways are provided, are suitable and connected and helping with public transport, that also connects up.	Agreed. In discussions with Essex County Council as the relevant Duty to Cooperate body for public transport and public health, active travel is identified as a strategic and cross-boundary issue
Joanne	Maloney		It seems to me that many of the people moving into the new developments like Lightermans and Handley Gardens have come from outside the Maldon area. I do not agree with the way Maldon is marketed to Londoners. Surely the new housing is supposed to satisfy the need for local people?	The Council must follow the National Planning Policy Framework when preparing the LDP Review, which is set by the Government. It does not allow the council to limit the consideration of housing needs to just local people; it must factor in migration as well
Mark	Hurley	Selfridges	I have travelled on the A12 literally thousands of time since the 80's which I first moved to Chelmsford and rarely faced an issue. People of Maldon don't need this. Others from outside might, but then they can pay for it. My high level areas to be addressed are per earlier note. Maldon is distinct to Chelmsford and must remain so. Quotas for Chelmsford need to remain with Chelmsford and not farmed out to Maldon in some cheap deal at our expense. People living in Maldon must not have to pay for expenditure requested by others, we don't even	Presently, the Council has not had any requests from neighbouring authorities to take any of their housing needs. The identification of a different Housing Market Area is to do with data trends of the housing market and not any quotas from other areas.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B is a nationally significant infrastructure project (NSIP) being developed by the Bradwell Power Generation Company Limited. Bradwell benefits from policy support at all levels – nationally in NPS EN-6, which recognises Bradwell as a potentially suitable site for a new nuclear power station and locally in the current Maldon Local Plan which states at Policy D4: The Council will strongly support the principle of the development of a new nuclear power station at Bradwell-on-Sea. Once operational, the power station would generate approximately 2.2GW of electricity, providing power for around 4 million homes for decades to come. The Government has subsequently confirmed that NPS EN-6 will not be amended as part of their current review of the energy NPSs and so the current version of NPS EN-6 is the relevant national policy. Bradwell B has been working with Essex County Council, Maldon District Council, Chelmsford City Council and Colchester Borough Council on strategic and cross-boundary issues. As a NSIP, it is not the role of the Local Plan to set policies with regard to Bradwell B, however, given the scale and importance of the Bradwell site for future nuclear power generation, it should be acknowledged as an important strategic issue for the district which requires working across multiple	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with other Essex councils and Essex County Council, as relevant Duty to Cooperate bodies, a potential new nuclear power station at Bradwell on Sea has been identified as a strategic and cross-boundary issue.

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Lynne	Goodbourn			
Christopher	Kent		Apart from housing most Strategic Issues seem to be ignored.	It is the legal duty of the Council to identify, review and cooperate on strategic and cross boundary matters as set out in the Issues and Options Document
Lisa	Singh	Direct Call Centres Ltd		
Kevin	Head		It is clear that because of the nature and characteristics of Maldon District and its dispersed settlement pattern, that it is very dependent upon neighbouring larger towns and cities, e.g. Chelmsford, Colchester, London for higher order facilities and employment. Therefore growth of the rural settlements and encouraging mixed use development will make them more sustainable and assist reducing travel patterns.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that.
Elizabeth	Sawyer Bayliss		Where is the proposed destruction of the Dengie in these? Sustainable development is claimed to be "at the heart of the planning system". This claim is empty if support is given for the proposed new nuclear power plant.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. The decision on whether a new nuclear power station will be
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon		Should link to ESG SDG metrics	It is not clear what the consultee is meaning, therefore no further comment can be made.
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	The link routes to the A130 is of equal importance to that of the A12 The impact of Southend airport on residents should be included. Ambulance and Fire emergency services. The Maldon district is stated as being a Housing Market Area along with Chelmsford and Braintree, however Maldon has little to compare it with the larger town and city in terms of infrastructure. No doubt it is simple its geographic location to these other areas. If this is the case then the approach to the southern area of the district particularly the peninsular should be viewed differently to the development of the northern and western areas which have greater inter-connection opportunities .	In discussions with Essex County Council, Chelmsford City Council and Castle Point Borough Council, as relevant Duty to Cooperate bodies the A130 corridor is identified as a strategic and cross-boundary issue. The Council will explore any supported expansion of Southend Airport and changes to national airspace as part of the Duty to Cooperate with Rochford District Council and Southend on Sea City Council. This is covered by the statement in the Highways Theme of the Strategic and Cross boundary issues.
c/o Agent	c/o Agent	Clarion Housing	This section sets out key strategic issues to be addressed through the Plan, which include Highways, Environment, Housing, Education and Health. Clarion agree that these are key strategic issues that should be addressed through the plan. In particular, the focus on the delivery of the South Maldon and North Heybridge Relief Roads is a priority as this will ensure further sustainable growth at the District's main settlement and, thereby assist with meeting the District's housing need in a sustainable way. Clarion consider that this remains an important element of sustainable growth and that there should be development to support	Comment noted.
Stephanie	Jones	home	Not enough attention to infrastructure, especially for residents in Tollesbury.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, infrastructure has been
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths			

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Matthew	Taylor		Duty to Cooperate issues will clearly arise from the location of employment and housing, particularly if development proposals are of scale and located close to the District boundaries. Employment growth located towards the north of the district would clearly only serve the economic interest of settlements located outside of Maldon, and would not generate accessible and sustainably located jobs for the residents of Maldon.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary
Anne	Bailey		The Dengie does not have suitable areas to accommodate any residential growth.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark			
David	Baker			
Jeremy	Richardson		Infrastructure should be No 1 factor	Comment noted.
Glenna	Wilkins		The more houses being built will cause more air pollution. There are brown field sites such as disused offices ect that can be converted into housing, thus retaining green sites.	
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	Given the proximity of site GB1 to the district boundary and the scale of the proposed development I believe there could be cross boundary issues relating to the interplay with the A12 widening project and also with the development not providing employment within the district but for employment for individuals travelling in and increasing traffic (in particular HGV) traffic into the district	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Isabel	Adcock		Holistic approach required. A need to keep the distinctive communities which have shown to be such a valuable asset during the pandemic.	Comment noted.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson		Health provision in the district is poor. A replacement for st peters hospital has been needed for many years this should be at least mentioned as a requirement in any future plan. increased provision for elderly care with land or buildings allocated for care homes.	In further discussions with Duty to Cooperate bodies including neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, health provision has been identified as strategic and cross-boundary issue.
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	Johnson	sky broadcasting	health provision is very poor, getting an appointment at the overstretched doctors surgeries is very difficult	In further discussions with Duty to Cooperate bodies including neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, health provision has been identified as strategic and cross-boundary issue.
Tim	Murphy		looks pretty accurate.	Comment noted
Claire	McGrane			
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates	Paragraph 5.1 appears to summarise the strategic and cross boundary issues quite well. We have however doubts about whether the housing market area referred to in the seventh bullet point has any meaning unless it is empirically defined - as Travel to Work Areas are. The HMA of which Maldon District forms a part is, as is almost always the case, a combination of local authority areas which do not necessarily form a sound basis for planning. The household projections, for many years now available at district level (rather than just counties outside metropolitan areas) enable local requirements to be calculated without reference to other districts. We have seen no convincing evidence either that the needs of Maldon District must in part be met outside its boundaries, or that Maldon itself should help meet the needs of adjacent areas.	The Council has publised a Local Housing Market Assessment which has strategically reviewed all evidence relating to the Housing Market Area, the approach for which is set out by the National Planning Policy Framework and Planning Practice Guidance. Both Chelmsford and Braintree Councils were engaged as part of this Assessment's work. There are currently no unmet needs from Chelmsford City Council or Braintree District Council areas. This matter will be kept under review. All three Councils have also already endorsed the Essex Unmet Housing Needs Protocol, which collectively determines how unmet housing needs in Essex authorities would be addressed and the steps taken to accommodate needs, via the Duty to Cooperate, in the event any arises in

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Jane	Potter	Purleigh Parish Council	Purleigh Parish Council does not think these are the extent of strategic and cross boundary issues applicable to the Maldon District. It is inappropriate to be in a housing market area with Chelmsford and Braintree, as these are not comparable areas. If such a market area is a legal requirement, being in a housing market area with Colchester to the north would be far more appropriate as the areas have many more characteristics in common. In addition, the text doesn't specifically mention nursery and early-years educational or dental surgery provision. Given that in Point 6.4 it is acknowledged that residents of Maldon District's qualifications' profile are lower than the rest of the Essex and the national average, affordable and accessible early-years and nursery education should be treated as a greater priority.	The Council has published a Local Housing Market Assessment which has strategically reviewed all evidence relating to the Housing Market Area, the approach for which is set out by the National Planning Policy Framework and Planning Practice Guidance. Both Chelmsford and Braintree Councils were engaged as part of this Assessment's work and it does not identify links that are stronger with Colchester. Education needs does include early-years and NHS does include dental . The LDP Review cannot influence the cost of early-years/nursery education as it is outside the planning system's
Brian	Haydon	Cold Norton Parish Council	N/A	
Rowan	Rampersad		Emergency Services not considered in the issues	In further discussions with Duty to Cooperate bodies including neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, health provision has been identified as strategic and cross-boundary issue.
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm	Biodiversity, wildlife and carbon footprint. The district should aim to be more self sufficient with its food, using local farms to help reduce carbon footprint.	This question is asking about strategic and cross boundary issues. For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day		I disagree with building on green open space outside the settlement boundary	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period
Vanessa	Horner		Agreed but the NHS facilities that do exist are well below standard and we may as well not have a GP in Danbury as they fail to provide a proper service and unable to even get to see one.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring authorities and the Mid Essex NHS Clinical Commissioning Group, as the relevant Duty to Cooperate bodies, healthcare infrastructure will be a strategic
Natalie	Bradford			
Harriet	Hurst-Smith			
Brian	Howson	Pharmaceutical company		
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn		Effect on air quality of the massive proposed housing development in South Woodhame ferrers is not mentioned	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, the impacts of new development in South Woodham Ferrers has been identified as a strategic and cross boundary issue
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			

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Peter	Lampard		Lack of infrastructure, eg: doctors surgeries, capacity in schools. More and more proprieties are being introduced and infrastructure is not increasing, risk of being over populated.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring authorities, Essex County Council and the Mid Essex Clinical Commissioning Group, as relevant Duty to Cooperate bodies, infrastructure is a strategic
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council	No transport infrastructure improvements apparent in the South of the district in the Crouch Valley.	The Council has not considered whether new growth is to go yet so cannot determine what transport improvements should be provided as part of growth
Tim	Chilvers			
Ruth	Bull	The Othona Communtiy	Othona intends to continue its contribution to reducing emissions and adapting to climate change in line with the declared Climate Change Emergency. We have ceased to use gas, are totally off-grid, and are optimising production of on-site green - wind and solar - electricity. Once we have a second wind turbine which we hope will be granted planning consent in line with the principles of the LDP, use of a diesel back-up generator will be minimal. These environmentally sound credentials are increasing our visitor numbers. Othona is a niche business employing 4-5 people, supporting tourism and the local economy by offering residential accommodation to people seeking leisure, peace and Christian spirituality through a diverse programme of creative activities based around this estuarine site. We protect and enhance the environment and natural habitats, and look forward to working in partnership with like-minded organisations including Maldon District Council, to sustain this beautiful tranquil site.	Comment noted.
Mark	Jackson	Mark Jackson Planning		
Elliott	George			
ann	cutting			
Sharon	Cushen			
Ian	Tooley			
Sally	Tokeley		Highways does not make any reference to the volume of traffic passing on dangerous roads and junctions which are being used more and more as the vehicles are using village roads and those within the Maldon town	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District and its settlements that cannot be dealt with effectively by one local
Kate	Ellis		I do not feel that the infrastructure is in place well enough to warrant development of the numbers of houses proposed and feel that this will take a significant amount of time to get right before any further housing should be considered. The health services are not appropriate for the current population and waiting times are significantly high and have been compounded by the pandemic too (recently it was said that it is an 8 week wait for the usual 2 week breast consultant appointment at Broomfield hospital. This is likely to become worse with a higher population. Significant road works are going to be needed for further development in the area.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	We consider that there are potential DtC issues which could arise from the location of employment and housing, particularly of development proposals of scale close to the District boundaries, and impacts this could have on the delivery of development in adjoining areas, cross-boundary travel patterns and the delivery of infrastructure	In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary issue
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			

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John	Buchanan		A further bullet is required under the Environment section It is not sufficient to consider impact of residential growth on protected habitats. Much of the wildlife values within the district is in habitats such as farmland and woodland that is not currently afforded protection. The extra bullet needed would say: "Impact of residential and industrial growth on overall biodiversity and populations of wildlife within the district"	The Habitats Regulations Assessment that the has to be done to accompany the plan looks as cumulative impact on protected habitats, local and national ones. It does not cover everything as this is not relevant to a strategic or cross boundary issue.
Kirsty	Rowell			
Tim	Bradford	leadenhall		
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	Cooperation with adjacent local Authorities and the regional Authority on cross boundary issues is important as the LDP will not be achieved without it. There is little point in improving highway infrastructure only to encounter bottlenecks in adjacent Districts when endeavouring to access strategic routes e.g., the A12 via Danbury and Hatfield Peverel so close cooperation and integration is necessary. There is little point in building large estates whether housing or industrial without having sufficient educational facilities, healthcare facilities, communication ability and air quality management all within reasonably sustainable distances. These are notable by their absence in the current developments. Sufficient finance is necessary to provide the above and this could be achieved by stronger S106 agreements or by a strong application of the Community Infrastructure Levy (CIL). Broadband in outlying areas needs to achieve better strategic coverage and greater investment perhaps spurred on by strong S106 agreements or CIL. The large strategic project of Bradwell B Nuclear Power Station requires cross boundary cooperation and a close understanding by MDC on the ramification of how any proposed infrastructure will affect total communities within and outside of the District. Therefore, close attention will be required to the formulation of	In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, the transport network, public transport, education & healthcare facilities, air quality management areas, broadband and the potential for a new nuclear power station at Bradwell on Sea are strategic and cross-boundary issues.
David	Brock		Encourage green power generation by assisting wind farms on shore and in the coast areas and also-tidal power generation if possible. NOT allowing China to get involved in radio active power generation at Bradwell!!!! Where is the map showing where this may occur? You have the buzz words but no plan.	The Council has not planned where any additional growth could go yet, and cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The Council is reviewing how it can support local renewable energy generation, however it is not responsible for tidal waters, which fall within the jurisdiction of the Marine
Mark	Tentori	Mazdev Limited	We agree with the list of issues but consider that the list should be expanded to add the issue of housing need for both market and older persons accommodation. The pressure for new family housing, as well as older person accommodation for later life, is a significant strategic matter which should be identified here under the heading of Housing.	In discussions with Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, specialist housing for older people is a strategic issue, insofar as it has an impact on integrated care systems.
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim			
Judith	Radcliffe			
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		

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Mary	Putt		Health: there are insufficient GP Surgery's and Dentists within the south of the district - lack of capacity of quality services forces residents to travel away from the area to locate them. There is the need for a satellite Medical Unit where tests and small procedures could be undertaken. The time taken to transfer residents from Burnham on Crouch to Broomfield, for example, is currently over an hour and with increased population will come increased demand on the ambulance service. I also foresee a greater opportunity for traffic accidents with residents required to attend Broomfield for tests and then needing to drive home at less than 100% fit. Housing - the need to create a 'new conurbation' closer to the main infrastructure routes, i.e., A12. Inclusion of necessary supporting amenities would be cheaper to include into the design of a new area, as opposed to trying to integrate them into existing infrastructure that is already failing to meet demand. Transport links would be more accessible and links to the economic areas of the county easily attainable, good for both the developers and the ultimate residents.	In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, healthcare provision is a strategic and cross-boundary issues. As Maldon District Council only has planning jurisdiction over the land in the Maldon District, it cannot consider creating a new settlement on land outside its District along the A12 route and must consider all reasonable options for accommodating the growth inside the District's boundaries.
Simon	Priest		Poor public transport	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell		
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A	Section 5.1: this gives nothing to the improvement of the highways to the south of MDC, the B1010 is the only road into out of BOC, nothing identified for improvements, even with the proposed large development at SWF, and Althorn . Health, Nothing for BOC only Heybridge and Maldon, why not	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
John	McLarty		There is a real need to look at how existing settlements take into account the adjoining Districts and Boroughs.	The Council has updated its Rural Facilities Study and Settlement Pattern, which has considered how existing settlements account for adjoining areas and more will be done in the event growth options look at siting any development close to the boundary. In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary
John	McLarty		There is a need to look at the main road networks that connect to junctions such as Hatfield Peverel. Future improvements and growth at Ulting would allow improvements to the highway network.	In discussions with Essex County Council and National Highways, as relevant Duty to Cooperate bodies, the transport network is a strategic, cross boundary issue.
Norman	Branch	N/A		
John	McLarty		There is a real need to look at how existing settlements take into account the adjoining Districts and Boroughs.	The Council has updated its Rural Facilities Study and Settlement Pattern, which has considered how existing settlements account for adjoining areas and more will be done in the event growth options look at siting any development close to the boundary. In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary
Valerie	Coleby	Berrys		
James	Clarke		See comments above	The Council cannot comment any further.
David	Stilwell			
Ann	Thomas			
michael	harris			

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Geoffrey	Cox			
John	McLarty		There is a real need to look at how existing settlements take into account the adjoining Districts and Boroughs.	The Council has updated its Rural Facilities Study and Settlement Pattern, which has considered how existing settlements account for adjoining areas and more will be done in the event growth options look at siting any development close to the boundary. In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary
Kevin	Bruce			
Barrington	Thomas			
Richard	Edwards		Access to the Dengie are is highly dependant on the existing road system which has limited capacity. This should figure highly in considering development within this area	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Robyn	Woloszczuk			
Lesley	Speller			
William	Shepherd			
Nicola	O'Dean	Balgores Motors		
Alexander	Romang			
Hayley	Holgate	ECC		
Eirlys	Parry	N/A		
victoria	newson	Childrens Nursery		
Michael	Unwin	N/A	This form is constructed to obstruct at every opportunity. Totally unexceptable	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their
Tony	Barber			
Nick	Mason	ECOClassics		
David	Banfield		Impact on the area. The area (which has retained local character unlike other areas of Essex) is at risk of losing its character if solution to population growth in the UK and London is simply to build many new houses and roads in effect gradually turning the area into a conurbation which spreads out successively gradually encompassing the local villages with successive levels of development and reducing/ losing valuable agricultural land the benefit of which is likely to be much needed as global warming continues and stability of external food supplies to the UK reduce either by war or population	The Council has updated its Rural Facilities Study and Settlement Pattern, which has considered how existing settlements account for adjoining areas and more will be done in the event growth options look at siting any development close to the boundary.
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		
Mike	Carpenter	CODE Development Planners Ltd		
ian	wilson	cm36pt		
Phillip	Wright	CALA Homes (North Home Counties) Ltd		
.	.	SN Developments		
.	.	Cooper Property Holdings Ltd		
Jane	Coleman	Maldon Town Council		
c/o Agent	c/o Agent			
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		
Sue	White			
Sarah	Yates			
Leonard	Lewis			

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Roy	Martin	Mr Roy Martin	<p>No, there has been woeful coordination between this authority, Chelmsford District and Essex County Council over the impact of, for instance, further major housing development proposed for South Woodham Ferrers, which will impact hugely on traffic flows in and out of the Dengie Hundred. Alternatives need urgent examination as does the over reliance on car for areas of the District particularly to the east of SWF.</p> <p>The growing importance of rail improvements and greater rail connectivity to the area overall (including cross country non 'London-centric' solutions) is missing from this review, the plans for the reopening of the Witham to Maldon branch is not mentioned anywhere. A rail network incorporating Metro/tram working separate from car reliance in the Maldon district must be looked at as part of a 20 year plan.</p> <p>There are no longer obvious solutions to the creeping traffic gridlock via the limited routes in and out of the district. All the main strategic exits from the Maldon District viz. South Woodham Ferrers, Danbury and Hatfield Peverel are outside the Maldon District. The Council have in the past been ineffective in recognising or influencing emerging external traffic management problems (e.g. Chelmsford Council - at South Woodham Ferrers) and solutions appear to fall outside the LDP remit for the Maldon District.</p> <p>A County strategy is required, not local planning which cannot deliver solutions to the growing traffic problems in and out of the Maldon District where under the control adjoining authorities.</p> <p>Greater foresight and effective cross boundary consultations might have mitigated or prevented the present developing problems.</p> <p>The lack of planning in having prior transport infrastructure in place to cope with growth is already</p>	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue and the councils continue to engage in .
R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	<p>There is currently no evidence base that has been published to support the list of strategic and cross boundary issues identified, for example, relevant Duty-to-Cooperate Statements with neighbouring authorities. This is essential to ensure that all relevant cross boundary issues (current or emerging as the Plan is progressed) are addressed wherever possible in the LDPR.</p> <p>MDC will no doubt be aware of the importance of Duty-to-Cooperate Statements, and keeping them up to date throughout the local plan preparation process. However, it is highlighted that there have been a number of instances recently where a local plan has been withdrawn by an LPA following publication of the inspector's findings owing to the lack of updated Duty-to-Cooperate statements (examples including St Albans, Sevenoaks, etc).</p> <p>Thus, whilst we currently have only one comment on the issues identified in Section 5, this may change as evidence is published to support the LDPR and the issues proposed to be addressed by MDC.</p> <p>The one comment that we do have is that, under 'housing', the LPDR document correctly identifies the need to consider the wider Housing Market Area (HMA). However, in addition to this, it is considered that the constrained ability of Green Belt authorities in the county to deliver their identified housing needs also needs to be considered.</p>	<p>The Council prepared and consulted on a Draft Duty to Cooperate Strategy in Summer 2021 to determine the most appropriate approach for reviewing strategic and cross-boundary issues with them and for working up Statements of Common Ground through the LDP Review process. The Duty to Cooperate Strategy was approved in December 2022 and took into account the feedback received from other Duty to Cooperate bodies.</p> <p>Draft Statements of Common Ground are now being prepared with all Duty to Cooperate bodies, using their feedback from the Issues and Options Document consultation to identify the strategic and cross-boundary issues as the starting point.</p> <p>The agreed approach across Essex to unmet housing needs, including those from Green Belt authorities, is the Essex Planning Officers Association's Unmet Housing Need Protocol, which sets out a sequential approach should any Green Belt authorities be unable to meet their needs.</p>
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		It is clear that because of the nature and characteristics of Maldon District and its dispersed settlement pattern, that it is very dependent upon neighbouring larger towns and cities, e.g. Chelmsford, Colchester, London for higher order facilities and employment. Therefore growth of the rural settlements to make them more sustainable will assist reducing travel patterns.	This question is asking about strategic and cross boundary issues. For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually.
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain		What is a Housing Market Area? How can I answer a simple yes or no to such a complex document?	A housing market area is defined by the Government as a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work.
Kevin	Coleman	Phase 2 Planning		
John	Lawrence			
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		

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sara	doran		It would seem that there should be clear environmental targets linked with any developments within the district and that the drive to respond to climate change must be embedded in all the planning applications and local developments.	Policies regarding climate change will be included throughout the Local Plan.
Grace	Godwin			
Sue	Hillman		The road infrastructure is inadequate for any growth in housing stock but to increase or enlarge the roads will negatively impact on the natural environment, ecology and pollution levels.	Comment Noted.
michael	carr	NHS		
Colin	Horner	Villageretreat	Agreed, but the NHS facilities that do exist are well below an acceptable standard even recognising the recent pressures. We may as well not have a GP surgery in Danbury as they provide nothing to us and where we have to interact for administration of hospital services they fall woefully short and act as a blocker to accessing the other NHS services blaming a high number of patients and lack of funding.	In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, healthcare provision is a strategic and cross-boundary issue.
Simon	Plater	Plater+Claiborne	The Environment element needs to be widened to include reference to the Marine Management Organisation, the Crown Estates, and any other significant body which controls the maritime environment.	The synergy between the South East Marine Plan and the LDP Review is already captured in this section, alongside a reference to the Marine Management Organisation, the Environment Agency and Natural England. The Crown Estate is not a specific body for the Duty to Cooperate.
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	It is clear from the 38% increase in the population aged 65+ (to 2040) that the Maldon District is a highly attractive place for older people. However, this increase will not solely be generated by existing Maldon District residents. There is a great deal of interest from older people in the districts of Colchester, Braintree and Chelmsford who would like to move to Maldon - it is a thriving community for older people and allows people to remain near friends and family. This opportunity should be embraced, and is completely absent from the strategic plan at present.	This has been reflected in the description about Housing Market Area charges which now includes Chelmsford and Braintree. This market is made up of general market housing, specialist housing for the elderly and those with care needs or learning disabilities, as well as affordable housing.
Linda	Coom			
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council	Needs to reference the maritime environment which is an important element to Tollesbury.	The synergy between the South East Marine Plan and the LDP Review is already captured in this section, alongside a reference to the Marine Management Organisation.
Mary	Hammond			
Rob	Bard		Gypsy / traveller sites less relevant than the emphasis given.	Comment noted. The provision of Gypsy and Traveller Transit Sites is however already an agreed Duty to Cooperate matter between all Essex authorities to address unauthorised incursions that take place around the county.
Ian	Drinkwater		Lack of improvements to the Dengie infrastructure; roads and facilities in general.	In discussions with Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, infrastructure provision has been identified as a strategic and cross-boundary issue.
John	hand	N/A	Highways figures are an absolute joke, when were they arrived at, 1950? Sainsbury type roundabouts similar to the one in SWF are just an idiot planners way of not spending money, and we pay them to do it!! [REDACTED COMMENT]	Comment noted.
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann		I believe it should include: the impact of the reduction of open space on the population's Mental Health. The ability to walk freely in open spaces during the pandemic had a massive positive effect on Mental Health and made people aware of the benefits that open spaces provide.	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority.
Burnham	Town Council	Burnham on Crouch Town Council	But as for Q2 we need to take account of the SWF development traffic impact issue.	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue and the councils continue to engage in .
Sally	Everritt	Community360		

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Mark	Garrett		They fail to identify the need for improved cross-river improvements in Wickham Bishops and Great Braxted	In discussions with Braintree District Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure to address the listed bridge in Great Braxted has been identified as a strategic and cross-boundary issue. This is picked up though as capacity leading into and out of the District it does not have to list every obstruction, junction or difficulty on each road.
Justin	Barkham	Self employed	Given the proximity of site GB1 to the district boundary and the scale of the proposed development I believe there could be cross boundary issues relating to the interplay with the A12 widening project and also with the development not providing employment within the district but for employment for individuals travelling in and increasing traffic (in particular HGV) traffic into the district	In discussions with Braintree District Council, Chelmsford City Council, Colchester Borough Council and Essex County Council as relevant Duty to Cooperate bodies, the inter-relationship of the sub-regional economy has been identified as a strategic and cross-boundary issue that the councils will continue to engage in. In addition, the Council and the National Highways agree that the A12 widening project is a strategic issue.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd		
Victoria	Long			
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service	Infrastructure needs to be improved. Doctors and Dentists are struggling	In discussions with Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, health related infrastructure has been identified as a strategic and cross-boundary issue.
Stephen	Sutton			
Kevin	Bennett			
Nicholas	Matthams		Highways. The dengie peninsular has just 2 routes in and out for the whole area both on B classification roads and both are severely overloaded in the present time, one of which is also likely to receive a further huge expansion of housing at South Woodham Ferrers. This particular section can already take up to 15 mins to navigate approximately a mile of road in rush hour and if the above happens I can see that time doubling and that is without considering further major development being considered in the dengie peninsular. The other route passes through Latchingdon and again in the morning rush hour can currently take 20 mins just to get through the village if you come from the Althorne direction. Solutions need to be found and implemented on both of these routes to ensure a relatively clear route to the nearest major trunk routes before any consideration is given to further large scale	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers and the connections into Maldon District has been identified as a strategic and cross-boundary issue.
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		Access to the new A12 for Little Braxted residents as well as diverting the significant new vehicle traffic from Heybridge/Maldon away from Wickham Bishops/Little Braxted/Great Braxted where those roads are not appropriate for volume of traffic already and there are pedestrians including young school children frequently diving into hedgerows to avoid motor vehicles. Existing traveller sites must be rigorously controlled to prevent unauthorised excess encampments and also unauthorised erection of lighting that spoils the dark night skies.	In discussions with Essex County Council and National Highways as relevant Duty to Cooperate bodies, the inter-relationship of the A12 and the District's transport infrastructure has been identified as a strategic and cross-boundary issue. The management of existing development and any unauthorised development is not a strategic or cross-boundary
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson		There has been no road improvements that are needed to cope with the current huge amount of increase in local and commuter traffic. The local roads, in places, are not wide enough for heavy goods vehicles in our village.	In discussions with Essex County Council, as relevant Duty to Cooperate body, the District's transport infrastructure has been identified as a strategic and cross-boundary issue.
RICHARD	GROUT			
Tim	Madelin		The need for improved sustainable transport - potentially a strategic train/light railway/tram to link the district to the mainline is required. Additional single carriageway roads are not a sustainable way to meet the transport needs of the area	In discussions with Essex County Council, as relevant Duty to Cooperate body, the District's transport infrastructure has been identified as a strategic and cross-boundary issue.
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	There has been poor delivery of health projects and schools, a failure to provide for the extra housing, particularly in the south east of the area of the Dengie. There have been no road infrastructure improvements to cope with the extra local and commuter traffic and the heavy goods vehicles on the narrow roads. CILs should pay a realistic sum towards new infrastructure up front.	In discussions with Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate body, the District's transport and healthcare infrastructure has been identified as a strategic and cross-boundary issue. The Council will consider whether it has the case to introduce a CIL for development, in addition to S106, during the

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First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
Deborah	Anderson	NHS		
John	Pilgrim	Self employed		
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		Our concerns are that issues will arise from employment, housing and development proposals near District Boundaries where these will benefit the area outside of the district to the detriment of our communities. Particularly with regard to movement using unsustainable transport methods.	In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary issue
Johanna	Dale			
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		
David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon			
Rebecca	Tucker			
Mark	Faraway		Country lanes need to be addressed and better maintained to deal with the increased volumes in traffic	In discussions with Essex County Council, as relevant Duty to Cooperate body, the District's transport infrastructure has been identified as a strategic and cross-boundary issue. The maintenance of country lanes is not a matter that is of consideration for the LDP Review.
T	Ketteley		No provision for dentistry capacity No mention of digital infrastructure - namely fibre to home broadband	Dentistry is not a singular strategic or cross boundary issue and therefore cannot be included in this part of the plan. Broadband has been added onto the Housing Theme
Elizabeth	Weston			
Jacky	Barber			
Douglas	Channer	Private	There is no mention of employment and prosperity, no mention of climate change ,no mention of health and wellbeing, no mention of flooding /flood prevention. You only mention two areas of air quality management. In my opinion there are others that are on the cusp and it would appear to me that by looking to alleviate the issues in the two mentioned there may be displacement of the issues to other areas so extending the air quality issues to a much larger area and generally presenting greater problems in the district overall. Building a pile of houses with no sustainable employment will mean people leave the district to work in greater numbers hence proliferating car usage and increasing congestion on the roads . Building the houses is likely to result in vehicle movements coming in with respect to the builders/contractors etc to complete the developments. What has Maldon District done to bring new businesses in to the area on existing employment sites. I am aware in recent times it has allowed sites designated for employment to become housing estates . What has it done for regeneration of areas . What has it done to help the health and well being of residents as it is a fact that planning has an impact on the health and wellbeing of people ,including mental health. Does it still have regard to planning out crime . Crime has an affect on peoples health and well being. On the planning applications approvals I may have viewed out of interest I do not recall seeing anything that refers to designing out crime and the safety of schemes in terms of keeping people safe from crime. What has Maldon District Council done to assist farmers. Farmers produce our food and are caretakers of the landscape and provide stewardship of the countryside and yet it appears that to survive some consider they need to give up agricultural land for housing development which will have an impact on the area and change the balance of rural to urban sprawl. I do not see the benefits of Maldon being in a housing market area with Chelmsford and Braintree. Both districts are very pro growth and have delivered some of ,in my opinion, the most ghastly unattractive high density developments that have destroyed beautiful countryside. Plus the traffic	For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framwork they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed body individually. In discussions with neighbouring councils, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as the relevant Duty to Cooperate bodies, the economy, climate change, health and well-being, flood risk and transport infrastructure are identified as strategic and cross-boundary issue that the councils will continue to engage in. Maldon District being part of a housing market area with Chelmsford and Braintree is not a choice or recognised for benefits or disbenefits. It is a reflection of how the housing market in Maldon District already works with neighbouring areas, and vice versa, which is why for the Duty to Cooperate it is a strategic and cross-boundary issue. The two Air Quality Management Areas (AQMAs) (one in Maldon District and one in Chelmsford City) are legally defined and monitored and mapped on: https://uk-air.defra.gov.uk/aqma/maps/ . If anymore are defined in the District or neighbouring authorities they may become relevant as well to the LDP Review.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd	Public transport links are insufficient sometimes non-existent within the district and to neighbouring districts and towns. Train links dispensed with decades ago. Most travel is by car on frankly "Third World" condition roads. All of these points are not mentioned at all!	In discussions with Essex County Council, as the relevant Duty to Cooperate body, transport and public transport infrastructure are identified as strategic and cross-boundary issue that the councils will continue to engage in. The maintenance of roads is not a planning matter for the LDP

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Lynda	Bugg		Mostly. St Peter's hospital should not have been run down, as it is much more accessible than Broomfield Hospital. Having the worry of not being able to get somewhere is more of a worry than what may be wrong with you.	In discussions with the Mid Essex NHS Clinical Commissioning Group, as the relevant Duty to Cooperate body, the provision of a new Maldon Health Hub is identified as a strategic issue that both bodies will continue to engage in.
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss			
Simon	Mackenzie Smith			
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington			
D	Cooper			
C/O Agent	C/O Agent		These issues are considered to be the extent of the strategic and cross boundary issues application for Maldon District Council. The Plan highlights that the housing market area has changed and Maldon is now in a Housing Market Area (HMA) with Chelmsford and Braintree. It is apparent that there are no requests for unmet needs from neighbouring authorities, the issue however is that Maldon needs to meet its own needs in full, and a strategy providing for higher levels of growth in a variety of settlements including Larger Villages such as Tollesbury, would be consistent with this and would not impinge on committed priorities such as highway improvements at Heybridge because the previous	Support noted.
Zoe	May	East of England Ambulance Service NHS Trust	A12 widening and junction improvements at Hatfield Peverell, Rivenhall and Witham Delivery of local highway infrastructure identified in the current LDP including the South Maldon and North Heybridge Relief Roads Improvements to the road infrastructure are vital to enable the ambulance service to meet nationally set response times to reach and treat patients and where appropriate conveyance to the right place for further care and treatment. As an emergency service, EEAST is impacted by changes to road/rail infrastructure and would wish to be consulted alongside other blue light services during the design stage of any new rail/road scheme. To work with the local authority to assess and mitigate the impact on ambulance service response times alongside with other blue light services in advance of construction. EEAST provides ambulance services across the East of England will work with the local authority and NHS commissioners to ensure the health infrastructure meet the needs of the local population in order to deliver effective and efficient emergency ambulance services for the local community. EEAST's Estates Strategy (2020-2025) summary position is to provide cost effective and efficient premises of the right size, location, and condition to support the delivery of clinical care to the community served by the Trust. A key component of this process has been to establish a Make Ready Hubs and Spoke network to meet the growing demographics. Each Hub will incorporate: <ul style="list-style-type: none"> • A Make Ready center from which the Make Ready Service is delivered • Workshop facilities providing service, maintenance, and repair services for operations vehicles within the local spoke network • Consumable product stores, with stock-levels maintained on a just-in-time basis by direct supplier delivery • Some hubs will operate additionally as the bases for certain corporate, administrative and support services 	In discussions with the Mid Essex NHS Clinical Commissioning Group, as the relevant Duty to Cooperate body, alongside NHS England, supporting the delivery of the EEAST's Estate Strategy will be a strategic and cross boundary issue., it falls within the Housing Theme and is already noted
Roger	Woodcock			
Michael	Manning			
Jack	Inglis	Kelvedon Hall		
Peggy	Shields			
Dawn	Adams	Catesby Estates		
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	We consider that there are potential DtC issues which could arise from the location of employment and housing, particularly of development proposals of scale close to the District boundaries, and impacts this could have on the delivery of development in adjoining areas (including the build out of residential and employment sites in these areas), cross-boundary travel patterns and impacts of development on infrastructure.	In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary issue.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			

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Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Ellum		with regard to Strategic Issues, I'd propose flooding, coastal erosion and climate change are missing from your list. Also Levelling up, skills and inward investment (both private and public) including R&D Additionally the out dated structure of business rates on high street and town centre premises	In discussions with neighbouring councils, Essex County Council and the Environment Agency, as the relevant Duty to Cooperate bodies, the flood risk and climate change, the sub-regional economy are identified as strategic and cross-boundary issues. Business rates for high streets and town centres are not controlled by the planning system and are therefore not a
Bernard	Steeples			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		There also needs to be a consideration of the impact on Villages on the B1018 that are experiencing significant increase in traffic volumes due to developments to the east of the District. Given the likely scenario that inward migration will continue to grow together with a lack of infrastructure and employment opportunity to the east, access to employment secondary schools and supermarkets add to daily volume of movements.	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers and the connections into Maldon District has been identified as a strategic and cross boundary issue.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark		We think there may be further issues that might arise by considering moving development proposals on the edge of the District that might be more suitably placed cross-boundary.	In discussions with neighbouring authorities, as relevant Duty to Cooperate bodies, potential development close to the shared administrative boundaries will be a cross-boundary issue
Patricia	Smith			
Mick	Sargeant			
John	Cockerell	Hatfield Peverell Parish Council	There is no mention of the crucial need for a Maldon - A12 link road (terminating at the new dumbbell roundabout/J21) which has formed a major part of discussions with the A12 Project team/ECC for the past four years. Section 6.2(1) states that new developments are not doing enough to reduce emissions etc (presumably including vehicle emissions) and refers to unsustainable travel patterns. Critical to a reduction in emissions is a smooth journey to link with the A12, something not currently achievable via HP or Danbury - the huge traffic problems in both communities and the deterioration in air quality is evidence of this. 22.4 refers only to a limited upgrade to the B1018 but offers no suggestion of improvements to enable commuters (local or to London) to access Hatfield Peverel station or - looking forward - to the new Beaulieu station via the B1019. There appears to be a belief that the travel plans of the thousands of new residents in the Maldon area can be accommodated within cycling, walking and public transport options. The reality is that BDC's cycling policy only caters for installation of cycle lanes on existing roads (of which there are few, if any, of appropriate width in the Maldon area), walking is feasible only to local facilities and public transport is grossly inadequate. The likelihood of re-instating the railway line from Maldon to Witham is remote and, even if it proved feasible, is probably 10/20 years away. The nearest railway stations at Althorne and HP both require travel by car, as there is no direct public transport to either of them. The station at Witham can be reached by bus, a half hourly service (hourly on Saturday, none on Sunday) but via a circuitous route. The provision of bus services from central Maldon is limited to say the least - a roughly 2/3 hourly service to HP (but not to the station), half hourly to Chelmsford (invariably delayed owing to traffic conditions in Danbury and Chelmsford) and spasmodic to the Dengie peninsular. There is no current indication, from local transport meetings with ECC, that there are any plans to improve bus services in the Maldon area but without a major overhaul of services, including direct links to railway stations timed to meet arriving and departing trains, this is not an attractive option for new or existing residents residents.	In discussions with neighbouring councils and Essex County Council, as the relevant Duty to Cooperate bodies, transport infrastructure is identified as strategic and cross-boundary issue for the LDP Review. The provision of specific items of infrastructure will partly be dependant on the chosen growth option for the Maldon District, which needs to wait for the reviews of the evidence to be completed before it can be selected.
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*			
*	Willmott			
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*			
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Question 3

First Name	Last Name	Organisation	Question 3. Do you consider these to be the extent of strategic and cross boundary issues	COUNCIL RESPONSE
*	*			
*	*			
*	*			
*	*			
*	*			
Alan	Massow		<p>Maldon has identified a number of strategic and cross boundary issues. Of particular interest are those relating to highways where the A12 widening and junction improvements at Hatfield Peverel, Rivenhall and Witham. Delivery of local highway infrastructure identified in the current LDP including the South Maldon and North Heybridge Relief Roads have also been identified.</p> <p>Of the environmental issues, the impact of residential growth on protected habitats and the water cycle are of most relevance to Braintree District.</p> <p>For housing there has been a significant shift from the Plans previous position, which treated Maldon District as its own housing market area. It is proposed to extend the market area to include Chelmsford and Braintree, however despite the high levels of commuting referenced in the document does not refer to any other areas. The Council is concerned that this study and findings were completed with no involvement from BDC which would have been expected in line with Duty to Corporate. A reference is also made to the need to provide for Gypsy and Traveller Transit sites in Essex. This is supported only if it is comparable with joint work carried out by the Essex Planning Officers Association (EPOA) on the same subject and which ensures the same methodology is applied consistently across Essex for both permanent and travelling pitches.</p> <p>Finally, the provision of cross boundary education and health are referred to which officers support.</p>	<p>MDC sent a copy of the Draft LHMA to BDC on 9 June 2021, highlighting the proposal to recognise a different Housing Market Area for Maldon District, incorporating Chelmsford and Braintree and inviting engagement by the end of June 2021 should there have been any concerns. No response was received. Since then MDC and BDC have been in further discussions about the LHNA, the LDP Review, the Braintree District Local Plan and the wider cross boundary implications; agreeing that this is a matter which should be considered further through the Duty to Cooperate as the LDP Review progresses. Any updates to the Maldon District LHNA will also engage with BDC as early as possible.</p> <p>It can be confirmed that the need to provide Gypsy and Traveller Transit Sites in Essex is the joint work being carried out by the Essex Planning Officers Association.</p>
*	*			
Ian	Butt		<p>CPBC encourage MDC to seek as a minimum their identified housing needs for the plan period. If MDC are unable to meet their housing need, CPBC would not be able to accommodate such need within the borough. The Council's new Local Plan has recently been found sound. That plan runs to 2033 and provides sufficient new homes to meet locally generated need. In the long term, given the constraints in the borough, it may be difficult to again meet the boroughs own needs let alone those of other council areas. Indeed it may be the case that CPBC will be seeking support from other council areas to accommodate the borough's long term unmet need, should that need arise.</p> <p>Through the production of the new Local Development Plan, CPBC encourages MDC to ensure that the rates of proposed housing delivery within the Plan are realistic, deliverable, and closely aligned to the delivery of appropriate infrastructure. CPBC encourage MDC to work alongside its neighbours, Essex County Council and South Essex through the Association of South Essex Local Authorities (ASELA) to ensure that infrastructure requirements are considered at a strategic level, in particular the impact of growth on the Borough on the A132/A130 network. In doing so ASELA would welcome such discussions with MDC and Chelmsford City Council and would be pleased to invite them to a Joint Officers Group (JOG) meeting.</p> <p>In addition, CPBC would like to understand if MDC would be able to meet any future unmet housing needs arising from CPBC in the future. CPBC would welcome such discussions on this topic. CPBC looks forward to working closely with MDC through the Duty to Cooperate.</p>	<p>Both Maldon District and Castle Point Borough Council's have already endorsed the Essex Unmet Housing Needs Protocol, which collectively determines how unmet housing needs in Essex authorities would be addressed and the steps taken to accommodate needs, via the Duty to Cooperate, in the event any arises in the future. Maldon District Council will continue to follow this approach and therefore expect Castle Point Borough Council to have demonstrated that it has exhausted all other options, before asking a District outside its housing market area to consider whether it can accommodate any unmet housing needs in the future.</p>
Sarah	Sayer		<p>Linking closely to this we recommend that villages should retain their current settlement boundaries, (but just increase density within the boundaries). This prevents excessive greenbelt development, encourages Brownfield use, ensures public access to open land, and helps to retain the heritage and rurality of the Maldon district. (Is also more sustainable for transport, school and shop access and reduces car usage).</p>	<p>This is not a strategic or cross boundary issue. For the issues to be 'strategic and/or cross boundary' as defined in the the National Planning Policy Framework they have to help set the overall strategy for the pattern, scale and quality of development making sufficient provision for various forms of development and infrastructure. They have to be larger than local issues/projects in the Maldon District that cannot be dealt with effectively by one local planning authority or prescribed</p>
*	*			

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake		
Paula	Stanbury			
Sonia	Whiskin	Financial Services	Affordable housing to buy Currently no 1 bed properties available to buy & existing developments have 2 bed properties at £330k which is not affordable for a single person	The Council has had an Housing Needs Assessment carried out in 2021 and this sets out the housing mix needed for the district and the affordable housing need going forward - these will be incorporated into the review of the LDP
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell		House pricing to earnings ratio could easily be seen as a positive, as most existing residents would rather see higher quality housing drawing in those most likely to contribute more heavily to the local economy, rather than low/no-income residents less able to support. The suggested regime of 'affordable housing' is a race to the bottom for the local economy and Maldon District deserves a race to the top, drawing in quality, entrepreneurial residents. This is actually eluded to within the final paragraph of 6.76 in the text. The suggestion that 'for every dwelling built 3.1 local jobs are generated' is completely misleading, as that is only possible during the building phase, and is therefore completely unsustainable and untrue. 'The Issues' text identifies many things, but offers no answers. Most answers though are in the hands of the Planning Department. The main issue being that over the last few decades, there has been virtually no improvement of infrastructure anywhere.	Disagree with the respondent, the affordability ration is 11.9 at present this effectively means that someone has to earn 11.9 times the average salary in order to purchase a property. Affordable housing is for those on lower incomes and that's many of the important residents who keep Maldon as a district functioning.
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs		I believe the current communities within the district believe their quality of life is being eroded by the amount of new builds & pollution (be that noise, air quality and even visual) caused through the addition number of people & growth within the area. Within Burnham on Crouch the infrastructures i.e. Doctors, Dentists, Schools, Highways, are at the least creaking if not falling apart there has been minimal / no visible investment seen in the area over the past 30 years	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes		The Issues captures the broad issues of the District, but more detail/assessment is needed on the barriers to housing delivery.	Support noted. The housing section of the Issues section is being reviewed it does require more detail.
Peter	Wakling			
David	Sismey			
Stuart	Willsher	Persimmon Homes Essex	Persimmon Homes agrees with the issues presented. On Climate Change, Persimmon Homes has a published Climate Change Position Statement which sets out our ambitious targets to be net zero carbon in our homes in use by 2030 and in our operations by 2040. These targets are supported by interim science based carbon reduction targets to reduce greenhouse gas emissions from our own operations by 46.2% (2019 baseline) and our indirect operations (i.e. those from our homes in use and our supply chain) by at least 22% per m2 completed floor area by 2030 (2019 baseline). On Economy, the Covid-19 pandemic has transformed how people work, with more people now choosing to work from home, more often. This could usefully be reflected in the 'Our Economy' vision – can Maldon provide the employment hubs and flexible working conditions to meet the new 'normal' for example. On Infrastructure, it is noted that the document does not make reference to whether the Council intends to resume its Community Infrastructure Levy which has not been progressed since 2014.	Support for climate change and the issues noted. With regard to the economy there is no evidence yet that working from home has altered the issues.
Sara	Howarth			

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Anthony	Fittock		<p>6.1 Developments that are to the east of the district are likely to be purchased by individuals / families that have employment outside of the District wishing to move to a more rural environment. This observation has been acknowledged a local estate agent and reinforced by discussions with new residents</p> <p>6.3 Having looked at figure 4 of the old LDP it would appear that the development of strategic sites was overoptimistic in terms of development for 2018-2021 circa 645 units per year together with a shortfall in the years prior to the LDP getting approval. Hence I do not see evidence to support this statement</p> <p>6.4 The restriction in employment growth is more likely due to the fact that the District the farther east you go is a significant distance from large arterial. This makes the location less attractive for larger companies which has been evidenced by the failure of larger commercial units being uptaken</p>	These are statements and it is not clear what the respondent is saying in connection with the question. The Council has noted that the main businesses in the district are smaller firms and therefore connectivity whilst a consideration would not be an issue in itself - the economy section will be updated once the details of the Economic Study are known.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited		
Michele	Williams		MDC has an appalling lack of knowledge when it comes to planning and the high turn over of planning staff leads to too many planning decisions having to go to appeal which has also contributed to the targets for housing falling short. MDC and the Planning Officers need more training in being proactive and should be made more accountable for their decisions through greater data analysis of planning applications, appeals and outcomes.	All planning applications are assessed and determined in accordance with the policies contained within the NPPF and and Local Development Plan.
Tara	Strydom		There is no mention of improvements for SEND people.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. There are SEND schools in Essex, this is not a general need and there is no obligation for every District to have one, SEND needs are varied and ECC plan for them based on a much wider catchment than single local authority areas.
Jenny	Ball		Education provision needs to be specifically called out under the Infrastructure section. Young people being unable to attend their local secondary school in Burnham and having to travel to South Woodham Ferrers or Maldon or even further afield is significantly detrimental to the young people and their communities. Opportunities to build new schools or expand provision at Burnham seems to have been missed when planning permission has been given in Burnham, Southminster and North Fambridge. The expansion at Maldon and Heybridge also does not appear to have been matched with sufficient expansion of secondary school places there either. The Essex CC 10 year plans shows a deficit of places in the coming years across all three schools. Also, I understand there are no SEND schools in Maldon District and this must also be a priority to address.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. There are plans to extend Ormiston Rivers Academy in Burnham paid for by S106 funding. There are SEND schools in Essex, this is not a general need and there is no obligation for every District to have one, SEND needs are varied and ECC plan for them based on a much wider catchment than single local authority areas.
Cliff	Baron			
Gill	Winsor	Tesco		
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes		<p>Flooding is a serious issue in the village, along with road noise and pollution. The roads are not wide enough for the constant barrage of lorries and trucks carrying supplies and as a resident, I and many others do. It feel comfortable using the footpaths around the village due to the speed and size of vehicles. Additionally there are not enough schools/ doctors/ dentists to cope with the influx of new families</p> <p>Add to this a development of this size would impact the wildlife and rural nature of the village. The charm and beauty of Althorne, once cemented over, will not be recoverable.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.</p>
Sarah	Sapsford		This statement in issues is correct but not reflected in sites that are included to be brought forward. There remains an over-reliance on larger-scale developments to bring forward housing, which with hindsight may have contributed to some of the supply issues the District now sees'	Comment noted and in the review of the LDP this matter will be addressed with some smaller housing allocations as set out as a requirement in the NPPF
Merryl	Quilter		If you build in Althorne you will be using vital land for birds, and animals	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Bear	Keen			
Jessica	Cox			

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First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Robert	Burton		Having a new power station will only produce a small number of long term jobs, during construction it will produce lots of short term jobs which will ruin the local communities as there is no where for them to go after work or when off shift and will mean a substantial increase in road traffic for the workers and deliveries	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's but a national planning decision. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually.
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland		Maldon is rapidly losing its 'Market Town' feel and therefore its identity. Green space and general countryside and habitats are also important and should not be outweighed by the coastal area. In allowing vast growth in Maldon there has been a loss of the community feel it used to have.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffn			
Kathryn	Beighton	Publishing	Infrastructure should be first priority before any more housing	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements, this will be updated for the review of the LDP.
Roy	Warren	Sport England		
STUART	SOWTER		lack of thought given to the fact that there is only one way on/off the dengle and the current infrastructure is crumbling You have sought to frame the debate with a suggestion the main developments should be at the furthest extent of a peninsular with extremely poor transport! (Bradwell and Burnham) This is a national demand for housing. Rather than anything local driven or 'self-sustaining'. So the most logical place for something driven not by the local but by national needs is between Maldon and Chelmsford & Witham so it grants the most efficient access to the rail and road infrastructure.	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This will be updated in the review of the LDP.
Mark	Raffray			
April	Rowley		Over population in rural areas with no infrastructure	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This will be updated in the review of the LDP.
e	e	e	Referring to a perceived lack of robust, interconnected multi-modal public transport implies that issues are just in people's imagination – but this is a reality. Eg No bus on a Sunday for many villages – or even no bus service at all; bus and rail services not being synchronised; last bus leaving Maldon before 5pm, etc.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This will be updated in the review of the LDP. 78% of settlements in the District have a bus service and there is the Dial a Ride service which residents can access. In further discussions with neighbouring Duty to Cooperate bodies, transport infrastructure has been identified as strategic and cross-boundary issues.
Kevin	Lagan			
Bill	Withers			
Joanna	jeffery			
John	Mitchell		As with Q2, the Council needs to ensure these issues are in conformity with those in its corporate plan. I assume these were derived with the benefit of public participation.	Part of the role of the LDP though not set down by national planning policy guidance is to try and assist where possible the key tenants of the Corporate Plan
Bethany	Jones	Colchester Borough Council	Yes, the key issues (1. reducing emissions and adapting to climate change; 2. resident centered places to live; 3. a stronger, more resilient and inclusive local economy; 4. thriving, distractive rural communities for all ages; 5. Protecting and enhancing our diverse natural environment, 6. Making the built environment beautiful and 7. Ensuring that infrastructure meets residents, visitors and business needs) are considered to be the right ones.	Support noted.

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magnus	Magnusson	Parker Planning Services	My client welcomes the acknowledgement that whilst the district has been building more housing in recent years, there is still a shortfall between the amount needed and the pace of delivery. Furthermore, the consultation document identifies that there remains a shortage of affordable housing and that out-commuting levels remain very high. It is for this reason that Maldon council must plan for an appropriate mix of both new homes and employment opportunities, in the interests of sustainability and not least reducing emissions and adapting to climate change. New development (employment & residential) should be focussed in and around those larger settlements with existing public transport infrastructure provision. The consultation document recognises that as a consequence of the rural nature of the district, there is a limited supply of brownfield land for development. Whilst bringing Previously Developed Land (PDL) into productive use ought to remain a priority, my client agrees that it is inevitable that development will still have to take place on more greenfield sites within the plan-period. It is predicted that there will be a fall in agricultural jobs during the plan period, in line with national trends, but with 4 million visitors a year, tourism is a growing sector of the district's economy. However, my client agrees that a lack of accommodation, restaurants and activities that maximise the district's coastal and estuarine location could hold it back from sustained growth, as this lack of facilities does not encourage people to stay longer than a day. It is therefore imperative that the Council actively enhances its tourism/leisure related offer and overnight visitor accommodation via the LDP Review process. The consultation document recognises a shortfall in infrastructure funding from that forecast to be available in the current LDP and which has led to delays in key infrastructure provision in Maldon/Heybridge, and Burnham-on-Crouch in particular. It is imperative that a growth option is chosen, as part of the current LDP Review process, which can better support infrastructure delivery. For this reason, it is considered that the focus should be on enhancements to existing infrastructure provision which would be more cost effective than, for example, planning from scratch in the form of new settlements. Afterall, it was the cost of transport and utilities infrastructure associated with new 'Garden Communities' in North Essex that led to the Inspectorate recommending their removal from the relevant Local Plans, partly on viability (cost) grounds and at the examination stage.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This will be updated in the review of the LDP.
Nick	Whiteley			
Peter	Layley		Grand ideals, if only they can be achieved!	Comment noted
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed		
Karen	Neath	Tolleshunt Major Parish Council	We agree the key issues. In particular: - - We believe that there should be a focus on smaller affordable housing rather than the larger 4/5 bed homes. The planning policies should be stronger in defining the types of properties needed rather than the marker being developer led. We support a focus on sustainability and carbon reduction.	Support noted. The Local Housing Needs Assessment identifies the type of dwellings required within the district, at present it has been identified the district is in need of 2 and 3 bed dwellings.
N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		see 3 above. also: - 6.76 Making the environment beautiful. The new estates built surrounding Maldon conspicuously detract. eg the approach to Maldon on the A414. There is occasional landscaping but the design of the individual houses is uniformly boring and lacking any architectural originality. No doubt good for developers profits.	Comment noted, the design policy will be reviewed in the work of the updated LDP.
Richard	Courtney	University Of East London	Yes they are the right issues	Support noted.
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society	FLOOD ZONE 3 UNAVOIDABLES; SEE 4.4 ABOVE	National planning policy does not support allocating or giving planning permission in areas of high flood risk where there are other more suitable areas, the Council does conform to this policy.
Alan	Outlaw	Self Employed	Under infrastructure I surprised to find there is no mention of a new hospital for this rapidly growing district. Over the last 20 years there has been many consultations on the future of St Peters but it appears to have been overlooked in this plan.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This will be updated in the review of the LDP. There are plans for a new Maldon Health Hub and these are progressing.
John	Hitcham		Glad you identify commuting levels are still very high .. But in reality nothing concrete has been done to attract employers to the identified business areas. The copy talks about the downside of LDP I's focus on housing and employment land, yet suggests no remedies. Land banking is a particular negative issue with the housing developments, employment areas and community facilities such as NHS, Nursing Homes, Education, Allotments and Business Parks .. LDP 2 will fail as LDP 1 has unless a bottom up plan based on need rather than theory is again adopted.	The present LDP is based on evidenced need, the evidence for the policies will be updated and the polices updated accordingly. This section of the Plan is concerning issues and therefore does not have solutions in it, that is in the vision and objectives section of the Plan.

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Richard	Kelly	Croudace Homes	Whilst we agree with the key issues, in addressing the current shortfall in housing, the Council needs to ensure the sites allocated are not only deliverable but are also in sustainable locations. In the majority of cases these sites are located adjacent to, or easily accessible from, existing settlements to ensure the costs of delivering new infrastructure do not impact deliverability. This will ensure the issues are addressed in a holistic manner and at the same time, allow development to come forward that is sustainable and deliver each of the economic, social and environmental objectives.	The present LDP is based on evidenced need, the evidence for the policies will be updated and the policies updated accordingly. This section of the Plan is concerning issues and therefore does not have solutions in it, that is in the vision and objectives section of the Plan.
Lindsey	Squire	North Farnbridge Parish Council	The environment seems to have been omitted as a key issue.	The issue of climate change will be featured throughout the policies within the LDP rather than as a separate policy, it does need to be strengthened in the issues section of the Plan.
K	Jeffries		A and E. unit	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. A new hospital would only be possible with the correct funding and support from the NHS, though it is proposed that Maldon will be getting a health hub.
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks			
Carlisle	Mayes			
James	Rushton		I think that these are the right issues. There needs to be better co-operation and communication on a strategic and cross-boundary level if general quality of life is to be improved within the District. It is artificial to think that an LDP strategy developed by Maldon can be successful if it does not dovetail with, for instance, that of Chelmsford.	As part of the LDP Review the Council have a legal obligation under the duty to co-operate with neighbouring authorities and therefore neighbouring authorities are consulted throughout the plan review process.
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion		Front and centre is over-development, spoiling the one thing that the Dengie had going for it! Given the development that has already taken place, the infrastructure should be at the top of the list.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Terence	Hughes	Burnham-on-Crouch constituent	Developers should be made to contribute to infrastructure. Affordable housing is a must if you are to retain a young workforce. Housing should be made available to local people before the asset rich people of Greater London out price them.	Developers contribute towards the development of infrastructure through S106 money, however the level of contribution depends on the size of the development and for affordable housing unless it is an rural exception site can only be requested for over 10 units or more.
Amanda	Mickelsen			

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John	Tompkins		<p>Cooperation with adjacent local Authorities and the regional Authority on cross boundary issues is important as the LDP will not be achieved without it.</p> <p>There is little point in improving highway infrastructure only to encounter bottlenecks in adjacent Districts when endeavouring to access strategic routes e.g., the A12 via Danbury and Hatfield Peverel so close cooperation and integration is necessary. There is little point in building large estates whether housing or industrial without having sufficient highways infrastructure, educational facilities, healthcare facilities, communication ability and air quality management all within reasonably sustainable distances. These are notable by their absence in the current developments.</p> <p>Sufficient finance is necessary to provide the above and this could be achieved by stronger S106 agreements or by Community Infrastructure Levy (CIL).</p> <p>Broadband in outlying areas needs to achieve better strategic coverage and greater investment perhaps spurred on by strong S106 agreements or CIL.</p> <p>The large strategic project of Bradwell B Nuclear Power Station requires cross boundary cooperation and a close understanding by MDC on the ramification of how any proposed infrastructure will affect total communities within and outside of the District. Therefore, close attention will be required to the formulation of policies such that the Local Impact Report covers all aspects relative to the District.</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. As part of the LDP Review the Council have a legal obligation under the duty to cooperate with neighbouring authorities and therefore neighbouring authorities are consulted throughout the plan review process.</p>
Samuel	Newton	Anglo European School		
Mary-Ann	Munford		<p>Much more emphasis needed on consequences of the COVID pandemic, and much more serious attention needs to be laid to cycling, especially on the Dengie as it's just like Holland, flat and potentially pleasant to cycle round but no cycling paths and infrastructure worth mentioning. Plus the obvious to lower emissions and get many cars off the road,, encourage children to get fitter is to build a cycle path between Southminster and Burnham especially for school children. Extensive work on this has been done over many years and yet planners appear blind to it. Best option now is to build a cycle path alongside the railway between Southminster and Burnham, it's straight, keeps people off roads, doesn't interfere with roadways, or footpaths and should be invested in. Surely a partnership between Strategic Rail Authorities, Railtrack and Councils should be possible?</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. There is no evidence yet that COVID has had a long term impact on the District or that it has raised issues that have not already been considered. Any major infrastructure does require funding and this may mean particularly with rail upgrades a significant amount of housing to pay for it.</p>
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District council		
Chris	Harvey			
Philip	Davies			
Jane	Senior		<p>Possibly covers all my concerns but so far new build designs do not even have solar panels as standard..a small part to play in climate control. Emissions will not be controlled with further development/car ownership. Building over land will affect water levels. Is the area being developed for 'young people/families' seeking employment and a healthy happy place to live and no consideration given to the aging population also needing suitable homes/facilities etc. It was not clear how the aging population was going to be covered</p>	<p>Support noted, climate change does need some more recognition in the issues section and the Council will be looking to do this.</p>
Susan	Cumming	not applicable		

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Amanda	Clack		<p>The balance of the need for development, in the right places, with supporting infrastructures cannot be under estimated. The nature and character of the area needs to remain as rural, whilst any development should be undertaken with good quality design, extensive consideration to the landscape and environment, with good placemaking and impacts on existing communities, accessibility and infrastructures incorporated to bring communities together and to not detriment the beauty of the rural landscape that has existed here for centuries.</p> <p>I wish to specifically draw attention/object to ALT2 - Althorne, the increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase traffic. The area is designated as a Special Landscape Area and Coastal Protection Belt following a Technical Study, the Landscape Character Assessment EB009a, jointly commissioned in 2005 by 5 Essex local councils.</p> <p>The National Planning Policy Framework 2012 includes the following statements that all highlight as to why ALT2, as a proposed development site is totally unsuitable:</p> <ul style="list-style-type: none"> • Paragraph 7: Sustainable development includes an environmental role which requires the use of natural resources prudently and that waste and pollution is minimised. • Paragraph 17: Core principles focusing on effective use of land that has been previously developed (brownfield land) provided not of high environmental quality. The role and character of different areas should be taken into account including the intrinsic character and beauty of the countryside. Local authorities should aim to conserve and enhance biodiversity. • Paragraph 109: Planning system should contribute to and enhance the natural and local environment by protecting and enhancing local landscapes. <p>Plus:</p> <p>1. Policy S2 of the Replacement Local Plan (RLP) that seeks to protect areas outside of defined development boundaries from new development, in the interests of protecting the countryside and coastal landscapes of the District. This includes Policies CC6 and H1, which indicate that outside defined settlements housing will not normally be allowed, and the landscape be protected for its own sake. Any proposal should be assessed in accordance with Policy BE1 where the compatibility of a</p>	<p>Please note some of the policies mentioned in points 1, 1(i) and 1(ii) are from the Replacement Local Plan and not from the current local plan, the policies under review in this consultation are from the current local plan. Please also noted the NPPF was updated in July 2021.</p> <p>In regards to ALT2, the Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Ronald	Edge	Construction Industry		
Daphne	Scott		<p>One of the most important and pressing matters that must be in the forefront of all development within the District is 'reducing emissions and adapting to climate change' and this must be achieved whilst ensuring that all new homes are built in an area where it is possible to access all the necessary facilities for a happy and prosperous life. In my view this means that development should mainly take place in and around existing towns where there is already the infrastructure (or where it can be readily improved upon) to provide for this. There does not appear to be any reason to restrict this to large developments only, but could be achieved by arranging for a number of smaller building</p>	<p>Climate change does need some more recognition in the issues section and the Council will be looking to do this.</p>
Gordon	Mussett	Little Braxted Parish Council		
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		<p>It needs to be recognised that public transport will never be the sole answer to mobility in the region. The Dengie peninsular is in effect an isthmus meaning that those needed to travel north or south will need also to travel west first. The rail network only serves those travelling west the same can be said for the main roads leading out of the area. An integrated transport strategy needs to include the use of private transport now and in the future</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p>
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		<p>There should be stronger emphasis on use of brownfield land in the first instance, resorting to greenfield when that supply has been exhausted.</p> <p>Assumptions are made around the need to build housing for a population that outwardly commutes. These needs are likely to remain reduced due to the COVID-19 pandemic and increased working from home. This will reduce demand for housing in the District, relative to other areas of the UK as evidenced by ONS House Price Indices and would mitigate the concerns raised around affordability.</p> <p>Current planning policy encourages development in already densely populated areas, although this relies on ill-conceived perceptions about what people need to live comfortably. The conflation of commuting and car travel with pollution should be dropped due to the adoption of electric vehicles. The implication of both points would be to focus future growth beyond just those already densely populated areas of the District.</p>	<p>The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p>
Sue	Dobson	Essex Bridleways Association		

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Terry	Inkpen	None	Sustainability, Conservation of resources, and preservation of the Rural Environment and wildlife, is still one of our highest priorities. This is practically impossible in this area with the pressure from housing and industry. Pressure should be brought on National Government to speed up their 'levelling up' proposals to benefit the North and South East of the country.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. Levelling up is not moving housing to the north of the country, the growth will still be needed in the District.
christine	collins		The existing natural environment needs to be preserved there should be better use of brownfield sites which have for many years been denied development opportunities by MDC particularly in Althorne	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Stuart	Williams	Ace group	You need to think of the people who already live in these areas ie schos which are already over populated, doctors surgeries that already have no appointments for people.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Reegan	Howles		I disagree with some of the points raised in 6.3.2: "Because of the extensive rural nature of the District, there is a limited supply of brownfield land for development, which will inevitably mean that whilst the priority should continue to see land that has previously been developed brought forward for new places to live to be built, development will have to take place on more greenfield sites in the future." - We need to make more efficient use of our existing housing stock and brownfield sites. It is unsustainable, harmful, and lazy to rely on greenfield sites to meet the needs for development. "There are some settlements in the District which are much more isolated in terms of their distance from bigger settlements and their services and facilities. This places pressure on those settlements which are nearer in terms of location and public transport connectivity to take more growth" - Just because an area has access to a train station it does not mean it is well connected or suitable for development. Areas like Althorne are accessed via poor country roads, have unreliable bus services, and no essential infrastructure such as hospitals, schools or shops.	Objection noted. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the
David	Webb		See response to question 1	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. There are no designated sites of 'outstanding natural beauty' within the district.
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh		The area labelled ALT2 is close to the river blackwater and is in an area of outstanding beauty. This proposed site will most certainly have an environmental impact to the local area. For that reason along with the issues with substandard infrastructure, the site should not be considered for future development.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. There are no designated sites of 'outstanding natural beauty' within the district.
Janice	Jackson		see question above. more consideration given the the people that live here rather than tourists, travellers. As an OAP I struggle to get an appointment at my surgery - this will be even worse with yet more houses.	We have had further discussions with Duty to Cooperate bodies including Essex County Council and the Mid Essex NHS Clinical Commissioning Group, which has identified health facilities provision as strategic and cross-boundary issue.
Jenny	Clemo	Langford & Ulting Parish Council	Tourism: An issue here is that large numbers of visitors to the District and from within the District, particularly those visiting the Chelmer & Blackwater Navigation, where there is no provision for car parking, toilets etc is destroying natural wildlife habitats. This influx also causes issues with noise, litter, damage to banks and lock equipment which has an unacceptable impact on the residential amenity of those living nearby.	Comment noted, this is an issue which has not been noted and one of the reasons for the RAMS project as a form of mitigation on international/national protected biodiversity areas.
Hazel	Notley			

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Jean	Brown		Tollesbury needs a better local transport system. The present bus service does not allow people to use the busses for a return trip to work, either it gets them there or it gets them back but impossible to use in both directions if you work a normal working day. This means that people have to use cars and this does not help the environment.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities	Plus renewable energy options? There is scope in the district for solar and wind schemes, alongside whatever is decided re nuclear at Bradwell. In terms of infrastructure, the issues that concern people in isolated villages such as Tollesbury are schools, surgeries, sewage plants, roads and public transport.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	The balance of the need for development, in the right places, with supporting infrastructures cannot be under estimated. The nature and character of the area needs to remain rural, whilst any development undertaken should not be to the detriment of the beauty of the rural landscape. I wish to specifically draw attention/object to ALT2 - Althorne, the increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase traffic. The area is designated as a Special Landscape Area and Coastal Protection Belt following a Technical Study, the Landscape Character Assessment EB009a, jointly commissioned in 2005 by 5 Essex local councils.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
David	Rees			
Felicity	Gale		Your continued house building is destroying local villages and the people that reside within them.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Lindsey	Wright			
Darren	Weeks		Public transport links within the district and especially to neighbouring districts and towns is very poor this should be emphasized with data on timing and frequency of bus services available to support travel to work throughout the district and beyond.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Phil	Manning		No-one should be involved in any government office including planning, until they have studied "Small is Beautiful" and it's modern equivalent "The Donut Economy". As you know, we should be able to walk or cycle to almost everything we need and use. Imagination has a crucial role to play in making the best use of spaces and, though I am no expert, I get the distinct feeling that too strict adherence to outdated Building Regulations, stifles imaginative use of brown spaces, and unused office sand warehouses. When I have visited the Future-Build exhibitions in Docklands in recent years I have seen some wonderful ideas, many already in operation in Europe, where attractive accommodation units, often flexibly modular, can be constructed quickly and often without traditional trench foundations. We build many houses too big and we build them with garages which are a waste of footprint. Garages are seldom used for cars, partly because garaging a wet car is the quickest way to ruin it. We fill them with workshops or spare "stuff" for which they are also totally useless because they are usually uninsulated and have huge cold doors. A small, 2-bedroom house with a flexible, multi-purpose insulated space, gets a young couple on the housing ladder. The space may be used to work from home, plus storage, plus workshop. If bungalows for the elderly are incorporated in the same development then the youngsters may have handy babysitters and the elderly would get pleasure from watching and listening to the youngsters	The design policy will be reviewed as part of the work of the LDP review and will have to incorporate the new design codes that the Government are asking Councils to put into their local plans.

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Peter	Clack		<p>The balance of the need for development, in the right places, with supporting infrastructures cannot be under estimated. Development should be focused to the North of the District closer to the A12 and/or the 3 towns in the area, not bulldozing the villages!!</p> <p>The nature and character of the area needs to remain as rural, whilst any development should be undertaken with good quality design, extensive consideration to the landscape and environment, with good placemaking and impacts on existing communities, accessibility and infrastructures incorporated to bring communities together and to not detriment the beauty of the rural landscape that has existed here for centuries.</p> <p>I wish to specifically draw attention/object to ALT2 - Althorne, the increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase traffic. The area is designated as a Special Landscape Area and Coastal Protection Belt following a Technical Study, the Landscape Character Assessment EB009a, jointly commissioned in 2005 by 5 Essex local councils.</p> <p>We moved here for our retirement to enjoy fresh unpolluted air and light, not to find ourselves in the middle of a new town. The stress and concern this is causing is incredibly stressful to myself and my</p>	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p>
Doug	Lockwood	National Grid		
Sally	George		<p>We need affordable homes, not £400,000 for a one bed bungalow for the elderly and the new estates 4 bed builds at £450,000 plus. More doctors' surgeries and schools. There are enough brownfield sites without building on greenbelt.</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The percentage of affordable homes needed is set out in a piece of evidence called the Local Housing Needs Assessment, this is then translated into policy in the LDP.</p> <p>The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. Please note the district does not have any designated green belt land.</p>
Vara	Szajkowski		See previous comments.	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.</p>
Bob	Calver			
David	Hill	Dandara Ltd	<p>This list is much more comprehensive than in the previous local plan. One thing that has arisen from the recent pandemic is the increased migration out of London.</p> <p>Whilst this may not yet have translated into the ONS projections, it was apparent from evidence in the housing market during the pandemic, that demand for properties outside of London (and many of the country's other major cities) increased significantly, with the desire for space and the provision of a garden being a key requirement. Recognising this issue would be sensible as it is likely to be translating into projections going forward.</p> <p>Also, more widely, the pandemic has changed the way society acts and operates. Whilst we appear to be emerging from the restrictions, to a point where we are learning to live with the virus, acknowledgement of new working patterns needs to be a consideration going forward. This is likely to affect issues of design and the requirements for new properties to include at least one study going</p>	<p>There is no evidence yet that COVID has had an impact on the district other than the issues already raised or that it has had an impact on the population demographics. The Council will be looking at the census data published in the autumn.</p>
Tessa	Lambert	Natural England		
Dawn	Howles		<p>I think it is important to conserve the natural beauty and tranquility of this area and to look after the environment. I am currently organising an event at my workplace to raise funds for WWF and we are ensuring that the pupils understand the importance of taking care of the environment and wildlife for future generations.</p> <p>We must be careful not to build on land that is a potential flood risk area.</p> <p>Protecting the rural (agricultural) economy to ensure resilient national and local food production.</p>	<p>Agreed, development should not be placed in areas at risk of flooding in line with the guidance contained within the NPPF 2021.</p>
Steven	Potter			<p>The rural economy has a policy in the LDP and the Council will be looking to update it in the review so that it is clearer and more positive in its support.</p>

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natasha	frith		The rural way of life which is why the area is appealing as it is not over built	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Vysian	Banyard	TKPC	However there is no mention of the two small, old and single-track bridges across the Blackwater in the north of the district which are situated on the only road links to the A12 from the northern villages. There should be a focus on the development of smaller affordable homes allowing local people to remain in the area. Many developments currently focus on larger units.	The Local Housing Needs Assessment identifies the type of dwellings required within the district, at present it has been identified the district is in need of 2 and 3 bed dwellings.
Anthony	Bates			
Russell	Howles	WSP	I agree with the key issues outlined. However, a number of key transport related issues as mentioned above still need addressing. Active Travel provision in the district is virtually non-existent which is appalling when compared to neighboring districts and counties.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. 78% of the district's villages have access to a bus service timetable and everyone can access the dial a ride service.
Diane	Carter		As above SWF B1012 development.	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross boundary issue.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Obsidian Strategic welcomes the recognition in the third bullet point of Paragraph 6.3 that development will have to take place on more greenfield sites in the future. Whilst Obsidian Strategic accepts that national policy encourages the redevelopment of previously developed land, it does not require such sites to be delivered before greenfield land where it is evident that there is insufficient previously developed land to meet the development needs of the area. Given that there is a limited supply of brownfield land for development within the District, Obsidian Strategic therefore considers that the development of greenfield sites should be a principal theme running through the Local Plan Review, and considers that the development of its land interests adjacent to the built edge of Tollesbury (reference TOL11 in the Housing and Economic Land Availability Assessment) would assist the District Council in meeting a number of its policy objectives, including its housing requirements.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Brian	Townsend		Living in a small village such as Stow Maries is a privilege and for the residents and ramblers from surrounding urban areas, is a vital amenity. This proposed development would destroy that as would increasing the population by an entirely inappropriate amount.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Robin	Fanshawe		I can only deal with my particular concerns which solely relate to the proposals for the overwhelming new development in Purleigh	The Council cannot comment further.
Malcolm	Finch		Commuting levels are high, but primarily because of inadequate public transport links to major areas of employment	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Peter	Taylor	Retired	6.4 3) Bullet Point 2 - this highlights the likelihood of increased in/out commuting. What plans are in place to accommodate this increase? BP7 - fully endorse the need to involve more small/medium building firms, because of their greater flexibility and the fact that they are more likely to accept lower profit margins. 6.8 7) BP3 - in the light of an ageing population and outward (i.e. to find lower cost housing) migration from the District, what is the projected population increase over the next 5 years?	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. This section of the plan is about issues not the solutions to those issues.
Chris	Melbourne		Althorne - existing village of 620 properties to be increased by 1750 in one site - ludicrous! Your own officers have previously declared this area as unsustainable and suddenly the reverse, how can this be with no fundamental changes	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
John	Brown		So many of those issues appear opposites to each other. With an aging population, why worry about increased tourism. In my view tourism levels are probably about right or perhaps a bit too high for the facilities available. The Covid19 pandemic showed that the few sites of interest to tourists cannot cope with the existing demand. It would be crazy to encourage more visitors to sites that are already over exploited. Look at the traffic chaos at Hoe Mill and Papermill Locks during the summer months and still busy even during some of the warmer winter weekends! Maldon district should maintain the existing level. In my view the tourist sites are more suited to day trippers than extended breaks. There just isn't enough to keep people interested for more than a day	Tourism boosts the economy of the district and creates and maintains employment the Council should therefore encourage it in order to support the economy, this would be in conformity with both the corporate plan and national planning policy.

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Robert	Hollamby			
Chris	Waumsley	Inovo Consulting	<p>More sustainable travel patterns can be achieved by recognising that development in the larger villages could help sustain and improve local services in those villages by maintain/raising the threshold population to levels that would sustain or increase services and facilities by making them more viable in those villagers the medium to longer term reducing the need to travel for both existing and new residents. Paragraph 84d NPPF recognises that this can support a prosperous rural economy and it would also enhance sustainability in those settlements. This is also supported by paragraph 79 of the NPPF.</p> <p>Many of the larger villages do not lie within areas of flood risk development in those settlements Juice the need for more extensive and expensive flood risk mitigation schemes.</p> <p>Experience has shown that large scale developments have high infrastructure costs and tend to be less viable in delivering affordable housing.</p> <p>it is acknowledged that the district has a limited supply of brownfield land and that development of Greenfield land will be necessary. However not all Greenfield land is of the same value in terms of ecology and amenity Greenfield sites of lower value should be prioritised over those where impact in ecological and visual terms will be more significant.</p> <p>Access to employment opportunities on allocated sites will become less significant as working from home becomes more prevalent and with an ageing population a higher proportion of residents are not at work.</p> <p>There has been a lack of choice and variety in locations where new housing has been allocated which has restricted the marketability of new housing and slowed delivery. The over reliance on large scale developments has undoubtedly contributed to supply issues within the district under greater variety of locations and size of sites would be of benefit.</p>	Support noted. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. This section of the plan is about issues not the solutions to those issues.
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School	Transport links from villages is poor and people living in these villages rely on their cars as transport to and from work, as buses and public transport is too infrequent and unreliable.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Robert	Jones	The University of Reading	But is difficult to see how these issues will be fostered in the face of substantial new house building.	The policies in the plan alongside the objectives should assist in <u>overcoming the issues set out in the Plan</u>
Robert	Stephens	N/A	Social and community facilities must be available to ensure the safe guarding and well being of all residents irrespective of race colour or creed,	Community facilities are available to and can be accessed by all members of the district and a policy will be included to ensure <u>the protection of these facilities</u> .
Gary	SPICER			
Pete	Butcher			
JO	COOMBES		There is far too little regard to the natural environment, farm land and green land. Natural places and traditional farm land are being slaughtered in the face of residents wish to retain these areas and in the face of evidence showing their value to people and wildlife	The Local Plan will contain policies that protect the natural environment, green spaces and agricultural land, however the district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that some greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Helen	Bridge		Need to increase capacity for sewage to be safely treated.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The Council work with utility and infrastructure providers to ensure that they can provide for the level of growth needed.
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		I think I have answered this in the previous answer.	The Council cannot comment further.
Joanne	Maloney		Same as Q4 really. These people coming from outside the area continue to commute to work and don't really visit the town and villages at all Also going to back to point 1 there is no mention of housing or facilities for older people apart from accessibility. And recently a devt in Tollesbury of affordable housing for the elderly was turned down as it was deemed there wasn't a need!	The Council must follow the National Planning Policy Framework when preparing the LDP Review, which is set by the Government. It does not allow the council to limit the consideration of housing needs to just local people; it must factor in migration as well. There is a need for specialist housing for older persons and the review of the LDP does need to reflect that.

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Mark	Hurley	Selfridges	See earlier notes.	The Council cannot comment further.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	<p>Yes, these are the right issues. It is good to note that climate change is listed here as a key issue (see comments above), however, the bullet points listed underneath the climate change issue also needs to acknowledge the role of the Local Plan in supporting low carbon and renewable energy generation, as well as to identify its role in relation to flood risk mitigation and coastal change.</p> <p>It is also helpful to note that infrastructure is included as a key issue here, but the plan should note that infrastructure is wide ranging and should include the infrastructure needed to continue to provide a secure, low cost and sustainable power supply to people's homes.</p>	Agreed, the Local Plan will include policies regarding climate change and the production of renewable energy.
Lynne	Goodbourn		The key issues identified are national and political not necessary relevant to all area in our district	National and political issues affect all areas of the district can consideration of the issues of the District is a key point in the LDP
Christopher	Kent			
Lisa	Singh	Direct Call Centres Ltd		
Kevin	Head		<p>Please refer to the response to Q3 above, which is also relevant here.</p> <p>In relation to paragraph 6.5(4), it should also be added that there has been a lack of housing supply in these rural areas, which has created this affordability pressures for younger people and families and this has subsequently led to ageing rural populations, increased isolation and declining services. To combat these issues, housing allocations in rural settlements need to be increased.</p>	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The Council is looking at the way allocations are made and where they should be this could mean allocations being made in some of the villages in the district.
Elizabeth	Sawyer Bayliss		<p>Although protection of the environment is mentioned, this intention is undermined by not objecting to the proposed huge new nuclear power development.</p> <p>The effects of climate change are real and imminent so why is there no mention of the risk of siting a power plant on a low-lying coastal area, a coastline "that is vulnerable to the effects of climate change (6.5 LDP 2017)?</p>	Issues such as Bradwell B are larger than local issues/projects in the Maldon District and cannot be dealt with effectively by one local planning authority or prescribed body individually. The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's but a national planning decision
Michael	Partridge		There is much concern that developments in South Woodham Ferrers are causing a serious bottleneck for traffic on the B1012. This appears to be leading to increased use of minor roads as 'rat runs' at times of peak traffic flow, with the associated safety issues.	This is a cross-boundary issue with Chelmsford City Council and it is therefore not an issue that can be dealt with solely by Maldon District Council or by one local planning authority or prescribed body individually
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon		Need to increase building for over 65 communities	Comment noted though it is not clear in what context it has been made
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	<p>The lack of higher education facilities and non academic skills training in the district should be addressed and planning should encourage this within the district which will greatly improve the qualifications of the residents and employment opportunities locally.</p> <p>Less reliance on cars is to be encouraged to reduce carbon emissions and the need for more road infrastructure to be built to avoid future traffic congestion, but viable alternatives required. Many shorter journeys could be made by cycle or walking but the district has very low priority for safe routes for vulnerable road users such as pedestrians and cyclists. This needs to be treated as a higher priority, given that it's road network is mainly B & C classed roads with no footpaths along side them. The footpaths it has are historic and mainly cross fields which are great for tourism but leave many residents with no alternative but to rely on a car. Also when new housing developments are approved there is little if any connection to existing development as most roads are designed a cul- de- sacs with no through road access for vehicles or pedestrian and cyclists, effectively isolating the new development and not creating a cohesive network of safe routes within the area.</p> <p>These lower classified roads also have high national speed limits of 60 MPH making it dangerous. The residents of the villages and towns of the area should be free to travel in a safe sustainable, healthy and fair way.</p> <p>This can be achieved by lower speeds making it easier for locals to choose to walk or cycle for local trips which is also good for physical health. Lowering speed limits on these roads would improve safety for all and can be achieved at very minimal cost and quickly. The reduction to 20 MPH speed limits is supported by local residents and has seen a greater increase across the country with Wales introducing a national 20 MPH limit in urban and residential roads in 2023 and Scotland to follow showing an appetite for such measures.</p> <p>Almost total reliance on big/national developers has shown removes the control from the district. More emphasis should be on self build and smaller developers in addition to smaller units such as purpose built flats/ starter units for younger people who already live or work in the district, by use of residency restrictions to assist with maintaining their employment within the district in the future, which can be of higher density to achieve future housing needs whilst using less green space. There is a lack of</p>	Comments noted though this question is about what the issues are not what the solutions could be

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c/o Agent	c/o Agent	Clarion Housing	<p>This section sets out a revision of the key issues to be addressed through the Local Plan Review. These include a stronger focus on climate change than the previous key issues. Clarion supports the emphasis on reducing emissions and adapting to climate change within the district, alongside the ambitions to create a beautiful built environment, protect and enhance the diverse natural environment, and ensure that infrastructure meets resident, visitor and business needs. In order to meet MDC's ambitions in relation to climate change, it is important that new development is directed to the most sustainable locations, which are well-connected to transport links, services and facilities. These locations are those close to the existing main settlements of the District, namely Maldon and Burnham/Heybridge. This section notes that the design and delivery of new places to live should be resident focused, which is supported. It is noted and agreed that due to the limited supply of brownfield land for development, development will have to take place on greenfield sites in the future. It is noted that it is considered that the District has seen an over-reliance on larger-scale developments to bring forward housing, which can take a longer to deliver, and that the Council will need to consider allocating smaller sites with fewer constraints. However, while it is correct that large sites can sometimes take longer to deliver, MDC will need to deliver at least 4,231 homes over the plan period, in addition to existing commitments. There is a continued role for larger sites to make significant contributions to this figure, where these are sustainably located for development. This is in accordance with NPPF para. 73 which states that 'the supply of large numbers of new homes can often be best achieved through planning for larger scale development'. Established housebuilders' involvement in larger sites can provide certainty that these will be delivered, due to their experience and track record in delivering significant development. Larger sites can also support new social and physical infrastructure including affordable housing. Smaller sites are often unable to support new infrastructure and affordable housing and can cause strain on limited existing infrastructure. Allocating the correct mix of large and smaller sites will both ensure a continuous five year supply of housing in the district and provide confidence in the delivery of the overall housing targets for the District. Extensions to existing settlements and developments can bring forward homes in established markets and help to support and sustain new social and physical infrastructure. It is considered that this section should clearly reference the need for new housing to be built within the District, considering the importance of meeting the housing need of the District over the plan period.</p>	<p>This section of the plan is about the issues not what the solutions are which is set out in the objectives and policies of the plan.</p>
Stephanie	Jones	home	<p>But most of these issues will be difficult to foster in the face of so much house building.</p>	<p>The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p>
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths			
Matthew	Taylor		<p>I support the focus being placed upon emission reduction and adapting to climate change. This should inform the locational approach as to where development will be supported – prioritising development at locations which minimise the need to travel and are well served by public transport, other services and amenities should clearly be the priority.</p> <p>The role of the district's historic and built heritage and environment in supporting the visitor economy should be recognised. This is not simply an issue of the coastal and estuarine locations. The naturalisation of quarries in the north of the district to water parks that promote leisure, tourism and wildlife should be underpinned by efforts to enhance and protect the setting of the Grade 2* Great Braxted Park, for the benefit of all Maldon residents. Under 'Making the Built Environment Beautiful' there is no consideration of how development within the setting of listed buildings can cause harm</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Anne	Bailey		<p>The Dengie is a safe haven for the environment, protecting wild life, reducing carbon emmissions, preserving open spaces for wild life, walking, riding, sailing and creating an area for people to keep mentally calm and importantly keeping agricultural land safe to grow our own crops.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark			
David	Baker			
Jeremy	Richardson			
Glenna	Wilkins		<p>In small villages and he bus services are inadequate for daily commute.</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p>
Cheryl	Carter	Education		
Susan	Mason			

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Melad	Kamlow		<ul style="list-style-type: none"> - Poor maintenance of B roads; - Poor access to A roads from the Dengie area; - Inconsistent and often inadequate train service on the Crouch valley line; - Protection of local wildlife biomes; - Protection of the natural beauty of the Crouch Valley; - Over congestion of local roads; - Lack of sufficient infrastructure and key services, namely health services and education. 	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The majority of the respondents issues have been picked up in broad terms in the
Danny	Soul		Additional issue to be added to (6.76) - To ensure existing settlements do not have their unique character changed by disproportionate development.	This is not an issue it's a comment which asks for protection of an area which would come in the policies section of the plan.
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	<p>I agree with the support for reduction of emission reduction and adaptations to climate change but do not believe that incorporation of site GB1 into the plan in any way supports those goals</p> <p>Commentary around rural communities fails to address issues related to the scale of any development at GB1 nor how development within the site of listed buildings causes harm</p> <p>For GB1 the site is within a short distance of :</p> <p>Historic Braxted Park Grade 1 Listed Little Braxted Church Grade 2 Listed Little Braxted Hall The listed ancient monument of Long Mortuary Enclosure</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Isabel	Adcock		Again approach must not be fragmented	Comment noted
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson			
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting	climate change, ease of access to the area, re-instatement of a rail link to Maldon	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. Climate change and access are considered in the issues section of the plan
Tim	Murphy			
Claire	McGrane			
Tracey	Munford	NA	Capacity of current road network, schools, medical facilities and utility infrastructure has to be upgraded and increased before housing developments	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Victoria	Cutmore	Endurance Estates	<p>This is a comprehensive list of issues. However, we disagree with the proposition in the fifth bullet point of 6.3 that "over-reliance on larger-scale developments to bring forward housing" is necessarily a problem. Whilst larger scale housing is not defined it is assumed that it is major development and therefore 10+ dwellings. Demand for housing is clearly strong, as indicated by the median house price to earnings ratio. The alternative would be a more dispersed pattern of development which would not only be less sustainable but also less likely to bring forward affordable housing or relatively inexpensive housing for sale.</p> <p>We note the first bullet point of 6.8 about funding for infrastructure. This has clear implications for growth options.</p>	Objection noted.

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First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Jane	Potter	Purleigh Parish Council	<p>Purleigh Parish Council agrees with the following key issues identified in Point 6:</p> <ul style="list-style-type: none"> • Reducing emissions and responding to climate change • Resident-centred places to live • A stronger, more resilient and inclusive local economy • Thriving distinctive rural communities for all ages • Protecting and enhancing the diverse natural environment • Making the built environment beautiful • Ensuring that infrastructure meets residents, visitors and business' needs. <p>The Council believes however that a key issue of 'Protecting the rural (agricultural) economy to ensure resilient national and local food production' should be included, as with the looming cost of living crisis and the war in Ukraine, the district should maximise local, accessible and affordable rural food production opportunities. To be as self-sufficient in a crisis as possible should be a local priority.</p>	The reviewed plan will have the rural economy policy reviewed to ensure it is clearly written and supports the rural economy in a positive way.
Brian	Haydon	Cold Norton Parish Council	<p>6.8: Infrastructure</p> <p>CNPC agrees in principle with the key issue which have been identified.</p> <p>However, in the knowledge that the current LDP adopted in 2017 actually covers the 15 years from 2014, we believe that there has been a cumulative shortfall in the provision of needed infrastructure, particularly in terms of transport, health and education .</p> <p>CNPC wants the revised LDP to ensure that this shortfall is adequately recognised and planned for in addition to new requirements identified to satisfy demand created by planned development included</p>	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Rowan	Rampersad		Increase in waste and usage on utilities not considered	Such services fall under infrastructure, the LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm	Biodiversity, wildlife and carbon footprint. The district should aim to be more self sufficient with its food, using local farms to help reduce carbon footprint.	Food security is a national issue not a local issue and therefore should not go in the issues section of the plan, the planning system cannot ensure that no agricultural land is developed because that would be unreasonable
Lee	Foster		Overworked existing road network such as Lower B1010 that was never designed to take the sheer capacity and weight of transport with the already overdeveloped Burnham on crouch and immediate surrounding areas	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day		I disagree with building on green open space outside the settlement boundary	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Vanessa	Horner		I don't agree the housing demand is not as high as stated. People choose to live in villages like Purleigh and it is a life style choice. We don't have lights,gas, sewage, many pavements, narrow roads and many brown outs or shops. By developing the green fields the place changes where it is no longer a village but a town and residents then leave.	Objection noted. The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the future.
Natalie	Bradford			
Harriet	Hurst-Smith		Increase in doctors surgeries to cope with massive increase in population. Increase in primary schools, restriction on out of catchment children entering small village primary schools meaning that residents children can't get in.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.

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Brian	Howson	Pharmaceutical company	<p>From my observations any housing development damages both the range and number of wildlife from small insects to small mammals. I don't accept that putting in smaller 'green' corridors between housing developments helps as the car traffic increases and decimates the wildlife when they wander out of green corridors (which are often just a few yards wide). The increase in the number of mammal kills such as foxes, badgers and hedgehogs is evident. It's also known butter flies, bees, moths etc. populations also suffer / reduce from increased car use.</p> <p>Secondly, to suggest housing development is low / neutral carbon is simply ridiculous. The transfer of goods to site, the living and car driving of the increased population over a long period of time will not be low / neutral carbon.</p> <p>I think there needs to be a wider conversation in the U.K government which sets the expectations for increased development about controlling migration to the U.K and making the inner cities (which have already lost most of their wildlife) a better place to live. Presently, it's quite clear to me, many people are leaving London / bigger / inner cities as they and their families don't feel safe.</p>	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard			
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council		
Tim	Chilvers		<p>4.7 Bullet point 5 of paragraph 6.3 2) acknowledges the need to bring forward Yes, it is considered that the revised key issues capture the key challenges which the allocations of more medium-sized sites, which is supported and it is noted that this was a particular concern of the Inspectors in respect of the Uttlesford Local Plan which ultimately had to be withdrawn. Paragraph 68 of the NPPF also highlights the important contribution that such sites can make to delivery.</p> <p>4.8 In respect of Maldon and Heybridge, the 2014 Local Plan allocated two garden settlements, which between them will deliver 2,800 dwellings over a number of years. Therefore, it is considered particularly important as part of the Local Plan review, that the focus for new growth around Maldon and Heybridge is for medium sized sites, with capacity of up to 300 dwellings, which can be delivered in the short to medium term.</p> <p>4.9 Paragraph 6.5 4) acknowledges the general ageing and decline of communities within Maldon District, which again will be a key issue. It is however important to recognise that this should not be at the expense of an oversupply of smaller house types in such communities. Bullet point six of paragraph 6.3 2) refers to perpetual First Homes, which Anderson Group would look to incorporate as part of any scheme.</p> <p>4.10 Clearly the allocation of our client's site on land to the north of Goldhanger Road, Heybridge, would help to meet these fundamental objectives around urgent housing delivery in sustainable</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Ruth	Bull	The Othona Community		
Mark	Jackson	Mark Jackson Planning	<p>The use of the word "perceived" should be omitted. Factually the public transport service for the District is inadequate.</p> <p>Para 6.4 (3) refers.</p> <p>"...there is a perceived lack of a robust, interconnected multi-modal public transport system..." and at</p> <p>Para 6.4 (4).</p> <p>"The perceived lack of a robust multi-modal public transport for both shoppers and commuters..."</p>	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. 78% of the villages in the district have a bus service and though it might not be the best in the country and could be improved it is available, therefore the use of the word perceived is correct because the residents of the district seem to believe they haven't got a bus service when they have.

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Elliott	George		<p>In respect of 'Reducing emissions and adaption to climate change' Taylor Wimpey wholly supports the need to tackle climate change and recognise that reducing carbon emissions of development is a critical aspect of this.</p> <p>Turning to 'Resident-centred places to live', the emerging Local Plan rightly identifies the worsening affordability ratio in the District, as referenced in our response to Question 2. It also details the limited supply of brownfield land. Indeed, whilst not an exhaustive list, the Council's Brownfield Register only identifies sites with a total capacity for 20 dwellings (see page 17 of the Council's HELAA). The emerging Local Plan outlines that this means it is inevitable that development will have to take place on greenfield sites, a conclusion Taylor Wimpey wholly agree with.</p> <p>The emerging Local Plan rightly acknowledges the over-reliance on larger-scale developments to bring forward housing which have contributed to present supply issues. It is clear through the adopted Local Plan that such development is located on the edge of the main towns and it would therefore be perverse to continue with a strategy which included further meaningful growth in such locations, particularly noting the highly sustainable nature of a number of the Large Villages, such as Southminster, the most sustainable of all villages in this category (see the Council's Rural Facilities and Settlement Hierarchy (Jan 2022)) which did not receive any allocations through the adopted Local Plan.</p> <p>Finally, the emerging Local Plan references the continued need to support different types and sizes of housing, which sites, such as land controlled by Taylor Wimpey at Southminster has the potential to</p>	Support noted.
ann	cutting			
Sharon	Cushen		MDC does not have the infrastructure to cope with the LDP proposals. Infrastructure must form part of the LDP as a major consideration as the 1000's of people moving into the area will not be employed in MDC (no work) so we will be housing people employed outside MDC. Transport Infrastructure is paramount to successful hosing planning.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Ian	Tooley			
Sally	Tokeley		<p>Emissions will continue to increase while there is more and more traffic on the roads due to the extension of housing in areas which are not self sufficient.</p> <p>Public transport links across the district are poor and the only option is car travel</p>	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Kate	Ellis		Significant consideration will need to be given for these areas of infrastructure. Substantial planning and work is needed in these areas before any further housing development should be undertaken.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	<p>The Local Plan should also acknowledge the transition to electric vehicles. The Local Plan will look forward to the period 2038. Therefore, with the UK announcement that the sale of new petrol and diesel cars will be banned by 2030 will be significant. The Local Plan should plan for electric infrastructure, a policy-presumption to locations for growth that are well served by public transport, and seek to prioritise carbon-friendly housing. These key issues also recognise that Maldon District Council has declared a Climate Emergency.</p> <p>Access to robust utility infrastructure should be a consideration in considering the merit of potential growth locations - remote greenfield locations should not score as well as growth within existing communities that have the ability to come forward within the first five years of the Local Plan.</p>	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. Electric charging infrastructure is going to fall under the building regulations and therefore it is not necessary to include it in planning policy. This part of the plan is about issues only.
Sarah	Packard			

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Jake	Nugent	Endurance Estates Ltd	<p>We consider that these are the right issues. We draw attention to the admission at paragraph 6.3 2) which states that there remains an over-reliance on larger-scale developments to bring forward housing, which in hindsight may have contributed to some of the supply issues the District now sees. For clarity, MDC should confirm how it has defined "larger-scale developments". We assume that by 'larger-scale developments' the Council is referring to the larger strategic allocations (i.e. Policy S2 of the adopted plan), as opposed to major developments (+10 units) which is required as part of a balanced strategy to deliver sufficient housing. This will mean that going forward the Council will need to consider allocating additional smaller and medium sized sites that could be delivered in the short term but be of sufficient scale to be capable of delivering affordable housing and other community benefits as part of a balanced strategy.</p> <p>This is a clear admission of the shortcomings of the adopted Local Plan's approach to over-rely on large scale strategic allocations in the main settlements of Maldon, Heybridge and Burnham-on-Crouch. This will mean that the Council (MDC) should allocate more sites that could be built out by small to medium size builders. Small to medium sized sites are also easier and quicker to deliver because they tend not to be as constrained and subject to such long lead-in times as the larger, strategic scale sites. We commend MDC for identifying this at this point in the Local Plan making process so that it can be remedied appropriately, through the allocation of smaller and medium sized sites in the villages that are deliverable in the short-term.</p> <p>We also agree with the acknowledgement at 6.3) that there is insufficient brownfield land in the</p>	Support noted
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		I am pleased that under 6.65 the concept of biodiversity net gain is included	Support noted.
Kirsty	Rowsell			
Tim	Bradford	leadenhall		
Phillip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	<p>Cooperation with adjacent local Authorities and the regional Authority on cross boundary issues is important as the LDP will not be achieved without it.</p> <p>There is little point in improving highway infrastructure only to encounter bottlenecks in adjacent Districts when endeavouring to access strategic routes e.g., the A12 via Danbury and Hatfield Peverel so close cooperation and integration is necessary.</p> <p>There is little point in building large estates whether housing or industrial without having sufficient highways infrastructure, educational facilities, healthcare facilities, communication ability and air quality management all within reasonably sustainable distances. These are notable by their absence in the current developments.</p> <p>Sufficient finance is necessary to provide the above and this could be achieved by stronger S106 agreements or by Community Infrastructure Levy (CIL).</p> <p>Broadband in outlying areas needs to achieve better strategic coverage and greater investment perhaps spurred on by strong S106 agreements or CIL.</p> <p>The large strategic project of Bradwell B Nuclear Power Station requires cross boundary cooperation and a close understanding by MDC on the ramification of how any proposed infrastructure will affect total communities within and outside</p>	In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, the transport network, public transport, education & healthcare facilities, air quality management areas, broadband and the potential for a new nuclear power station at Bradwell on Sea are strategic and cross-boundary issues.
David	Brock		see question 3	<p>The Council has not planned where any additional growth could go yet, and cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p> <p>The Council is reviewing how it can support local renewable energy generation, however it is not responsible for tidal waters, which fall within the jurisdiction of the Marine Management</p>
Mark	Tentori	Mazdev Limited		
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim		When new building is considered, to allow it to go ahead without the energy requirements and restrictions of the latest climate change energy aims eg solar panels and serious insulation of the properties is short sighted to say the least.	The design policy will be reviewed as part of the work of the LDP review and will have to incorporate the new design codes that the Government are asking Councils to put into their local plans.

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Judith	Radcliffe		Protecting and enhancing our heritage in terms of buildings, museums and tourism needs to be given far more importance	This is the issues section of the plan and the respondent has not stated what the issue is, protection for national designations of sites falls within national policy and local policy.
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
Michael	Smith			
Christopher	Mabbutt	Burnham Primary School	Full consideration needs to be given to education. In Burnham-on-Crouch the education facilities are at full capacity and to maintain a continued high quality education provision additional infrastructure is required. Engagement with the local School should be encouraged.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Mary	Putt		<p>The key issue that I think has been missed is retaining the character of the area. The LDP should be right for the local people, meeting the needs of the local people. Many of the solutions you articulate look to bring in individuals with high qualifications and higher aspirations - arguably these individuals are not looking for an area such as Maldon. I believe it is key to maximise what you have for the indemic population that is already resident - to change the type of population will only seek to drive a significant change in the character of the populus.</p> <p>Greenfield sites are exactly that and should remain so - the issue is how are you going to ensure that greenfield sites are not used for development.</p> <p>A note against the effect of climate chage - there is likely to be an increase in grape pickers if</p>	Retaining the character of an area is not an issue. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. The population of the district is aging and therefore to ensure there is enough people to fill the jobs in the district it will be necessary to have in migration of working age people.
Simon	Priest		Developing rural communities may increase house prices thus pricing out new buyers even more so the the comments are counter intuitive	Building more homes can stabilise prices or reduce them as supply outweighs demand, this is an important consideration in population demographics and when looking at affordability issues.
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell	Regarding 6.3 2) Resident-centred places to live, the site east of Steeple Road, Southminster, whilst not a brownfield site, is available for development. The site is situated within walking distance of local services and facilities. Regarding 6.5 4)Thriving, Distinctive Rural Communities for all ages, this site could support different types and sizes of housing, which whilst respecting the distinct rural character of the locality, could proactively improve the availability of housing for younger people and families. Regarding 6.7 6) Making the Built Environment Beautiful, the landowner considers that site SMIN20 would be an appropriate location for residential development that would remain sensitive to the landscape character and heritage of Southminster.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A	The issue are centred on Maldon and improvements to Maldon, BOC is stated as being the second largest town in the district yet has received no improvements to infrastructure or services. The continuing use of S106 agreements, does not allow for improvements to be made in the areas of largest new developments, this the collection of S106 money is not being spent or used in the areas that the new builds are being built, this cannot continue and must change. Climate change will have a major effect in the south and east of the MDC district due to rising sea levels. you cannot continue to build on marsh and flood plains without increased sea de-fence to reduce the risk of flooding.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
John	McLarty		Greater emphasis must be given to the needs of the rural communities and a standalone key issue needs to be "rural housing" to sustain existing communities.	The rural economy has a policy in the LDP and the Council will be looking to update it in the review so that it is clearer and more positive in its support. Rural housing is covered by the rural expections policy and will also be reviewed
John	McLarty		<p>It should be added that local businesses such as Ernest Doe & Sons Ltd has an important part to play in shaping the local economy.</p> <p>Ernest Doe & Sons Ltd is a significant local and regional employer with over 530 staff with 189 being based in Ulting, Maldon</p>	Comment noted
Norman	Branch	N/A		
John	McLarty		Greater emphasis must be given to the needs of the rural communities and a standalone key issue needs to be "rural housing" to sustain existing communities.	The rural economy has a policy in the LDP and the Council will be looking to update it in the review so that it is clearer and more positive in its support. Rural housing is covered by the rural expections policy and will also be reviewed
Valerie	Coleby	Berrys		

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James	Clarke		See comments above	The Council cannot comment any further.
David	Stilwell			
Ann	Thomas		No mention has been made of the effects on the environment of any planned development.	This is not an issue it's a comment which asks for protection of an area which would come in the policies section of the plan.
michael	harris			
Geoffrey	Cox			
John	McLarty		Greater emphasis must be given to the needs of the rural communities and a standalone key issue needs to be "rural housing" to sustain existing communities.	The rural economy has a policy in the LDP and the Council will be looking to update it in the review so that it is clearer and more positive in its support. Rural housing is covered by the rural exceptions policy and will also be reviewed.
Kevin	Bruce		This section concerns the most important issues to be taken into consideration. One cannot keep going on allocating more and more land for housing. Where do these people come from to occupy these houses ? mostly from outside our district. Most will work outside our district creating more commuting. It means greater congestion on our rural roads. The modern ratio of cars to houses must be near 1.5. On street parking has already made life difficult in many places. More houses means greater pressures on services, schools, medical centres. These are particularly pressing in the outer rural villages, ie the eastern Dengie Hundred. Most schools and medical centres in this area are over subscribed already. How will small scale developments in such areas provide funding for an increase of school and medical provision ? It has become even more crucial to reduce the reduction in agricultural land. The loss of the grain harvests from Ukraine will mean we will have to make far better use of our agricultural land. This is going to be a very serious concern. If climate change does mean higher sea levels, the 11,000 acres of the eastern Dengie Hundred marsh fields will be lost to crop growing as the whole area is vulnerable. 1953 could so easily occur again.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Barrington	Thomas			
Richard	Edwards			
Robyn	Woloszczuk		There are no bridle paths in the area. Developers were suppose to put this in as agreed to build the houses but wasn't done.	Providing the opportunity for active travel within and between new developments and destination locations points (such as schools and services) is becoming increasingly important. However, the provision of new bridleways needs careful consideration to ensure that new routes link up with the existing network.
Lesley	Speller			
William	Shepherd		But there should be more emphasis on providing local health, education and social amenities	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Nicola	O'Dean	Balgores Motors		
Alexander	Romang		The key issue for the south east of the district is the traffic flow Westwards out of the area the build up of SWF is a major bottleneck.	In discussions with Essex County Council and National Highways, as relevant Duty to Cooperate bodies, the transport network is a strategic, cross boundary issue. Access is covered in the issues section.
Hayley	Holgate	ECC		
Eirllys	Parry	N/A		
victoria	newson	Childrens Nursery	Purleigh is NOT a LARGE village it is a medium village and does NOT have the infrastructure to double the amount of houses in it.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as
Michael	Unwin	N/A		
Tony	Barber			
Nick	Mason	ECOClassics		
David	Banfield		As above	The Council cannot comment any further.
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		

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Mike	Carpenter	CODE Development Planners Ltd		
ian	wilson	cm36pt		
Phillip	Wright	CALA Homes (North Home Counties) Ltd		
.	.	SN Developments	Section 6 of the issues and options consultation document identifies issues that emerging MLP will need to address. Paragraph 6.3 identifies issues related to housing affordability, the supply of previously developed land, and delivery at large scale developments. It is agreed that the affordability ratio in Maldon District is high, and while this is a factor incorporated into the standard method for calculating local housing needs, there is a case for an uplift to the housing requirement to increase the housing supply to improve affordability and the delivery of affordable housing. The commentary about the over reliance on large scale developments to meet the housing requirements is noted. The large scale developments are more complex and typically require new infrastructure to be provided before housing can be delivered, which can affect housing supply in the short term and the delivery of affordable housing during the initial phases. It is agreed that emerging MLP should seek to allocate sites of a variety of sizes, including small and medium sized sites that can be delivered quickly, provide affordable housing, and support existing services and facilities in settlements.	Support noted, though the Council will make a determination about the housing requirement prior to submission of the plan
.	.	Cooper Property Holdings Ltd	Section 6 of the issues and options consultation document identifies issues that emerging MLP will need to address. Paragraph 6.3 identifies issues related to housing affordability, the supply of previously developed land, and delivery at large scale developments. It is agreed that the affordability ratio in Maldon District is high, and while this is a factor incorporated into the standard method for calculating local housing needs, there is a case for an uplift to the housing requirement to increase the housing supply to improve not only affordability but also increase the delivery of affordable housing. The commentary about the limited supply of previously developed land in Maldon District is noted, but it is considered that emerging MLP should seek to direct as much development as possible to previously developed land, which is consistent with national policy. Cooper Property Holdings Ltd is promoting a previously developed site in Bradwell on Sea (Site Ref. BR1) that is suitable for housing and affordable housing, and should be allocated in emerging MLP. The commentary about the over reliance on large scale developments to meet the housing requirements is noted. The large scale developments are more complex and typically require new infrastructure to be provided before housing can be delivered, which can affect housing supply in the short term and the delivery of affordable housing during the initial phases. It is agreed that emerging MLP should seek to allocate sites of a variety of sizes, including smaller sites that can be delivered quickly, provide affordable housing, and support existing services and facilities in settlements.	Support noted, though the Council will make a determination about the housing requirement prior to submission of the plan. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Jane	Coleman	Maldon Town Council	Maldon Town Councillors challenge the need to review the LDP at this stage at all. Analysis of the housing supply indicates that it is more than adequate to meet the District's requirements over the period of the Plan. Councillors do not support the proposal to address the identified housing shortfall in the first five years from the present but support taking a longer-term view to better reflect the cycles in the market. Therefore, the Five Year requirement is calculated to be 1,946 dwellings as against the Housing Update estimate which estimates a yield of 2,412 dwellings which seems perfectly adequate.	Regulations stipulate that the Council has to review its local plan every 5 years. That five years is up in July 2022, the Council has chosen to start the review a year early due to the lack of a Five Year Housing Land Supply.
c/o Agent	c/o Agent		DPE support many of Maldon DC's high level ambitions for the Local Plan Review, and consider that key issues such as a focus on climate change, creation of a beautiful built environment, and the provision of infrastructure are appropriate and important considerations. Climate change in particular is a key issue, therefore it is important that new development continues to be directed to sustainable locations which are well-connected to transport links, services, and facilities. In Maldon District, these are those sites which are close to the existing main settlements of the District, namely Maldon and Burnham/Heybridge. Wycke Hill North is an existing large site allocation, forming part of the wider South Maldon Garden Suburb allocation and commitment. The site itself has not yet started to deliver houses: however, it has a resolution to grant planning permission for 320 homes, including 30% affordable housing, and it is expected that the formal permission will be granted shortly. DPE is committed to delivering 320 new homes at Wycke Hill North which will make a significant contribution to Maldon's housing target. It remains a suitable, achievable and deliverable site The Council should therefore continue the adopted 2017 Local Plan allocation for Wycke Hill North	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Sue	White		As above, I do not think enough input has been given for rural housing for local families, not necessarily having access to Agri dwellings. More assessment in rural infilling and rural issues. More emphasis on bad road junctions etc.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The rural economy has a policy in the LDP and the Council will be looking to update it in the review so that it is clearer and more positive in its support. Rural housing is covered by the rural exceptions policy and will also be reviewed
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	See answer to Question 3	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue and the councils continue to engage in .
R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	The submitted sites would provide a prime opportunity for MDC to address the issues raised, notably: 1) Reducing emissions and adapting to climate change The submitted sites provide a sustainable location and form of development, expanding a 20-minute neighbourhood where access to employment, education and essential facilities and services can easily take place on foot, cycle or by public transport. The Delivery Statements submitted to the Call-for-Sites (CFS) clearly demonstrate this. The inclusion of a site for a 2FE primary school and pre-school also means that existing and future residents would have the opportunity to access primary education, without having to travel farther afield (see (7) below). Those who commute to work would also have good access to the Crouch Valley railway line, again reducing the need to travel from less sustainable parts of the District to access a mainline railway service. With regard to other forms of carbon emissions, our clients follow the energy hierarchy in seeking to reduce energy demand and then ensuring that our developments achieve a reduction in predicted carbon emissions in accordance with both local and national policy. 2) Resident-centred places to live With regard to the "over-reliance on larger-scale developments" and associated effect this has had on recent housing delivery, the Delivery Statements show that the submitted sites are available, suitable and deliverable: • The Trails: The submission demonstrates that the 250 homes can be completed within approximately 7 years of commencement, equating to an average annual delivery of approximately 50 new homes, albeit guided by the approved layout, market demand and RP requirements. • The Walks: The submission demonstrates that the 120 homes can come forward over a 5-year period. These anticipated delivery timetables provide MDC with certainty of a regular supply of much needed housing over the early stages of the new plan period. Greater certainty is provided due to the sites being directly related to existing allocation S2(i), which is already delivering new homes and which provides the immediate connections to enable a swift commencement of development; no strategic infrastructure ahead of commencement is anticipated as being required. This, plus the lack of identified constraints, will help to address the issues that the LDPR is seeking to overcome. 3) A stronger, more resilient and inclusive local economy The provision of new homes will mean that new residents will bring new skills that can assist in encouraging investment in the local economy by new and migrating businesses and, potentially, encourage the aspirations and aid the career development of younger generations: • The Trails: Includes additional land for employment development and the potential for 150 new jobs. • The Walks: Would make use of unused and vacant land associated with allocation S2(i) that has not come	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		Please refer to the response to Q3 above, which is also relevant here. In relation to paragraph 6.5(4), it should also be added that there has been a lack of housing supply in these rural areas which has created this affordability pressures for younger people and families and this has subsequently led to ageing rural populations, increased isolation and declining services. To combat these issues, housing allocations in rural settlements need to be increased.	The housing section of the issues needs to be addresses it does not have any statistics in it to support the statements including affordability.
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain		What about cycle routes?	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Kevin	Coleman	Phase 2 Planning		

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John	Lawrence		Regarding 6.3 2) Resident-centred places to live, the site east of Spar Lane, Purleigh, is a brownfield site that is available for redevelopment, and the priority should continue to be the redevelopment of land that has previously been developed. It would be a smaller, rural development, which would help to alleviate the over-reliance on larger-scale developments on the outskirts of settlements which may be nearer to services and facilities. Regarding 6.5 4) Thriving, Distinctive Rural Communities for all ages, this site could support different types and sizes of housing, which whilst respecting the distinct rural character of the locality, could proactively improve the availability of housing for younger people and families. Regarding 6.7 6) Making the Built Environment Beautiful, the landowners consider that site east of Spar Lane would be an appropriate location for brownfield redevelopment for residential units that would remain sensitive to the rural landscape character and heritage of Purleigh	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Diane Jonathan	Wallace Aldis	Good life Countryside Services		
sara	doran		I think that the value of the arts in terms of creating cohesive communities should be addressed when considering future developments, including consideration of development of a theatre or cinema (or both) within our district. There is a cinema in Burnham, but nothing in Maldon-with the largest population and a bus service between the two that is inadequate to actually see a film. Digital infrastructure has to be THE singular thing that will encourage the in district economy to thrive. It will also reduce commuting and support money being spent in the local area. I think that housing developments really need to consider the role of gardens and outdoor space, along with access to eg allotments (which are in very short supply). Promoting the ability of local people to grow their food should be part of all new developments, and should support creating green space within developments (which is what people find attractive about the area as they move in).	The Maldon Design Guide and the Essex Design Guide both set out standards for garden sizes and promote the development of garden communities. The LDP cannot bring forward a theatre or cinema except if a developer asks for land to allocated as such, these are private enterprises not covered under key infrastructure, the policies in the plan should be flexible enough to support such development if it was submitted as a planning application. At the moment it probably isn't but this will be addressed in the review.
Grace	Godwin		Comments re infrastructure above.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Sue michael	Hillman carr	NHS		
Colin	Horner	Villageretreat	I don't agree that the housing demand is as high as stated. People choose to live in rural areas such as Purleigh and its a lifestyle choice accepting the services and facilities available I.E no street lights, pavements, sewage, gas or close shopping. By developing the greenfields you change the environment so that it is no longer a rural village and becomes a large village or town and then the residents who are active in the community leave and are replaced by young commuters not interested in the community	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Simon	Plater	Plater + Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	See our response to questions 1, 2 and 3. These show the 'issues' (or opportunities) that need to be present in the 'Key Issues'. If they are not included it will have a significant impact on the health and wellbeing of a proportion of the demographic that is predicted to make up 31.73% of the total by 2040.	This has been reflected in the description about Housing Market Area charges which now includes Chelmsford and Braintree. This market is made up of general market housing, specialist housing for the elderly and those with care needs or learning disabilities, as well as affordable housing
Linda	Coom			
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard		Disagree with the requirement to build on green spaces.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.

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Ian	Drinkwater		It is imperative open spaces and countryside are preserved as key to health and well being. The recent Covid pandemic has highlighted the need and importance of this.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
John	hand	N/A	You mention reducing emissions, filthy gravel lorries rat running their way through small villages is totally unacceptable. Zero planning for cycle routes onto the Dengie which could be a pleasant area to cycle. The death defying cycle ride around the Rettendon Turnpike to gain access to all points east, I wonder how many of our highway planners have tried it? Reduce emissions? You are just paying lip service.	The infrastructure in neighbouring districts is a cross boundary issue and not on that can be dealt with by a single local authority.
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann		Ref 6.3.2 - using the median housing prices to earnings ratio, is not the best method for analysis it gives a distorted view . In my opinion using the mean average would be better and more accurate form of measurement. 6.4.3 - I disagree with the idea that sectors will relocate through Population change. Business'/sectors relocate because a). main supplier/consumer dictates; b). business rates dictates; c) Unforeseen situations - fire, flood, pandemic; d) in an attempt to cut overall running costs; e) acquisition /merger. If sectors do leave surely more Brownfield Sites will be available negating the pressure to use Greenfield Sites.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries, this would be the same even if business left the district. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. The statistics in the issues section will be updated
Burnham	Town Council	Burnham on Crouch Town Council	We do need to consider the SWF development and traffic impact issue for vehicles on and off the Dengie Peninsula.	In discussions with Chelmsford City Council and Essex County Council as relevant Duty to Cooperate bodies, transport infrastructure in South Woodham Ferrers has been identified as a strategic and cross-boundary issue and the councils continue to engage in .
Sally	Everritt	Community360		
Mark	Garrett			
Justin	Barkham	Self employed	I agree with the support for reduction of emission reduction and adaptations to climate change but do not believe that incorporation of site GB1 into the plan in any way supports those goals Commentary around rural communities fails to address issues related to the scale of any development at GB1 nor how development within the site of listed buildings causes harm For GB1 the site is within a short distance of : Historic Braxted Park Grade 1 Listed Little Braxted Church Grade 2 Listed Little Braxted Hall The listed ancient monument of Long Mortuary Enclosure	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The Local Plan includes policies that protect the setting of listed buildings as does the NPPF and the Listed Building and Conservation Areas Act 1990.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	The visitor economy is very important, protecting the history of the district and it's heritage is highly valuable and easily spoilt if not actively preserved. There needs to be a better understanding of rural life and it's effects of the scale of development. I feel industry and commercial business should be concentrated in the business district areas to reduce degeneration of our countryside and the impact of development given better consideration.	The rural economy is just as important as the urban one and contributes to the overall GDP of the district, in policy terms it should be supported and encouraged in line with national planning policy.
Victoria	Long			
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton		In addition, improve efficiency and service delivery of Maldon District Council, outsource where possible and reduce tax burden.	This comment relates to issues outside of the remit of the Local Plan.
Kevin	Bennett			
Nicholas	Matthams			
Christian	van Stolk	RAND Europe		

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Nicholas	Jepson		Communities should be able to more safely connect as pedestrians and non-motorised transport, and buses to allow children and adults to move around without needing to use a car. Local sports and playground facilities are too dangerous to access and we have been told that this will not be addressed until there have been serious injuries or fatalities to draw attention to the dangers.	The council cannot comment on individual circumstances, highway infrastructure is recommended by ECC. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson		The Rural Environment is so important to us and the preservation of this and wildlife is one of our main priorities, especially along the Estuary.	The environment and its issues are already mentioned in the issues section of the plan.
RICHARD	GROUT			
Tim	Madelin			
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	Sustainability, Conservation of resources, and preservation of the Rural Environment and wildlife, is still one of our highest priorities. This is practically impossible in this area with the pressure from housing and industry. Pressure should be brought on National Government to speed up their 'levelling up' proposals to benefit the North and South East of the country.	Sustainability, the conservation of resources and protection of the environment are all possible in the District and are covered by other sections of the Local Plan. Lobbying the Government is outside the remit of the Local Plan.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed	To put more houses and traffic will seriously damage the fragile environment we live in.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry		Improvements required in infrastructure.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		We would expect that there would be a focus to reduce emissions by ensuring that any development minimises the need to travel. We have concerns of the size and location of some proposed developments that have no consideration for the local community and environment. In particular under 'Making the built environment beautiful' you do not seem to consider how developments affect existing historic or listed buildings.	Policies regarding climate change are featured throughout the Local Plan and historic and listed buildings are also protected under other section of the Local Plan. The Councils conservation officer is consulted on historic building applications as is Historic England.
Johanna	Dale		As my answer to Q2. The council should seriously consider a network of off-road cycle path linking settlements, to promote active travel for residents and attract visitors.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. Sustainable transport is a key priority for the review of the LDP.
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd	I agree with the following. Reducing omissions Protecting the environment Ensuring that adequate infrastructure is provided	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.

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David	Oxford	Lloyds Banking Group	Little consideration to the size of the current village already designated as 'Small' c650 homes. No consideration of a Coastal Zone(CZ) or a Special Landscape Area(SLA)	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon			
Rebecca	Tucker			
Mark	Faraway		Housing development has already seen roads and facilities pushed up to capacity. New villages with new roads and new infrastructure away from the existing towns and villages are needed to address the housing requirement	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
T	Ketteley		Over reliance of new estates with limited or no connection into existing infrastructure which forces people into cars rather than being able to take alternatives (foot; bike etc). New estates are predominantly dormitory in nature with little or not consideration given to how they work with the surrounding communities and no space allocated for the development of local shops/services	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Elizabeth	Weston			
Jacky	Barber			
Douglas	Channer	Private	Mostly they may be . However I am surprised that some are only viewed as the issues and not strategic matters and hence my response to question 3. Climate change is not an issue surely it is a strategic matter. There is still no mention of health and well being for all residents. No mention of the Levelling Up agenda which seeks to see more going to the north than the South East and East Anglia. Perhaps that is more of a strategic matter than issue and should have been referred to in 3 above ? The above appears to be in certain areas almost critical of the existing LDP. If that is so why should I as a resident have any more faith in what you are trying to do and state is the way forward. Is this a genuine consultation because regarding the issues there are too many 'will ' in the text. 'Will ' indicates in my opinion a closed mind and regardless of what one states there may be reasons to dismiss comments/views and the 'will' will succeed regardless. There is no mention of Covid and the effects that had on the construction trade. Sites closed down , materials difficult to get hold of. Deliverability was affected. However I do recognise that developers do sit on landbanks and will only deliver what they can sell . They influence the market and by their actions in holding back deliverability to go beyond a certain time frame they may be considered by some that they can also influence the five year housing land supply. Every one who watched the Conservative Party Conference heard the Prime Minister state no building on green fields. If the Maldon District is required to build so much on green fields then one may argue that the housing requirement formula is out of date and inaccurate and needs to be revisited. Plus some of the employment sites designated in the last plan period should not have been allowed to go for housing. It appears that this is a developers charter - building on green fields - cheaper ,less constraints may be , less costs to clean up land . Once green fields have been built on it is unlikely ever to return to the country side. So some of the issues are about ensuring the balance /weight falls in favour of the	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. There is no evidence as yet that Covid has had an impact on either the demographics of the district or build out rates. The respondent is correct there is no mention of health issues in the issues section, it may be that these are relevant to the planning of the District and if they are then they need adding in.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd	Public transport links within the district and especially to neighbouring districts and towns is very poor this should be emphasised with data on timing and frequency of bus services available to support travel to work throughout the district and beyond.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements.

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Lynda	Bugg		<p>Certainly need to protect as much as we can of our history and heritage, when things have to be built they should be sympathetically matched to the character of the local area.</p> <p>Climate change - more people than trees is a problem, more trees than people isn't.</p>	<p>Policies on design are included within the Local Plan as well as in the Maldon District Design Guide and the Essex Design Guide.</p> <p>Whilst there is not a separate policy regarding climate change, climate change does feature through the policies of the Local Plan.</p>
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone	<p>National Policy Context -Government's policy, as set out in the revised NPPF, is to boost significantly, the supply of housing. Paragraph 60 reads: "To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay." The revised NPPF looks at delivering a sufficient supply of homes, Paragraph 62 identifies within this context, the size, and type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies including older people. In June 2019 the PPG was updated to include a section on Housing for Older and Disabled People, recognising the need to provide housing for older people. Paragraph 001 states: "The need to provide housing for older people is critical. People are living longer lives and the proportion of older people in the population is increasing. In mid-2016 there were 1.6 million people aged 85 and over; by mid-2041 this is projected to double to 3.2 million. Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. Therefore, an understanding of how the ageing population affects housing needs is something to be considered from the early stages of plan-making through to decision-taking" (emphasis added) Paragraph 003 recognises that "the health and lifestyles of older people will differ greatly, as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support." Thus a range of provision needs to be planned for. Paragraph 006 sets out "plan-making authorities should set clear policies to address the housing needs of groups with particular needs such as older and disabled people. These policies can set out how the plan-making authority will consider proposals for the different types of housing that these groups are likely to require."</p> <p>Therefore, recognising that housing for older people has its own requirements and cannot be successfully considered against criteria for general family housing. Need for Older Persons' Housing It is well documented that the UK faces an ageing population. Life expectancy is greater than it used to be and as set out above by 2032 the number of people in the UK aged over 80 is set to increase from 3.2 million to five million (ONS mid 2018 population estimates). The Homes for Later Living Report notes the need to deliver 30,000 retirement and extra care houses a year in the UK to keep pace with demand (September 2019). The age profile of Maldon can be drawn from the 2018 population</p>	<p>The ageing population of the district needs statistics against it in the issues section, this will be rectified.</p>
James	Campbell	HMPPS		
William	Moss		<p>Highway improvements are not within the remit of MDC</p> <p>Insufficient emphasis on preserving the rural nature of district</p>	<p>Preserving the rural nature of the district is not an issue.</p>
Simon	Mackenzie Smith			
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington			
D	Cooper			
C/O Agent	C/O Agent		<p>These key issues are on the whole considered to be acceptable.</p> <p>We are particularly pleased to see that at bullet 5 of paragraph 6.3.2 the Council support the idea of allocating more smaller sites that could be built out by small-medium size builders and recognise the issues of affordability within the area (at paragraphs 6.3.2 bullet 2 and 6.5.4 bullet 2) and that this disproportionately affects rural areas of the district.</p> <p>Paragraph 6.5.4 bullet 1 also recognises that there is a conflict between respecting the character of housing in the district's rural communities, whilst supporting improvements to rural housing, services and the economy, however it is clear from the existing strategy that this is not the most sustainable solution for the district and hasn't delivered enough housing historically.</p> <p>We consider therefore that an appropriate option would be to focus new housing development across the district with a focus on the Larger Villages and Settlements to diversify the range of housing available in rural areas, sustain those settlements and to deliver a growth strategy which does not</p>	<p>Support noted.</p>
Zoe	May	East of England Ambulance Service NHS Trust	<p>The suitability of the existing ambulance station at Maldon will need to be reviewed as the population of the area expands to ensure the station meetings the needs and requirements of the population.</p> <p>EEAST will work with the local authority and NHS commissioners to support co-location and integration of health infrastructure to meet the needs of the local population in order to deliver effective and efficient emergency ambulance services for the local community.</p>	<p>Support noted.</p>
Roger	Woodcock			

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Michael	Manning			
Jack	Inglis	Kelvedon Hall		
Peggy	Shields			
Dawn	Adams	Catesby Estates	No. Housing is listed as a key issue for Maldon District in section 4.0 of the report and as a strategic and cross boundary issue at section 5.0, but not as a specific issue for the LDP Review at section 6.0. We recognise that many of the issues affecting housing delivery are listed under the heading "Resident-centred places to live", but we consider that this heading is far too vague for the purposes of identifying key issues to be addressed by the vision and objectives of the plan. Given the Council's current housing land supply position, housing is clearly the key issue for the Local Plan. As such, we recommend that this issue is revised to read "Improving housing delivery and affordability" and under this issue the Council should list all the current issues with housing delivery in the District. For example: lack of 5 year housing land supply; affordability issues; and failure of existing large-scale	In section 4.2 of the issues section of the plan affordability and supply is discussed in terms of issues for housing, however it cannot list every issue in detail and therefore it only provides a broad overview.
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	We support the primacy given to reducing emissions and adapting to climate change. This needs to inform the locational approach to where development is supported – prioritising development at locations which minimise the need to travel and well served by public transport. The role of the district's historic and built heritage and environment in supporting the visitor economy should be recognised. This is not simply an issue of the coastal and estuarine locations. The commentary around rural communities fails to consider/address issues related to the scale of development. Similarly, under 'Making the Built Environment Beautiful' there is no consideration of how development within the setting of listed buildings can cause harm.	Policies regarding climate change are featured throughout the Local Plan and historic and listed buildings are also protected under other section of the Local Plan.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES		Given the existing growth in the district a Minor Injuries Clinic is required. The nearest one to us is <u>further away than Broomfield and Basildon Hospitals</u>	The district is due to get a health hub in Maldon, work is ongoing <u>to bring this forward</u> .
Anne	Hull	Elmwood Equestrian Centre	Feel this is a very user unfriendly service , The key issues apart from schooling and lack of Doctors in the are if for me and the people I speak for in our community (being a district councillor) is lack of Bridle ways especially in the Burnham on crouch area where we don't have a single one , the ones we had been allocated have been taken away , eg country park , David Wilson homes to name a few , I have been told that the inspectors didn't feel it important enough to add it to any new building plan that had been advised by the government but willing to take a large sum of money in our rates , to have petition to run a riding school etc ,	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their comments. Decision undertaken by the Planning Inspectorate are outside of the remit of the Local
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Ellum		I spoke too soon, I'm glad we are on the same page ?	N/A
Bernard	Steeples			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		6.1 Developments that are within the village or to the east of the District are likely to be purchased by individuals / families that have employment outside of the District wishing to move to a more rural environment. This observation has been acknowledged by a randomly chosen local estate agent and reinforced by discussions with new residents 6.3 Having looked at figure 4 of the old LDP it would appear that the development of strategic sites was overoptimistic in terms of development for 2018-2021 circa 645 units per year together with a shortfall in the years prior to the LDP getting approval. Hence we do not see evidence to support this statement 6.4 Given that there is significant windfall allowance we do not see any evidence that there would be a significant improvement in employment opportunity by a change in the LDP to support smaller strategic sites in relatively unsustainable locations vs Infrastructure such as secondary schools.	In hindsight, the LDP trajectory was over optimistic, as some of the strategic sites took longer to come forward than expected. The windfall allowance in the LDP housing trajectory was the result of the majority of pre-LDP housing delivery being mainly on windfall sites. Now that the LDP strategic are being delivered, the windfall allowance has been reduced in the 5YHLS. Your support for housing development in sustainable locations is noted
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
Duncan	Clark		<p>More needs too be made of the role the district's historic heritage has in supporting the local economy already. There is a presumption that employment can only come from new development not what is already there. (Braxted Park events business employs 60 FTE's and produces 10,000 bed nights for the district per year). This will be threatened by unrestricted warehouse development in a contiguous location. This cost benefit analysis (questionable employment gains that could be put elsewhere) vs permanent loss of a unique part of the district's heritage with corresponding loss of employment if local events business is damaged.</p> <p>Similarly under 'Making the Built Environment Beautiful' there is no consideration of how development</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Patricia	Smith			
Mick	Sargeant			
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*		<p>4.7 Yes, it is considered that the revised key issues capture the key challenges which the District faces. Bullet point 5 of paragraph 6.3 2) acknowledges the need to bring forward allocations of more medium and small sites which is supported. It is noted that this was a particular concern of the Inspectors in respect of the Uttlesford Local Plan which ultimately had to be withdrawn. Paragraph 68 of the NPPF also highlights the important contribution that such sites can make to delivery.</p> <p>4.8 Paragraph 6.5 4) acknowledges the general ageing and decline of rural communities which again will be a key issue for a predominantly rural District. It is, however, important to recognise that this should not be at the expense of an oversupply of smaller house types in such communities. Bullet point 6 of paragraph 6.3 2) refers to perpetual First Homes, however, these will need to be sited where there is demand, typically in the towns rather than oversupply in rural areas. The demand in the rural settlements is clearly for family sized accommodation, which as referred to above, is an increasing trend due to the COVID 19 pandemic.</p> <p>4.9 Clearly, the allocation of our clients site at Scotts Hill, Southminster would help to meet these fundamental objectives around urgent housing delivery in sustainable locations meeting the housing needs of the District</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
*	Willmott		<p>4.6 Yes, it is considered that the revised key issues capture the key challenges which the District faces. Bullet point 5 of paragraph 6.3 2) acknowledges the need to bring forward allocations of more medium and small sites which is supported. It is noted that this was</p> <p>a particular concern of the Inspectors in respect of the Uttlesford Local Plan which ultimately had to be withdrawn. Paragraph 69 of the NPPF also highlights the important contribution that such sites can make to delivery.</p> <p>4.7 Paragraph 6.5 4) acknowledges the general ageing and decline of rural communities which again will be a key issue for a predominantly rural District. It is therefore important that sites can come forward in sustainable locations and deliver a variety of house types to meet local needs, including family homes, starter homes and those suited to downsize as to reflect the needs of the ageing rural population.</p> <p>4.8 Clearly, the allocation of our clients site in Stow Maries would help to meet these fundamental objectives around urgent housing delivery in sustainable village locations meeting the housing needs</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Thomasin	Foster			
Ivor	Watson			
*	*			

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
*	*		<p>4.6. The key Issues are identified in Section 4 of the LDP review which highlights a shortfall between housing demand and housing delivery as well as a persistent shortage of affordable housing. It also identifies a stark increase in affordability ratios, which is part of a national trend but is acute in Maldon. It is considered that the revised key issues capture the key challenges which the district faces.</p> <p>4.7. In Section 6 a very wide range of Review Issues are listed. This is a long list and it is not clear that it follows directly from the list in Section 4. It may be beneficial for the Plan to focus on a slightly reduced set of key issues. However, we do consider that most of the issues raised are those that are affecting the district and appear to be reasonable.</p> <p>4.8. We would highlight that the impact of development on emissions is a very generic statement and this is not specific to Maldon or a distinct characteristic of development proposals within Maldon. Indeed, the spatial strategy of delivering homes and services close to existing settlements has likely reduced the potential impact of emissions from development in Maldon. Building regulations will be changing and requiring zero emissions in future years. It would therefore not appear to be a Key Issue that needs to be addressed in the district other than by preparing an appropriate strategy that reduces the need to travel.</p> <p>4.9. In combination with the above, we recommend that the Council carefully consider the beneficial location of trip origins and trip destinations when deciding the location of residential and employment uses. Protecting existing employment areas that could better provide residential development should be avoided and employment uses, where these are attractors from surrounding towns and districts,</p>	Support noted
*	*		<p>3.8 The key Issues are identified in Section 4 of the LDP review which highlights a shortfall between housing demand and housing delivery as well as a persistent shortage of affordable housing. It also identifies a stark increase in affordability ratios, which is part of a national trend but is acute in Maldon. It is considered that the revised key issues capture the key challenges which the district faces.</p> <p>3.9 In Section 6 a very wide range of Review Issues are listed. This is a long list and it is not clear that it follows directly from the list in Section 4. It may be beneficial for the Plan to focus on a slightly reduced set of key issues. However, we do consider that most of the issues raised are those that are affecting the district and appear to be reasonable.</p> <p>3.10 We would highlight that the impact of development on emissions is a very generic statement and this is not specific to Maldon or a distinct characteristic of development proposals within Maldon. Indeed, the spatial strategy of delivering homes and services close to existing settlements has likely reduced the potential impact of emissions from development in Maldon. Building regulations will be changing and requiring zero emissions in future years. It would therefore not appear to be a Key Issue that needs to be addressed in the district other than by preparing an appropriate strategy that reduces the need to travel.</p> <p>3.11 In combination with the above, we recommend that the Council carefully consider the beneficial location of trip origins and trip destinations when deciding the location of residential and employment uses. Protecting existing employment areas that could better provide residential development should be avoided and employment uses, where these are attractors from surrounding towns and districts,</p>	Support noted

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
*	*		<p>3.7 The key Issues are identified in Section 4 of the LDP review which highlights a shortfall between housing demand and housing delivery as well as a persistent shortage of affordable housing. It also identifies a stark increase in affordability ratios, which is part of a national trend but is acute in Maldon. It is considered that the revised key issues capture the key challenges which the district faces.</p> <p>3.8 In Section 6 a very wide range of Review Issues are listed. This is a long list and it is not clear that it follows directly from the list in Section 4. It may be beneficial for the Plan to focus on a slightly reduced set of key issues. However, we do consider that most of the issues raised are those that are affecting the district and appear to be reasonable.</p> <p>3.9 We would highlight that the impact of development on emissions is a very generic statement and this is not specific to Maldon or a distinct characteristic of development proposals within Maldon. Indeed, the spatial strategy of delivering homes and services close to existing settlements has likely reduced the potential impact of emissions from development in Maldon. Building regulations will be changing and requiring zero emissions in future years. It would therefore not appear to be a Key Issue that needs to be addressed in the district other than by preparing an appropriate strategy that reduces the need to travel.</p> <p>3.10 In combination with the above, we recommend that the Council carefully consider the beneficial location of trip origins and trip destinations when deciding the location of residential and employment uses. Protecting existing employment areas that could better provide residential development should be avoided and employment uses, where these are attractors from surrounding towns and districts,</p>	Support noted
*	*		<p>3.7 The key Issues are identified in Section 4 of the LDP review, which highlights a mis-match between housing demand and housing delivery, as well as a persistent shortage of affordable housing. It also identifies a stark increase in affordability ratios, which is part of a national trend but is particularly acute in Maldon. It is considered that the revised key issues capture the key challenges that the district faces.</p> <p>3.8 In Section 6 a very wide range of Review Issues is listed. It is not clear that it follows directly from the list in Section 4. It may be beneficial for the Plan to focus on a slightly reduced set of key issues. However, we do consider that most of the issues raised are those that are affecting the district and appear to be reasonable.</p> <p>3.9 We would highlight that the impact of development on emissions is a generic statement and this is not specific to Maldon or a distinct characteristic of development proposals within the District. Indeed, the spatial strategy which favours delivering homes and services close to existing settlements, has likely reduced the potential impact of emissions from development in the District. Building regulations will be changing and requiring zero carbon emissions in future years. It would therefore not appear to be a Key Issue that needs to be addressed in the District other than by preparing an appropriate strategy that reduces the need to travel.</p> <p>3.10 In combination with the above, we recommend that the Council carefully considers the beneficial location of trip origins and trip destinations when deciding the location of residential and employment uses. Protecting existing employment areas that could better provide residential development should be avoided and employment uses, where these are attractors from surrounding towns and districts,</p>	Support noted

Question 4

First Name	Last Name	Organisation	Question 4. Are these key issues the right ones or are there any key issues that you think have been missed	COUNCIL RESPONSE
*	*		<p>3.7 The key Issues are identified in Section 4 of the LDP review, which highlights a shortfall between housing demand and housing delivery as well as a persistent shortage of affordable housing. It also identifies a stark increase in affordability ratios, which is part of a national trend but is acute in Maldon. It is considered that the revised key issues capture the key challenges which the district faces.</p> <p>3.8 In Section 6 a very wide range of Review Issues are listed. This is a long list and it is not clear that it follows directly from the list in Section 4. It may be beneficial for the Plan to focus on a slightly reduced set of key issues. However, we do consider that most of the issues raised are those that are affecting the district and appear to be reasonable.</p> <p>3.9 We would highlight that the impact of development on emissions is a very generic statement and this is not specific to Maldon or a distinct characteristic of development proposals within Maldon. Indeed, the spatial strategy, which focuses the delivery of homes and services close to existing settlements, has likely reduced the potential impact of emissions from development in Maldon. Building regulations will be changing and requiring zero emissions of carbon in future years. It would therefore not appear to be a Key Issue that needs to be addressed in the district other than by preparing an appropriate strategy that reduces the need to travel.</p> <p>3.10 In combination with the above, we recommend that the Council carefully consider the beneficial location of trip origins and trip destinations when deciding the location of residential and employment uses. Protecting existing employment areas that could better provide residential development should be avoided and employment uses, where these are attractors from surrounding towns and districts, may be better located on the edge of settlements rather than centrally.</p>	Support noted
*	*			
Alan	Massow			
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			N/A

Question 5

First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake		
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell		<p>It is all just more fluffy words that mean nothing unless robustly implemented (which they rarely have been).</p> <p>1. 'Supporting the transition to a low carbon economy' is just trendy words, and should read more like 'increasing the drive for less pollution'.</p> <p>2. Try sorting out the GP and surgery issues before building more houses.</p> <p>3. Prevent the Planning Department from being seen as the enemy of new/existing business.</p> <p>5. The District's roads are fundamentally the same as over 50 years ago. That is a disgrace and needs more than fluffy policy statements to rectify.</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p> <p>Whilst it is acknowledged support for businesses is not clear in the current plan, the Council do support local businesses, and this will be strengthened in the revised Local Plan.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored</p>
Gareth	Davies	N / A	Yes, it makes good sense.	Support noted.
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs		Lack of investment in the community infrastructure to support the vision. This will require millions of pounds of investment to bring up to a standard to support the residence.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. This will be reviewed in the review of the LDP.
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes			
Peter	Wakling			
David	Sismey		Addressing local infrastructure deficiencies, especially with better roads should be #1	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		I also think that there needs to be a recognition that existing residents that are in villages such as Latchingdon do not necessarily want growth at any cost as a convenient means of meeting housing targets. There needs to be a recognition that the majority of residents have chosen to live in a location for what it is or was , not what it is or may be changed to.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited	The amended vision rightly places emphasis on ensuring that growth is focused across a wider area with the aim of improving the infrastructure, economy and housing for all communities in across more settlements	Support noted.
Michele	Williams		I am pleased climate change is being given due consideration	Support noted.
Tara	Strydom			
Jenny	Ball			
Cliff	Baron			
Gill	Winsor	Tesco		
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			

Question 5

First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Shaneen	Illanes			
Sarah	Sapsford		<p>1. First statement is woolly- local action? What does that mean in the LDP? Good design has been dropped. Which is poor. Some of the developments are awful; build quality, environmentally, design, mitigation, a lack of thought in relation to working from home, electric vehicles, wildlife, encouraging and preserving our unique character and natural environment.</p> <p>'A network of sustainable, inclusive and healthy communities where all residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment.' Most communities are not 'sustainable'</p> <p>Some of the smaller developments look better and will often work with local communities,</p>	Part of the overall vision includes the Council's commitment to adapting to and reducing the risk of climate change, through actions which can be implemented at a local level. The policies included within the local plan will promote sustainability and climate action in order to achieve this.
Merryl	Quilter			
Bear	Keen		La la la la	N/A
Jessica	Cox			
Robert	Burton		There are substantial new developments in Burnham on Crouch, 15min from Tillingham where I live. This has and will continue with increased traffic and the lack of spaces at schools, doctors, dentists etc.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Yvonne	Wade		<p>In the previous vision there was priority given to maintaining the integrity and atmosphere of the villages, this is not mentioned in the amended plan.</p> <p>Proposed site Till 1 - Vicarage Lane in Tillingham is totally inappropriate for development. The proposed site lies within the conservation area and is adjacent more than one house of historic significance. It is unlit, has no footpath for most of it's length, and is not suitable for two-way traffic. The sports events and activities at the cricket club encourage people to park along the verge, despite notices, as the West Field car park facilities are insufficient. This causes difficulties for larger vehicles and the regular farm machinery drivers who use the road.</p> <p>The village school has no designated parking and there is no capacity for more pupils. Currently the village children cannot get places at the local secondary schools, and get allocated to schools many</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland		However, accessibility for residents who have mobility issues should be included as very many shops and certain areas are still inaccessible to them.	Accessibility for those individuals with mobility issues is supported in policy T2 of the current Local Plan and will continue to be supported in the new Local Plan, this policy is going to be reviewed
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffn		the amount of proposed development in the area is far in excess of what is required in this part of the country	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that
Kathryn	Beighton	Publishing	You should not remove "need to protect valued local countryside" nor "protecting our designated sites, internationally important wildlife, our estuarine environment, salt marshes, unique heritage, beautiful countryside and picturesque towns and villages" . The new one waters down the commitment - it's not just "nationally" special areas that need protecting, it's the small local ones too	Agree with the respondent, add in the words "and locally" into clause 4 of the vision statement. The vision needs to be short and cannot cover every type of protection nor can it list it, a overarching statement is sufficient.
Roy	Warren	Sport England	Support is offered for the proposed vision in terms of Maldon being a district with a network of sustainable, inclusive and healthy communities as this would appear to support opportunities for sport and physical activity for the communities and encourage active and healthier lifestyles.	Support noted.
STUART	SOWTER		<p>The below is simply not true when you refer to your recent call for sites exercise - ALT2 for example</p> <p>We will ensure the sustainable growth of the tourism sector by protecting our designated sites, internationally important wildlife, our estuarine environment, salt marshes, unique heritage, beautiful countryside and picturesque towns and villages.</p> <p>Yet you have deemed this suitable for 1750 houses! you are destroying one of the most picturesque landscapes in the dengie!</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.

Question 5

First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Mark	Raffray		As set out under Spatial Vision 7.1, the existing LDP places appropriately high emphasis on "protection of the countryside"; with linkage to concepts such as "Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside". The existing LDP contains explicit policy commitments, e.g. within Policy S8, relating to a MDC priority to protect the countryside due to its intrinsic value. In contrast, throughout the Issues and Options document, including within the Spatial Vision section, commitment to the protection of the countryside is more nebulously stated in terms of its relative priority. Whether intentionally, or unintentionally this conveys an impression that this vitally important objective is being de-prioritised. The existing LDP makes due reference to the District's "unique heritage and countryside". Unless that is no longer the Council's appreciation of this key local asset, statementing around future vision should be crystal-clear in setting out countryside	Protection of the landscape is mentioned in point 4 of the proposed new vision shown in section 7.3 of the Issues and Option document that accompanied the consultation. The Local Plan will contain policies regarding the protection of the districts landscapes. A vision should not state how growth will be distributed nor should it list every type of protection, its a broad statement. Protection of the countryside is covered by national planning policy and therefore there is no need to repeat this in the LDP.
April	Rowley			
e	e	e		
Kevin	Lagan		too much concentrated in the big three areas.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP
Bill	Withers			
Joanna	Jeffery			
John	Mitchell		Points 2-5 are readily understandable and fine. Point 1 doesn't really spell out what the Council is trying to achieve on climate change and it is not at all clear what it means.	Part of the overall vision includes the Council's commitment to adapting to and reducing the risk of climate change, through actions which can be implemented at a local level. The policies included within the local plan will promote sustainability and climate action in order to achieve this
Bethany	Jones	Colchester Borough Council		
magnus	Magnusson	Parker Planning Services		
Nick	Whiteley		Increase tree planting across the district to help mitigate some elements of climate change, at least in the long-run. While I understand the want to keep some of the historic environment, we are also moving forwards and at some point this needs to be less of a consideration, particularly where it doesn't have a positive impact on local economy and a working age populace	The Council cannot carry out tree planting as an organisation, it is part of the consideration of individual planning applications and does not need to go into the LDP as a separate policy or statement. The historic environment is a national protected consideration
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed		
Karen	Neath	Tolleshunt Major Parish Council		
N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		Fine Words	Support noted.
Richard	Courtney	University Of East London	The vision should also included technically high skilled employment in agri business and other low carbon technical and professional occupations/SMEs	Whilst it is acknowledged support for businesses is not clear in the current plan, the Council do support local businesses, and this will be strengthened in the revised Local Plan
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society		
Alan	Outlaw	Self Employed	Under item two I think that health care is being overlooked. Specifically looking at Maldon the two surgeries are desperately over loaded and thi sis going to get much worse in the future.	The infrastructure within the district, including health provision, is a cross boundary issue and not one that can be dealt with effectively by one local authority. The Council has been in discussions with Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, regarding the health provision within the district. Healthy communities is a stated in the vision
John	Hitcham		There is no way the District Developements can be considered 'Sustainable' when it is so dependant on commuting with very little in-district employments . Prioty # 1 should be Local Employment .. House Building is later	Whilst it is acknowledged support for businesses is not clear in the current plan, the Council do support local businesses, and this will be strengthened in the revised Local Plan
Richard	Kelly	Croudace Homes	Whilst we agree in-principle with the amended Vision, to achieve this, it is imperative homes are delivered in the right locations which are supported by the required infrastructure. Subsequently, this will improve and enhance connectivity and accessibility, and at the same time, ensure development is able to respond to the issue of climate change and support the transition to a low carbon economy.	Support noted.

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First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Lindsey	Squire	North Fambridge Parish Council	In the original LDP under 7.1 appropriately high emphasis is placed on "protection of the countryside". It states "Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside". e.g in Policy 8 In contrast in the Options document, including within the Spatial Vision section, commitment to the protection of the countryside is more nebulously stated in terms of its relative priority. Whether intentionally, or unintentionally this conveys an impression that this vitally	Protection of the landscape is mentioned in point 4 of the proposed new vision shown in section 7.3 of the Issues and Option document that accompanied the consultation. The Local Plan will contain policies regarding the protection of the districts landscapes. In a vision you do not state where development is going to go, that is for policies to do that. The countryside is protected by national policy and therefore does not need further protection in the LDP.
K	Jeffries			
John	Lakin	?		
Andy	Quelch		how can you say " residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment" when you continue allow developers to build the Ghetto style housing developments, with inadequate roads and parking for residents and visitors along with tiny plots with tiny gardens?	Developments are assessed in line with the policies contained within the current Local Plan, the Maldon District Design Guide, Maldon Vehicle Parking Standards SPD and the Essex Design Guide
Samantha	Weeks			
Carlie	Mayes			
James	Rushton			
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion			
Terence	Hughes	Burnham-on-Crouch constituent	Burnham-on-Crouch is only a small area for tourists. Most summer weekends the town is full to capacity. There's no room to expand the quay which the only area interesting to tourists. The promised connection to the RSPB the other side of the Crouch hasn't happened. Joined up connectivity has not happened with the new estates already built. Large building sites with single track rural roads to get to and from them. Or through a narrow housing estate road not made for heavy traffic. Emergency services are often unable to access these estates easily because of the accessibility .	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Amanda	Mickelsen			
John	Tompkins		The description is in the present and fails to recognise the irreparable damage being done by the current spate of development in and around Maldon, the loss of open space and the effect on the environment in the absence of supporting infrastructure. If development carries on at the same rate and the defined settlement areas of the medium and smaller villages are not maintained, there will be continuous development, loss of rural amenity, loss of quality farmland and habitats and the creation of a malignant environment. A much broader view needs to be taken into consideration. Some issues remain extant and others are exasperated by the extent of the current developments. Safeguarding existing rural settlements from encroaching urbanisation is particularly important to retain the character and heritage of the District. Recognition and support of Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) is critical to retain habitats within the diverse landscape. In order to retain the character of the areas, particularly in the northwest, the distinctive settlements should be retained in their current format as a barrier between the encroaching urbanity of	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. Ramsar, SSSI, SPA, SAC and NNR sites are protected nationally and at local level. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford		Much more emphasis on small business growth as very little employment around Burnham and the villages so new residents will always be commenting out and clogging up roads. Supportive infrastructure essential but hasn't been delivered to date, so the worry is it will be too little too late.	Whilst it is acknowledged support for businesses is not clear in the current plan, the Council do support local businesses, and this will be strengthened in the revised Local Plan. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council		

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Terry	Fleming		But 3&5 are vital with a strong local base for employment,(reduced traffic) and that in particular villages have good connectivity to infrastructure, which has not been developed at the same pace as housing developments	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Daniel	Goodman	Rochford District council		
Chris	Harvey			
Phillip	Davies			
Jane	Senior		The vision of low-carbon will not be achieved with increasing car use as a consequence of house building. There are not enough car parks in the town and street parking is limited. What about Park and Ride to encourage people to move into and out of the town/area for work/pleasure/shopping. Again nothing about providing services for the aging population. 21st century aging population live longer, are more active and socialable but all ages need relevant services. What about leisure pursuits i.e. cinema/theatre to encourage residents and visitors to stay within the area rather than travel to the neighbouring Chelmsford/Braintree. The vision is agist.	The aging population statistic will be put into the issues section of the plan it is a bit light on this at the moment. Park and Ride is not part of the vision, its not been identified as an issue for the District but might be looked at part of the overall sustainable transport model for the future.
Susan	Cumming	not applicable		
Amanda	Clack		Particularly that "Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside. " and also: "2) A network of sustainable, inclusive and healthy communities where all residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment. 4) A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity. 5) Joined-up infrastructure in the right place and at the right time to increase overall connectivity,	Support noted.
Ronald	Edge	Construction Industry		
Daphne	Scott		I believe that the statement at 7.1 ' Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside'. Together with the commitment for local action which adapts to and reduces the risks of climate change, including supporting the transition to a low carbon economy, to be one of the most important aspects of the future plan. In particular to ensure that villages that have little or no amenities; which would require the use of private motor vehicles to reach services and to be serviced by delivery companies should not be developed save for acceptable in fill.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth.The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part
Gordon	Mussett	Little Braxted Parish Council	This would seem to reflect the post-covid situation	Support noted.
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		7.2 section 2) needs to say that it is easy to move between the "network of sustainable, inclusive and healthy communities" using private and public transport. It needs to include maintaining and growing the farming infrastructure and focus.	In line with point 1 and point 5 of the vision the Council aims to encourage the use of the public transport network linking the villages and towns to encourage a sustainable environment and reduce emissions to mitigate against climate change. The Council supports local businesses and will work hard to have a positively worded employment policy to reflect this.
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper			
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None	The existing LDP has a lot of contradictory objectives, and needs some careful management to even get near to achieving them. If the LDP is revised the task is even more difficult if not impossible if it needs to provide for even more housing. There comes a point when the countryside is overwhelmed and with it the quality of life for the residents, no matter what clever words we use to convince ourselves that we can manage it. We may be deluding ourselves in believing that we can eliminate climate change and we should	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that
christine	collins		By destroying vast areas of existing open countryside and the natural environment in favour of unsustainable housing where there is no infrastructure to support it will just destroy the few areas pf the natural environment we have left, particularly in the dengie . The effect of yet more development in this small area will be catastrophic for the existing residents in the dengie and the natural world.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Stuart	Williams	Ace group		

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Reegan	Howles		I would emphasise the internationally important wildlife, our estuarine environment, salt marshes, unique heritage, beautiful countryside and picturesque towns and villages in point 4 of the amended vision.	Support noted.
David	Webb			
Andrew	Marsh	Historic England		
Brian	Haydon			
Jasbir	Singh		ALT2 goes against the vision.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Janice	Jackson		You mention that you are protecting the identity of our villages? Althorne (ALT2) is being destroyed . You have classed ALT2 as being suitable for 1750 houses, this poor village cannot cope with the houses that we have at the moment let alone adding another 1750!	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Jenny	Clemon	Langford & Ulting Parish Council		
Hazel	Notley			
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities	It reads well. Probably underestimates the role of the District as a go-to location for recreation and well-being for visitors. In Tollesbury we are already seeing the impact on roads, footpaths, the salt pool and open air spaces. These influences will increase, leading to needs for better site provision, including parking and transport.	Support is noted
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	In particular - "Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside". In wish to specifically draw attention/object to ALT2 in that Althorne has previously been deemed "unsustainable" yet ALT2 now indicates that Althorne is now "sustainable" yet nothing has physically changed to make this so.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
David	Rees		The spacial vision document give emphasis to the protection of the landscape and and natural environment notably the open panoramic views enjoyed by both residents and tourists which the document highlights as having an increasingly important role in the future. This element must not be lost in the desire to reach targets. Ill thought out development in sensitive areas would have catastrophic consequences and loss of irreplaceable landscape assets.	Support noted.
Felicity	Gale		Continued house building is destroying Maldon and the areas that surround it.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Lindsey	Wright			
Darren	Weeks			
Phil	Manning			
Peter	Clack		The vision cannot allow ridiculous development in the south of the District spoiling the tranquility and beauty of one of the most beautiful and panoramic views in Essex, not to mention the wildlife. We do support the following, in that "Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside. " , but this is not Althorne in ALT2 particularly !! and also: "2) A network of sustainable, inclusive and healthy communities where all residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment. 4) A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity. 5) Joined-up infrastructure in the right place and at the right time to increase overall connectivity, accessibility and mobility for the needs of both residents, business and visitors"	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Doug	Lockwood	National Grid	I don't believe it will be taken into account with housing.	Your comments are noted however the policies within the revised local plan support the vision and the future aspirations of the council. The Council has a statutory duty to review its local plan every 5 years and this ensures effective monitoring for the plan.

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Sally	George		It is a vision but I doubt any of this will actually happen. The character of Burnham has already been destroyed, the traffic tearing down side street to the new estate at Pippins is ridiculous, those roads were never designed for that amount of traffic and the junction is very dangerous.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Vara	Szajkowski		Again, I don't think you are giving enough thought to the impact that new developments will have on existing communities. You need to implement mitigating measures.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Bob	Calver			
David	Hill	Dandara Ltd	The amended vision is much more concise but also more positively framed, acknowledging the benefits that development can bring and not being used as a tool to potentially restrict development. This will help the strategy endure well into the plan period.	Support noted.
Tessa	Lambert	Natural England		
Dawn	Howles		Considering the infrastructure is important, what are the bus services like? what facilities are in place to occupy potential new residents?	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Steven	Potter		The previous version of the vision is preferable; it made more sense.	There is a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary. The revised vision takes in to account the changes in circumstances (e.g. greater emphasis on climate mitigation) since the previous vision was adopted.
natasha	frith			
Vysian	Banyard	TKPC	Yes, but can it be achieved? Insufficient infrastructure now and future development cannot be required to fix existing problems.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Anthony	Bates			
Russell	Howles	WSP		
Diane	Carter		YES, but how will this possibly be met / delivered considering past record?	There is a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	N/A
Brian	Townsend			
Robin	Fanshawe		I can only deal with my particular concerns which solely relate to the proposals for the overwhelming new development in Purleigh	The Council cannot comment further.
Malcolm	Finch			
Peter	Taylor	Retired		
Chris	Melbourne		As above	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
John	Brown		Good ideal but not very realistic. That's the utopia that everyone dreams of. More realistic to assume that a high proportion will still commute to London and other districts and accept that the increased income those areas generate is spent in the Maldon district. If housing and the population is going to increase, I agree that keeping close to the existing town is the best solution to protect the wonderful countryside and coastlines. Again, I repeat, if the population grows, it would be counter productive to encourage additional tourism, where the local population already over uses the limited sites of interest.	The council accepts part of the population will commute outside the district for work, however we are keen to increase employment opportunities within the district. The council will seek to direct development to the most sustainable and accessible areas, in line with national guidance. The council must provide additional housing in line with the housing targets set by central government, whilst also ensuring the district supports its tourism
Robert	Hollamby			
Chris	Waumsley	Inovo Consulting		

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Phil	Jacklin		...although 20 years is a long time and the "vision" may well need to be reviewed.	A Local Plan is a statutory land-use planning document that sets out how the Council should be developed over the next 15 years, in line with the requirements of national policy and legislation. A lesser timeframe for the local plan is not allowed, though a longer one is. There is also a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading		
Robert	Stephens	N/A		
Gary	SPICER			
Pete	Butcher		<p>What is the definition of the word sustainable? It's a very vague term. In order to comment if I agree with it, the word needs to be properly defined. Does it take account of climate change, demographics and limitations of current infrastructure??</p> <p>I guess it would be possible to turn a village into a town or city and still claim it is sustainable. That doesn't mean it is desirable or that the people living in that village would want it to happen. Usually people chose to live in a town or a village do so because of the benefits each bestow. Changing a village into a town without consent would seem to be betrayal of the village residents.</p> <p>It says that the countryside will be protected by maintaining high design standards.... what does that actually mean? It's okay to build in the countryside providing someone in authority deems the building to be of a high standard? There is no mention of actively identifying and protecting parts of the countryside and coastal area's should there be a policy on where not to build??</p>	<p>The term sustainable, as defined by the NPPF, refers to economic, social and environmental objectives which help to build a strong, responsive and competitive economy, support strong, vibrant and healthy communities and protect and enhance our natural, built and historic environment whilst making effective use of land. These objectives are interdependent and should be pursued together to achieve greater net gain.</p> <p>The open countryside is protected under national planning policy, the Local Plan will contain policies regarding the protection of the districts landscapes.</p>
JO	COOMBES			
Helen	Bridge			
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		The amended vision is good in its care for the environment but for it to be affective it needs to happen very fast and I see no signs of that. It is difficult, but the district is fundamentally rural, development in the villages is different to the towns. Being rural is an asset but not one to be exploited development must be sensitive to this. Plus a Nuclear Power Station is not compatible with this vision.	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually.
Joanne	Maloney		Can you ensure that the line 'the District will grow sustainably to meet objectively assessed housing needs' is followed	The Council has a statutory duty to review its local plan every 5 years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary.
Mark	Hurley	Selfridges	To be honest it's vague and unclear what the various points actual mean and could be interpreted many ways, so I have to say NO based on how it's worded	Objection noted, the Council will consider re-wording parts of the vision to ensure it is clear and reflects the future aspirations of the district
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B strongly support this vision for the district, including that climate change is at the forefront of the Local Plan vision.	Support noted.
Lynne	Goodbourn		Based too much on the original vision doesn't take account of the impacts of recent changes	There is a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary. The revised vision takes in to account the changes in circumstances (e.g. greater emphasis on climate mitigation) since the previous vision was adopted.
Christopher	Kent			
Lisa	Singh	Direct Call Centres Ltd	MDC have identified sites such as those in Althorne (ALT2) which are against their Spatial Vision completely. This site is totally unsuitable for any proposed developments as the impacts upon the local area would be high. Especially the additional CO2 created from vehicles travelling many miles to nearest shops and doctors etc.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Kevin	Head		<p>Bullet point (2) of the vision should be expanded to state that new housing and economic development in existing settlements and communities will create a network of more sustainable, inclusive and healthy communities.</p> <p>This encourages larger development sites in rural villages to be brought forward with new services and facilities included alongside new housing. This will help to create more sustainable settlements across the district outside of the main towns of Maldon/Heybridge and Burnham-on-Crouch. This is</p>	Your comments are noted, the vision already says that there will be a network of sustainable inclusive and healthy communities and it therefore does not require altering.
Elizabeth	Sawyer Bayliss		A high quality environment will not exist any longer on the Dengie if the power plant goes ahead. Health and wellbeing will be damaged.	Issues such as Bradwell B are larger than local issues/projects in the Maldon District and cannot be dealt with effectively by one local planning authority or prescribed body individually. The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's.
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			

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Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	<p>I question that the number 1 priority for the Maldon LDP is climate change. This is a concern but is part of the bigger nationwide action plan, and certainly should be included going forward but not prioritised over the many other issues facing residents of the district . A greater priority for any local authority should be its own local issues over which it has greater control and influence to improve the immediate lives of the districts residents.</p> <p>Under point 2 Sustainability appears to take priority over inclusive and healthy communities???? I believe inclusive and healthy communities come first and benefit all to a greater degree.</p>	<p>Part of the overall vision includes the council's commitment to adapting to and reducing the risk of climate change, through actions which can be implemented at a local level. The policies included in the local plan will promote sustainability and climate action in order to achieve this. Sustainable environments offer greater inclusivity to its residents and promote a healthy lifestyle through active travel options.</p>
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths		<p>Firstly, your first line about 'high design standards' doesn't really cut the mustard with the 1000s of new builds which are characterless boxes.</p> <p>You also talk about infrastructure; so where are the new schools, the new Doctor's surgery, the additional dental practices?</p>	<p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p>
Matthew	Taylor		<p>The proposed vision is too high level, but I strongly support the primacy given to the District's unique heritage and countryside and retention of the identity of villages and consider that these are important components which should be retained.</p> <p>Growth across all sectors is not consistent with protecting the district's environment, heritage, landscape or the climate emergency; and a focus should be on supporting a transition towards a low carbon economy and delivering high quality jobs at sustainable locations which are accessible to the</p>	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. Visions are meant to be high level and should not go into detail, clause 4 covers the environment.</p>
Anne	Bailey		<p>It is impossible to do this on the Dengie, we are on a peninsular. to build more houses in this area would create more caborn polution, create more crime. We are too far from any sensible connection to any main arterial roads. We would loose our heritage country side never to be replaced.</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period</p>
Winifred	Sutherland			
Lucien	Taylor		<p>Yes but there needs to be greater emphasis on the sustainability and environmental impacts proposed of new housing taking into account the local infrastructure.</p>	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. Visions are meant to be high level and should not go into detail, clause 4 covers the</p>
Chris	clark			
David	Baker		<p>The amended vision should include a reaffirmation of its commitment to protecting valued local countryside. It s very clear that recent allowed developments have NOT respected this commitment and have contributed to the issues and concerns noted.</p> <p>More importantly the general decline in the identity and real character of the district can be seen in allowed developments that :</p> <ol style="list-style-type: none"> 1. Bear no relationship to the districts existing housing stock, and indeed are typical o the anonymous developments that are ruining the character of communities nationally 2 Are not being managed effectively in terms of their impact on local infrastructure. As an example, there has been no effective increase in the capacity of health services within the district, services that have been operating over capacity for some years. 	<p>Protection of the landscape is mentioned in point 4 of the proposed new vision shown in section 7.3 of the Issues and Option document that accompanied the consultation. The Local Plan will contain policies regarding the protection of the districts landscapes.</p> <p>Applications for new developments are assessed against the policies within the local plan, the Maldon District Design Guide and the Essex Design Guide.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored</p>
Jeremy	Richardson			

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Glenna	Wilkins		Greenfield sites have already been built on and proposals will continue to do just that.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow		The proposed construction works in the Dengie are contradictory to the proposed amended Vision. These villages do not have the infrastructure or access links to house thousands of new homes.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	The vision of the plan is high level and while it supports protection of the districts heritage and countryside and identity of villages it then includes sites at GB1 which are in absolute opposition to these goals and aims Growth across all sectors is not consistent with protecting the environment, heritage, landscape or indeed addressing the climate emergency The district should support transitional moves to a low carbon environment. Establishing a	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Isabel	Adcock			
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson			
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane		I totally disagree with this statement 'ensure the delivery of new affordable homes'. I'd love to see the price that the developers plan to sell these affordable homes. I totally disagree with this statement 'Growth will be concentrated in the most sustainable, accessible and appropriate locations'. By virtue of the fact that Althorne has been highlighted, when it is not a sustainable location I have to disagree. We have roads with serious potholes and on my estimated basis that most homes have two cars, the suggestion is that the roads can take an additional 3500 cars. The report also talks about delayed infrastructure in Burnham-on-Crouch, infrastructure incoming people would expect to be in place and it would be reliant on these towns. I see people move here, on arrival finding that their children cannot go to school in the area. 5) 'Joined-up infrastructure in the right place and at the right time' - not a definitive statement. When might be the right time and what infrastructure would that be, especially as the report is already talking about infrastructure already being delayed in towns that new residents in Althorne would be reliant on.	Objection noted. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates	Inasmuch as such statements have any value, and outcomes can be controlled or at least influenced by the operation of the town and country planning system, this is an appropriate Vision.	Support noted.
Jane	Potter	Purleigh Parish Council	The Parish Council prefers the 2017 version of the vision, as the issues faced by the district have not altered significantly. It may be possible to incorporate Point 1 of the proposed amended vision within it however, to reflect the District Council's commitment to reducing the impact of climate change.	There is also a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary. The revised vision takes in to account the changes in circumstances (e.g. greater emphasis on climate mitigation) since the previous vision was adopted.

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First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Brian	Haydon	Cold Norton Parish Council	7.3: Proposed Amended Vision CNPC supports Para 5 of the proposed vision but emphasises that on current evidence (eg transport mobility in and out of the Dengie) this vision has been severely compromised and trusts that its fulfilment will carry sufficient weight in the future.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Rowan	Rampersad			
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm		
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day		I disagree with building on green open space outside the settlement boundary	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Vanessa	Horner		Common sense but in order to preserve the environment and air quality needs to develop in areas that don't consume green belt or historic landscapes	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. Please note, there are no designated areas of green belt land within the district.
Natalie	Bradford			
Harriet	Hurst-Smith		There are already enough new developments. Deal with the pressures on the transport links, doctors, schools ect first.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further
Brian	Howson	Pharmaceutical company		
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard		Providing it all happens.	Support noted.
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council	No transport infrastructure improvements apparent in the South of the district in the Crouch Valley as per paragraph 5 of revised	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Tim	Chilvers		4.11 The new vision is generally supported along with the proposal that it is more succinct. However, housing affordability and developing the right types of new homes in the most sustainable locations is clearly one of the District's major challenges as set out in paragraph 7.2 as well as ensuring new development is high quality. It is not considered that these factors are sufficiently emphasised as part of the draft vision.	Your comments are noted, however they refer to issues not the vision which should be highlevel.

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Ruth	Bull	The Othona Community		
Mark	Jackson	Mark Jackson Planning		
Elliott	George		No. Part of the 2017 adopted Local Plan Vision states "Over the Plan period the District will grow sustainably to meet objectively assessed housing needs, taking into account environmental and infrastructure constraints". However, the revised Vision appears to represent a watering down of this commitment, making no reference to meeting objectively assessed housing needs, despite the NPPF continuing to make clear at paragraph 11b that "strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas...".	Your comments are noted, however the vision is an overview of the future aspirations of the council and therefore does not provide the level of detail found within the main body of the local plan. The housing requirements of the district will be detailed within the Housing policy however as it is a requirement within the NPPF for the council to provide for the housing needs of the district this does not explicitly need to be stated. Objectively assessed housing needs have now been replaced with the Standard Methodology for calculating housing requirements.
ann	cutting			
Sharon	Cushen			
Ian	Tooley			
Sally	Tokeley			
Kate	Ellis			
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	EASL support the amended Vision.	Support noted.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		7.3 First bullet does not read well, better to say something like: "A strong commitment to minimising the impacts of climate change and to transitioning to a low carbon economy, through effective actions both district-wide and on a local basis." Fourth bullet: Replace "protected natural environment "with fauna and flora" NOTE: a repeated concern for me in this LDP review is the focus on "protected habitat"- much of our most threatened local wildlife- Turtle Doves, Barn Owls etc- are not in currently protected habitats. Fifth bullet: Bettetr to replace "in the right pace and at the right time" with "in the right place and with the rioght capacity"	Your comments are noted, the first bullet point will be amended to say driving development to net zero. The natural environment is a term which covers all aspects of it and therefore is the correct one. The Local plan can only protect in specific policy terms nationally and locally designated areas not everywhere and everything. The first bullet point has been replaced with in line with identified need to line it up with evidence.
Kirsty	Rowsell			
Tim	Bradford	leadenhall		
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	The description is in the present and fails to recognise the irreparable damage being done by the current spate of development in and around Maldon, the loss of open space and the effect on the environment in the absence of supporting infrastructure. If development carries on at the same rate and the defined settlement areas of the medium and smaller villages are not maintained, there will be continuous development, loss of rural amenity, loss of quality farmland and habitats and the creation of a malignant environment. A much broader view needs to be taken into consideration. Some issues remain extant and others are exasperated by the extent of the current developments. Safeguarding existing rural settlements from encroaching urbanisation is particularly important to retain the character and heritage of the District. Recognition and support of Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) is critical to retain habitats within the diverse landscape. In order to retain the character of the areas, particularly in the northwest, the distinctive	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. Visions are meant to be high level and should not go into detail, clause 4 covers the environment.
David	Brock			

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First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Mark	Tentori	Mazdev Limited	We partially agree with the Spatial Vision. In chapter 6 ('The Issues') it is heavily implied that a great pressure will be placed on towns with existing infrastructure, to accommodate the pressing housing needs and infrastructure challenges of the District. However, such an approach would be contrary to the second "vision" objective. Focusing most of the development on existing towns would not lead to the creation of a diverse and competitive economy throughout the District. Indeed, this reflects the highlighted challenge in The Issues wherein historically the over reliance on growth in the major Towns has led to slow delivery and infrastructure problems. There are important villages, such as Wickham Bishops, which are sustainably located and could deliver new housing growth which would support the vitality and viability of the village. This would create sustainable communities that can support a transition to a low carbon economy (Vision objective 1), following the principles set out in paras 81 and 82 of the NPPF.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim		How can you have a vision as stated when there is not enough public transport and the road system is not good enough.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Judith	Radcliffe			
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt		I agree with the exception of the sentence below: 'but also delivers growth opportunities across a range of sectors that reduces the need for out-commuting.' I do not think that out-commuting is a bad thing - it allows people to earn money to spend in the local economy.	Agreed, out-commuting is not viewed negatively however by reducing the need to commute out of the district for work this would increase employment and the skill set of residents. Additionally, a reduction in out-commuting would reduce the need to travel, having benefits in terms of climate change mitigation.
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell		
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A	Yes, but it still does not give current residence assurance of increased infrastructure and services to all area that have taken large developments, such as BOC	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
John	McLarty			
John	McLarty		It is essential that all new development takes into consideration placemaking with landscape and biodiversity at the heart of the design for new schemes. The vision is right to focus on joined up infrastructure to increase overall connectivity and improve existing routes to sustainable transportation.	Support noted.
Norman	Branch	N/A		
John	McLarty			
Valerie	Coleby	Berrys	The Council's Spatial Vision for the District seeks to address its objectively assessed housing needs. This is the minimum amount of housing it would need to provide to meets its population's need for housing. However as identified in the key issues the District's residents are not being provided with sufficient housing to meet their need for new homes now. In addition, as also expressed in the key issues there is a need for a stronger more resilient local economy with the threat of competition for jobs from other surrounding centres. There is also a declining working age population. To encourage new employers to locate in the district there must be a ready supply of potential employees. This points towards an increase in housing supply not one that merely meets needs. If the Council really wants to improve conditions for its residents and the local economy it should embrace a higher level of housing growth beyond just meeting basic needs.	Identifying additional housing supply provides crucial flexibility within the overall approach to housing delivery a key theme of the NPPF (paras 14 and 50) and this will help to ensure that the Plan is deliverable. In practice not every site identified in a housing trajectory needs to or will come forward exactly as proposed in order to meet the housing requirement over the Plan period. Having a housing buffer recognises that the housing market will be subject to various fluctuations and some potential slippage over the Plan period. Building in this recognition from the outset of the Plan provides much needed flexibility and therefore certainty that the Plan's housing requirement will be delivered. It is better to over-provide than under-provide. This is a sound planning approach in line with the NPPF

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First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
James	Clarke		The Vision is very vague. Any further development needs to be linked to existing public transport options, e.g. train stations or to investment in new local infrastructure	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
David	Stilwell			
Ann	Thomas		Any expansion should take place in the most sustainable areas. Simply having a railway station does not make a place more sustainable than somewhere with schools, access to medical practitioners, shops and leisure facilities.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
michael	harris			
Geoffrey	Cox			
John	McLarty			
Kevin	Bruce		These objectives reinforces what I have said under 4. The emphasis must be on the EXISTING Communities and sustaining them, not swamping them and changing their character . Small scale changes to small communities.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Barrington	Thomas			
Richard	Edwards		The commitment to the "protection of the countryside" needs to be seen explicitly as a priority in all the policies	The natural environment is covered by the objectives and in national planning policy. The Local Plan will contain policies regarding the protection of the districts landscapes
Robyn	Woloszczuk			
Lesley	Speller			
William	Shepherd			
Nicola	O'Dean	Balgores Motors		
Alexander	Romang			
Hayley	Holgate	ECC		
Eirllys	Parry	N/A		
victoria	newson	Childrens Nursery		
Michael	Unwin	N/A		
Tony	Barber			
Nick	Mason	ECOclassics		
David	Banfield			
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		
Mike	Carpenter	CODE Development Planners Ltd		
ian	wilson	cm36pt		
Phillip	Wright	CALA Homes (North Home Counties) Ltd	The amended Vision states: "By 2043 Maldon will be a district with: 1) A commitment translated into local action which adapts to and reduces the risks of climate change, including supporting the transition to a low carbon economy. 2) A network of sustainable, inclusive and healthy communities where all residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment. 3) A diverse and competitive economy which supports the existing employment base but also delivers growth opportunities across a range of sectors that reduces the need for out-commuting, attracts and retains people of working-age and raises overall levels of aspiration and attainment for young people. 4) A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity. 5) Joined-up infrastructure in the right place and at the right time to increase overall connectivity, accessibility and mobility for the needs of both residents, business and visitors". We support the proposed Vision. However, for this to be achieved and delivered, MDC will need to ensure that the decisions it makes now about the location and scale of future development are the right ones. It must ensure that growth can be delivered and that it takes place in the locations that are going to be the most sustainable. Consequently, we propose the addition of a 6th criterion:	Your comments are noted, the council will consider re-wording parts of the vision to ensure it is clear and reflects the future aspirations of the district.

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.	.	SN Developments	The amended Vision is agreed, in particular the references to delivering sustainable communities, meeting housing needs, and protecting the environment.	Support noted.
.	.	Cooper Property Holdings Ltd		
Jane	Coleman	Maldon Town Council		
c/o Agent	c/o Agent			
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		
Sue	White		I think it needs more emphasis on rural issues. We are a rural area and though there is wealth, with wealthy retirees moving into the district, we have a hidden problem of families in work not being able to afford their own homes. This is not necessarily addressed by affordable housing, as they are often working and not on a special criteria, which means they are never likely to get on any housing list, often being housed by family members.	Rural housing will be covered in the reviewed policies in the LDP.
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	The vision is reasonable if supported with the correct choices for growth and investment in all necessary infrastructure.	Support noted.
R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	The timeframe for the vision is "by 2043". As noted in below in relation to Section 1 of the LPDR document (no questions are asked in relation to Section 1 thus there is no opportunity to comment), this does not align with earlier paragraphs of the Plan that suggest that MDC will plan for a 15-year period from the date of adoption (assumed to be 2023, and thus extending until 2038). If a 20-year plan period is proposed, assuming an adoption date of 2023, this needs to be clarified and remain consistent throughout the LDPR. In addition, again as we note in relation to Section 1, the plan period should be adjusted to reflect any slippage in the plan preparation timetable such that there is a more robust, realistic timeframe for adoption, that in our view being 2024 at the earliest, give the current stage of the plan, and considerable issues to address as MDC identifies throughout the first 6 sections of the LPDR document. *** ADDITIONAL COMMENT ON SECTION 1.0 – ISSUES AND OPTIONS CONSULTATION BACKGROUND Paragraph 1.3: This paragraph refers to the plan period extending to 2038 – a 15 year period from the projected date of adoption. However, throughout the LDPR, a period of 20 years up to 2043 is referenced as being the time period over which needs are to be addressed. It is therefore not clear whether MDC is seeking to address needs in excess of the plan period, or whether a 20-year plan period to 2043 is proposed. This needs to be clarified and kept consistent throughout the LDPR document to avoid confusion with regard to objectives and delivery targets, and also to ensure that the 'at least' housing and development needs of the district, for a minimum of 15 years, are met by the Plan. At present, there is a risk of the LDPR discussing needs that go beyond the plan period, which are not then addressed within the Plan itself. This would fail to provide clarity and certainty and would result in the Plan not being positively prepared or effective. The timetable also refers to the anticipated adoption of the Plan in 2023. Given that there has been a minor slip against the timetable shown, and that MDC has verbally confirmed that the next consultation will take place later than planned, MDC needs to update the timetable to accurately reflect the anticipated time for adoption. Bearing in mind the significant changes to be addressed in	The Council can consider 30 years and this is supported by the NPPF, it will be a matter which will need further discussion depending on what the future infrastructure provision is for the District and if it can be accommodated over a minimum of 20 years or is more time required.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		Bullet point (2) of the vision should be expanded to state that new housing and economic development in existing settlements and communities will create a network of more sustainable, inclusive and healthy communities. This encourages larger amounts of development and housing delivery focussed towards the district's villages which will encourage economic growth and investment in these areas. This will help to create more sustainable settlements across the district outside of the main towns of Maldon and Burnham-on-Crouch. This is also encouraged in paragraphs 78 and 79 of the NPPF.	Your comments are noted, the matter raised is already covered in the vision. Visions are meant to be high level and should not go into detail.
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence			
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		

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sara	doran		I think that there should be promotion of smaller, developments, built by local developers, providing local jobs, and this should be part of the decision making process. The larger developers often fail to deliver the required numbers of housing promised in the time frame, often alter details, for example removing bridleways, and the s106 money is not arriving in time to support the infrastructure developments that are necessary and part of the planning approval. Larger developers should not be offered opportunities until they have met previously agreed s106 commitments. There are no shops in any of the larger developments that have been developed around Maldon and Burnham - relying on proximity to the town centre. To create community, there should be small shops, a community garden/building , allotments etc I think that all developments need to be carbon neutral. All new developments need to take account of the use of eg footpaths, bridleways and cycle routes. There are many equestrians in the area, and with each development the ability to ride off road is	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. The NPPF does now advocate 10% of sites to be allocated on smaller sites of less than 1.0 hectare, the Council will need to comply with
Grace	Godwin			
Sue	Hillman		It is impossible to maintain a sustainable environment for the existing population and for new residents if the planned growth goes ahead	The LDP Review process has to take into account future growth, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
michael	carr	NHS		
Colin	Horner	Villageretreat	What's stated is common sense, but in order to preserve the environment and air quality you need to develop in areas that don't consume green belt or spoil historic landscapes.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	Older people are not included in the Vision, while younger people and working-age people are specifically mentioned. There needs to be acceptance that the District of Maldon does not, and will not, have the infrastructure necessary to be a globally significant economy, as cited in the previous Vision. However, it can provide a thriving economy for people of all ages by responding to and planning for demographic trends. Supporting the ageing population will create employment opportunities for people of all ages, helping to keep the district sustainable and vital. In addition, it should be noted that 'of working-age' is going to include a number of older people. This does not require a huge shift in planning, but will require opportunities for reskilling.	Issues regarding housing for the elderly have been reflected in the description about Housing Market Area charges, which now includes Chelmsford and Braintree. This market is made up of general market housing, specialist housing for the elderly and those with care needs or learning disabilities, as well as affordable housing.
Linda	Coom		I think we need to especially labour the points of protecting the special heritage and atmosphere of our beautiful old town, as well as going over and above what's necessary to protect local wildlife. I received a personal assurance from the ecology partner of Taylor Wimpey that wildlife would be protected by TW installing bird boxes on their new builds south of Maldon and wildlife corridors. Then, EWT (Essex Wildlife Trust) told me they were struggling to get TW to comply - and I don't believe they fulfilled any of their promises?	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard		Building in smaller communities in the area doesn't fit with vision - the lack of amenities in the smaller villages / communities will increase the travel requirements (predominantly car due to the lack of regular bus services) to access basic facilities including shops / an / dentist etc.	The Council has not set out where it is going to allocate land for development yet so no further comment can be made.
Ian	Drinkwater			
John	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon			
Nicola	Taylor	Elixirr	Very supportive of the vision regarding high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity.	Support noted.
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann			
Burnham	Town Council	Burnham on Crouch Town Council	However based on past record, how is this going to be achievable?	There is a statutory duty for the Council to review its local plan every five years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary
Sally	Everritt	Community360		
Mark	Garrett			

Question 5

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Justin	Barkham	Self employed	The vision of the plan is high level and while it supports protection of the districts heritage and countryside and identity of villages it then includes sites at GB1 which are in absolute opposition to these goals and aims Growth across all sectors is not consistent with protecting the environment, heritage, landscape or indeed addressing the climate emergency The district should support transitional moves to a low carbon environment. Establishing a	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Paul	Vidler		Due to the District's heritage we consider that these are important components which should be retained.	Support noted.
Poppy	Vidler	Crown Consumer Ltd	Expansion should not be at the expense of the loss of identity of our villages, protecting our environment, landscape or heritage. Is it not wiser for the sake of climate change to move to a low carbon economy with industry in existing locations and not spread and mix across the land. I very much support the focus of investment in infrastructure alongside growth	Support noted.
Victoria	Long		The identity of villages needs to be retained, the countryside and heritage should be retained.	The Local Plan contains policies regarding design, open spaces and heritage assets.
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service	People choose to live in small villages for a reason. These are being bombarded with new developments.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Stephen	Sutton			
Kevin	Bennett			
Nicholas	Matthams			
Christian	van Stolk	RAND Europe	We support the focus on heritage and the countryside and we welcome the support for the unique villages and hamlets of the District. We agree that these should be maintained.	Support noted.
Nicholas	Jepson		Support the primacy given to the District's unique heritage and countryside and retention of the identity of villages and consider that these are important components which should be retained. Support the primacy of the unique character particularly that relating to the history of Maldon and their working quay with Essex barges. Improved transport from villages into the main urban areas spreading out from Maldon and Heybridge would help to integrate these villages as well as providing access to countryside walks without needing to use cars.	Support noted. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson			
RICHARD	GROUT			
Tim	Madelin		Previous vision read better - new version reads as a bit vacuous and a key principle contained in the old vision is now missing ie District will grow sustainably to meet objectively assessed housing needs, taking into account environmental and infrastructure constraints. The new vision implies there will be growth without proper consideration of constraints. There should be a provision to make the new vision a housing strategy	Your comments are noted. Objectively assessed housing needs have now been replaced by the standard methodology and there is no need to mention either in the vision. It is felt that the amended vision better reflects what the district should look like at the end of the plan period.
Charles	Bishop		"A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity." This is very supportable	Support noted.
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	The existing LDP has a lot of contradictory objectives, and needs some careful management to even get near to achieving them. If the LDP is revised the task is even more difficult if not impossible if it needs to provide for even more housing. There comes a point when the countryside is overwhelmed and with it the quality of life for the residents, no matter what clever words we use to convince ourselves that we can manage it. We may be deluding ourselves in believing that we can eliminate climate change and we should develop strategies to cope with it.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed	No one knows what will be needed in 2043. If the population reduces as is forecast, new developments will be obsolete.	The Government's housing need calculations are based on household growth over the next 10 years, plus an allowance for 'affordability'. Any long-term population reduction will not impact on the current housing need. Housing is covered under another section of the Local Plan.
Gloria	Gold	London Design and Engineering UTC		

Question 5

First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments	I agree with the grand vision as long as the villages retain their individuality and "planning creep" is kept in check	Support noted. In terms of village identity, well designed places and buildings that function well and are well related to surrounding development and facilities are important. Design guidance that provides broad design parameters can be helpful in ensuring that new development fits in to its location.
Paul	Coppin		We support the focus on investment on infrastructure alongside growth, and supporting the identity of villages. However we feel that further consideration and adjustments across all sectors is not consistent with protecting our local environment, heritage, unique landscape and effect on the climate.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Johanna	Dale			
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		
David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm	The enormous housing developments which you suggest for Bradwell-on Sea would completely destroy the countryside of this picturesque village. The land earmarked for housing in association with Bradwell B would surround the 65 acre Curry Farm Nature Reserve in parts on as many as three sides. Unbelievably despite being one of the most important reserves in Britain for its insect populations we do not even receive a mention	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Carlos	Rodriguez		We support the primacy given to the District's unique heritage and countryside and retention of the identity of villages and consider that these are important components which should be retained.	Support noted.
George	Dixon			
Rebecca	Tucker			
Mark	Faraway		Comments as above	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
T	Ketteley			
Elizabeth	Weston			
Jacky	Barber		We strongly support the primacy given to the District's unique heritage and countryside and retention of the identity of villages and consider that these are important components which should be retained	Support noted.
Douglas	Channer	Private	It appears ,in my opinion, that again that this is not consultation as Maldon district Council appears may be to have made its mind up. I thought that there was an option that the plan could either run until at least 2038 ,fifteen years or until 2043 , twenty years. When did members decide on twenty years. The vision proposed is not clear enough and may be considered as watered down and in fact again seems to be altering the balance of protection that will be applied to the countryside ,heritage etc. The existing vision should be utilised with those elements of the new vision weaved in in an appropriate way to the previous vision. Vision should be a clear statement of intentions encompassed in that statement not a list of 1 to whatever number of what may be viewed as various elements that may one may consider have degrees of competing with one another. It is not joined up thinking or presented as joined up.	The Council can consider 30 years and this is supported by the NPPF, it will be a matter which will need further discussion depending on what the future infrastructure provision is for the District and if it can be accommodated over a minimum of 20 years or is more time required.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg		Sounds sensible.	Support noted.
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		

Question 5

First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
William	Moss		more emphasis should be given to preserving the identity of small villages	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Simon	Mackenzie Smith		The District has a unique heritage which needs to be protected from urban sprawl. Villages must be allowed to retain their identity and the countryside maintained	Well designed places and buildings that function well and are well related to surrounding development and facilities are important. Design guidance that provides broad design parameters can be helpful in ensuring that new development fits in to its location. The open countryside is protected under national planning policy and the Local Plan will contain policies regarding the protection of the districts landscapes.
Richard	Udall		These are just words, unfortunately they translate into eyesore developments such as at Southminster, North Farnham and other places.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Rosalind	Bishop		"A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity." This is very supportable	Support noted.
Paul	Burgess	None		
John	Symington			
D	Cooper			
C/O Agent	C/O Agent		The amended vision is, on the whole, considered to be appropriate. The amended vision takes into account the existing affordability issues and recognises that the delivery of housing within the district should balance the needs of communities, the economy and the environment. The commitment in relation to climate change is also welcomed	Support noted.
Zoe	May	East of England Ambulance Service NHS Trust	EEAST together with its health and social partners via the Integrated Care System is committed to developing sustainable, inclusive and healthy communities.	Support noted.
Roger	Woodcock			
Michael	Manning			
Jack	Inglis	Kelvedon Hall	Important to retain the identity and heritage of our special villages	The Local Plan contains policies regarding design and protection for heritage assets.
Peggy	Shields			
Dawn	Adams	Catesby Estates	No. The amended vision only mentions housing as an aside: "2) A network of sustainable, inclusive and healthy communities where all residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment." This is a retrograde step from the adopted Local Development Plan vision which commits the Council to delivering its objectively assessed need and to the delivery of new affordable homes: "Over the Plan period the District will grow sustainably to meet objectively assessed housing needs, taking into account environmental and infrastructure constraints. This approach will maintain the quality of life for the community and ensure the delivery of new affordable homes and infrastructure." The plan vision urgently needs reconsidering to ensure that it focuses on the delivery of the Council's Local Housing Need as a minimum and seeks to address affordability issues through increased delivery in the short term and the delivery of affordable homes. Without amending the vision in this way, the objectives of the Local Plan will not effectively focus on the key issues of delivery and affordability.	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
Braxted and Blackwater Conservation Group	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	The proposed vision is too high level. We strongly support the primacy given to the District's unique heritage and countryside and retention of the identity of villages and consider that these are important components which should be retained. Point 3) within the vision needs further consideration and adjustment. Growth across all sectors is not consistent with protecting the district's environment, heritage, landscape or the climate emergency; and a focus should be on supporting a transition towards a low carbon economy and delivering high quality jobs at sustainable locations which are accessible to the District's population. We support the focus on investment in infrastructure alongside growth.	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding design are set out in the strategic policies. The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Wayne	Tilley	RTG Group Limited		

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First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
David	Dronfield	Braxted park	We strongly support the primacy given to the District's unique heritage and countryside and retention of the identity of villages and consider that these are important components which should be retained.	Support noted.
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Ellum			
Bernard	Steeple			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		We are of the opinion that there needs to be recognition that existing residents that are in villages such as Latchingdon do not necessarily want growth at any cost as a convenient means of meeting housing targets. There needs to be a recognition that the majority of residents have chosen to live in a location for what it is or was , not what it is may be changed to.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans	Gladman support the Council's amended vision and objectives which among a number of things seeks to support the transition towards a low carbon economy and supports a network of sustainable, inclusive and healthy communities which deliver development to maintain the vitality of the communities. The Rural Facilities and Settlement Hierarchy Study (January 2022) highlights the sustainability of numerous rural settlements and the ability of Large Villages to accommodate growth and development with good access to facilities and services including public transport connections. This document will be key in defining a pattern of settlements and identify locations for growth to deliver housing to meet the district's needs up to 2043, increase affordable housing delivery and ensuring the Council can maintain a 5-year housing land supply.	Support noted.
Duncan	Clark		Yes in terms of supporting the District's unique heritage and countryside. No in terms of growth at any cost across all sectors which is in opposition to the above. There is a contradiction here and lack of consistency with protecting the district's environment, heritage and landscape. Warehousing does not produce high quality jobs at sustainable locations and are often filled by out of district workers.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Patricia	Smith			
Mick	Sargeant		These are all nice buzz words but pointless without relating them to commercial realities	The Council supports local businesses and will work hard to have a positively worded employment policy to reflect this.
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*		4.10 The new vision is generally supported along with the proposal that it is more succinct. However, housing affordability and developing the right types of new homes in the right locations, is clearly one of the District's major challenges as set out in paragraph 7.2, along with ensuring new development is high quality. It is not considered that these factors are sufficiently emphasised as part of the draft vision.	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
*	Willmott		4.9 The new vision is generally supported along with the proposal that it is more succinct. However, developing the right types of new homes in the right locations, is clearly one of the District's major challenges as set out in paragraph 7.2, along with ensuring new development is high quality. It is not considered that these factors are sufficiently emphasised as part of the draft vision.	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.10. The new vision is generally supported. It is more succinct and therefore easier to relate to the plan policies. 4.11. We would urge the Council to include a priority for addressing housing affordability which remains a pressing issue in the district and is not fully captured in the Vision.	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.

Question 5

First Name	Last Name	Organisation	Question 5. Do you agree with the amended Vision?	COUNCIL RESPONSE
*	*		3.12 The new vision is generally supported. It is more succinct and therefore easier to relate to the plan policies. 3.13 We would urge the Council to include a priority for addressing housing affordability which remains a pressing issue in the district	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
*	*		3.11 The new vision is generally supported. It is more succinct and therefore easier to relate to the plan policies. 3.12 We would urge the Council to include a priority for addressing housing affordability which remains a pressing issues in the district	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
*	*		3.11 The new vision is generally supported. It is more succinct and therefore easier to relate to the plan policies. 3.12 We would urge the Council to include a priority for addressing housing affordability which remains a pressing issues in the district	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
*	*		3.11 The new vision is generally supported. It is more succinct and therefore easier to relate to the plan policies. 3.12 We would urge the Council to include a priority for addressing housing affordability which remains a pressing issue in the district	The objectives of the vision are not meant to be absolutely specific and therefore should be broad, details regarding housing are set out in the strategic policies.
*	*			
*	*			
Alan	Massow		The Local Plan is updating its vision to include reference to climate change and to make affordable housing a higher priority, as well as making design more beautiful. Officers support the revised vision	Support noted.
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			

Question 6

First Name	Last Name	Organisation	Question 6. Do you agree with the objectives for the review of the LDP?	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake		
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell		Previous attempts at 'development that minimises traffic generation' were naively flawed (reducing off-street parking places etc) and made street congestion worse. The Planning Department is very narrow-minded and oppressive when it comes to small scale development with individuals having a very negative subjective view on most proposals.	Comment noted.
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs		Not completely convinced	Comment noted
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes			
Peter	Wakling			
David	Sismey		Again infrastructure should be #1	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		8.6 There needs to be a realism with regards to the generation of employment opportunities that is separate to supply of housing. The District is demographically hindered by its distance from main arterials the farther east it is. I would want to see robust evidence to support large scale growth of employment opportunity within the District if used to support/justify a strategy	The Council is having an update to the Employment Land Study and this will provide evidence for employment need
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited	The district is extensive and rural and settlements are dispersed. It is the correct approach to ensure that LDP plans for the long term vitality and economic viability for the long term, providing them with the new and specialised housing, transport and employment opportunities that are needed for people to live and work and support the local services	Support noted.
Michele	Williams			
Tara	Strydom		SEND children have been completely over looked in the Maldon District for too long! The statement should say: Encourage development that supports the enhancement of education, with a particular focus on SEND children. ECC's SEND strategy is that all Children should be able to attend their local school. As this isn't currently an option in Maldon District, especially after primary school and in order to offer this in line with ECC, Maldon District need to urgently set objectives to meet this strategy. I am fully supportive that SEND children should be included in mainstream local schools and not removed out of their community at the age of 11. They are being excluded from every after school activity because they are travelling home from school. We are teaching children that SEND children / people should be segregated and this is the message that gets transferred long after education has finished! What development is needed at ORA and Plume schools to be able to offer a place to every child ?!	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. There are plans to extend Ormiston Rivers Academy in Burnham paid for by S106 funding. There are SEND schools in Essex, this is not a general need and there is no obligation for every District to have one, SEND needs are varied and ECC plan for them based on a much wider catchment than single local authority areas.
Jenny	Ball			
Cliff	Baron			
Gill	Winsor	Tesco		
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes		The proposed build for Althorne already goes against the several of the objectives. This development is not wanted or needed by the community.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.

Question 6

First Name	Last Name	Organisation	Question 6. Do you agree with the objectives for the review of the LDP?	COUNCIL RESPONSE
Sarah	Sapsford		This is partial. I agree with much of this, but as a council you need to follow through. However looking at your site options the statement 'Develop where possible on previously developed land.' is not being followed. Either remove or adhere to it.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Merryl	Quilter			
Bear	Keen			
Jessica	Cox			
Robert	Burton			
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland		<p>The wording used does not tell us how you will do these things eg. How will you prevent flooding? Thus far there has been no evidence of there being any desire to build on previously developed land and we, the residents have had to watch our green fields disappear under new developments.</p> <p>It would be nice to think that all residents would be able to access education and health services [8.6.5] rather than just those in new developments as we have all been negatively impacted by the huge growth Maldon has had to endure.</p>	<p>The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p>
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffn		there is no mention of flood/ sea wall protection for any future developments or of any future upgrade to the existing sewage infrastructure which is needed	The management of the flood defences in the district is the responsibility of the Environment Agency. Utility infrastructure falls under responsibility of Anglian Water
Kathryn	Beighton	Publishing		
Roy	Warren	Sport England	<p>While the vision (8.3.2) is to create a network of sustainable, inclusive and healthy communities, none of the objectives specifically address healthy communities. It would have been expected that an objective would be included along the lines of maintaining, enhancing and providing a network of open space, sport and recreation facilities and maximising opportunities to encourage active travel for instance to support the delivery of the vision. The objectives relating to infrastructure (8.6.5) should also be extended to cover residents of new development having access to open space, sport and recreation facilities.</p> <p>It is therefore requested that suitable objectives are added. This would help the plan to accord with Government policy in paragraph 92(c) of the NPPF (2021) and Sport England's 'Uniting the Movement'</p>	Comments noted, add in at the end of clause 5 of the objectives "and sport and leisure facilities" this is missing from the objectives.
STUART	SOWTER		<p>see question 4</p> <p>COMPLETE lack of thought given to the fact that there is only one way on/off the dingle and the current infrastructure is crumbling</p> <p>You have sought to frame the debate with a suggestion the main developments should be at the furthest extent of a peninsular with extremely poor transport! (Bradwell and Burnham)</p> <p>This is a national demand for housing. Rather than anything local driven or 'self-sustaining'. So the most logical place for something driven not by the local but by national needs is between Maldon and Chelmsford & Witham so it grants the most efficient access to the rail and road infrastructure.</p>	The present LDP has an Infrastructure Delivery Plan, it is not crumbling, which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Mark	Raffray		<p>The main sub-objectives as set out in this section are appropriate. However, even in its high-level and overview form, 8.6 (5) is nebulously stated and has non-transparent elements, e.g. "Joined-up infrastructure in the right place and at the right time...".</p> <p>In respect of new development infrastructure networks, surely the more pressing needs are to ensure that services and facilities are firstly properly matched to demand, and secondly, can be effectively accessed</p>	The objectives are broad and do set out that accessibility is an important consideration.
April	Rowley		Insufficient brown field sites identified	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.

Question 6

First Name	Last Name	Organisation	Question 6. Do you agree with the objectives for the review of the LDP?	COUNCIL RESPONSE
e	e	e	<p>The objectives are good but they need to be more accurate:</p> <p>"...new development will be as energy efficient as possible" – does that mean regardless of cost? Developments do have to be viable.</p> <p>"We will reduce the impact of flood risk..." should say "we will reduce flood risk" and / or "we will reduce the impact of flooding".</p> <p>And "We will... reduce the impact of air, water and soil pollution" should say "We will... reduce air, water and soil pollution".</p> <p>These objectives could mean that just a 1% reduction is adequate: so we need targets.</p> <p>"Allocate sufficient housing to meet the District`s housing needs..." should say "Allocate sufficient land to meet the District`s housing needs...".</p> <p>Clarify "...focus on those furthest from the labour market" to state whether it means geographically or behaviourally the furthest.</p> <p>Remove "opportunities" from the end of: "Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities"</p> <p>I am unclear how this objective works with the proposal to remove settlement boundaries: "Ensure the protection of strategic gaps between development areas and settlements ..."</p> <p>Is it too ambitious to "Ensure that the residents of new development can safely access education and health services ...".</p> <p>• Eg If a resident in a village with no bus service has to travel to, say, Broomfield Hospital, how do we ensure they can do that safely?</p>	<p>Objectives are just broad guides for policy creation they do not have to hone down into detail at this stage. The planning system cannot in itself reduce things, it can only through development coming forward reduce the impact of things to make development satisfactory. Agree about the wording of allocate sufficient land to meet the districts housing needs - this should be changed. Development also has to encourage opportunities so the word in terms of mitigation for the natural environment is relevant. Strategic gaps means that the Council will not support development that closes them off between settlements so there is no merging of settlements. It is not too ambitious to ensure that new development can safely access education and health services this is a key tennant of sustainability.</p>
Kevin	Lagan		<p>losing to much of our green space. Not enough infrastructure.</p>	<p>The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of</p>
Bill	Withers			
Joanna	Jeffery			
John	Mitchell		<p>It will be hard to judge progress against the objectives under 8.21) given the vagueness of the vision.</p>	<p>The LDP review will have an updated monitoring regime in it which will be more robust at present, this will demonstrate if the policies are effective</p>
Bethany	Jones	Colchester Borough Council		

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First Name	Last Name	Organisation	Question 6. Do you agree with the objectives for the review of the LDP?	COUNCIL RESPONSE
magnus	Magnusson	Parker Planning Services	<p>My client agrees with the amended 'Spatial Vision' that seeks to adapt to and reduce the risks of climate change. This can be achieved, in part at least, my adopting a growth strategy that focusses on the larger and more sustainable locations (settlements) within the district and including Burnham-on-Crouch.</p> <p>My client agrees with the vision that new housing and economic development should balance the needs of communities, the economy, and the environment. Such 'balanced' growth can potentially reduce the relatively high levels of out-commuting to locations such as London and as currently experienced within the district.</p> <p>My client agrees with the vision for a diverse and competitive economy that reduces the need for out-commuting, attracts and retains people of working-age and raises overall levels of aspiration and attainment for young people.</p> <p>My client agrees with the vision for joined-up infrastructure in the right place and at the right time to increase overall connectivity, accessibility, and mobility for the needs of both residents, business, and visitors. To this end, it is considered that land for new homes should be integrated with existing and new employment land provision within and adjacent to the districts.</p>	Support noted.
Nick	Whiteley		<p>Improve energy efficiency and improve carbon neutral goals on the products actually used in the builds. It was a while ago, but using hemp instead of clay for bricks looked like a promising advancement to material science, both with fire-proofing and insulation.</p> <p>Reasonably, new housing should incorporate solar power, EV charging points, potential groundwork for better handling and redistribution of rain water for use in the district.</p> <p>Reducing the barriers to finding out information regarding what is likely to be accepted and what is less</p>	Many of these suggestions will be considered in the reviewed design policy which will be looking at incorporating climate change in a more positive way.
Peter Rex	Layley Davenport		<p>Overall yes. However, I am not happy that this consultation form limits the comments I can make and that there is nowhere to set out reasons for not supporting any of the 7 growth options in the "Have Your say " leaflet</p>	The Council has undertaken a learning exercise from the experience of this consultation and will, if necessary be making changes to future consultations. However, digital consultation is the way the Government is moving in regard to engaging with the planning system. The Council will always offer ways for those without digital access to engage with any consultation as we did with the Issues and Options Consultation where residents could telephone in with their comments.
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed		
Karen	Neath	Tolleshunt Major Parish Council	<p>We support the objectives but would add the following comments: -</p> <ul style="list-style-type: none"> - The character of a rural village is often formed and enhanced by its remoteness. the rurality is what people who live there are seeking and attracts them to live there. So any proposals around increased connectivity, accessibility or enhanced infrastructure need to be carefully considered in this context. - When sites are designated in the Local Plan these does not appear to be any consideration about overall capacity. Each planning application for the site is determined discretely without consideration of what is already in place. We would like to see a inclusion of a policy around overall capacity / sustainability of a site to that local residents are aware of the potential overall build or development of a site. 	Support noted. Every planning application should be considered on its own merits and should be considered not only against the development plan but in terms of any other material considerations, this would be the effect on the location where the development is going to be situated.
N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		8.32 see my comments to Qu 4	Comment noted, the design policy will be reviewed in the work of the updated LDP.
Richard	Courtney	University Of East London		
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society	No residential Developments within SMALL Villages &/or Conservation Areas.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.

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Alan	Outlaw	Self Employed	All new builds should have electric charging points for vehicles as a mandatory requirement.	A law is being introduced by the Government for all new dwellings to have electric charging points, however this will be enforced through Building Control regulations rather than through planning policy or conditions. Policies will however support/promote the use of electric vehicles.
John	Hitcham		'Support development that minimises traffic generation and provides for sustainable transport solutions without compromising the ability of our rural communities who still need to use cars to access essential services and facilities to thrive and prosper.' can only happen if permanent jobs are created first as a priority. Distance commuting must be less attractive.	Agree with comments but the Council also has to ensure that future housing growth is accommodated.
Richard	Kelly	Croudace Homes	Whilst we agree in-principle, in terms of the need for the District to deliver its housing needs in full, we suggest a specific objective is included which addresses this. This should be: "Ensure development meets the housing need in full as a minimum across the Plan period in order to reduce affordability issues across the District". It is also considered that for the Objectives to be achieved, development needs to be delivered holistically and a fundamental part of this relates to where sites are located. As set out by the National Planning Policy Framework ('NPPF'), "the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns (our emphasis), provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)" (paragraph 73). The main driver to achieve each of the objectives is therefore intrinsically	The objectives already in clause 2 say that the Council will allocate sufficient land to meet the districts housing needs. There is no need to expand on this any further.
Lindsey	Squire	North Farnbridge Parish Council	Past examples of development have not achieved these objectives. How can it be ensured in the future.	The LDP review will have an updated monitoring regime in it which will be more robust at present, this will demonstrate if the policies are effective.
K	Jeffries		Stop building homes and build a hospital it's a one hour journey to the nearest A and E	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. A new hospital would only be possible with the correct funding and support from the NHS. There are already plans for the NHS to bring forward a health hub in Maldon which statutory partners are presently working on.
John	Lakin	?		
Andy	Ouelch		I agree with the objectives but I don't agree that slowing the large development of Ghetto style housing estates is compatible with the objectives	Good design is important and the design policy in the LDP is going to be reviewed.
Samantha	Weeks			
Carlie	Mayes			
James	Rushton		I am particularly concerned that the necessary increase in housing stock is not at the cost of the unique rural features of the District. I like the objective to "Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting"	Support noted
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion			
Terence	Hughes	Burnham-on-Crouch constituent	This cannot be obtained without spending millions on infrastructure.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Amanda	Mickelsen			

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John	Tompkins		There are however a significant number of inaccuracies appertaining to the survey purported to have been carried out on the village in 2021 and recorded in the consultation documentation. It is therefore difficult to understand how meaningful such a review is.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford		However it's the implementation plan that's essential and the performance management of it, so that these objectives don't just remain empty words.... just a strategy tick box exercise.	The reviewed LDP will have a new monitoring regime which will be more effective than previously and show if the policies are effective.
Jo	Harvey		Building in Althorne will not meet the Council's objectives.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District council		
Chris	Harvey			
Philip	Davies			
Jane	Senior		To achieve zero emissions, solar panels are the bare minimum developers should be required to instal in all the new builds. Tree planting essential (there is a distinct lack of trees in all the new build sites which are aesthetically ugly... not even leaving existing trees within the sites to build around and noticeable felling of established trees .Maypole Road to Wickham Bishops). Domestic Gardens, parks and allotments would again help with climate control/emissions. Solar energy to light street signs?. Reduce street lighting? The 2043 plan does not acknowledge that the town and the District is already struggling on many levels. The Council consistently seem to undermine the value of the Thames Barges and the Marine Heritage on the Hythe with obstacles constantly put in the way of maintaining the most historic element of the town and area.	The design policy is going to be reviewed and this should help to improve overall design in the district. The Council has the CAMP strategy and is working to bring forward the projects set down in it which includes the quay areas of Maldon/Heybridge.
Susan	Cumming	not applicable		
Amanda	Clack		Particular importance and weight in consideration should be given to: "8.54) A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity. We will; Protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District. Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities. Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting. Work with owners, partners and developers to conserve and enhance heritage assets and their settings." and "8.6 5) Joined-up infrastructure in the right place and at the right time to increase overall connectivity,	Support noted.
Ronald	Edge	Construction Industry		
Daphne	Scott		I agree to all the objectives, but fear that these statements may not translate into a full commitment under pressure from developers who want to make money for their shareholders whilst building houses that barely meet the requirement for energy efficiency in design, materials and local energy sources thereby failing to reduce emissions of carbon and other greenhouse gases as required in order to avoid the catastrophic effect of Global warming.	Support noted
Gordon	Mussett	Little Braxted Parish Council		
Kenny	Alexander	Thomas Gainsborough School		

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David	Kennedy		<p>8.2.1 needs to include the fact that new development is proceeded by the infrastructure and services necessary to support the additional needs and pressures that the occupants will bring with them</p> <p>Minimise the use of existing and productive farm land for development.</p> <p>8.4.3 all instances of the word "encourage" should be preceded or followed by " support"</p> <p>8.6.5 include the recognition that private transport will also play a significant role in travel around and beyond the district</p>	<p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.</p> <p>The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. While the council acknowledges the use of the private car the priority</p>
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper			
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None	<p>One of the stated objectives is 'Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.'</p> <p>Let's not delude ourselves we do not need linking passages of green infrastructure, we need big areas of natural landscape and farmland for flora and fauna to thrive. if we build houses and roads we are</p>	<p>Disagree with the respondent, the district does need linked areas of green space to ensure that biodiversity can move around the district. The district is rural so already is mostly countryside, it's the route out for biodiversity from urban to rural that is very important.</p>
christine	collins		<p>I think it is the planners land owners and developers that need to be reading this</p> <p>Not just paying lip service to it with a few solar panels and the like to offset destroying vast areas of countryside and indeed farming land, for more housing .</p> <p>we should as a country be becoming more self sufficient in agriculture as the people moving in to these proposed new houses will not afford to feed themselves</p>	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.</p>
Stuart	Williams	Ace group		
Reegan	Howles		<p>One objective states that the LDP looks to 'Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities'. The best way to improve and manage the natural coastal environment is to prevent large scale developments from occurring in these areas, such as in villages like Althorne. The significant natural and historic environment of this area will not be mitigated if large scale development was to be</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
David	Webb		See q1	The Council cannot comment any further.
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh			
Janice	Jackson		<p>You mention: Support the work of communities in neighbourhood planning?</p> <p>I believe there has been much consultation with Althorne residents in respect of ALT2, I have been told</p>	<p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Jenny	Clemp	Langford & Ulting Parish Council	<p>Paragraph 8.3 2) Disagree with classification of Langford as a medium village on Maldon District Settlement Plan Update Map 2022. The population figure in the 2011 Census is 161. Langford should therefore be classified as a small village. Similarly, disagree with classification of Ulting as a small village. The population figure in the 2011 Census is 167. Ulting has a dispersed settlement pattern and should therefore be classified as a hamlet.</p> <p>Paragraph 8.5 4) 'Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.' The Parish Council is very concerned that the eastern boundary of Langford is in danger of coalescing with Heybridge subsequent to the Call for Sites which includes proposed housing development sites at LANG3, GTHS11a and GTHS12a</p>	<p>The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The Council we believe would not support the merging of settlements there should be a gap between them even if it is a small gap it needs to be a clear gap.</p>
Hazel	Notley			

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Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities		
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	<p>Particular importance and weight in consideration should be given to:</p> <p>"8.54) A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity.</p> <p>We will;</p> <p>Protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District. Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities. Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting. <u>Work with owners, partners and developers to conserve and enhance heritage assets and their settings.</u>"</p>	Support noted.
David	Rees		<p>The objectives place great importance on maintaining and developing the natural environment and historical relic features. This must include a heavier protection of the landscape to prevent swamping it with housing development.</p> <p>With regard to the development of local infrastructure many villages have little sustainable infrastructure to build upon, which has been the reason major development has been refused under the present LDP. Villages which have poor road networks and lack the most basic facilities such as shops, schools, doctors surgeries, post offices, public houses etc., should not under the new LDP, suddenly become sustainable for wholesale building which would automatically increase pressure on meagre existing facilities by generating increased road traffic and demand for school places in areas already unable to cope with existing pressures.</p> <p>Despite an increasing emphasis on environmental issues transport by car will inevitably be the prime means by which inhabitants of new housing developments will access places of employment, leisure and shops etc. This means that development should give ready access to road networks e.g. major trunk roads. This applies also to the transport of goods by lorry on small rural roads which were built before <u>the introduction of ever larger lorries weighing up to thirty-eight tons.</u></p>	The objectives already cover adequately the matters raised by the respondent.
Felicity	Gale		<p>There seems to be no consideration to maintain the local beauty spots rather to continue to build and destroy the countryside - ALT2 in Althorne is a lovely area where I walk my family, this will be destroyed by 1750 houses.</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Lindsey	Wright			
Darren	Weeks			
Phil	Manning		<p>The Essex Climate Action Commission Report sets out all sorts of very laudable ideas but, because they are not yet law, there is a scramble by developers to get sub-new standards housing through.</p> <p>MDC have told me that they cannot reject planning proposals even if they don't meet the proposed new standards because any appeal must be allowed because it is too time consuming and costly to fight them.</p> <p>The clear message is that we will be quickly building homes which will be out dated almost as soon as they are built. Everyone knows that in order to meet our climate targets we will have to do a huge amount of retro-fitting. How stupid is it to build new homes that are going to need retrofitting almost immediately.</p> <p>This needs addressing by Central Government as a matter of urgency.</p> <p>Meanwhile, MDC needs to clearly indicate that any planning proposal will be dealt with as slowly as you are allowed to unless it takes into account ALL the measures proposed in the ECACR.</p>	The Council cannot hold back making planning decisions because development is not conforming to legislation that has not taken effect yet, this would not be legal under the terms of the planning act.

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Peter	Clack		<p>Unless particular importance and weight in consideration is given to:</p> <p>"8.54) A high-quality environment that protects the special merits of the District, particularly the historic environment, open landscapes, protected natural environment including nationally significant areas and unique biodiversity and geodiversity.</p> <p>We will;</p> <p>Protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District.</p> <p>Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities.</p> <p>Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure.</p> <p>Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.</p> <p>Work with owners, partners and developers to conserve and enhance heritage assets and their settings."</p> <p>and</p> <p>"8.6 5) Joined-up infrastructure in the right place and at the right time to increase overall connectivity, accessibility and mobility for the needs of both residents, business and visitors."</p> <p>This doesn't seem to be being played out in the Call for Sites and the HELAA - particularly ALT2.</p>	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Doug	Lockwood	National Grid	<p>I don't believe all those objectives are achievable and, especially energy sources which have not been fully identified i.e. heat pumps are not sustainable and hydrogen still needs to be researched. Flood protection is too expensive and building houses increases the flooding problem, so again this is not achievable.</p> <p>Sustainable transport solutions requires a train station. This will not be achieved.</p>	Comments noted but the Council does have to set out what it is going to try and achieve during the plan period and will strive to achieve the objectives.
Sally	George			
Vara	Szajkowski		<p>I agree with the objectives, but I don't think you have the correct measures in place. In particular, you don't explain in any detail how you are going to achieve the objectives below:</p> <p>"Ensure that development positively contributes to improving places and spaces for all and that "beauty" high quality and inclusivity is reflected in the design of the built environment."</p> <p>"Ensure the protection of strategic gaps between development areas and settlements to safeguard their</p>	The Local Plan includes policies regarding design, good design contributes towards creating safe places/reducing opportunities for crime, improving health and wellbeing, making places liveable, accessible and climate resilient, these are due to be reviewed.
Bob	Calver			
David	Hill	Dandara Ltd		
Tessa	Lambert	Natural England		
Dawn	Howles		I am very proud of the beauty of my village of Althorne, friends who visit are impressed by the wonderful uninterrupted views across the estuary and the peaceful walks around the village.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Steven	Potter		Overall, yes, but need a commitment to translate objectives into local action which adapts to and reduces the risk of climate change. The objectives state that MDC will ensure new development will be as energy efficient as possible, yet none of the (visible) new housing around Maldon has any solar panels on the roofs. With regard to paragraph 8.3(2); much of this is nonsense, especially the last bullet point.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
natasha	frith		link will not work	N/A
Vysian	Banyard	TKPC	BUT there is a need to protect the character of the rural villages in the district. Rural villages need to retain their own separate identity and not simply become part of an adjoining larger settlement. This is of particular significance to Tolleshunt Knights which should not be allowed to become part of the urban sprawl which is now Tiptree.	The Council cannot respond on site or settlement specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Anthony	Bates			
Russell	Howles	WSP		
Diane	Carter		Support in principle. But, need to invest in the railway line and infrastructure for Maldon.	Infrastructure requires funding and if the Council brought forward a railway station and line for Maldon then it would have to consider allocation significant amounts of housing to fund it, this would most likely not be supported by residents.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	N/A
Brian	Townsend		I agree with, in particular 8.21 and 8.54, the objectives but would stress that imposing a seven-fold increase in the size of the small village of Stow Maries would be negating those objectives.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.

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Robin	Fanshawe		In general	Support noted.
Malcolm	Finch			
Peter	Taylor	Retired		
Chris	Melbourne			
John	Brown		Again, nice ideals but you are kidding yourself if you think you can achieve even half of those. Each will be a compromise to balance out one of the others. I think there should be a little more realism. For example, abandon all ideas of public transport. Maldon district is just too rural, except that people are going to need cars and that a bus service is just not sustainable by the few people that need it. Cater for the car, encourage car sharing. Neighbours in rural areas will generally help those that need a lift. Parents won't put their children on a bus. They prefer to clog up the roads with their distracted driving and atrocious parking near schools. Accept the truth, put car parks near schools and make the roads safer for cars.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
Robert	Hollamby			
Chris	Waumsley	Inovo Consulting	Housing choice is not just limited to self build and custom build opportunities but also to opportunities a variety of developers to access a range of locations, type and size of site Where people want to live. Developing previously developed land where possible is agreed but it should be recognised that that will be insufficient to meet housing needs on some previously developed land will be in inappropriate locations for housing. Appropriate Greenfield sites will therefore be a necessary component over deliverable housing strategy that will meet the needs and aspirations of the population.	Agreed, the district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading	Yes - if the objective of: 'A network of sustainable, inclusive and healthy communities' is a reality and no more than a rhetorical flourish to make the exercise appear reasoned and responsible.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
Robert	Stephens	N/A		
Gary	SPICER			
Pete	Butcher		I'm not sure that self-build and custom build housing requires any special treatment. I understand that it provides choice, but these types of houses are very unlikely to be affordable or an efficient use of available land. Should this type of housing come under the category of "windfall" and "infill" housing and be allowed to develop naturally? It States MDC will support the work of communities in Neighbourhood planning.... Will local NP's determine what housing is to be built or will the LDP determine what housing NP's will have to build?	Self build and custom build are not covered by the present LDP and are national priorities now where they were not when the present LDP was approved and this does need to be addressed. If NDPs are out of conformity with the reviewed plan then they will require reviewing. They should be reviewed at least every five years anyway.
JO	COOMBES		There should be more emphasis on protecting the natural environment, much of which has exiting in tact for centuries	The natural environment is covered by the objectives and in national planning policy.
Helen	Bridge			
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		'Ensure that new development will be as energy efficient as possible in its design' is laudable but it wont happen unless you change the regulations. It is possible to build houses that do not require heating but no builders do. 'Positively support renewable energy development ' is incompatible with nuclear power. Nuclear power cannot react fast enough to variations in supply and demand. 'Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure.' this wont happen with current	The design policy is going to be reviewed and this should help to improve overall design in the district including renewables and energy efficiency initiatives. Biodiversity corridors is already covered in the objectives.
Joanne	Maloney		I agree with 'Allocate sufficient housing to meet the District's housing needs to 2043'. I don't agree with building housing for people from other districts who sell their more expensive homes in Greater London to buy one of ours.	The Council cannot control who buys open market housing in the district.
Mark	Hurley	Selfridges	I don't disagree with the points, but it's down to how these are to be implemented. Need greater focus on the actual impact on Maldon which is hardly covered.	The planning system seeks to mitigate impact but it is inevitable that there will be impact because this comes with growth and change and there cannot be growth without some of this.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	We agree with the majority of the objectives, but the objective relating to renewable energy development is too narrow. It currently states: "Positively support renewable energy development where it can support the District's move to carbon neutrality and net zero emissions." We believe that the correct term is "low carbon", rather than "renewable" aligned with the UK Government Net Zero Strategy. The drive towards delivery of low carbon technologies is not just a local issue and to meet net zero each district needs to play their part in hosting nationally significant projects which meet national need and objectives. This will apply to both NSIP scale projects and locally determined projects. Energy projects are by their nature meeting a national need, but provide benefit	Agree with the respondent that the term should be changed to low carbon, if moving to a carbon neutral with net zero emissions then both low carbon and renewables are a priority for support and this does include low carbon in all developments not just energy developments. Low carbon also includes renewables to the one term is sufficient.

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Lynne	Goodbourn		As above. Dengie peninsular is unique in that transport routes can only go in one direction in or out of the area. So housing and population cannot be calculated for transport and road routes in the same way. Unlike Witham for example that has multi directional access and egress	The Council cannot respond on site or area specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period
Christopher	Kent		They are contradictory. Q7 Some clarification needed of what the housing needs are	The clarification of housing needs will be set out in the policies.
Lisa	Singh	Direct Call Centres Ltd	Yes I do agree however I believe that MDC are labelling certain unsuitable sites such as ALT2 especially when considering the councils objectives. One such being to protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period
Kevin	Head			
Elizabeth	Sawyer Bayliss		Some of the objectives are good, such as: - minimising traffic generation -supporting renewable energy development -improving places and spaces -developing tourism -protecting and enhancing the distinctive natural environment -supporting linking areas of bio and geo diversity. However, every single one of these objectives will be blocked by the proposed power plant: -traffic generation will be massively INCREASED -places and spaces will be entirely destroyed on the Dengie and the Blackwater estuary -tourism will NOT be developed by a massive building site, two huge cooling towers and fencing that runs the length of the roman East End Road -the distinctive natural environment will no longer exist on the Dengie -linkages will be lost on the site of the plant: the water will be warmed and thus destroy the water life	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually.
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	8.32 Not just support but encourage the work of communities in neighbourhood planning. The use of the word " beauty" can be widely interpreted and is unnecessary.	The word beauty is the word that the government uses in terms of design of development therefore it is an appropriate term to use. The Council have an obligation to support NDPs but only has the capacity to do this for those parishes coming forward if the council encouraged them all the council would not have the staff to support them.
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths		You state you want to 'Ensure new development is water efficient to reduce and mitigate against the effects of climate change and drought' ...if you continue building on green/brownfield sites, you will undoubtedly continue to increase the risk of flooding, as you're decreasing the drainage such fields provide. With regards traffic and transportation, I live on Wantz Road and am becoming concerned about the huge increase in heavy goods vehicles driving on this road. The tiny, ancient cottages literally shake as they trundle by.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. The Council cannot control the amount of traffic presently going down a road this is a matter for ECC as the highway authority.
Matthew	Taylor		I support the focus on protecting the built and natural environment and I support the focus on climate change and a transition to a low carbon economy. However this needs to guide not just quality/standards of development but its location in order to minimise the need for travel and support use of sustainable modes. Main towns are where there are concentrations of economic activity, population and services; with a change in retail patterns there is a need to protect and support employment generation in these sustainable locations, rather than in isolated locations that are dependent upon the car as the principle	Support noted
Anne	Bailey		Certainly near Major town with easy access to main arterial roads, not way out in the country side.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth.The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Winifred	Sutherland			

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Lucien	Taylor		In meeting future housing needs, we need to monitor the extent of urbanisation of the countryside. The pull factor for in-migration is the beauty and tranquility of the environment; we must be careful not to destroy the very thing which attracts people to the district.	The open countryside is protected under national planning policy, the build coverage in the countryside compared with urban areas is nationally only 1% of all the land.
Chris	clark			
David	Baker			
Jeremy	Richardson			
Glenna	Wilkins		So far no additional doctors surgeries have been built. No extra schools or young persons facilities e.g youth clubs etc. At this time, doctor's surgeries at at full capacity and parents are haveung to commute each day out of their local area.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	I support the focus on climate change and transition to a low carbon economy and would therefore like the plan to reflect that in the sites it includes (which should not therefore include GB1) The plan should support employment in sustainable locations not ones that have no infrastructure or public transportation	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Isabel	Adcock		Need to include mental welfare of all age groups	Health is a consideration in the LDP review but only within the remit of what the planning system can deliver, so only in development terms.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson			
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane		The statements in this page seem loose and non-committal and I do not understand it's use of the word safe. My response is applicable to Althorne. Do transport users feel unsafe currently? and what will we be doing to make them feel safe? How do you safely access education and health services and facilities as opposed to just accessing them. I feel it is loose because it doesn't say where people can access education. Children already have access to schools outside of the area (Basildon being an example) because they can't join schools in reasonable distance of where they live. How much further away will further growth push children for education. It doesn't define what infrastructure. I don't believe that traffic generation can be minimised in this area when adding more housing.	The safe word in the last bullet point in clause 5 has been expanded so that it is clearer what this means. The objectives are broad and do not go into specific details this is for the policy and delivery.
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates	These are on the whole appropriate objectives, subject again to the Council's ability to achieve them through the operation of the town and country planning system or by other means.	Support noted
Jane	Potter	Purleigh Parish Council	The Parish Council is broadly supportive of the objectives for the review of the LDP, but seeks an in-built commitment to translate these objectives into local action which adapts to, and reduces the risk from, climate change. The objectives state that the District Council will ensure that new development will be as energy efficient as possible, yet none of the new housing around Maldon for example have any photovoltaic cells on their roofs. The last bullet point in Point 8.3(2) requires re-writing as it doesn't make sense.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
Brian	Haydon	Cold Norton Parish Council		
Rowan	Rampersad			

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LUKE	MACFARLANE	S A RAVEN	There should be more emphasis on providing housing where people want to live, too much recently in large developments around Malden. By all means develop brownfield land first but that wont be enough and there should be a preference for well screened and less attractive greenfield land over the countryside. Some new development is needed to support rural communities and sustain village services, villages like Purleigh should be allowed to grow a bit to provide for first time buyers and people downsizing so they don't have to move out or stay in houses that are bigger than they need. New housing should provide for the opportunity to work from home which will reduce traveling to work.	Support noted
Anna	Wombwell	Morris Farm		
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day		I disagree with building on green open space outside the settlement boundary	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Vanessa	Horner		Appreciate the need for review however the areas selected do not meet the amended vision as they will spoil the landscapes create infrastructure issues and dismember existing established communities.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Natalie	Bradford			
Harriet	Hurst-Smith		If you stop building on green areas flooding won't be such a high risk!	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Brian	Howson	Pharmaceutical company	My suggestion would be to look at current brown field / historically developed industrial sites and renew these for housing / light industry. This way the green spaces can me preserved for wildlife and for people to enjoy.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Tony	Vanner		Why do you assume that I know what LDP stands for ? As I do not know	The acronym LDP is explained in section 1.1 of the Issues and Option document that accompanies the questions in this consultation, hyperlinks to these sections were provided.
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS		Not enough consideration has been given to developing the infrastructure to support proposed housing growth.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become

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Kevin	Money	St. Lawrence Parish Council	<p>Climate Change:</p> <p>We applaud the objective and note that in order for this to work, among other things there must be a proper public transport system so residents are not dependent on private cars. Cycle networks do not really work in rural communities given both distances and the basic road system, where the roads are not wide enough to allow for cycle lanes.</p> <p>A network of sustainable, inclusive and healthy communities: The most important point here is the need for housing and economic development to be balanced. Unless economic development takes place, more housing simply produces more commuting out of area. The Work from Home situation of the last two years cannot apply to all economic activities. It works for some disciplines but for the majority it cannot. Office work possibly (although not in toto) - but not manufacturing, service sector etc.</p> <p>Joined up Infrastructure: This is absolutely vital. Currently the more rural areas of the District are private car dependent for transport. The bus services are patchy and do not really serve the needs of the communities. Access to medical facilities is a prime example where maybe 2 or 3 buses are needed to get from a community to the facility.</p> <p>Diverse and competitive economy: This must not just depend on tourism and the service sector. If a full range of opportunities are not available young people inevitably will move out of the area, not just for university. If the economy is not both really diverse and competitive there is a danger that the parts of the District will end up with a population of retirees.</p> <p>High quality environment:</p>	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The objectives do cover already a range of employment sectors and do not just cover a niche set.
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard		As long as it not too much vast development. Prefer infill development.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council		
Tim	Chilvers		<p>4.12 Yes, in general the objectives set out in Section 8 are supported. However, it is considered that paragraph 8.2 1) could be expanded to refer to modern ways of working, ensuring new developments include sufficient space to encourage greater levels of homeworking not only through flexible housing design but also the roll-out of superfast broadband.</p> <p>4.13 To ensure that reliance on the motor car is reduced, it is considered important for a high proportion of new growth to be focused around Maldon and Heybridge, as the largest settlements with the key</p>	Agreed that the objectives do not mention home working. Add in the words home working in clause 1.
Ruth	Bull	The Othona Community	Othona is committed to achieving the vision of the LDP in relation to our contribution to renewable energy, sustainable tourism, coastal/estuarine enhancement, and provision of permanent accommodation for resident staff as well as accommodation for visitors. We welcome the opportunity to work in partnerships to conserve and enhance heritage assets and their tranquil settings.	Support noted.
Mark	Jackson	Mark Jackson Planning	<p>The Authority suggests that the District will "Reduce the impact of flood risk, air, water and soil pollution".</p> <p>As large parts of the District fall within Flood Zones 2 and 3 then the future Preferred Options Local Plan Document, may need to make clear as to what solutions the Council in consultation with the Environment Agency, ECC SUPS and The Government wish to advance</p>	Agree with the respondent.

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Elliott	George		<p>Yes, in relation to paragraph 8.3 2) of the emerging Local Plan.</p> <p>In terms of defining a pattern of settlements, we note that the Council's Rural Facilities and Settlement Hierarchy Report (Jan 2022) identifies that a number of Large Villages are highly sustainable, with Southminster being the most sustainable settlement in that category, a conclusion we support. This will be an important factor when the Council identify areas for growth through future iterations of the emerging Local Plan, particularly when no growth was allocated to such locations in the adopted Local Plan.</p> <p>We support the need to allocate sufficient housing to meeting the District's housing needs, noting that this is a requirement of national policy (see our response to Question 5). Furthermore, by providing sufficient homes across the District, this will increase and support the supply of affordable housing as a proportion of market-led schemes. In particular, greenfield sites, which do not tend to be subject to abnormal costs of brownfields sites through, for example, remediation of contaminated land, typically can support a policy compliant level of affordable housing.</p>	Whilst it is acknowledged the district does not have a history of industrial land use so there is limited brownfield land opportunities and therefore it is inevitable that greenfield sites will be required to accommodate future growth, brownfield land should be prioritised in the settlements chosen for growth.
ann	cutting			
Sharon	Cushen			
Ian	Tooley			
Sally	Tokeley		Allocate sufficient housing to meet the District`s housing needs to 2043 - this should be a clearer statement about what determines 'sufficient housing'	The amount of housing will be set out in the policies and does not need to go into the objectives.
Kate	Ellis		I think some of the objectives are appropriate. Having looked at the settlement map and call for sites, I do not feel that areas that have been potentially put forward are appropriate for meeting the objectives outlined in the LDP and will be at the detriment of the area.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	EASL agree with the objectives set-out in the Local Plan Review. In particular, EASL are seeking to champion the delivery of new homes that are energy efficient, seek to maximise the use of public transport, make provision for affordable housing and support wider rural businesses	Support noted.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook		<p>Any development must take into account the impact on :</p> <ol style="list-style-type: none"> 1. Local services, such as doctors, dentists, local shopping and recreational facilities; 2. Local traffic. <p>A condition of granting planning permission must include the obligation on the developer to provide adequately for these.</p>	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		<p>8.3 Developers should actively plan paths that support safe and enjoyable running and walking routes around new developments to encourage healthier lifestyles. Paths should be planned so that they link up with the existing public footpath network.</p> <p>8.5 Add a bullet: "Where wildlife is impacted, carry out actions, including effective mitigation, to benefit those species</p>	The objectives already cover adequately the matters raised by the respondent but there is no mention of biodiversity net gain and this does require adding in.
Kirsty	Rowsell			
Tim	Bradford	leadenhall	Over 100 new families in Purleigh is too much for us to cope with.	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Philip	Wakeling			

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Jacky	Bannerman	Woodham Walter Parish Council	There are however a significant number of inaccuracies appertaining to the survey purported to have been carried out on the village in 2021 and recorded in the consultation documentation. It is therefore difficult to understand how meaningful such a review is.	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that.
David	Brock			
Mark	Tentori	Mazdev Limited	At para 8.3.2 a further bullet point should be added to state "Focus development in sustainable locations". The bullet point relating to housing needs should be amended to read: "As a minimum, allocate sufficient housing to at least meet the District's housing needs to 2043"	The vision already includes a network of sustainable places and clause 2 of the objectives covers allocating sufficient land to accommodate the needs of the residents.
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim		The idea that you can keep the coast and countryside whilst increasing hugely the population is farcical. The housing being built at the moment is nothing like good enough for the climate change objectives and the new road building not well enough thought out - the roundabout at the entrance to Sainsburys at South Woodham Ferrers for example, which is cramped and causes much queueing at the moment, let alone if more housing is built.	Road infrastructure provided within neighbouring authorities is outside the remit of the the Local Plan.
Judith	Radcliffe		Not strong enough on heritage. not focussed on addressing need to better push for appropriate coordination on highways issues and health issues with relevant other authorities	Clause 4 cover the historic environment and it is therefore covered and does not require any further comment in the broad objectives.
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School	Full consideration needs to be given to education. In Burnham-on-Crouch the education facilities are at full capacity and to maintain a continued high quality education provision additional infrastructure is required. Engagement with the local School should be encouraged.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Mary	Putt		except for the want to reduce commuting out of the area	Reducing out commuting is set out in Clause 3 objectives
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell	Site SMIN20 is available for development to help Maldon District Council achieve the objectives for the review of the LDP.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A	Section 8.21: Support development that minimizes traffic generation and provides for sustainable transport solutions without compromising the ability of our rural communities who still need to use cars to access essential services, this is not being met, BOC has had over twice the 2014 NDP allocated new builds (450 agreed, but + 900 approved), an no additional infrastructure additions or improvements. Section 8.32: Increase and support the supply of affordable housing, including affordable home ownership, nearly all the new homes in BOC are not affordable by locals, but they are built for profit by the developers, even when approved affordable homes, the developer then re submits for more new builds on the sites, reducing open and green space. Section 8.65: Ensure that the residents of new development can safely access education and health services and facilities. This has not been the case in BOC, the one Dr surgery is over subscribed, the Dr to patent ratio is one of the highest in the country, the schools are full, and anyone new to the area are having to send children outside the area for education.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
John	McLarty			
John	McLarty		The emerging Local Plan must take into consideration the needs of existing business and provide flexibility to grow and develop on existing sites and locations.	The objectives cover the economy of the district in broad terms
Norman	Branch	N/A		
John	McLarty			
Valerie	Coleby	Berrys		
James	Clarke			
David	Stiwell			

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Ann	Thomas		We are still waiting for a new hospital in Maldon and improvements to infrastructure in the surrounding areas, not to mention more doctors, dentists and schools. It is all very well to build more houses but where are all the support mechanisms to support this growth?	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. Work on the Maldon Health Hub is progressing and should come forward.
michael	harris			
Geoffrey	Cox			
John	McLarty			
Kevin	Bruce		These objectives appear to go some way towards my concerns stated earlier. Any new development should orientate all new properties to give the maximum southern elevation and the developers should be compelled to install solar panels for power and/or water heating.	Support noted, the design policy is being reviewed and should be more positive about renewables and low carbon in design.
Barrington	Thomas			
Richard	Edwards			
Robyn	Woloszczuk			
Lesley	Speller			
William	Shepherd		But more local health, education and social support and public transport links	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Nicola	O'Dean	Balgores Motors		
Alexander	Romang			
Hayley	Holgate	ECC		
Eirlys	Parry	N/A		
victoria	newson	Childrens Nursery	Not enough on the ground investigations of actually having to live in these areas with all of the problems are taken into account. Existing residents have to live with these issues and schooling, commuting and health care are being adversely affected daily.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Michael	Unwin	N/A		
Tony	Barber			
Nick	Mason	ECOClassics		
David	Banfield		Tourism needs to be supportive/ sympathetic to local enviroment. Water spots clubs based on powered craft with many members often not local people having no regard or understanding of nature reserves such as Northey island which has incursions from power boats and the now overwhelming noise of jets skis and speed boats at Stone and Millbeach have rather reduced the enjoyment and probably the diversity of these previously comparatively unspoilt areas which to be accessible to local populations in Essex and unspoilt are hard to find as an alternative to Southend.	The Council cannot control how a development or area is operated there is a limit to what the planning system can achieve and it has to be through new development, existing issues in an area would not be able to be rectified through the planning system.
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		
Mike	Carpenter	CODE Development Planners Ltd		
ian	wilson	cm36pt		

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Phillip	Wright	CALA Homes (North Home Counties) Ltd	<p>The Objective at paragraph 8.3 2 seeks to provide a network of sustainable, inclusive and healthy communities where all residents are able to enjoy a high quality of life, and where new housing and economic development balances the needs of communities, the economy and the environment.</p> <p>The first bullet point under this objective is to "Allocate sufficient housing to meet the District's housing needs to 2043".</p> <p>We believe that this should be amended to "Allocate sufficient deliverable housing to meet the District's housing needs to 2043". This proposed change would help emphasise the importance of ensuring housing delivery. Whilst sites can be allocated in a Local Plan, it is vital that they are in the right locations to meet market demand and are fully capable of being delivered on the ground.</p> <p>The second bullet point under objective 8.3.2 is to "Define a pattern of settlements and identify broad areas for growth".</p> <p>We believe that this should be amended to "Define a pattern of settlements and identify broad areas for growth in the most sustainable settlement based upon the range of facilities and services that are, or will be, available in these locations to support development".</p> <p>The third specified bullet point is "Increase and support the supply of affordable housing, including affordable home ownership. The Council will need to also consider the role of First Homes provision.</p>	<p>If the housing that is allocated is not deliverable then the LDP review will not be found sound at its examination, it is a given in a plan that what is in it is deliverable and it is for the council to demonstrate this. There is no need to add anything onto the statement about areas for growth this is done in the policies. The term affordable home ownership includes all types and does not need a list included which could change through the life of the plan.</p>
		SN Developments	<p>Paragraph 8.2 provides support for development that would minimise traffic generation and provide for sustainable transport. This transport related objective is consistent with national policy, which seeks to direct significant development to sustainable locations, limit the need to travel, encourage walking and cycling and the use of public transport, and reduce congestion and emissions. The transport related objective is supported.</p> <p>Paragraph 8.3 identifies housing related objectives, and in particular refers to allocating sufficient land to meet housing needs and increasing the supply of affordable housing. These housing related objectives are all supported. The latest monitoring data (for 2019/20) demonstrates a housing land supply shortfall and poor delivery of affordable housing, making it essential for emerging MLP to allocate suitable and deliverable sites to increase the supply of housing and affordable housing.</p>	Support noted.
		Cooper Property Holdings Ltd	<p>Paragraph 8.3 identifies housing related objectives, and in particular refers to allocating sufficient land to meet housing needs, increasing the supply of affordable housing, and developing on previously developed land. These housing related objectives are all supported. The latest monitoring data (for 2019/20) demonstrates a housing land supply shortfall and poor delivery of affordable housing, making it essential for emerging MLP to allocate suitable and deliverable sites to increase the supply of housing including affordable. The objective to reuse previously developed land is consistent with Paragraphs 119, 120 and 174 of the NPPF. It is considered that because of the limited supply of previously developed land opportunities in the District, every effort should be made to reuse those sites that are deliverable, including land at Down Hall Yard in Bradwell on Sea as promoted by Cooper Property Holdings Ltd.</p>	<p>Support noted.</p> <p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Jane	Coleman	Maldon Town Council		
c/o Agent	c/o Agent			
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		
Sue	White		need to strengthen rural deprivation and provide rural housing for local people, not force them into an alien way of life in the larger towns in the district.	Rural housing will be covered in the reviewed policies in the LDP.
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	Yes, but see my comments to questions 2 to 5 if Objectives are to be meaningful and capable of delivery. The record so far is not encouraging.	The LDP review will have an updated monitoring regime in it which will be more robust at present, this will demonstrate if the policies are effective.
R	Minney			
Tim	Grant	Evolution Town Planning		

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Simon	Butler-Finbow	Pigeon Investment Management	In relation to Paragraph 8.3 (2) in particular, which refers to housing needs being met up to 2043, our comments provided in relation to paragraph 7.3 are equally as applicable. Furthermore, the objective to "allocate sufficient housing to meet the District` s housing needs to 2043" does not take into account any potential undersupply in the wider HMA, which, as noted in the LDPR at section 5.0 Strategic and Cross Boundary Issues; bullet points associated with paragraph 5.1), includes Chelmsford and Braintree. Equally, it does not reflect the potential to accommodate any wider unmet need. Thus, whilst the objective is correct to address the full housing needs of the District, it should be revised, or a further objective added, to specifically refer to any unmet need from the wider HMA, particularly those locations that have direct relationships with the district in terms of employment migration (in and out migration). As set out in this representation, MDC must also ensure that up to date Duty to Cooperate statements and agreements are in place with all relevant neighbouring authorities to avoid any legal shortfalls in the plan later in the process and at examination.	It is not necessary to mention unmet need from other authorities this is part of any duty to co-operate discussions not an objective of the plan.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson			
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence		The site east of Spar Lane is available for development to help Maldon District Council achieve the objectives for the review of the LDP.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		
sara	doran		I think that there needs to be a recognition of the role of sport in the district - and the facilities that are required.	There are specific policies within the LDP that support sport and leisure within the district. Access to sport facilities has been added into the objectives of the plan.
Grace	Godwin		Focus on infrastructure and maintaing our natural wildlife please.,	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Sue	Hillman		The current stock of new builds are not being built sustainably. There is no compulsion to get builders to install solar panels, put in air or or ground source heat pumps or develop passive houses. There will be a high dependency on cars by everyone.m as there in no train station in Maldon.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The design policy is going to be updated in the review of the LDP which should improve the design of development in terms of sustainability.
michael	carr	NHS		
Colin	Horner	Villageretreat	Appreciate the need and the trigger for the review however the areas selected do not meet the amended vision as they will spoil the landscapes, create infrastructure issues and dismember existing established communities.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	As per the previous points, supporting the ageing population remains absent.	This has been reflected in the description about Housing Market Area charges which now includes Chelmsford and Braintree. This market is made up of general market housing, specialist housing for the elderly and those with care needs or learning disabilities, as well as affordable housing.

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Linda	Coom		I worry that carbon-neutral means nuclear, which is just wrong. We need safe renewables, not nuclear power - and definitely nothing that has any links at all to countries that perpetrate ethnic cleansing or invasion of other countries. We should only ever partner with those whose ethics match our own. I struggle to understand talk of protection and beauty - none of the new estates are attractive. Like everywhere, they look like bog standard houses, generally timber framed, and I don't believe the local environment has been considered or protected at all.	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually. The design policy is being updated in the review of the LDP.
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard		There is a need to deal with the current issues regarding flood risk / drainage prior to the consideration of further building developments.	Policy D5 of the current Local Plan addresses flood risk, the revised Local Plan will also include a policy regarding flooding.
Ian	Drinkwater			
John	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon		I agree with the objectives as outlined under 8.21 of the consultation, but the following commitment is not met if there is to be large scale development in the small/medium villages within the MDC area: Support development that minimises traffic generation and provides for sustainable transport solutions without compromising the ability of our rural communities who still need to use cars to access essential services and facilities to thrive and prosper.	The objectives cover the respondents comments.
Nicola	Taylor	Elixirr	I agree with protecting all current and natural environments and minimising traffic generation.	Support noted.
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann			
Burnham	Town Council	Burnham on Crouch Town Council	Support in principle, but we need investment in the railway line as the sustainability objective suggests many houses will be built around stations AND Maldon Town needs a station.	Bringing forward a railway station in Maldon will be cost prohibitive unless a significant amount of housing was to be allocated far above what could be presently proposed, this may not be supported by residents.
Sally	Everitt	Community360		
Mark	Garrett			
Justin	Barkham	Self employed	I support the focus on climate change and transition to a low carbon economy and would therefore like the plan to reflect that in the sites it includes (which should not therefore include GB1) The plan should support employment in sustainable locations not ones that have no infrastructure or public transportation	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The expansion of existing employment sites helps to support the districts economy and there would have to be a very good reason for the council not to do this as it could result in the loss of jobs in the district.
Paul	Vidler		Please focus on protecting the built and natural environment.	Policies are provided within the Local Plan to protect the natural and built environment, these will be reviewed in the work of the LDP review.
Poppy	Vidler	Crown Consumer Ltd	Yes but there needs to be more focus on keeping economic activity within the main towns and business districts.	There is a set of employment objectives, these feed into the employment and economic policies which should support business development.
Victoria	Long		The built and natural environment should be protected.	Policies are provided within the Local Plan to protect the natural and built environment.
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton			
Kevin	Bennett			
Nicholas	Matthams		Due to very little facilities and poor access to the road network there is a greater urgency to provide facilities within the district to reduce the need for out commuting, this is not just for work purposes but also schools, supermarkets and medical facilities, for example the nearest A&E department is over 20 miles away for the majority of those living in the Dengie peninsular. Currently in the dengie peninsular there is a need for a high percentage of residents to commute outside of the area for any of these facilities and this needs to be addressed before any further large scale housing is considered.	In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, the transport network, public transport, education & healthcare facilities are strategic and cross-boundary issues which we look to provide in terms of wider need across Essex and with neighbouring authorities..
Christian	Ivan Stolk	RAND Europe	We welcome the attention to the built and natural environment.	Support noted.

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Nicholas	Jepson		Support the focus on maintaining and protecting built and natural environment. Need to add focus into objectives relating to safe access to walk and cycle between villages and into the towns. Also need a clear objective around travellers pitches and ensuring that they are sufficiently distributed	Support noted. The Local Plan will provide a policy regarding traveller sites. The objectives already pick safe walking and cycling.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson		One of the stated objectives is 'Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.' if we build houses and roads then it is unlikely we can improve biodiversity.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The objectives do not mention biodiversity net gain, this has now been added in.
RICHARD	GROUT			
Tim	Madelin		8.2 1) Should include a commitment to net zero 8.2 5) last commitment should be amended to • Ensure that the residents of new development can safely and practicably accessed by foot or public transport; o education and health services and facilities o employment opportunities	The Council is committed to a reduction to a low carbon economy. The word safe in the last section of the objectives has been expanded to be clearer and include sports and leisure and access by walking and cycling.
Charles	Bishop		"Protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District." This is supportable	Support noted.
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	One of the stated objectives is 'Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.' Let's not delude ourselves we do not need linking passages of green infrastructure, we need big areas of natural landscape and farmland for flora and fauna to thrive. if we build houses and roads we are deluding ourselves if we think we can improve biodiversity. It is just assumptions	Disagree with the respondent, the district does need linked areas of green space to ensure that biodiversity can move around the district. The district is rural so already is mostly countryside, it's the route out for biodiversity from urban to rural that is very important.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed	The developments which are currently under construction are not in to the very high standards necessary to achieve these objectives. They may also be unnecessary as by 2043 the need is reduced and the central government is trying to move businesses and people further north to level up.	The current LDP identified the housing need for the District for the period up until 2029; the housing being built now will help meet that need. If in 20 years' time the housing need is reduced then that will be reflected in the Local Plan at that time.
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments	I strongly prioritise protection of greenfield sites and the diverse wildlife and plants native to this area.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Paul	Coppin		We do support the focus on climate change and lowering emissions in the local economy, but it is most important for this to be by focussing on local communities and reducing travel. These objectives 8.4.3 are best achieved by developing around the towns where existing services are provided and can be adapted, or improved.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. Climate action will feature throughout the Local Plan
Johanna	Dale			
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		
David	Oxford	Lloyds Banking Group	The objectives are correct although it doesnt appear to take into account the points raised in question 4	The Council cannot respond on settlement specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez		We support protecting the built and natural environment.	Support noted.
George	Dixon			
Rebecca	Tucker			
Mark	Faraway			

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T	Ketteley			
Elizabeth	Weston			
Jacky	Barber		We support the focus on protecting the built and natural environment.	Support noted.
Douglas	Channer	Private	<p>I have said No to here largely because of my previous answer .</p> <p>Some objectives appear sensible and lead on from No 1 to whatever number of the Vision you are trying to get as the new vision.</p> <p>Again though you refer to 2043 as though this has been decided. Would 1 to whatever number objectives alter if the time period is until 2038. I suspect they may and hence this is a flawed consultation as it is taking people down a road that the authority want and not what the residents/stakeholders may desire.</p> <p>It should indicate how the objectives may need to be addressed if the time period is to 2038.</p> <p>The word gaps between developments and what needs to be there and the words pattern of etc plus network of biodiversity etc implies to me that large development in the countryside is perhaps something planners may favour that will erode the differentiation of communities and countryside and essentially apart from these there will nearly be coalescence of communities , in fact joining up or large additions to some communities that mitigations will be difficult to offset the damage done. So preservation of distinct communities and surrounding country side that is intrinsic to the setting will not be preserved but will irreparably changed/damaged.</p> <p>Good design will not make up for all the negatives. Also with the lack of infrastructure ,lack of delivery of it already you should be seeking to catch up with that, get that delivered to see if it does its job rather than coming forward with a host of further infrastructure that is likely to be not delivered or not having</p>	<p>The Council can consider 30 years and this is supported by the NPPF, it will be a matter which will need further discussion depending on what the future infrastructure provision is for the District and if it can be accommodated over a minimum of 20 years or is more time required.</p> <p>The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is</p>
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg			
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss			
Simon	Mackenzie Smith		Particular focus on 8.5 to ensure the environment is appropriately protected and any employment that is created is appropriate for the area and does not simply generate more vehicle traffic eg warehousing	The policies in the plan are being reviewed and ECC Highway Authority will be consulted on every aspect of the plan.
Richard	Udall			
Rosalind	Bishop		<p>"Protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District."</p> <p>This is supportable</p>	Support noted.
Paul	Burgess	None		
John	Symington			
D	Cooper			

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C/O Agent	C/O Agent		<p>The identified objectives are supported in principle. It is therefore imperative that the plan under preparation provides an appropriate strategy and satisfies the relevant soundness tests in terms of being effective, positively prepared, and consistent with national policy. The proposed objectives are grounded in the reality that the existing strategy has failed to secure the plan area's priorities for sustainable development and that the current spatial distribution as set out in Policy S2 of the adopted Local Plan cannot be rolled forward effectively to meet minimum local housing need in accordance with the Government's standard method.</p> <p>Objective 2 (at paragraph 8.3 of the consultation) is necessary to underpin the future strategy to enhance and maintain the vitality of rural communities in accordance with Paragraph 79 of the NPPF2021 and is recognised as being critical to provide for the housing needs of different groups (including affordable housing) as required under paragraphs 61 and 62 of the NPPF2021. The objectives should provide a clearer direction for how this will be achieved through the strategic policies of the Local Plan. In particular, the aim of the Plan to "support the work of communities in neighbourhood planning" in securing these relevant objectives is supported in principle but the Issues and Options consultation proposals do not provide a sound basis to ensure that the role of Neighbourhood Plans supports the delivery of an appropriate strategy for sustainable development. It is an essential requirement of national policy that the Local Plan fulfils this purpose. Paragraph 66 of the NPPF2021 specifies that strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. The scope of non-strategic policies that may be contained within neighbourhood plans is set out at paragraphs 28 to 30 of the NPPF2021 and sets out a broad framework to provide detailed policies for the development of the area, including potentially site allocations, where the levels and locations of growth proposed neither undermine nor make provision below the strategic policies of the adopted plan. The adopted Local Plan was prepared prior to the definition of strategic and non-strategic policies provided under the most recent iteration of the NPPF. The adopted Plan does, however, through Policies S7 and S8 provide for a framework for how the settlement hierarchy must guide the preparation of neighbourhood plans. This indicates a requirement that plans under preparation must indicate the compatibility of allocations with the settlement hierarchy together with the size and character of individual settlements as a matter of general conformity with the Plan's strategic policies. However, this is within the context of the very limited levels of growth deferred through Neighbourhood Plans under</p>	<p>Support noted for the review of the current Local Plan. Neighbourhood Plans are encouraged and provide guidance during the determination process of planning applications along with the policies in the Local Plan.</p> <p>The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.</p>
Zoe	May	East of England Ambulance Service NHS Trust	<p>EEAST together with its health and social partners via the Integrated Care System is committed to support net Carbon Zero and deliver BREEM Outstanding sustainability standards,</p> <p>As an emergency responder EEAST welcomes actions to reduce the impact and likelihood of flood risk.</p>	Support noted.
Roger	Woodcock		<p>Many fine sounding words but what really matters is what actually happens. The growth of major housing estates around the town of Maldon has totally changed its character. Is it just to become a dormitory/commuter suburb?</p>	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p>
Michael	Manning			
Jack	Inglis	Kelvedon Hall	Extremely important to protect the existing built and natural environment	Agreed, good design contributes to creating safe places/reducing opportunities for crime, improving health and wellbeing, making places liveable, accessible and climate resilient
Peggy	Shields			
Dawn	Adams	Catesby Estates	<p>No. As expected from the lukewarm approach to housing delivery and addressing affordability in the Council's vision statement, this is translated into lacklustre objectives on this issue, as follows:</p> <ul style="list-style-type: none"> • Allocate sufficient housing to meet the District`s housing needs to 2043. • Increase and support the supply of affordable housing, including affordable home ownership. • Provide housing choice through self-build and custom build housing and housing to meet the differing needs of the District`s residents. <p>We recommend revising these objectives as follows to be much more positively worded as actions to be implemented through the policies of the Local Plan:</p> <ul style="list-style-type: none"> • Deliver as a minimum the District's Local Housing Need to 2043. • Allocate sufficient deliverable housing sites to meet the District`s housing needs to 2043 with a supply buffer of 20% to ensure deliverability across the plan period. • Increase and support the supply of affordable housing, including affordable home ownership, by ensuring that allocated sites can viably deliver affordable housing requirements and enabling a flexible approach to affordable housing delivery on rural exception sites and first homes exception sites in accordance with the NPPF. • Provide housing choice through self-build and custom build housing and housing to meet the differing needs of the District's residents. 	<p>The objectives cover the matters raised by the respondent, they are not meant to be absolutely specific but should be broad, the housing details are set out in the strategic policies</p>

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Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	We support the focus on climate change and a transition to a low carbon economy. However, this needs to guide not just quality/standards of development but its location in order to minimise the need for travel and support use of sustainable modes. The economic objectives under 8.4 3) need to be more focused and recognise that the main towns are where there are concentrations of economic activity, population and services, and that with changing retail patterns there is a need to protect and support employment generation in these sustainable locations.	Support noted. The economic objectives are broad they are not strategic growth setting this is for the policies in the plan to do.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park	We support nature and the environment	Support noted.
raymond	dundas	Householder	But with reservations	Comment noted
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie		I think tackling climate change should be a key priority. Priority should be given to improving transport systems to make them accessible and sustainable. I feel the LDP objective for "a high quality environment protecting special merits of the District, particularly historic environments, open landscapes, protected natural environments including nationally significant areas and unique biodiversity and geo diversity" is in direct contradiction with the plans for Bradwell B nuclear power station. In a changing and unstable world I do not think the Council should be proposing investing in high risk power stations, particularly with the huge amount of foreign investment required. We should be concentrating on more sustainable, local and nationally led initiatives. The delays and rising costs demonstrated at Hinckley Point add to the cost of supplying energy rather than reducing it. Please reject	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually.
Jenny	Shepherd			
Jack	Ellum		I like the objectives	Support noted.
Bernard	Steeples			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		There needs to be realism with regards to the generation of employment opportunities that is separate to supply of housing. The District is demographically hindered by its distance from main arterials the farther east it is. We would want to see robust evidence to support large scale growth of employment opportunity within the District if used to support/justify a strategy.	The Council is having an update to the Employment Land Study and this will provide evidence for employment need
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark		We support protecting the built and natural environment and urge that the focus be on the main towns where there is a concentration of economic activity, populations and services which make them more sustainable locations within the district. This is also where the need is greatest given the declining role of the high street.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth.The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Patricia	Smith			
Mick	Sargeant		These are all nice buzz words but pointless without relating them to commercial realities	The Council is having an update to the Employment Land Study and this will provide evidence for employment need
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*		4.11 Yes. In general, the objectives set out in Section 8 are supported. However, it is considered that paragraph 8.2 1) could be expanded to refer to modern ways of working, ensuring new developments include sufficient space to encourage greater levels of homeworking not only through flexible housing design but also the roll-out of superfast broadband.	Agreed that the objectives do not mention home working. Add in the words home working in clause 1. Superfast broadband is rolling out nationally and is part of project with ECC, it is broadly outside the requirements of the local plan.
*	Willmott		4.10 Yes. In general, the objectives set out in Section 8 are supported.	Support noted.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.12. Yes in general the objectives set out in Section 8 are supported.	Support noted.

Question 6

First Name	Last Name	Organisation	Question 6. Do you agree with the objectives for the review of the LDP?	COUNCIL RESPONSE
*	*		3.14 Yes in general the objectives set out in Section 8 are supported. However, it is considered that paragraph 8.2(1) could be expanded to refer to modern ways of working, ensuring new developments include sufficient space to encourage greater levels of homeworking not only through flexible housing design but also the roll-out of superfast broadband.	Agreed that the objectives do not mention home working. Add in the words home working in clause 1. Superfast broadband is rolling out nationally and is part of project with ECC, it is broadly outside the requirements of the local plan.
*	*		3.13 Yes in general the objectives set out in Section 8 are supported. However, it is considered that paragraph 8.2.1) could be expanded to refer to modern ways of working, ensuring new developments include sufficient space to encourage greater levels of homeworking not only through flexible housing design but also the roll-out of superfast broadband.	Agreed that the objectives do not mention home working. Add in the words home working in clause 1. Superfast broadband is rolling out nationally and is part of project with ECC, it is broadly outside the requirements of the local plan.
*	*		3.13 Yes in general the objectives set out in Section 8 are supported. However, it is considered that paragraph 8.2.1 could be expanded to refer to modern ways of working, ensuring new developments include sufficient space to encourage greater levels of homeworking not only through flexible housing design, but also the roll-out of superfast broadband.	Agreed that the objectives do not mention home working. Add in the words home working in clause 1. Superfast broadband is rolling out nationally and is part of project with ECC, it is broadly outside the requirements of the local plan.
*	*		3.13 Yes in general the objectives set out in Section 8 are supported. However, it is considered that paragraph 8.2.1 could be expanded to refer to modern ways of working, ensuring new developments include sufficient space to encourage greater levels of homeworking, not only through flexible housing design, but also the roll-out of superfast broadband.	Agreed that the objectives do not mention home working. Add in the words home working in clause 1. Superfast broadband is rolling out nationally and is part of project with ECC, it is broadly outside the requirements of the local plan.
*	*			
*	*			
Alan	Massow		<p>The objectives for the Local Plan have been updated to include reference to climate change which officers support. Officers also support the commitment to allocate sufficient housing to meet the Districts need to 2043.</p> <p>Meeting the housing needs for the future</p> <p>The proposed Local Plan period is 2023 to 2043. The Council have produced a Maldon District Local Housing Needs Assessment in July 2021. The annual housing figure for Maldon has been calculated as a minimum of 308 new homes per year. When considering what has already been committed a total of 4492 new homes are required to 2043.</p> <p>It should be noted that Braintree District Council does not require Maldon District Council to meet any unmet need within its Plan and that Braintree would not support a request from Maldon District Council</p>	Support noted regarding the updated objectives of the Local Plan and it is welcomed that Braintree District Council (BDC) confirms that it does not need MDC to meet any unmet housing need within its Plan. Additionally, it is recognised that BDC would not support such a request from MDC.
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			

Question 7

First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smye	The Maldon Society		
Stewart	Newlands	Fambridge Lake	Invasive non native species control industries - monkjack deer, shelfish, plants - incentives and consents for organisations with control and eradication goals.	Not sure what the respondant means so can make no further comment
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell		Maldon planning department is nationally recognised as one of the worst to deal with. Its high staff turnover is testament to this. They are seen as a huge obstacle to often quite sensible and aesthetical development, yet their negatively subjective views are often baffling/frustrating to applicants. For all the fluffy policy statements made, it is futile unless a more open attitude (specifically to small/local scale applications) within the planning department is achieved.	Comment noted
Gareth	Davies	N / A	The result of the pattern of residential development over the last 10 years (which is partly due to MDC's failure to agree a proper LDP) is that many communities in the District lack essential "infrastructure". The LDP must, as well as discharging the Council's other accountabilities ensure that future development and funding for the related infrastructure will address these infrastructure deficits.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs		I sound like a broken record but improved infrastructure as per question 4 & 5. In addition I would suggest that the main objective appears to change the "personality" of the towns & villages within the district from that which most residence moved to the area for...peace, tranquility & a slower pace of life....large building programmes remove such considerations.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Tim	Aves			
Helen	James			
Kathy	Day			
Mike	Hayes		Further assessment on barriers to housing delivery, this is vague at present.	It is not clear what the respondant is trying to say in relation to the objectives of the Plan so we can make no further comment.
Peter	Wakling			
David	Sismey			
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		It should be noted that government guidance on the provision of education strongly suggest that safe walking distances of 2 miles for Primary and 3 miles for secondary is the target. The prior LDP failed with respect to this matter significantly underestimating the lack of places in the Burnham on Crouch area and District as a whole. Cross boundary places have been required creating travel distances of 45 minutes by car created by displacement. There is also appears to be no meaningful SEND provision or assessment that is required to comply with NPPF guidelines	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. There are plans to extend Ormiston Rivers Academy in Burnham paid for by S106 funding. There are SEND schools in Essex, this is not a general need and there is no obligation for every District to have one, SEND needs are varied and ECC plan for them based on a much wider catchment than single local authority areas.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited		
Michele	Williams		Greater healthcare provision must be prioritised and retirement communities built to accommodate the needs of the area which has a disproportionately aging population	The objectives do support the housing needs of everyone across the district
Tara	Strydom		Currently there are no SEND schools in the Maldon District. 124 children SEND children from Maldon District have to travel outside of their district to attend school. SEND children from Burnham and surrounding villages have to commute 1.5 hours to school and 1.5 hours back a day! 124 children, do not include children with EHCP's that remain at an unsuitable mainstream school, because parents like me, will not subject their child to a 3 hour commute to get to education. 124 children do not include those, waiting years in mainstream for a SEND placement and being told all SEND schools are full. Most children with SEND have less stamina and concentration than mainstream children. But these are the children that are being forced to use their optimum learning time, in a taxi for 3 hours a day! Imagine the possibilities of their development, if they weren't exhausted from commuting every day! The objective needs to be in line with ECC strategy that ALL children can be educated locally.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. There are plans to extend Ormiston Rivers Academy in Burnham paid for by S106 funding. There are SEND schools in Essex, this is not a general need and there is no obligation for every District to have one, SEND needs are varied and ECC plan for them based on a much wider catchment than single local authority areas.
Jenny	Ball			

Question 7

First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
Cliff	Baron			
Gill	Winsor	Tesco		
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Your vision includes 'Protect and enhance the distinctive and natural environment which includes the coastal, rural and the historic environment of the District' and yet site ALT2 is in an area deemed important - RAMSAR, SSSI, SPA, and SAC areas.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Merryl	Quilter			
Bear	Keen			
Jessica	Cox		Educational provision should be routinely reviewed and be a key priority.	The LDP is reviewed as a legal obligation every 5 years and this includes the housing requirement and its accompanying infrastructure.
Robert	Burton		Schools, doctors, dentists, hospitals etc	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland		20.1 Encourage further tourism by: developing better educational facilities for schools to use cutting car park charges to encourage people to come and stay develop archeological areas of interest rather than building on them improving the look of the routes into Maldon 1. by encouraging roundabout sponsors to take on and up keep 2. looking for artists to show aspects of the town through sculptures on roundabouts. helping high street businesses to develop so that different sellers could afford to set up and thrive ensure the access to high street shops and tourist areas are fully accessible.	The matters listed by the respondent are in the main not matters that the planning system can help with unless there is an application in which requires mitigation through one of these matters.
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffn		future schools medical centers dentists etc additional public open spaces are required	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Kathryn	Beighton	Publishing	Protecting the green areas within the towns and villages as well, giving people places to exercise and experience nature	Green spaces within towns and villages are already protected in the LDP and this will carry over in the reviewed plan, it does not need to be an objective of the plan.
Roy	Warren	Sport England		
STUART	SOWTER		protect areas of beauty and set out robust TRANSPARENT criteria via your call for sites exercise. The call for sites exercise seems to have been managed completely independently and with no regard to the LDP strategy. For example ALT2 has been deemed as suitable for development however your strategy completely contradicts that: Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside. We will ensure the sustainable growth of the tourism sector by protecting our designated sites, internationally important wildlife, our estuarine environment, salt marshes, unique heritage, beautiful countryside and picturesque towns and villages	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Mark	Raffray		None of the sub-objectives sufficiently address needs around support of healthy communities, e.g. in targeting infrastructure inhibitors impinging on ready access to primary healthcare (for a substantively rural population), or the encouragement of healthier lifestyles. [8.6 5: Final bullet point] The objective is uncertain - what is meant by 'safely access'? Should the objective be that residents of new development can readily/efficiently access such services, and that the related infrastructure elements and provision be grown in tandem with such development (and not after the fact)?	Safely access means by a pavement or footway, noted that this is not clear, add in this reference to clause 5 of the objectives. Healthy communities is more than just access to health care, is also well designed housing with green space access.

Question 7

First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
April	Rowley		Road safety	Comment noted
e	e	e	I believe we need to encourage vibrant and safe mixed communities that provide for the needs of all Maldon District residents, including the young, the elderly and vulnerable people, and for people of differing means.	Agreed
Kevin	Lagan		as 6	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Bill	Withers			
Joanna	Jeffery			
John	Mitchell			
Bethany	Jones	Colchester Borough Council		
magnus	Magnusson	Parker Planning Services	My client agrees with objective 1, adapting to and reducing the risks of climate change, including supporting the transition to a low carbon economy. Development that minimises traffic generation and provides for sustainable transport solutions ought to be actively encouraged via the LDP Review process. My client agrees with objective 2, whereby new housing and economic development balances the needs of communities, the economy, and the environment. The LDP review process should define a spatial hierarchy and distribute growth accordingly. Furthermore, sufficient housing and employment opportunities to meet (at the very least) the district's identified needs to 2043 must be planned for within the context of this LDP Review. My client agrees with objective 3 pertaining to a diverse and competitive economy which supports the existing employment base but also delivers growth opportunities across a range of sectors that reduces the need for out-commuting, attracts and retains people of working-age and raises overall levels of aspiration and attainment for young people. Furthermore, sustainable tourism that builds on the unique natural assets of the district's countryside, coast, and estuarine location, including supporting accommodation, restaurants, and visitor attractions, should be actively supported through the LDP Review process. My client agrees with objective 5 insofar as Joined-up infrastructure is provided in the right place and at the right time to increase overall connectivity, accessibility, and mobility for the needs of both residents, business, and visitors. My client considers the 'right place' to be the larger 'Towns' including Burnham-on-Crouch, that already act as key transportation 'hubs', enjoying reasonable levels of accessibility and connectivity, which can be enhanced in a cost-effective manner. Further objectives of the LDP Review should be to locate new planned development in and around the larger and more sustainable locations (settlements) whereby existing public transport infrastructure provision can	
Nick	Whiteley			
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed		
Karen	Neath	Tolleshunt Major Parish Council		
N	DA		Given the omission of a Question specifically referring to Section 3 of the published Issues & Options document (Nationally Significant Infrastructure Projects), the NDA and Magnox wish to highlight the need to ensure that decommissioning of the Bradwell Nuclear Licensed Site is not prohibited by any forthcoming draft policies relating to NSIPs in the emerging Local Plan.	Comment noted and this would not occur because the plan would then be out of conformity with national planning policy.
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		8.65 Education, transport and health are mentioned, but not other services, such as community policing, social and youth support. All need to be expanded in line with housing growth. even if improvement is not feasible.	When the plan discusses services and facilities it means everything locally so there is no need to list these, health, education and transport are key strategic issues which can cross boundaries and therefore they need to be mentioned separately.
Richard	Courtney	University Of East London	Increase the skills base of the local population through access to lifelong learning opportunities	This is not a local plan matter, planning cannot achieve this unless an application for education is forthcoming.

Question 7

First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society	Schools, Hospital, Doctors & Fully funded drainage schemes to be built by any developers prior to commencement of their requested proposals. NO MORE HOLLOWAY ROAD LET-OFFS AGAIN - A PLANNING CONDITION IS NON-NEGOTIABLE.	Unfortunately this is not how the present planning system operates. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Alan	Outlaw	Self Employed	MDC must work closely with landlords to bring closed buildings into use. The MDC fought Wetherspoons every step of the way in their ambition to bring the old Post Office into use on the High St which saw them move to an option further down the High St which has been hugely successful. The old post office (as an example) is a beautiful building and is still an eyesore on Maldon High Street.	This is not a local plan matter, planning cannot achieve this unless an application for is forthcoming on an empty building. Planning policy can assist but only if it is supportive and flexible enough to bring about change, the LDP reviewed policies will seek to try and do this.
John	Hitcham		We are a rural area. Heating is often by domestic heating oil and/or wood burners. Many homes are off the gas grid and heat pumps and hydrogen are not affordable or sustainable. LDP 2 needs to address these challenges	This is not a local plan matter, planning policy cannot address the cost of fuel or energy options.
Richard	Kelly	Croudace Homes	In terms of the need for the District to deliver its housing needs in full, we suggest a specific objective is included which addresses this. This should be: "Ensure development meets the housing need in full as a minimum across the Plan period in order to reduce affordability issues across the District". Together with the additional objective above, the direction of spatial growth should be focused on areas which can take advantage of existing infrastructure across the District. In particular, the corridor along the railway line between South Woodham Ferrers to Burnham-on-Crouch and Southminster. Not only is this approach more logical in making use of existing infrastructure and providing opportunities to enhance this in a much more cost-effective manner, but by utilising what is there already, it will lead to environmental net gains, which are a key objective of the Government agenda. As discussed in response to other questions throughout this consultation, such an approach will also provide the basis to ensure the delivery of affordable housing and social infrastructure is not forgotten because of the high costs in delivering new/or substantial	The objectives already in clause 2 say that the Council will allocate sufficient land to meet the districts housing needs. There is no need to expand on this any further.
Lindsey	Squire	North Fambridge Parish Council	This question seems only appropriate for large developments in most cases the infrastructure is only available via e.g cars, school buses.	It is not clear what the respondent is trying to say in relation to the objectives of the Plan so we can make no further comment.
K	Jeffries		Keeping promises	It is not clear what the respondent is trying to say in relation to the objectives of the Plan so we can make no further comment.
John	Lakin	?		
Andy	Quelch		stop building large housing estates. Instead build smaller clusters of houses more in keeping with existing ng housing and avoid building ghettos. release more Greenfield land which will allow developers to build the houses on larger plots at no additional cost. it is oi only the tight control of the land that drives the high price and the need to cram loads of houses on tiny plots of land.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Samantha	Weeks			
Carlie	Mayes			
James	Rushton			
Richard	Martin	Scott Properties		
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion			
Terence	Hughes	Burnham-on-Crouch constituent	Build housing for local workers not expensive housing for asset rich greater London migrants and pensioners. Make sure the infrastructure is already there or contracted before the planning permissions are given.	It is not possible to limit open market housing to local people, this is not possible within the present planning system. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Amanda	Mickelsen			

Question 7

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John	Tompkins		Creating a better environment overall and by safeguarding medium and smaller villages from spreading urbanity and resolving the extant infrastructure issues.	Comment noted, the updated reviewed policies in the LDP will it is hoped make it clearer for developers and residents what the Council will support.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford			
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming		That is a very bold statement of intent and a lot of deliverables, in principal seems to embrace all the environmental issues	Support noted.
Daniel	Goodman	Rochford District council		
Chris	Harvey			
Philip	Davies			
Jane	Senior		Again all proposals only relate to the younger end of the age scale. Families are more likely to stay in the area with facilities for grandparents etc. New loyalties will take a long time to form with just 'young people' being accommodated for which will only make Maldon a 'passing through' place to live and not somewhere to build up an extended home and business place.	The population of the district is aging and has the oldest population demographic in Essex, therefore it is essential that the policies in the plan attempt to encourage younger people to stay in the district to ensure a balanced population. Specialist housing for older people will have a policy in the plan which will support this type of housing development.
Susan	Cumming	not applicable		
Amanda	Clack		<p>1. Preservation of the unique characteristics that make the District a great place to live;</p> <p>2. Undertaking development that only encompasses high quality design that is sympathetic in character to the existing rural environment and heritage, that has placemaking at its heart</p> <p>Maintaining existing commitments. For example ALT2 - Althorne, the increase in size and nature of this site being identified as a 'yes' in the HELAA Call for sites 2022 would severely negatively impact the landscape as well as increase volumes . The area is designated as a "Special Landscape Area and Coastal Protection Belt" following a Technical Study, the Landscape Character Assessment EB009a, jointly commissioned in 2005 by five Essex local councils.</p> <p>It is important that the LDP reflects the (still current) requirements of The National Planning Policy Framework 2012, which includes the following statements that all highlight as to why ALT2, as a proposed development site is totally unsuitable:</p> <ul style="list-style-type: none"> • Paragraph 7: Sustainable development includes an environmental role which requires the use of natural resources prudently and that waste and pollution is minimised. • Paragraph 17: Core principles focusing on effective use of land that has been previously developed (brownfield land) provided not of high environmental quality. The role and character of different areas should be taken into account including the intrinsic character and beauty of the countryside. Local authorities should aim to conserve and enhance biodiversity. • Paragraph 109: Planning system should contribute to and enhance the natural and local environment by protecting and enhancing local landscapes. 	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Ronald	Edge	Construction Industry		
Daphne	Scott			
Gordon	Mussett	Little Braxted Parish Council	Should there be something about new-builds incorporating the ability to provide a proper facility to enable small businesses to operate from home ? Should there be something about limiting second homes ?	These comments refer to policy not objectives, the housing policies may include something about home working this is still to be considered. There is no evidence that second homes are effecting the district in terms of housing issues.
Kenny	Alexander	Thomas Gainsborough School	Ensure that there is sufficient education provided to support the objectives	
David	Kennedy		Ensure that any development is not to the detriment of the existing population	Material planning considerations are part of the planning process but nearly all development has some impact to someone and the Council has to ensure that it supports development in a flexible way to meet the needs of the residents and business across the District.
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper			
Sue	Dobson	Essex Bridleways Association	A joined up network of off-road multi-user routes for all vulnerable road users (walkers, cyclists and equestrians) to prioritise Active Travel and recreational use.	Clause 5 of the objectives covers the matters raised by the respondent.
Terry	Inkpen	None	<p>8.54 Whilst broadly agreeing with the objectives, do we still think that we can maintain the natural environment that we all enjoy and preserve it by: -</p> <p>'Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities. Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.'</p> <p>Unless we maintain large single areas of natural landscape we will destroy the unique countryside, and the feature that tourists, residents and wildlife enjoy.</p> <p>We should have a critical look at our housing need and work out where all the housing land identified in the 2017 LDP went and how we improve the build rates without relying on the nebulous promises and business plans of developers.</p>	Disagree with the respondent, the district does need linked areas of green space to ensure that biodiversity can move around the district. The district is rural so already is mostly countryside, it's the route out for biodiversity from urban to rural that is very important. Waste disposal and recycling is a matter for ECC as a waste authority.

Question 7

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christine	collins		There are areas in the district that have been allocated already for housing , particularly in Maldon which has the infrastructure to support it yet there is no penalty for the developers who can just sit on this land and not develop it which is what has led to this shortage in the 5 year housing supply . Developers and land owners should have a rigorous time table applied to any permission for development and should be obliged to build the infrastructure necessary in line with any development	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. There is no evidence that developers are land banking in the district, planning permissions are granted and then are being built out. The delays in the strategic sites coming forward are not all the developers, they are not willfully stopping development in the district
Stuart	Williams	Ace group	Build in places which are more suited to mass development and not small villages that have no infrastructure	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Reegan	Howles		Further emphasis on the objective 8.54	Comment noted, there is no need to place more emphasis on this element rather than any other element of the objectives.
David	Webb			
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh			
Janice	Jackson		protect local views for local people, ALT2 for example is being destroyed by the potential building of 1750 houses. the extent of house building in the area is horrific, views are being destroyed and the infrastructure cannot cope.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Jenny	Clemo	Langford & Ulting Parish Council	Prevent coalescence of Langford with Heybridge.	The Council we believe would not support the merging of settlements there should be a gap between them even if it is a small gap it needs to be a clear gap.
Hazel	Notley			
Jean	Brown		Can not see how the council can keep considering applications for building on flood plains which will only lead to more trouble as the climate changes.	The Council does not normally approve housing applications in high flood risk areas it is against the present local and national planning policy.
Joanne	McGinity			
Stuart	Dedman	Nil	See 1 above	Regulations stipulate that the Council has to review its local plan every 5 years regardless of international affairs. That five years is up in July 2022, the Council has chosen to start the review a year early. This is a matter that the Council does not have any control over.
Roy A	Clare	Charities		
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	1. Preservation of the unique characteristics that make the District a great place to live; 2. Undertaking development that is sympathetic in character to the existing rural environment and heritage.	The objectives cover both of the points raised by the respondent.
David	Rees			
Felicity	Gale		Reduce the housing within small villages which have no infrastructure. Rather be sensible and look to place these houses in areas like Chelmsford/Witham that have infrastructure.	The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months
Lindsey	Wright			
Darren	Weeks			
Phil	Manning			
Peter	Clack		1. Protect what is great about the District, particularly the rural nature and beauty of the riverscapes. 2. Preservation of the unique characteristics that make the District a great place to live. 3. Protection of the peace and tranquility that makes The Dengie such a beautiful place to live 4. Only undertaking development that only encompasses high quality design that is sympathetic in character to the existing rural environment and heritage, that has placemaking at its heart	The objectives already cover the matters raised by the respondent. The objectives cannot mention every settlement it is a given that they cover the whole of District.

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First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
Doug	Lockwood	National Grid	100% commit to road repairs, new roads and a train station before building.	The Council does not control road repairs this is ECC. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Sally	George		Ensure there are affordable new homes built, not the £350,000 semi detached seen now, ensure there are actually schools and doctors' surgeries build not just empty promises. It would be nice to allow local people to actually comment on the LDP, not like this 60 page with links attached questionnaire that few people have time to read and comment on. You have to be really dedicated to carry with reading this consultation document, but maybe that is the plan, hoping no one will care enough	The Council is delivering the affordable homes percentage as set out in the present LDP, this is based on evidence and this evidence will be updated in the review of the LDP. The reviewed policies in the LDP will be available in due course for comment.
Vara	Szajkowski		Protect and mitigate the impact of future development on existing communities.	The Local Plan includes policies regarding design, good design contributes towards creating safe places/reducing opportunities for crime, improving health and wellbeing, making places liveable, accessible and climate resilient, these are due to be reviewed.
Bob	Calver		Communications (broadband and 5G) and transport issues need to be addressed	The objectives at clause 5 covers this in its term connectivity.
David	Hill	Dandara Ltd	The objectives are comprehensive, however, locating development which reduces carbon emissions should be a key preference from the outset. Additionally, recognising the potential of development to deliver new services and infrastructure in addition to supporting existing infrastructure should be specified as opportunities and not viewed as restrictions. A holistic approach to infrastructure and development needs to be part of the plan and solutions sought, rather than infrastructure being viewed as a reason to prevent or restrict development.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Tessa	Lambert	Natural England	Biodiversity Net Gain. Once the mandatory requirement for Biodiversity Net Gain (BNG) is in place (expected to be Winter 2023), it will be a legislative requirement, so his may explain why it has not been included as a specific objective in the LDP Review. However, Local Planning Authorities are encouraged to develop a locally specific BNG policy.	The biodiversity policy will be reviewed as part of the LDP review and we are already considering how we incorporate biodiversity net gain. Agree with the respondent that clause 4 of the objectives should have biodiversity net gain added in.
Dawn	Howles			
Steven	Potter		There needs to be an objective specifically aimed at improving health via exercise; so MDC should factor in places where free exercise is available.	Health is a key consideration in the LDP but the planning system does not make people exercise it only facilities development that could encourage or support it, the present objectives include a statemet about healthy communities.
natasha	frith			
Vysian	Banyard	TKPC		
Anthony	Bates			
Russell	Howles	WSP		
Diane	Carter		Achieve everything from the last LDP first.	The Council is still working on bringing forward the details of the present LDP but has a legal obligation to review its LDP every five years.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	N/A
Brian	Townsend			
Robin	Fanshawe		I can only deal with my particular concerns which solely relate to the proposals for the overwhelming new development in Purleigh	The Council cannot comment further.
Malcolm	Finch			
Peter	Taylor	Retired		
Chris	Melbourne		Actually thinking in an adult manner of the outcome of quadrupling a village size - young people will not find work in Althorne / transport links are dire and expensive particularly as it is an unreliable single track service. Althorne is being used as a tick-box to increase housing stock substantially and you are being underhand in your methods to achieve this.	The Council cannot respond on site or settlement specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
John	Brown		You've covered everything any politician could possibly want to talk about. You already have too many objectives!	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
Robert	Hollamby			
Chris	Waumsley	Inovo Consulting	Housing choice is not just limited to self build and custom build opportunities but also to opportunities a variety of developers to access a range of locations, type and size of site Where people want to live. Developing previously developed land where possible is agreed but it should be recognised that that will be insufficient to meet housing needs on some previously developed land will be in inappropriate locations for housing. Appropriate Greenfield sites will therefore be a necessary component over deliverable housing strategy that will meet the needs and aspirations of the population.	Agreed, the district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth.
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading	The enhancement - rather than damage - to the existing, well-established communities within the District.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action

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Robert	Stephens	N/A	<p>The LDP should use the same definition of requirements as defined in legislation rather than it's own interpretation of the legislation e.g.:</p> <ul style="list-style-type: none"> The LDP Policy H1 Affordable Housing, page 82, indicates that 'All housing developments of more than 10 units or 1,000 sqm will be expected to contribute towards affordable housing provision to meet the identified need in the locality and address the Council's strategic objectives on affordable housing.' However the National Planning Policy Framework Annex 2: Glossary. Page 58. Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. and my interpretation is that 'more than 10 units' is not the same as 'where 10 or more homes', does the NPPF take precedent over the LDP, and does the LDP need to be updated? Additionally there should be no practical reason to reinvent the wheel. Not everyone is familiar with the meaning of technical / commercial descriptions which should hyperlink to a dictionary of meanings. All text and content should be in plain English, follow Gov.UK online publication requirements for digitally, screen reader and paper based residents, i.e. one size does not fit all. Hyperlinks should be provided for both internal LDP references and to Essex and Government rules and procedures. A schedule of all regulations should be made available as is the case with Area Planning Committee Meetings e.g National Planning Policy Framework The Openness Of Local Government Bodies Regulations 2014 Local Government Transparency Code 2014 The Public Bodies (Admission to Meetings) Act 1960 Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020 Countryside and Rights of Way Act 2000 Natural Environment and Rural Communities Act 2006 The Conservation of Species Regulation 2017 Wildlife and Countryside Act 1981 The Conservation of Habitats and Species Regulations 2010 Environment Act 1995 The Hedgerows Regulations 1997 The Wildlife and Countryside Act 1981 Conservation (Natural Habitats, &c) Regulations 1994 	The LDP policies need to be reviewed to ensure that they comply with the NPPF. Your suggestions regarding the formatting/ style of documents will be considered when the Preferred Options documents are being drafted, including the provision of a glossary. Sources of, and links to, background information are intended to be provided for each policy.
Gary	SPICER			
Pete	Butcher			
JO	COOMBES		<p>Protection of ecological resources A plan for environmental protection Regard for residents' wishes to halt rapid development Energy efficient buildings</p>	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Helen	Bridge			
Melanie	Allen	Government		
Adam	Medlycott			
Jonney	Aldridge		Nuclear free zone might be helpful for swimmers and native oysters.	The council cannot support a nuclear free zone because in the district is a national allocation at Bradwell B for nuclear energy, the Council is not the governing body with regard to this decision.
Joanne	Maloney			
Mark	Hurley	Selfridges	Please refer to my earlier notes.	Cannot comment further
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	We agree that these are the right objectives, however as noted above, they need articulating more holistically to be consistent with wider Government policy on net zero. For instance, the objective "A commitment translated into local action which adapts to and reduces the risks of climate change, including supporting the transition to a low carbon economy" should also include positive support for low carbon, not just renewable energy, development and should not only be applicable to the district achieving this, but playing its part in contributing to the national net zero objectives.	Agree with the respondent that the term should be changed to low carbon, if moving to a carbon neutral with net zero emissions then both low carbon and renewables are a priority for support and this does include low carbon in all developments not just energy developments. Low carbon also includes renewables to the one term is sufficient.
Lynne	Goodbourn		Maintain the social and cultural uniqueness of the dengie peninsula and maldon town	The Council cannot respond on site or area specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Christopher	Kent		<p>8.21 If you want to minimise traffic generation you need to control or even stop building.</p> <p>The damage is already done !!</p>	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p>
Lisa	Singh	Direct Call Centres Ltd		
Kevin	Head		Paragraph 8.3 (2) should include an objective which references supporting housing and economic development in existing rural settlements to create higher levels of sustainability and inclusivity. Rather than focus new growth towards garden village-styled extensions (which have been slow to be delivered), to the existing major settlements, the Local Plan should place a greater emphasis on improving existing settlements, particularly the rural villages to the south of the district.	The rural community is supported in clause 3 objective.

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Elizabeth	Sawyer Bayliss		The blocking of the nuclear power plant at Bradwell on sea. It is an unsuitable site, vulnerable to rising water levels; it will destroy precious areas of international, national and local importance that have been designated as RAMSAR sites, sites of special scientific interest (SSSI), special protection areas (SPA), special areas of conservation (SAC) and national nature reserves (NNR). The area is of national historical significance, with St. Peters. The unique heritage of the area will be destroyed. The actual protection of the area should be an essential objective.	The decision on whether a new nuclear power station will be built at Bradwell-on-Sea is not Maldon District Council's. The development of a nuclear power station is a strategic and/or cross boundary issue which is larger than local issues/projects and cannot be dealt with effectively by one local planning authority or prescribed body individually.
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon		Lack of a digital strategy	ECC is supported the role out of digital which is progressed positively.
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses	8.32 Not only to plan for new development but to consider the scattered existing isolated settlements of the district and how these can be improved for those that live there by the development or improvement of connections where possible, such as improved safe pedestrian/cycle routes. There are so many small hamlets and scattered housing over the district which have organically and historically developed and become more isolated over time because of the increase in traffic over time, These should not be ignored in favour of the larger developed areas but included as part of the overall vision for the district, as they are part of its character.	Clause 3 supports the rural communities of the district in the objectives.
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home	Prevent damage to existing, well established communities within the district	The planning system seeks to mitigate impact but it is inevitable that there will be impact because this comes with growth and change and there cannot be growth without some of this.
Jo	Crump	Servoca Secure Solutions	Improvement of the quality of life of existing locals	The objectives set out that the Council will seek to improve the quality of life but this has to be within the powers given to it by the planning system.
Susan	ARCHER			
Phillipa	Griffiths			
Matthew	Taylor		I support the focus on protecting the built and natural environment and I support the focus on climate change and a transition to a low carbon economy. However this needs to guide not just quality/standards of development but its location in order to minimise the need for travel and support use of sustainable modes. Main towns are where there are concentrations of economic activity, population and services; with a change in retail patterns there is a need to protect and support employment generation in these sustainable locations, rather than in isolated locations that are dependent upon the car as the principle form of transport.	Support noted.
Anne	Bailey		certainly build near arterial connections. Bear in mind that the area is London Clay especially the Dengie. LONDON CLAY comprises bioturbated or poorly laminated blue-grey brown, slightly calcareous, silty clay often has layers of sandy clay often containing courses of carbonate concretions (cement stone nodules) and disseminated pyrite. LONDON CLAY is prone to swelling in wet weather and shrinking in dry weather. causing subsidence and large cracks in the soil in dry weather. The Hills on the Dengie have seams of silty clay where many natural streams run especially either side of the hill in Althorne. thus creating unstable ground for building making lower areas prone to flooding. Many area around Maldon have sand and gravel pits	Comments noted, all development that needs planning permission also needs building regulations and this would ensure that building was possible in terms of its foundation.
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark			
David	Baker		In 8.2.1 The plan should include a commitment to ensure that housing developments include sufficient affordable stock for the younger generations who are currently being forced out of the district.	The Council has a Housing Needs Assessment and the policies in the review of the LDP should try to deliver the total need set out in that document including affordable housing.
Jeremy	Richardson		Infrastructure improvements are there as an objective, but this is not strong enough. Much more needs to be done on roads, GP surgeries etc. Elevate it's prominence	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Glenna	Wilkins		I live in Cold Norton. There is a proposed scheme for 174 houses tibe buiton Greenfield land in St. Stephens road please hat leads up to the church. This road is not a suitable site for extra houses. The road is very narrow and at early morning (commuter time) is filled with parked cars. Maybe a planning officer should drive from Latchington road through to Farnbridge road between 8.30am and 9 am	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Cheryl	Carter	Education	Not build on land that is depriving animal wildlife	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth
Susan	Mason			
Melad	Kamlow		Improved transport links and access to London, Chelmsford and Southend from the Maldon area.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Danny	Soul			

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Dave	Draper	The Hartford Insurance Group	Not for residents to consider ?	It is not clear what the respondent is trying to say in relation to the objectives of the Plan so we can make no further comment.
Fiona	Barkham	Private Individual	see above	
Isabel	Adcock		Mental health and transport. Getting to school, work, shops, leisure usually require transport for miles along narrow roads. Without public transport and reasonable times for these you will not get a cross section of the population just those who can afford to drive. From personal experience birthday presents at age 17 was driving lessons!	The objectives look at supporting active and sustainable transport choices which are a priority both locally and nationally.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson		I would like to see an objective to improve connection between communities with dedicated and safe cycling and walking routes. Any new roads should also have dedicated cycling lanes included.	Agreed with the respondent, add in clause 5 the word cycling in the last bullet point.
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	Johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane		The LDP needs to give clear objectives and remove words that don't mean anything, give specifics only.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates		
Jane	Potter	Purleigh Parish Council	Purleigh Parish Council believes there needs to be an objective specifically aimed at improving health via exercise. Maldon District Council should therefore commit to providing places and retaining public green spaces where the ability to exercise free of charge is available and promoted. Such areas can also improve the mental health of residents in the district.	The planning system cannot make people exercise, nor can it make places free, it can only support development that then may encourage people to exercise, it is up to any provider to set appropriate charges for developments use.
Brian	Haydon	Cold Norton Parish Council		
Rowan	Rampersad			
LUKE	MACFARLANE	S A RAVEN	There should be more emphasis on providing housing where people want to live, too much recently in large developments around Malden. By all means develop brownfield land first but that won't be enough and there should be a preference for well screened and less attractive greenfield land over the countryside. Some new development is needed to support rural communities and sustain village services, villages like Purleigh should be allowed to grow a bit to provide for first time buyers and people downsizing so they don't have to move out or stay in houses that are bigger than they need. New housing should provide for the opportunity to work from home which will reduce traveling to work.	Support noted. Agreed that the objectives do not include working from home. Add this into the objectives.
Anna	Wombwell	Morris Farm		
Lee	Foster		Small developments to respect the Maldon district settlements design NOT major developments that ruin it, such as ALT2 that is proposing to turn a village of 620 houses with no facilities and a over used road network into a village of 2370 houses	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day		I disagree with building on green open space outside the settlement boundary	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth
Vanessa	Horner		You need to consider how the development interact with other development areas in the county and traffic to Access to cities and towns is essential to live in a sustainable for instance Chelmsford is no longer accessible due to lack of flyover or underpass and go Basildon instead as traffic is too bad. Maldon traffic is too bad and go South Woodham instead . The idea of creating a public transport utopia is just a dream	The Council has a legal duty to co-operate with neighbouring authorities and is meeting them regularly to ensure that cross boundary issues are given full consideration.
Natalie	Bradford			
Harriet	Hurst-Smith		There are already enough new developments. Deal with the pressures on the transport links, doctors, schools ect first.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Brian	Howson	Pharmaceutical company		
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		

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Marion	Gunn		Road access to the dengle peninsula Public Transport on the Dengie Peninsula	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS		Greater utilisation of brownfield sites.	The district does not have a history of industrial land use so there is limited brownfield land opportunities or opportunities to build within settlement boundaries. Therefore it is inevitable that greenfield sites will be required to accommodate future growth. When carrying out site allocations, brownfield land should be prioritised in the settlements chosen for growth
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard		The two objective i am concerned about are the roads and water provision.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council		
Tim	Chilvers			
Ruth	Bull	The Othona Communty	We note that it is important for the sea wall to be maintained, for the LDP to be successfully implemented with regard to reduction of the risk of flooding, giving protection to the estuarine location, rare habitats and wildlife corridors.	The Council does conform to the both local and national planning policy with regard to flood risk and flood defences.
Mark	Jackson	Mark Jackson Planning		
Elliott	George			
ann	cutting			
Sharon	Cushen		Improved transport infrastructure	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work
Ian	Tooley			
Sally	Tokeley			
Kate	Ellis			
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	EASL considers the proposed objective within the Local Plan Review to be robust.	Support noted.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd	In principle we support the objectives and consider that those listed cover the key areas. However, we would stress that MDC understands that this requires a need to balance competing policy demands across the objectives. For instance, the document at 8.21) states that the Council will "...Support development that minimises traffic generation and provides for sustainable transport solutions without compromising the ability of our rural communities who still need to use cars to access essential services and facilities to thrive and prosper. It also states at 8.43) that the Council will facilitate the development of rural and coastal businesses and protect and enhance rural community and service provision across the District." This therefore recognises the role that new housing in village locations can play in helping to maintain the viability of essential rural services and facilities, providing opportunities for rural and coastal businesses to prosper. The Plan must follow-through on these aims by allocating new housing in village locations, including Althorne. Objective 8.32) seeks to ensure that development positively contributes to improving places and spaces for all. In order to achieve this objective we would point out that MDC should not rule out the suitability of sites put forward to the Call for Sites based on existing infrastructure connectivity to services and facilities (such as the lack of an existing pavement from a site), where instances where the distance from a site to existing infrastructure is minimal and could be provided as part of a development proposal, such as at site ALT17 in Althorne. Accompanying Plan No. U841_201 Rev E demonstrates that a safe pedestrian access could be achieved and would come forward as part of a development proposal, should this site be allocated. We therefore recommend that MDC ensures that a positive and proactive approach is taken to link the objectives to the proposals taken forward as part of the LDP.	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			

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John	Buchanan		<p>I am not sure where to put this comment so I will put it here:</p> <p>A major issue for much of the internationally important birdlife that winter in the district and for breeding coastal species is disturbance from dogs that are not kept on a lead whilst dog walking. This issue is increasing due to increasing populations of people and dogs.</p> <p>The problem is that we do not have a large park (like Great Notley nr Braintree, Hylands park nr Chelmsford or South Weald nr Brentwood) with large open spaces where dogs can run free without causing undue disturbance to the wildlife.</p> <p>Can MDC consider the provision of a large open country park particularly tailored for dog walking, drone flying, kite flying and other such activities? Perhaps there is some farmland that could be repurposed for this (potentially benefitting the owner through subsidies that could be obtained).</p>	Any land for a large park would have to come forward via development because this is how it would be funded, and the future maintenance of it would also have to be funded either privately or by development management companies, therefore this is part of the consideration of planning applications and policy already seeks green space but only within an identified need anything else would be at a developer's gift.
Kirsty	Rowell			
Tim	Bradford	leadenhall	Quality of life for existing residences, including schools, doctors and green space. All of which are stretched too far already.	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Philip	Wakeling		Adequate infrastructure out of the District to support the growth within it->	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
Jacky	Bannerman	Woodham Walter Parish Council	Creating a better environment overall and by safeguarding medium and smaller villages from spreading urbanity and resolving the extant infrastructure issues.	<p>The LDP Review process has to take into account future growth, the Council has a statutory duty to ensure that the future housing and economic needs of the district are planned for and it will make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become</p>
David	Brock			
Mark	Tentori	Mazdev Limited		
Niki	Halls			
Peter	Ingram		My main concern is infrastructure, which is already stretched. An infrastructure review must come first.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Jane	Pilgrim			
Judith	Radcliffe		<p>Liaison with neighbouring districts nearer major routes and stations</p> <p>improved leverage with ECC and health authorities</p>	The Council is in discussions with neighbouring authorities, as relevant Duty to Cooperate Bodies, regarding infrastructure of potential development close to shared administrative boundaries however infrastructure provided within neighbouring authorities is outside the remit of the the Local Plan. In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, the transport network, public transport, education & healthcare facilities, air quality management areas, broadband and the potential for a new nuclear power station at Bradwell on Sea are strategic and cross-boundary issues.
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School	<p>Whilst education is not necessarily the responsibility of MDC, it should be fully considered as part of the overall LDP infrastructure requirements. Failure to fully consider the impact on already at capacity education provisions will diminish the overall impact and viability of the LDP.</p> <p>Engagement with the DfE, Essex County Council and the local Schools would be strongly recommended to ensure the most sustainable LDP.</p>	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become

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First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
Mary	Putt		To reduce the burden of new developments on the existing settlements on the Dengie, transport infrastructure. There has been sufficient development in this area and it is starting to have a negative effect on the area not a positive one.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable.
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell		
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A	Ensure CIL is adopted, this has been going on since 2012 and still not adopted, and new build CIL money is invested in local infrastructure and amenity's. When developers are given approval to build new houses, if they do not meet the agreed target on completions per year (to meet the 5YLS requirements) then the developers are fined, this needs to be of a large enough sum to stop them land banking and using the lack of completed builds delivered as leverage for more approvals.	The Council is considering its infrastructure funding options for the review of the LDP. There is no evidence that developers are land banking in the District.
John	McLarty		Rural housing and sustaining the existing communities by providing a mixture of tenures and scale of development. Not just 4-5 bed executive homes but houses to meet the needs of the whole community.	The Local Housing Needs Assessment identifies the type of dwellings required within the district, at present it has been identified the district is in need of 2 and 3 bed dwellings.
John	McLarty		The ability to create new communities that support and allow local successful business to grow and develop with flexible planning policies.	The objectives cover the economy of the district in broad terms
Norman	Branch	N/A		
John	McLarty		Rural housing and sustaining the existing communities by providing a mixture of tenures and scale of development. Not just 4-5 bed executive homes but houses to meet the needs of the whole community.	The Local Housing Needs Assessment identifies the type of dwellings required within the district, at present it has been identified the district is in need of 2 and 3 bed dwellings.
Valerie	Coleby	Berrys		
James	Clarke		Quality of life for local residents - access to open space, local leisure facilities Choice - e.g. of secondary schools in and around Maldon Town. Improved accessibility- affordable transport options	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.
David	Stilwell			
Ann	Thomas		Please see my response to Question 6.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable. Work on the Maldon Health Hub is progressing and should come forward.
michael	harris			
Geoffrey	Cox			
John	McLarty		Rural housing and sustaining the existing communities by providing a mixture of tenures and scale of development. Not just 4-5 bed executive homes but houses to meet the needs of the whole community.	The Local Housing Needs Assessment identifies the type of dwellings required within the district, at present it has been identified the district is in need of 2 and 3 bed dwellings.
Kevin	Bruce		Any new development should orientate all new properties to give the maximum southern elevation and the developers should be compelled to install solar panels for power and/or water heating. It would also be useful if they had to install batteries charged by solar. All this might lead to a far greater adoption of electric vehicles. All new properties should parking space for 2 cars which has become the new norm these days. All new industrial/office/storage developments should similarly be required to install solar panels on their roofs. Small wind turbines ought to be required on slightly larger schemes.	The Council has adopted the Maldon District Vehicle Parking Standards SPD (2018) which sets out the required number of parking spaces per dwelling based on the number of bedrooms provided. the design policy is being reviewed and should be more positive about renewables and low carbon in design.
Barrington	Thomas			
Richard	Edwards			
Robyn	Woloszczuk		Bridle paths	This is just a comment it is not clear what the respondent means by the comment so cannot comment further.
Lesley	Speller			
William	Shepherd		But provide more local health, education and social support and public transport links	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.

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First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
Nicola	O'Dean	Balgores Motors		
Alexander	Romang			
Hayley	Holgate	ECC		
Eirlys	Parry	N/A		
victoria	newson	Childrens Nursery	Make sure that these actually happen and are delivered despite all the extra housing already there are no additional doctor surgeries or new hospital or train line or new roads.	The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become liable
Michael	Unwin	N/A		
Tony	Barber			
Nick	Mason	ECOClassics		
David	Banfield			
Melanie	Osborne	Motor Trade		
Stuart	Turner	Essex search and rescue		
Mike	Carpenter	CODE Development Planners Ltd		
ian	wilson	cm36pt		
Phillip	Wright	CALA Homes (North Home Counties) Ltd		
.	.	SN Developments		
.	.	Cooper Property Holdings Ltd		
Jane	Coleman	Maldon Town Council		
c/o Agent	c/o Agent			
kelly	tilley			
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		
N	Baseley	IBA Planning Ltd		
Sue	White		Rural housing, needs, deprivation, access to facilities. Encouraging people to enable them to live in the area they have grown up in.	Rural housing will be covered in the reviewed policies in the LDP.
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	See my answers to questions 2 to 6.	The LDP review will have an updated monitoring regime in it which will be more robust at present, this will demonstrate if the policies are effective.
R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	(This is a question asked under Section 8, but no Questions are asked in relation to Section 9.) Paragraphs 9.1 and 9.2: The paragraphs make reference to the NPPF and the purpose of strategic policies. These paragraphs broadly summarise the NPPF but importantly make no reference to the need for strategic policies to also address any relevant cross boundary issues (NPPF, Paragraph 21). Furthermore, the NPPF (Paragraph 23) refers to the purpose of strategic policies in setting out a "clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development". Whilst it is not necessary to restate this, thus ensuring that the LDPR is succinct, it is necessary to make clear that the strategic policies in the LDPR are appropriately reflecting national strategies for sustainable development.	Comment noted but its not necessary to mention relevant cross boundary issues in the objectives this is set out in other parts of the plan
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		Paragraph 8.3 (2) should include an objective which references supporting housing and economic development in existing rural settlements to create higher levels of sustainability and inclusivity. Rather than focus new growth towards garden village-styled extensions to the existing major settlements, the Local Plan should place a greater emphasis on improving existing settlements, particularly the rural villages to the south of the district	There are rural policies for both housing and the economy in the LDP and these will be reviewed
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence			
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		

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sara	doran		<p>I think that the District should reconsider the options of developing affordable rentable properties for young people (in particular) within the district. The acceleration in cost of housing is likely to make even affordable housing out of reach of the majority of the local young population to buy. The District should seriously consider developing rental property eg in Maldon or Burnham, which are relatively well connected by public transport, for people eg under 30 (or whatever is the average age for first pregnancy in the district). This could be on a time limited basis, rather than 'for life' - this could support young people to stay local and develop their skills and perhaps even their business in the local area.</p> <p>The local development plan needs to promote opportunities to connect communities via footpath, cycle path and bridleways. The roads between communities are now so busy, and even small lanes are now so busy with traffic that it is increasingly difficult to find safe places to walk, cycle and ride....and yet this is a district that is promoting leisure and an active lifestyle. For example if a landowner is providing a large tract of land for development then there should be some negotiation about also providing linking routes off road as part of the process. Our family can easily cycle 3-5 miles to visit friends, but the roads are SO dangerous that they cannot. And the local bus connections are too infrequent and don't often go where you want to go. Cycling should be hugely promoted in the district but on safe routes, and NOT on the roads, which are just too busy and not safe - unlike more urban centres where the speeds are slower. Promoting this is good for the climate, good for the pocket and good for health...it would also promote more leisure, if there were more safe routes. These routes could be mixed use routes - for pedestrians, horses and</p>	The Council has a Local Housing Needs Assessment and the percentage levels of affordable housing needed should be translated into policy to ensure a good level of affordable housing delivery. The word safe has been expanded in the objectives so its clearer and cycling added in because this is an important form of active travel choice.
Grace	Godwin			
Sue	Hillman		Yes, all the things mentioned in the previous question.	Support noted.
michael	carr	NHS		
Colin	Horner	Villageretreat	You need to consider how the developments interact with other development areas in the county, traffic is collective and access to cities and towns is essential for the community to live in a sustainable environment. For instance Chelmsford is no longer accessible due to the lack of a flyover or underpass so people go to Basildon instead. Maldon traffic is too bad so people go to South Woodham Ferrers. The idea that creating public transport infrastructure as a justification for rural development is just a utopia dream as most households have at least 1 or 2 cars and a full bus service is not financially viable. Access to railways is impacted by traffic for instance North Fambridge is 15 minutes away from Purleigh in theory but will take 30 - 40 minutes in the peak times so its quicker to go to Wickford.	<p>The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work.</p> <p>Road infrastructure provided within neighbouring authorities is outside the remit of the the Local Plan, though the whole road network is covered by strategic issues and is discussed with statutory partners such as ECC and neighbouring authorities.</p>
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	Supporting and planning for an ageing population, so that the opportunity can be maximised, rather than viewing it as an 'issue'.	The Council needs to set out its issues and an aging population does present a number of issues including access and pressure on services, the vision and objectives should set out at a very high level the way the council via the planning system can help to mitigate these issues.
Linda	Coom		Please, please put local people at the top of the list for affordable housing. Please put wildlife and local conservation at the top of the list of importance for housing and development.	The Council has a housing waiting list and the first choice is from people on that list then houses go out to wider need. Wildlife and conservation are key priorities and are considered in the determination of planning applications.
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard			
Ian	Drinkwater		Preserve and protect our open green spaces and rural views. The natural landscape areas and long distance panoramic views should be conserved. We must protect our wildlife habitats, trees, hedgerows, woodlands and ponds. Open spaces are integral to conserve a balance in any development area and very important in historic and heritage settings. These are the features local residents enjoy and value.	The Local Plan will include a policy to protect green spaces and natural landscapes.
John	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council	<p>Schools doctors and dentists are all running at full capacity. Secondary school places are already a huge issue with village children being overlooked in favour of children from the new housing developments. The more development on the Dengie, the less likely our village children will have of getting into school nearer than Rochford or Chelmsford. The lack of secondary school provision goes against the government guidelines of school places being available within 3 miles of a child's home. There is no Special Educational Needs provision available on the Dengie. The Parish Council would like to see the evidence you have that large housing projects generate employment for local people. We believe that the targets set for housing each year are over stated and engineered. The housing situation would not change for our local young people as there are very few affordable homes being produced on these developments.</p>	<p>The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.</p> <p>The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become</p>
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		

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Chris	Yates			
Tim	Hann			
Burnham	Town Council	Burnham on Crouch Town Council	But we still need to achieve the last set of objectives.	The Council has a statutory duty to review its local plan every 5 years, this ensures effective monitoring for the plan and the plan can adapt and be brought up to date if necessary.
Sally	Everitt	Community360		
Mark	Garrett		Should there be something about new-builds incorporating the ability to provide a proper facility to enable small businesses to operate from home ? Should there be something about limiting second homes ?	Second homes at the moment does not appear to be an issue in the District. Working from home has however been missed off the objectives and should be added in.
Justin	Barkham	Self employed	I support the focus on climate change and transition to a low carbon economy and would therefore like the plan to reflect that in the sites it includes (which should not therefore include GB1) The plan should support employment in sustainable locations not ones that have no infrastructure or public transportation	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The expansion of existing employment sites helps to support the districts economy and there would have to be a very good reason for the council not to do this as it could result in the loss of jobs in the district
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	Yes, to protect and preserve our hamlets, villages and the natural environment.	Support noted
Victoria	Long			
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton		Maximize food production to contribute the GB food security	The Council cannot control food production unless development comes forward for farming and food production which the Council can then support.
Kevin	Bennett			
Nicholas	Matthams		Due to very little facilities and poor access to the road network there is a greater urgency to provide facilities within the district to reduce the need for out commuting, this is not just for work purposes but also schools, supermarkets and medical facilities, for example the nearest A&E department is over 20 miles away for the majority of those living in the Dengie peninsular. Currently in the dengie peninsular there is a need for a high percentage of residents to commute outside of the area for any of these facilities and this needs to be addressed before any further large scale housing is considered.	In discussions with neighbouring authorities, Essex County Council and the Mid Essex NHS Clinical Commissioning Group, as relevant Duty to Cooperate bodies, the transport network, public transport, education & healthcare facilities are strategic and cross-boundary issues which we look to provide in terms of wider need across Essex and with neighbouring authorities..
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		Need to add focus into objectives relating to safe access to walk and cycle between villages and into the towns. Also need a clear objective around travellers pitches and ensuring that they are sufficiently distributed across the district and maintained in line with planning permission.	Support noted. The Local Plan will provide a policy regarding traveller sites. The objectives already pick safe walking and cycling.
Pamela	Lacey		It all sounds good but who's checking you requirements are followed	All planning applications are assessed against the policies set out within the Local Plan. There is also a monitoring regime in the LDP that should monitor the effectiveness of the policies.
Chloe	Soul			
carole	kirk			
Sharon	Jackson		8.54 Whilst broadly agreeing with the objectives, we need to 'Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities. Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.' Unless we maintain large single areas of natural landscape we will destroy the unique countryside, and the feature that tourists, residents and wildlife enjoy.	The objectives are broad and it is the policies that set out how the council will support development to translate them into action
RICHARD	GROUT			
Tim	Madelin		Should have an objective to improve the health and wellbeing of residents	The objectives already cover health in a broad term, this then translates into policies which are also being reviewed.
Charles	Bishop			
Paul	Jewiss	Self Employed		

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Joanna	Jeffery	Althorne Parish Clerk	8.54 Whilst broadly agreeing with the objectives, do we still think that we can maintain the natural environment that we all enjoy and preserve it by:- Improve and manage the natural, historic and coastal/rural environment of the District to ensure that the impact of any development is offset by mitigation opportunities. Support the linking of areas of biodiversity and geodiversity importance to assist in the preservation of habitats and provide an improved network of green infrastructure. Ensure the protection of strategic gaps between development areas and settlements to safeguard their unique character and wider natural landscape setting.' Unless we maintain large single areas of natural landscape we will destroy the unique countryside, and the feature that tourists, residents and wildlife enjoy. We should have a critical look at our housing need and work out where all the housing land identified in the 2017 LDP went and how we improve the build rates without relying on the nebulous promises and business plans of developers. It has been a meeting of farmers, diocese and council, improvement measures	Disagree with the respondent, the district does need linked areas of green space to ensure that biodiversity can move around the district. The district is rural so already is mostly countryside, it's the route out for biodiversity from urban to rural that is very important. Waste disposal and recycling is a matter for ECC as a waste authority.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed		
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		see response to question 6	The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period. Climate action will feature throughout the Local Plan.
Johanna	Dale			
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd	Improving health and well-being	Agreed, good design contributes to creating safe places/reducing opportunities for crime, improving health and wellbeing, making places liveable, accessible and climate resilient.
David	Oxford	Lloyds Banking Group	Correct categorisation of Althornes as a 'Small Village' with no local amenities, regular Bus transportation. Road infrasture in some areas of the Burnham road could not accomodate heavy vehicles. In some places 2 'big' cars passing is dangerous	The Settlement Pattern is based on the level of services and facilities in each settlement and groups settlements together which are broadly similar. It is a baseline and does not in itself determine the level of growth or what type of development is supported in each settlement, it is the policies within the LDP that will do that. The Council cannot respond on site specifics at this stage of LDP Review. Work on site allocations will be undertaken in the coming months with a Preferred Options consultation being carried out at the end of this period.
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon		Minimise scale of developments to small numbers as current development near Morrisons in Maldon is of a large scale which will substantially impact the roads and public services. The Scale of this impact is yet to be known as this development is not fully occupied at this time. So new large developments may double damage done by developments in Maldon and Latchingdon.	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months. There will have to be some large sites but it should be mixed between large, medium and small sites to offer a choice for the housing market.
Rebecca	Tucker			
Mark	Faraway			
T	Kettleley		Where new development is undertaken, special care should be given to ensuring this is right for the environment and not identikit housing which could be anywhere. The development in the district (style, volume, density etc) should follow a local specification rather than be generic.	All planning applications for new developments are assessed against the design policies within the Local Plan, the Maldon District Design Guide and the Essex Design Guide.
Elizabeth	Weston			
Jacky	Barber			
Douglas	Channer	Private	Health and Well being not mentioned and no consideration it appears of the integration of health and care agenda. Also please see previous answer. you should be ensuring all outstanding infrastructure from the current adopted LDP is in delivered/in situ. Can not keep playing catch up and adding to the long list of infrastructure requirements.	Agreed, good design contributes towards improving health and wellbeing, making places liveable, accessible and climate resilient, the design policy will be reviewed in the work of the LDP review and the Council is having an integrated health assessment carried out as part of the work of the review. The present LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements and will be assessed further as part of the LDP Review work. The matter in the majority of cases is not that infrastructure has not been provided but that its trigger points such as the number of homes completed has not been reached. This matter is monitored carefully and contributions pursued as they become
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg			

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Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss			
Simon	Mackenzie Smith		even stronger focus on the environment. Essex as a whole is being massively over built with a corresponding negative impact on the environment	The LDP Review process has to take into account future growth. The Housing Requirement is established by using the standard methodology as set out by the Government. The Council does not have any evidence that this figure should be reduced, therefore the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.
Richard	Udall		Stop developers building eyesore developments not in keeping with existing towns villages.	All planning applications for new developments are assessed against the design policies within the Local Plan, the Maldon District Design Guide and the Essex Design Guide.
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington			
D	Cooper			
C/O Agent	C/O Agent			
Zoe	May	East of England Ambulance Service NHS Trust	Deliver BREEAM Outstanding sustainability standards.	The design policy in the plan is being reviewed and the Council will have to be in conformity with national planning policy, the design policy will therefore most likely be changing, whether it incorporates BREEM standards is still a matter for discussion.
Roger	Woodcock			
Michael	Manning			
Jack	Inglis	Kelvedon Hall		
Peggy	Shields			
Dawn	Adams	Catesby Estates		
Braxted and Blackwater Conservation Group	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	See our response to Q6.	
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder	Current housing developments do not meet future requirements. Solar panels, heat pumps, electric vehicle charging points.	The design policy in the plan is being reviewed and the Council will have to be in conformity with national planning policy, the design policy will therefore most likely be changing.
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			
Anne	Hull	Elmwood Equestrian Centre	More bridle ways please	Providing the opportunity for active travel within and between new developments and destination locations points (such as schools and services) is becoming increasingly important. However, the provision of new bridleways needs careful consideration to ensure that new routes link up with the existing network.
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Ellum			
Bernard	Steeple			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		It should be noted that government guidance on the provision of education infrastructure strongly suggest that safe walking distances of 2 miles for Primary and 3 miles for secondary is the target. The prior LDP failed with respect to this matter significantly underestimating the demand for places at ORA in Burnham on Crouch and the District as a whole. Cross boundary places have been required creating travel distances of 45 minutes by car because of displacement. There is it would appears to be no meaningful SEND provision or assessment that is required to comply with Government and NPPF guidelines	The LDP has an Infrastructure Delivery Plan which was approved through its examination, infrastructure is agreed with statutory providers such as the NHS and ECC and should be to mitigate the impact of development. Infrastructure is being provided under the terms of S106 legal agreements. There are plans to extend Ormiston Rivers Academy in Burnham paid for by S106 funding. There are SEND schools in Essex, this is not a general need and there is no obligation for every District to have one, SEND needs are varied and ECC plan for them based on a much wider catchment than single local authority areas.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark		We support protecting the built and natural environment and urge that the focus be on the main towns where there is a concentration of economic activity, populations and services which make them more sustainable locations within the district. This is also where the need is greatest given the declining role of the high street.	At the present time the Council cannot comment on whether individual settlements can or cannot accommodate future growth. The LDP Review process has to plan for future growth and it will have to be accommodated within the District. The Council needs to make a choice on where that growth is going to go and this was one of the reasons for the Issues and Options Consultation. In the coming months work will be undertaken to make the necessary decision using the evidence prepared as part of the LDP Review work.
Patricia	Smith			
Mick	Sargeant		Nice words again but statutory requirements will always prevail	The LDP Review process has to take into account future growth. This growth is set out in evidence, the Council needs to make a choice on where that growth is going to go and will be undertaking the necessary work to make that decision in the coming months.

Question 7

First Name	Last Name	Organisation	Question 7. Are there other objectives that the LDP needs to aim to achieve?	COUNCIL RESPONSE
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*			
*	Willmott			
Thomasin	Foster			
Ivor	Watson			
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*	*			
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*	*			
*	*			
Alan	Massow			
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			