

Question 52

First Name	Last Name	Organisation	Question 52. Should the Council consider having protected landscape views in the District, even though this even though this may place development pressure elsewhere?	COUNCILS RESPONSE	potential changes
Ben	Binder	University of Adelaide			
Lorraine	Bailey	Wickham Bishops Parish Council			
Ali	Aldis				
David	Smye	The Maldon Society	Views from or across protected areas, such as the Chelmer & Blackwater Navigation Conservation area should be protected from adverse development. The 'suitable' land consisting of 316 acres for housing and other development is a case in point that would have a detrimental effect upon the setting of this beautifully serene area.	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
Stewart	Newlands	Fambridge Lake	A balance is also required.	The council will aim to balance the protection of views with the need for sustainable development.	
Paula	Stanbury				
Sonia	Whiskin	Financial Services			
Geoffrey	Charge	n/a			
Robert	Collins				
Gavin	Rowsell			Comments noted. The council will aim to balance the protection of landscape views with the need for sustainable development. If necessary a landscape assessment will have to be considered for any site allocations that the Council wishes to take forward and there is a significant landscape impact.	GR
Gareth	Davies	N / A	Many areas in the District should be protected and development should be focused where the LDP says.	Support noted. 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.	
Ben	Thornett				
Matthew	Wood	Phase 2 Planning			
Jackie	Gibbs				
Tim	Aves				
Helen	James				
Kathy	Day				
Mike	Hayes		Unless benefits of developing in such locations outweigh any harm.	The council will aim to balance the protection of views with the need for sustainable development.	
Peter	Wakling				
David	Sismey				
Stuart	Willsher	Persimmon Homes Essex			
Sara	Howarth				
Anthony	Fittock		This will be dependent upon the location and the benefit that the use of a location would bring with respect to the development of infrastructure and services.	Comments noted. The council will aim to balance the protection of landscape views with the need for sustainable development. If necessary a landscape assessment will have to be considered for any site allocations that the Council wishes to take forward and there is a significant landscape impact.	
Eissa	Leo				
Daniel	McAllister	Robert Mulholland And Company Limited			
Michele	Williams				
Tara	Strydom				
Jenny	Ball		I honestly don't know where you would start and end trying to prioritise what areas to include - we are fortunate that much of the District has lovely views and the reality is that none of us want our local or favourite views to be impacted by any new development.	The open countryside is protected under national planning policy, the council will also aim to protect landscape views through the Local Plan.	
Cliff	Baron				
Gill	Winsor	Tesco			
Emily	Benham	Servoca complex care and nursing			
Laura	Cannon				
Shaneen	Ilanes				
Sarah	Sapsford				
Merryl	Quilter				
Bear	Keen				
Jessica	Cox				
Robert	Burton				
Yvonne	Wade				
Louise	Bywaters-Smith	Hospitality			
Brooke	Roberts-Morgan				
Patricia	Bunkle				
Stephanie	Ireland				
Marc	Rawinsky	M R Sovereign Services Ltd			
Roger	Tiffn				
Kathryn	Beighton	Publishing	People move to Maldon and visit Maldon for the rural landscape and coastline, let's try not to completely destroy it	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. This question is asking whether specific views should be protected.	
Roy	Warren	Sport England			
STUART	SOWTER		an emphatic yes - 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.	Support noted. The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
Mark	Raffray		This is vital to protecting the uniqueness of certain areas of the District.	Support noted.	
April	Rowley		These are v precious and to the benefit of all not just local householders	Support noted.	
e	e	e			
Kevin	Lagan				
Bill	Withers				
joanna	jeffery				
John	Mitchell				
Bethany	Jones	Colchester Borough Council			
magnus	Magnusson	Parker Planning Services			
Nick	Whiteley		Where possible, as a first option, the environment is important, both for the wellbeing of all the animals that use it, and our own mental wellbeing.	Support noted.	

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Peter Rex	Layley Davenport		Policies should be adopted which balance the protection of landscape views against delivering the needed additional housing and workplaces; it is clear that if all views are absolutely protected, no development will occur. Mitigation measures such as tree planting can do much to achieve the right balance As I understand it, there is a key requirement/national policy to protect landscape views from a seaward perspective: these requirements should be built into the LDP's policies	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.	
Lesley Linda	Mitchelmore Flowers	Danbury Parish Council Self Employed	Some areas need extra protection as current build pressures are unprecedented.	The open countryside is protected under national planning policy, the Local Plan will contain policies regarding the protection of the districts landscapes.	
Karen N	Neath DA	Tolleshunt Major Parish Council			
Peter Dorreen	Holmes Linton		our group consists of adults, playschool and brownies group		
John Colin	Wileman Pryke		We must protect what we have as far as possible for the benefit of current and future residents, as well as visitors.	Support noted.	
Richard sue	Courtney Rawlinson	University Of East London Evolve			
Douglas	Milsted	Heybridge Basin Conservation Society Self Employed			
Alan John	Outlaw Hitcham				
Richard Lindsey	Kelly Squire	Croudace Homes North Farnbridge Parish Council			
K John	Jeffries Lakin	?			
Andy	Quelch				
Samantha	Weeks				
Charlie James	Mayes Rushton		Subject to the detail of how this would be managed, I would support the idea of having protected landscape views. Housing development is already placing pressure on the local natural environment, and reducing its extent. There is a need to ensure that the unspoilt natural environment and the landscape views themselves are protected even more strongly than is the intention at the moment. To do otherwise would be akin to cutting off one's nose to spite one's face - such is the value to the character of the District of the unspoilt natural environment and the landscape views (that is, local cultural value in itself, and also economic value in terms of attracting visitors).	Protection of the landscape is mentioned in point 4 of the proposed new vision and the open countryside is protected under national planning policy. The Local Plan will contain policies regarding the protection of the districts landscapes.	
Richard Mike	Martin Spurgeon	Scott Properties Phase 2 Planning and Development			
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development			
Catherine Terence	Champion Hughes	Burnham-on-Crouch constituent	No-one is interested in looking at housing estates.	Protection of the landscape is mentioned in point 4 of the proposed new vision and the open countryside is protected under national planning policy. The Local Plan will contain policies regarding the protection of the districts landscapes.	
Amanda John	Mickelsen Tompkins		Protecting landscape views is essential especially where Arcadian Villages are concerned. Without the views the village and District character will be lost.	Support noted.	
Samuel Mary-Ann	Newton Munford	Anglo European School			
Jo	Harvey				
Jeremy	Potter	Chelmsford City Council			
Terry	Fleming				
Daniel	Goodman	Rochford District council			
Chris	Harvey		As a keen walker, I'd like to think we can protect spaces like the Blackwater Estuary and the River Crouch with protected landscape views.	Support noted.	
Philip	Davies		Views over the River Crouch should be preserved. This at one time was designated as a "Sight of Scenic Beauty"	Support noted.	
Jane Susan	Senior Cumming	not applicable			
Amanda	Clack		Yes. This a MUST.  "Maldon District is blessed with an outstanding natural landscape. The two estuaries that it lies on form a distinctive characteristic and form at attractive lure for visitors. Many of the areas are of international, national and local importance and subsequently have been designated as Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR). Development can result in unacceptable negative impacts on areas of wildlife value."  The rural views and vistas from the rivers in the District - The Crouch and Blackwater particularly are unique and currently are unspoiled. These must be preserved at all costs.	Support noted.	
Ronald Daphne	Edge Scott	Construction Industry			
Gordon	Mussett	Little Braxted Parish Council			
Kenny	Alexander	Thomas Gainsborough School	That's why it is such a beautiful place to live in/visit	Support noted.	
David	Kennedy		As long as it does not prevent free access or no cost use by the public	Support noted.	
Ronnie	Tongue	state school			
Mark	Behrendt	Home Builders Federation			

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Matthew	Cooper		The tendency to focus on just those areas with a designation – e.g. Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR) – does not capture all areas of beauty. The protection of landscape views should be considered on a case by case basis and in consultation with parish councils and residents.	Protection of the landscape is mentioned in the proposed new vision shown in section 7.3 of the Issues and Option document that accompanied the consultation, additionally many Neighbourhood Plans detail landscapes of local importance. The Local Plan is in its early phases and therefore any changes to policy will be consulted on and any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process. The council will aim to balance the protection of views with the need for sustainable development.	
Sue	Dobson	Essex Bridleways Association			
Terry	Inkpen	None	The landscape of the district, particularly the views across the river estuaries are a defining feature of the area. They are a delight to residents and visitors alike promoting well being from outdoor activities and a source of relaxation and mental health. The landscape and views are for all of us, and once encroached on will be lost forever. It is not just the landscape of course it is a home and sanctuary for the wildlife, which needs large undisturbed open spaces to develop naturally and survive. We cannot fence off a field and call it a wildlife sanctuary.  Even when travelling on the roads in the district you can round a bend to a new vista and think "Wow look at that". These things are important in life and we should not underestimate their importance or surrender them lightly.  Small parking spaces and rest areas are needed beside some roads to enable people to stop and admire the view or get out of their cars and walk.  We should seriously consider reintroducing the Coastal Zones and Special Landscape Areas that were a feature of the District Planning in the current LDP process in 2012. Definitely they are much valued by residents ( see Althorne VDS ) and by visitors to the area The wild life they support is diverse and must be protected	Protection of the landscape is mentioned in point 4 of the proposed new vision and the open countryside is protected under national planning policy. The Local Plan will contain policies regarding the protection of the districts landscapes.	
christine	collins			Support noted.	
Stuart	Williams	Ace group			
Reegan	Howles		Absolutely. In areas like Althorne, it is essential that the landscape view around the river estuary is protected.	Support noted.	
David	Webb				
Andrew	Marsh	Historic England			
Brian	Haydon				
Jasbir	Singh		The council should never consider developments close to its rivers or if they are a blot on the landscape.	Protection of the landscape is mentioned in the proposed new vision and the open countryside is protected under national planning policy. The Local Plan will contain policies regarding the protection of the districts landscapes	
Janice	Jackson		Please see above - you are destroying protected landscape views ALT2 with 1750 houses.	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process	
Jenny	Clemo	Langford & Ulting Parish Council			
Hazel	Notley				
Jean	Brown				
Joanne	McGinity				
Stuart	Dedman	Nil			
Roy A	Clare	Charities			
Kerry	McKenna				
Penny	McCauley	Tiptree dental			
Jane	Phillips	Solicitors	ABSOLUTELY!  "Maldon District is blessed with an outstanding natural landscape. The two estuaries that it lies on form a distinctive characteristic and form at attractive lure for visitors. Many of the areas are of international, national and local importance and subsequently have been designated as Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR). Development can result in unacceptable negative impacts on areas of wildlife value."  The rural views and vistas from the rivers in the District - The Crouch and Blackwater particularly are unique and currently are unspoiled. These must be preserved at all costs as these can never be recreated.	Support noted.	
David	Rees		Essex is not known for its landscape views with the exceptions of areas made famous by Constable in particular eg Dedham, Hadleigh Castle. It does, however have some absolute gems. Amongst these are areas around Maldon and the wider district. The estuaries of the rivers Blackwater and the Crouch are boundaries to a forgotten area of the county which has a beauty of its own. Large skies and panoramic views are appreciated by both locals and tourists and must be protected at all costs. These views are particularly apparent on slopes of the Crouch where vineyards show the economic value of the landscape. Views across the crouch show that it is an area of natural and man made beauty which should not be despoiled. Some sites have been deemed unsuitable in Althorne due to the negative impact development would have on the landscape. However, a much larger site which is both sloping and undulating down to the River Crouch has been deemed suitable for a massive development despite its commanding much more extensive and panoramic views across the river to Paglesham, Wakering Stairs, Southend and the River Thames estuary and the beyond to the coast of Kent. This is major inconsistency and needs to be questioned. This site also has much community use due to the footpath that runs along its eastern boundary. It provides access to the River Crouch and the sea wall footpaths. Hikers and hiking groups regularly use it and often break their walk to eat at the Three Horseshoes public house. In addition it is used extensively by dog walkers and people on mountain bikes. It and the superb views, among the best in Essex, have been a notable asset during the Coronavirus pandemic in helping resident etc., cope with lockdowns and the resulting negative impact on the mental health and well-being of an anxious population. This would emphasise the importance of this particular site and its magnificent landscape views to the local and wider community. If Maldon District Council is serious about protecting the landscape of the area this development must not be allowed. No	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
Felicity	Gale		Please see question 34, YOU HAVE BEAUTIFUL PLACES but you are destroying them by building more houses. ALT2 (Althorne) for example 1750 houses.	The open countryside is protected under national planning policy, the Local Plan will contain policies regarding the protection of the districts landscapes. The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
Lindsey	Wright				
Darren	Weeks				
Phil	Manning				

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Peter	Clack		It is absolutely essential that landscapes that were and are protected, e.g. Development provision should be undertake and cascaded depending on the Settlement Hierarchy 2021 with larger schemes only being undertaken in the Towns and Large Villages (only). In line with Options for Growth focus on Options 1, 2, 3, 5 and 6.  Greenfield land protected landscapes must and should be protected. .  It is important to preserve areas previously identified/designated as a Special Landscape Area and Coastal Protection Belt (i.e. ALT2 - Althorne). We 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.	
Doug	Lockwood	National Grid	Protect English Heritage and conservation areas.	Conservation areas and listed building are protected by national planning policy and the Planning (Conservation Areas and Listed Buildings) Act 1990.	
Sally	George				
Vara	Szajkowski				
Bob	Calver				
David	Hill	Dandara Ltd			
Tessa	Lambert	Natural England			
Dawn	Howles				
Steven	Potter		It's vitally important for tourism and mental health, and to protect the landscape and essential character of the district for future generations.	Support noted.	
natasha	frith				
Vysian	Banyard	TKPC			
Anthony	Bates		Definitely	Support noted.	
Russell	Howles	WSP	River Crouch, Estuaries etc	Support noted.	
Diane	Carter		Most definitely. The coastline and foreshore in Burnham must be protected at all costs.	Support noted.	
Gillian	Hollamby				
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	N/A	
Brian	Townsend		Stow Maries enjoys views to the south and south west that attract appreciative comments from visitors and residents alike. The land under discussion would completely spoil one of these two views.	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				
Malcolm	Finch		As an example, the iconic view of Purleigh church and ancient pub at the top of Church Hill should be protected. Also the village green opposite the village hall, and the area around the village pond and shop should be preserved.	Support noted.	
Peter	Taylor	Retired			
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	Yes, because once it's gone, it's gone	Support noted.	
Gary	SPICER				
Pete	Butcher		The council should have a clear view of what landscape and coastal area's are athetically appealing and develop policies to protect these area's. If the council is trying to encourage tourism in the area, then it is essential that they protect the area's that tourists are coming to see.	Protection of the landscape is mentioned in the proposed new vision shown in section 7.3 of the Issues and Option document that accompanied the consultation, additionally many Neighbourhood Plans detail landscapes of local importance. The Local Plan is in its early phases and therefore any changes to policy will be consulted on and any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
JO	COOMBES				
Helen	Bridge				
Melanie	Allen	Government	No houses in Althorne - protect the Crouch Valley	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.	
Adam	Medlycott				
Jonney	Aldridge		to a limited degree	Support noted.	
Joanne	Maloney				
Mark	Hurley	Selfridges			
Portia	Roelofs				
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	The Council cannot comment any further.	
Lynne	Goodbourn				
Christopher	Kent		Areas of outstanding beauty and wildlife habitat must not be destroy for the sake of housing.	Support noted. Protection of the landscape is mentioned in point 4 of the proposed new vision and the open countryside is protected under national planning policy. The Local Plan will contain policies regarding the protection of the districts landscapes.	
Lisa	Singh	Direct Call Centres Ltd	Absolutely. Coastal areas around the river crouch should be protected.	Support noted.	
Kevin	Head		As paragraph 21.1 states, new housing already pays a financial contribution in the District to mitigate against impacts to special landscape and wildlife areas. Rather than limit housing in areas within close proximity to these special landscape areas, it is considered that high-quality design and other mitigation measures including financial contributions can be implemented to ensure much needed new homes are delivered in sustainable locations without any adverse landscape impacts.	The council will aim to balance the protection of views with the need for sustainable development.	
Elizabeth	Sawyer Bayliss				
Michael	Partridge		If tourism is to be encouraged it would be wise to preserve the landscape that visitors are coming to see. This need not mean a blanket ban on development in those areas but a more sensitive approach to siting and design.	The council will aim to balance the protection of views with the need for sustainable development.	
Kenneth	Northfield				
Jerry	Petts				
Frederick	McMahon				

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Sophie	Pryor				
Tracey	Merritt	Dengie Hounds and Horses			
c/o Agent	c/o Agent	Clarion Housing			
Stephanie	Jones	home			
Jo	Crump	Servoca Secure Soutions			
Susan	ARCHER				
Phillipa	Griffiths		Absolutely!	Support noted.	
Matthew	Taylor		The rural landscape and open countryside nature of so much of the district needs to be protected, driving development into more sustainable locations at higher density if contextually appropriate. The protection of landscape views in the district is of particular relevance to historic landscapes such as Braxted Park which is Grade II* listed and where the evidence identifies it has being highly sensitivity to change.	The council will aim to balance the protection of views with the need for sustainable development. Conservation areas and listed building are protected by national planning policy and the Planning (Conservation Areas and Listed Buildings) Act 1990.	
Anne	Bailey		Yes most DEFINATELY protect our priceless views. Once built on, gone for ever!	Support noted.	
Winifred	Sutherland				
Lucien	Taylor		The Dengie coastline and Crouch Valley in particular.	Support noted.	
Chris	clark				
David	Baker				
Jeremy	Richardson				
Glenna	Wilkins				
Cheryl	Carter	Education			
Susan	Mason				
Melad	Kamlow		Landscape views are an irreplaceable part of the quality of the life, and identity of these historic towns and villages. The Council should carefully reconsider before engaging in the destruction of these historic areas of the county. The damage proposed by the council is irreversible.	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 open countryside is protected under national planning policy, the Local Plan will contain policies regarding the protection of the districts landscapes.	
Danny	Soul				
Dave	Draper	The Hartford Insurance Group			
Fiona	Barkham	Private Individual	In my view this is worthy of consideration. This is of potential particular relevance to historic landscapes such as Braxted Park which is Grade II* listed and where the evidence identifies a high sensitivity to change.	Support noted, however 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		These add to the attraction of the area. The coast and river views need to be left open as are the East Anglian skies	Support 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			
Tim	Murphy				
Claire	McGrane				
Tracey	Munford	NA			
Victoria	Cutmore	Endurance Estates			
Jane	Potter	Purleigh Parish Council	Yes, having protected landscape views is vitally important for tourism, public and mental health, and to protect the unique landscape and essential character of the district for future generations.	Support noted.	
Brian	Haydon	Cold Norton Parish Council			
Rowan	Rampersad				
LUKE	MACFARLANE	S A RAVEN			
Anna	Wombwell	Morris Farm			
Lee	Foster		Most defiantly, if this does not happen the district will become a concrete jungle and ruin the beauty of maldon district	Support noted.	
Ronald	Owen	Not applicable			
Elizabeth	Johns				
Colin	Day				
Vanessa	Horner				
Natalie	Bradford				
Harriet	Hurst-Smith				
Brian	Howson	Pharmaceutical company	Any sites which are currently green field sites / wildlife habitated / sites of special / natural interest should be left undisturbed	Support noted, 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 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				
Tony	Ashton	none			
mandy	SHORT				
BRIAN	COLLINS		Minimise wind farms	The council will be providing support to all types of renewable energy, including wind farms.	
Kevin	Money	St. Lawrence Parish Council			
Claire	Udall	1			
Linda	Raffray				
John	Cooper		I do not support any new building on greenfield sites or open green space	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 planning system does seek to mitigate the impact of development 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.	

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Peter	Lampard		If you don't preserve the landscape views you won't attract the tourists which is important.	Support noted.	
Leah	Jewiss				
Elaine	Ketley	South Woodham Ferrers Town Council			
Tim	Chilvers		No, the protection of landscape views can be very subjective and experience shows that these are included in an attempt to stifle growth and development. There are sufficient protections within established policies and at a national policy level to safeguard important sensitive landscapes and allow the development proposals to be considered on their merits. The use of a Landscape and Visual Impact Assessments is a widely recognised methodology that allows individual schemes to be considered within their landscape context.	Objection noted, the council will aim to balance the protection of views with the need for sustainable development.	
Ruth	Bull	The Othona Community			
Mark	Jackson	Mark Jackson Planning	Not supported by Government Policy	The open countryside is protected under national planning policy, any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
Elliott	George		Paragraph 174 of the NPPF states that planning policies should contribute to and enhance the natural and local environment by "protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)". However, in the absence of any evidence to justify the introduction of protected view, it is impossible to comment on this approach.	Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
ann	cutting				
Sharon	Cushen		Developing PUR2 (a high point in the village) would be a barnacle to the overlooking region.	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
Ian	Tooley				
Sally	Tokeley				
Kate	Ellis				
Christina	Chan		The views and rural nature are key to Maldon District and this should be protected to maintain the character of the district.	Support noted.	
Tim.	Holdsworth				
Graham	Snow				
Kevin	Ashman	Estates and Agency Strategic Land	No comment.	The council cannot comment any further.	
Sarah	Packard				
Jake	Nugent	Endurance Estates Ltd			
Martin	Cook				
Clifford	Brown				
Steve	Gallant	Crouch Valley Defence Group			
Lesley	Woodley				
John	Buchanan				
Kirsty	Rowell				
Tim	Bradford	leadenhall			
Philip	Wakeling		Yes, Certain views of the Blackwater and Crouch, of Maldon and Burnham and some of the villages are what makes this area special and a pleasant place to live and visit. Consider also and protect the fragile views around Bradwell, the cockle beach and St Peter's and significantly reduce the scale of the power station proposal.	Any replacement power station at Bradwell would be a National Strategic Infrastructure project, as such the consent process is undertaken at the national level.	
Jacky	Bannerman	Woodham Walter Parish Council	Protecting landscape views is essential especially where Arcadian Villages are concerned. Without the views the village and District character will be lost.	Support noted.	
David	Brock				
Mark	Tentori	Mazdev Limited	Such an approach would be unsound and contrary to historic changes in national policy and guidance which have removed landscape designations.	Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
Niki	Halls				
Peter	Ingram				
Jane	Pilgrim		Needed if you want to encourage walking or tourism	Support noted.	
Judith	Raddcliffe		Definitely! The new housing visible from the Hythe across the river is shameful - not even disguised by trees. Trees and tall hedge provision should be mandatory on site boundaries except in exceptional cases.	Policies will encourage landscaping however the type of landscaping would be assessed on a site-by-site basis in order to fit with the character of the area.	
Stewart	Geden				
Anita	Thomas	Bank			
Andrew	Ashworth				
michael	smith				
Christopher	Mabbutt	Burnham Primary School			
Mary	Putt		If we fail to conserve the beauty and remoteness of the district, you will end up creating a concrete link to the Thames corridor and perpetuate grid lock.	Support noted.	
Simon	Priest				
Philippa	Marshall				
Lewis	Cook	Form Architecture Ltd.			
EDWARD	GITTINS	Edward Gittins & Associates	Protected landscape views are worth considering although defining boundaries is bound to be arbitrary.	Support noted.	
Steve	Williamson				
James	Cowell	E & B R Cowell	Areas of importance have designations (e.g. SSSIs, SPAs, SACs, NNRS). These designations have weight when considering whether proposed development is appropriate. New housing already pays a financial contribution in the District to mitigate impacts that would otherwise occur through increased user pressure. The Council is hard-pressed to find sites for development as it stands; this pressure would only be increased if the Council introduced protected landscape views. Arguably, development of suitable sites adjacent to larger village settlement boundaries (SMIN20) would preserve landscape views without the need for the introduction of protected status.	Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
Colin	Hawkes				
Ronald	PIPER				
Alan	Shrimplin	N/A			
John	McLarty				
John	McLarty				
Norman	Branch	N/A			
John	McLarty				
Valerie	Coleby	Berrys			
James	Clarke				
David	Stilwell				
Ann	Thomas				

Question 52

First Name	Last Name	Organisation	Question 52. Should the Council consider having protected landscape views in the District, even though this even though this may place development pressure elsewhere?	COUNCILS RESPONSE	potential changes
michael	harris				
Geoffrey	Cox				
John	McLarty				
Kevin	Bruce		Definitely	Support noted.	
Barrington	Thomas				
Richard	Edwards		Such views are the essence of the area and should be protected	Support noted.	
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			
Tony	Barber				
Nick	Mason	ECOClassics			
David	Banfield				
Melanie	Osborne	Motor Trade			
Stuart	Turner	Essex search and rescue			
Mike	Carpenter	CODE Development Planners Ltd	We have answered this 'Don't Know' in order to avoid the risk of a standard yes or no response not noting the caveats. There may be some particularly special views to protect, perhaps those related to views of special heritage assets. However, such views must be carefully assessed as part of individual site landscape assessments and should not be used protect land from otherwise acceptable development. It will also be important to recognise that development can sometimes improve or even block existing negative views.	Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
ian	wilson	cm36pt			
Phillip	Wright	CALA Homes (North Home Counties) Ltd			
.	.	SN Developments	It is anticipated that the general design policy in emerging MLP will refer to landscape character, and expect development to protect and enhance the existing character. It is expected that site allocations in emerging MLP would identify any features on the site or in the surrounding area that should be protected, and a site specific policy would specify those parts of a site where built development is suitable and where strategic landscaping is required. There are no Areas of Outstanding Natural Beauty designated in Essex. The setting of listed buildings, scheduled monuments, and conservation areas in Maldon District are already protected. It is noted that there is no specific landscape evidence being prepared for emerging MLP, although landscape character assessments may already exist that define key characteristics of different areas. In these circumstances it is probably unnecessary to identify specific protected landscape views. If it is decided that particular landscape views need to be identified and protected in emerging MLP, it is requested that evidence is prepared to support such an approach for each viewpoint.	Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
.	.	Cooper Property Holdings Ltd			
Jane	Coleman	Maldon Town Council			
c/o Agent	c/o Agent				
kelly	lilley				
Catherine	Bicknell	Mid and South Essex Health and Care Partnership			
N	Baseley	IBA Planning Ltd			
Sue	White		No, we already have the ability to impose article 4 directions and I do not feel that we need this. We also already have conservation and (SLA) special landscape areas, so I think that we are already well served on this issue with our current policies. As members, we always take these issues into account when any decision making is required and I do not think that we need to create any more barriers to rural development.	Your comments are noted, the council will be considering whether such a policy is necessary and reflects the future aspirations of the district.	
Sarah	Yates				
Leonard	Lewis		Definitely, especially on the Dengie peninsular where there are beautiful vista's that need protection from the increasing pressure of development. One of these sites is The Crouch Valley which has a special micro-climate ideal for growing grapes in the vineyards sweeping down to the River Crouch, one of the iconic rivers of the area. We are lucky to have such gems in our region and have got to protect them for future generations. There should be no question of these sensitive sites being allowed to be built upon and so destroying them forever. All such sites are our Heritage and will be appreciated by future generations for protecting them against indiscriminate development. Most required development should take place around existing large towns that have most of the appropriate infrastructure already in place.	Support noted.	
Roy	Martin	Mr Roy Martin	This is very important across all the unique locations across the district, but particularly so in preserving landscape along the Crouch Valley developing as a major area of viticulture with increasing numbers of visitors, walkers etc. to vineyard sites and hostleries.  The whole of Maldon District possesses areas of exceptional landscape and seascape and the authority has been slow to recognise and promote particularly its unique maritime and estuarine locations (viz. Crouch and Blackwater) as Areas of Outstanding Natural Beauty (AONB's), when both Orwell and Stour are so designated further up the coast into Suffolk and the Essex rivers in Maldon District are no less outstanding and spectacular.	Support noted. The council cannot designate areas of outstanding natural beauty, this is the work of Natural England and therefore falls outside the remit of the local plan.	
R	Minney				
Tim	Grant	Evolution Town Planning			

### Question 52

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Simon	Butler-Finbow	Pigeon Investment Management	<p>In relation to landscape character, a landscape and visual assessment has been undertaken for the submitted sites. This has been submitted to MDC as a supplementary document to the Call-For-Sites. The report explores some of the existing evidence that MDC has available, including comments in the SHLAA.</p> <p>This confirms that the submitted sites are visually well contained by existing patterns of development, the golf course, railway line and the edge of town, in addition to existing planting such as hedgerows and tree belts. There are also potential opportunities for 'The Trails' in particular to help to strengthen, reinforce and enhance features and characteristics of the landscape character area in which it lies.</p> <p>With regards to the wider area the report identifies MDC's own assessment of the Call-For-Sites submissions particularly around Burnham. From a landscape perspective, land to the north of Burnham-on-Crouch scores consistently poorly, highlighting landscape and visual issues including maintaining separation with Stonehills. Other sites are identified as having high landscape sensitivity with development having a highly adverse impact (SHLAA site BOC11).</p> <p>Consequently, a number of the sites that MDC is considering as part of the LDPR process, are highly sensitive in landscape terms. In contrast the submitted sites (The Walks and the Trails) are assessed by MDC as suitable from a landscape perspective, particularly owing to providing a natural extension to the existing settlement.</p> <p>MDC will need to consider landscape impacts, and this is likely to include impact on views (typically carried out in an LVIA for the planning application stage). Thus, whilst MDC can and should consider this at the plan making stage, it is arguably not strictly necessary for a policy to specify protected views unless there is a clear need for it based on landscape evidence.</p> <p>At this time however, as MDC has not produced a policy of this nature, we reserve the right to comment further on the matter at later stages of the LDPR process.</p> <p>Notwithstanding the above, MDC should consider how it is going to reflect the forthcoming requirement for 10% biodiversity net gain (BNG) in developments, and whether a policy should be included to this effect. Importantly, the submitted sites are fully capable of delivering 10% BNG. This has also been</p>	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
ANNE Stephen	OSBORN Hodgkinson	Purleigh Community Shop	<p>As paragraph 21.1 states, new housing already pays a financial contribution in the District to mitigate against impacts to special landscape and wildlife areas. Rather than limit housing in areas within close proximity to these special landscape areas, it is considered that high-quality design and other mitigation measures including financial contributions can be implemented to ensure much needed new homes are delivered in sustainable locations without any adverse landscape impacts.</p>	The council will aim to balance the protection of views with the need for sustainable development.	
c/o Agent ZOE S Kevin John	c/o Agent HOSTY Swain Coleman Lawrence	Maldon Wick Limited  Phase 2 Planning	<p>Areas of importance have designations (e.g. SSSIs, SPAs, SACs, NNRs). These designations have weight when considering whether proposed development is appropriate. New housing already pays a financial contribution in the District to mitigate impacts that would otherwise occur through increased user pressure. The Council is hard-pressed to find sites for development as it stands; this pressure would only be increased if the Council introduced protected landscape views. Arguably, development of brownfield and previously-developed land would preserve landscape views without the need for the introduction of protected status.</p>	Objection noted. 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.	
Diane Jonathan sara Grace Sue michael Colin Simon Mark Karen Emma Robert Linda Caitlin Michelle Mary Rob Ian	Wallace Aldis doran Godwin Hillman carr Horner Plater Anderson Wellum Wright Scott Coom Soul Curtis Hammond Bard Drinkwater	<p>Good life Countryside Services</p>	<p>Any valued landscape or view that is of significant value should be protected, provided this assessment is substantially evidenced.</p> <p>Protected landscape views as well as landscape and green spaces themselves must be protected. They are essential to the balance and well being of the districts communities and wildlife that share them and must be preserved for future generations to enjoy whether local people or visitors. Once they are gone they are lost forever.</p>	<p>Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.</p> <p>Support noted.</p>	
john Emma	hand Smith	N/A Bradwell on Sea Parish Council	<p>The current Maldon District Local Development Plan places a strong emphasis on protecting the intrinsic character and beauty of the countryside. This village is in an area predominantly of Sites of Special Scientific Interest and Marine Protection. There needs to be recognition that residents of rural villages do not want to become part of suburbia as a means to meet housing targets.</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.	
Tim	Dixon		<p>As outlined at 21.1 'Outstanding natural landscape' must be protected for this and all future generations. Development that results in negative impacts on areas of wildlife value, will drive away the very tourists that the council purports to encourage.</p>	Support noted.	
Nicola Graham Chris	Taylor Johnson Yates	Elixirr graham v johnson	<p>MDC has some amazing and unique landscape views especially within the medium and smaller village, the environment, biodiversity and natural landscapes should be protected.</p>	Support noted.	



## Question 52

First Name	Last Name	Organisation	Question 52. Should the Council consider having protected landscape views in the District, even though this even though this may place development pressure elsewhere?	COUNCILS RESPONSE	potential changes
Tim	Hann				
Burnham	Town Council	Burnham on Crouch Town Council			
Sally	Everitt	Community360			
Mark	Garrett				
Justin	Barkham	Self employed	In our view this is worthy of consideration. This is of potential particular relevance to historic landscapes such as Braxted Park which is Grade II* listed and where the evidence identifies a high sensitivity to change.	Support noted however 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	Our landscape is beautiful and crucially important for the well-being of residents and visitors alike.	Support noted.	
Victoria	Long				
Victor	Staines				
Jayne	Moore	Essex County Fire and Rescue Service			
Stephen	Sutton				
Kevin	Bennett				
Nicholas	Matthams				
Christian	van Stolk	RAND Europe			
Nicholas	Jepson				
Pamela	Lacey				
Chloe	Soul				
carole	kirk				
Sharon	Jackson		The landscape around here in this district is very important to residents and visitors alike. The estuary is home to visiting and migrating birds and wildlife. The proposed development of 1750 houses in Althorne would very negatively impact on this very important area.	The land assessed under the call for sites has not been finalised and will be looked at in more detail later in the process.	
RICHARD	GROUT				
Tim	Madelin				
Charles	Bishop				
Paul	Jewiss	Self Employed			
Joanna	Jeffery	Althorne Parish Clerk	The landscape of the district, particularly the views across the river estuaries are a defining feature of the area. They are a delight to residents and visitors alike promoting well being from outdoor activities and a source of relaxation and mental health. The landscape and views are for all of us, and once encroached on will be lost forever. It is not just the landscape of course it is a home and sanctuary for the wildlife, which needs large undisturbed open spaces to develop naturally and survive. We cannot fence off a field and call it a wildlife sanctuary. Even when travelling on the roads in the district you can round a bend to a new vista and think "Wow look at that". These things are important in life and we should not underestimate their importance or surrender them lightly. Small parking spaces and rest areas are needed beside some roads to enable people to stop and admire the view or get out of their cars and walk	Support noted.	
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		Particularly in respect of historic landscape such as Braxted Park	Support noted however 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.	
Johanna	Dale				
Tracy	Kinnane				
Steven	Bardwell	S P Bardwell Ltd			
David	Oxford	Lloyds Banking Group			
Stephen Francis	Dewick	Curry Farm			
Carlos	Rodriguez				
George	Dixon		This is a vague question, as it does not specify these views, however this is a rural district, with ever decreasing uninterrupted nature/agricultural views. These should be preserved to preserve the character of the area.	Support noted.	
Rebecca	Tucker				
Mark	Faraway		Yes conservation is key to maintaining the areas natural beauty	Support noted.	
T	Kettleley				
Elizabeth	Weston				
Jacky	Barber				
Douglas	Channer	Private			
Ursula	Benjafield				
Paul	Mitchell				
Kristian	Tokeley	CTC Construction Ltd			
Lynda	Bugg		Definitely yes, should protect river and countryside views.	Support noted.	
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone			
James	Campbell	HMPPS	Absolutely protect the natural landscape and environment.	Support noted.	
William	Moss				
Simon	Mackenzie Smith				
Richard	Udall				
Rosalind	Bishop				
Paul	Burgess	None	This is a highly subjective issue, but some form of qualitative assessment is probably practicable. The area attracts residents and visitors for various reasons but wide panoramic views has to be high on the agenda.	Support noted.	
John	Symington				
D	Cooper				

Question 52

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C/O Agent	C/O Agent		Maldon District has a number of protected landscapes, and these should be protected, however as a result of the Council's housing land supply position it will be necessary that some of these areas are developed in order to provide much needed housing and consideration should be given to this.	It is inevitable that greenfield sites will be required to accommodate future growth due to the limited number of brownfield sites available, however when carrying out site allocations brownfield land should be prioritised in the settlements chosen for growth. The Local Plan will contain policies regarding the protection of the districts landscapes.	
Zoe	May	East of England Ambulance Service NHS Trust			
Roger	Woodcock				
Michael	Manning				
Jack	Ingilis	Kelvedon Hall			
Peggy	Shields				
Dawn	Adams	Catesby Estates			
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	In our view this is worthy of consideration. This is of potential particular relevance to historic landscapes such as Braxted Park which is Grade II* listed and where the evidence identifies a high sensitivity to change.	Support noted however 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.	
Wayne	Tilley	RTG Group Limited			
David	Dronfield	Braxted park			
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		This will be dependent upon the location and the benefit that the use of a location would bring with respect to the development of infrastructure and services.	The council will aim to balance the protection of views with the need for sustainable development.	
Unknown	Unknown	Ministry of Defence			
Josh	Plant	Gladmans			
Duncan	Clark		Absolutely! This is of potential particular relevance to historic landscapes such as Braxted Park which is Grade II* listed and where the evidence identifies a high sensitivity to change.	Support noted however 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		How would they be decided and by whom. Other Policies should be adequate	Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
John	Cockerell	Hatfield Peverell Parish Council			
Catherine	Williams	C/O Savills (Agent)			
Tom	Kelly				
Linda	Gemmill				
Linda	Gemmill				
Mark	Norman	Highways England			
*	*		No, the protection of landscape views can be very subjective and experience shows that these are often included in an attempt to stifle growth and development. There are sufficient protections within established policies, and at a national policy level, to safeguard important sensitive landscapes and allow development proposals to be considered on their merits. The use of a Landscape and Visual Impact Assessment is a widely recognised methodology that allows individual schemes to be considered within their landscape context.	Objection noted. Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
*	Willmott				
Thomasin	Foster				
Ivor	Watson				
*	*				
*	*		We do not believe this would be prudent. The protection of landscape views can be very subjective and experience shows that these are often included in an attempt to stifle growth and development. It may delay progress of the Local Plan while these are debated.	Objection noted. Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
*	*		No. The protection of landscape views can be very subjective and experience shows that these are often included in an attempt to stifle growth and development. It may delay progress of the Local Plan while these are debated.	Objection noted. Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
*	*				
*	*		3.41 No. The protection of landscape views can be very subjective and experience shows that these are often included in an attempt to stifle growth and development. It may delay progress of the Local Plan while these are debated.	Objection noted. Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
*	*		No. The protection of landscape views can be very subjective and experience shows that these are often included in an attempt to stifle growth and development. It may delay progress of the Local Plan while these are debated.	Objection noted. Any policies regarding protected landscape views would be based on evidence and subject to examination during the course of the LDP process.	
*	*				
Alan	Massow		Many parts of Maldon District are areas of international, national and local importance and subsequently have been designated as Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas, and National Nature Reserves (NNR). Development can result in unacceptable negative impacts on areas of wildlife value.  The Council acknowledges the many environmental designations which exist in the Maldon District, and continues to support the provision of financial contributions through RAMS to mitigate increased user pressure on these areas. Growth or policies within the emerging Plan should not undermine the joint work in this area.	The council will aim to balance the protection of views with the need for sustainable development.	
*	*				
Ian	Butt				

Question 52

First Name	Last Name	Organisation	Question 52. Should the Council consider having protected landscape views in the District, even though this even though this may place development pressure elsewhere?	COUNCILS RESPONSE	potential changes
Sarah	Sayer		Our residents feel strongly that protected landscape views are an essential policy that should be included in the LDP. Maldon district is home to the over 3,000 hectare Dengie Nature Reserve which is not only a SSSI but also a National Nature Reserve, a Special Protection Area, a Nature Conservation Review site, a Geological Conservation Review site, and a Ramsar site . Areas like this are irreplaceable, of worldwide importance and also essential to the character of an area. MDC would be failing not only national but international bodies if they failed to protect and preserve areas such as these within the district. Some of the proposed sites in Bradwell, and even the proposed Bradwell B itself, are worryingly close to this area and should be considered in view of MDC's duty to protect such a unique ecosystem.	Support noted. Any replacement power station at Bradwell would be a National Strategic Infrastructure project, as such the consent process is undertaken at the national level.  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 <u>individually</u> .	
*	*				

Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council	Rural villages need access to public transport but growth in the District should be focused on the areas where good links already exist, such as in the south of the District where the railway line provides good service for London commuting. All new development should have footways wide enough to accommodate wheelchairs and prams.	The Council notes that it is most important to you that rural villages have access to public transport, but still feel that future growth should be focussed in areas where good links are already in place; remarking that existing railway lines provide good access for servicing and commuting to London. The Council also notes the importance you place on new development having footpaths wide enough for wheelchairs and prams. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review to determine how growth decisions can maximise the opportunities presented by public transport and secure wide pavements as part of developments.
Ali	Aldis			
David	Smye	The Maldon Society	Accessible and sustainable public transport is a necessity, but if the larger villages are developed with more housing and workplaces then subsidised travel would lessen and the villages would become more self-sufficient with less need to access the major towns for everyday commodities.	The Council notes the Maldon Society's point that if larger villages are development with more housing and employment growth that this could improve villages becoming more self-sufficient for everyday things.
Stewart	Newlands	Fambridge Lake	Railway, good roads, maritime access and provision of facilities, inland and coastal, cycling paths or paved designated cycle / footpaths (particularly supporting e-bikes with charging facilities and separation from traffic).	The Council notes the variety of means of access and transport that you feel are most important, including the support for e-bikes. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review to determine how these could be improved in the future.
Paula	Stanbury			
Sonia	Whiskin	Financial Services		The Council notes that you place more importance on road condition and better and more frequent public transport. Roads are maintained by Essex County Council, the Highway Authority and the Council will continue to challenge it on the condition of roads in the District. The Council will also work with the Public Transport Authority, Essex County Council as part of the LDP Review to determine how growth decisions can help public transport where possible.
Geoffrey	Charge	n/a	Much improved public transport to save car usage	The Council notes that you feel it is more important to have improvements to public transport to reduce car usage. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review to determine how growth decisions can help public transport where possible.
Robert	Collins			
Gavin	Rowsell		GRowsell@aol.com	The Council accepts that large parts of the District are rural and as such, has a rural road network. Where possible lawfully, the Council seeks to ensure developers contribute to schemes to improve the local road networks in the vicinity of new developments. The Council will consider through the LDP Review how further improvements could be made to local roads through the LDP Review and will work with the Highways Authority, Essex County Council to do this.
Gareth	Davies	N / A	Better road access to the Towns and better local buses.	The Council notes that you feel there should be better connections to local Towns and improvements to local buses. The Council will consider how access to towns can be improved through the LDP Review and by working with the Highways Authority, Essex County Council.
Ben	Thornett		Improving sustainable transport in the district should be a key priority. In Tollesbury you are able to access the small village shops from walking or cycling safely. This would be negatively impacted from increased cars and people. I do not feel it is safe to either cycle or walk on the roads out of the village to the bigger town. The bus service is not frequent enough so not a reasonable option resulting in most people needing to drive in and out of the village. Further developing in the village will add to the number of cars making it more unsafe to walk or cycle. The roads are not suitable for big vehicles, especially the back road into Tollesbury and using North Road. It completely gridlocked the village when the main road into the village was shut. Road improvements should strongly be considered before any new housing is considered in the village.	The Council notes your concern about improving sustainable transport in the District and specially about improving the safety of journeys by foot or cycle out of the village to the nearest town. The Council will work with the Highway Authority , Essex County Council as part of the LDP Review to determine how growth decisions can support the extension of off-road walking and cycling routes to encourage greater take-up of active journeys.
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs			
Tim	Aves			

Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Helen	James		We are a rural area. Cars will remain vital. You cannot carry shout weekly shop home from Tesco on a bicycle. The bus links are poor and in any case it's not easy to carry large amounts of shopping on a bus. For access to out of Maldon facilities, it is a tragedy that the rail links were closed - complete lack of vision - and it would nice to see them reinstated, I doubt if it's practically possible.	The Council notes your concern about improving sustainable transport options in the District, including the practicalities offered by the car as an alternative given bus services do not meet your needs and rail links were removed in the 20th century. In 2021, the Council submitted a funding application to the Department of Transport to work towards re-instating the connection between Witham and Maldon as part of the Government's 'Restore Your Railway' Fund. It was however not successful. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review to determine how emerging modes of on-demand public transport could better support shopping trips from the rural areas.
Kathy	Day			
Mike	Hayes		Sustainable transport requires investment and support throughout the District.	The Council notes that you feel investment should be District-wide. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review to where in improvements are needed in the District.
Peter	Wakling			
David	Sismey		Access	The Council notes that access is more important to you. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review to determine how access can be improved in the District.
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		Proximity to key services and infrastructure. It needs to be accepted that certain things such as travelling to work, doing the school run weekly shopping are likely to remain mostly reliant upon travel by car	The Council notes that proximity to key services and infrastructure is more important for you. The Council will work consider how through the LDP Review it can make access to services and infrastructure relevant in the planning of the District as much as possible.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited		
Michele	Williams		Bus service to be frequent especially to railway towns	The Council notes that bus services to railway settlements are more important to you. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how this could be improved.
Tara	Strydom			
Jenny	Ball		Public transport remains a key enabler to more sustainable and accessible transport. In the more rural parts of the District, walking and cycling as a means of getting from a to b (as opposed to recreational) is difficult due to distance involved and the lack of paths and narrow roads/high speed traffic. In the rural villages, better linkages by bus or similar to the towns/facilities and also to the train stations to travel further afield would be a benefit. At the moment, many of us still default to the car for those journeys. And those without a car generally can't make the journeys.	The Council notes your concern about improving sustainable transport in the District and your points that the safety of alternative means must be improved if they are going to be used by more people for key journeys. It is also noted that bus services to towns and railway stations are important. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review and supporting projects to determine how growth decisions can support the extension of off-road walking and cycling routes to encourage greater take-up of active journeys and how bus services could be improved to towns and railway stations.
Cliff	Baron			
Gill	Winsor	Tesco	Roads are awful and too much traffic on them due to new housing	The Council notes your concerns about traffic. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review and supporting projects to determine how roads could be improved to support increased demands.
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Sustainable transport. Support working from home, local hubs, local shops and businesses	The Council notes sustainable transport is more important to you and will look for ways as part of the LDP Review to support working from home, local hubs, shops and businesses.
Merryl	Quilter			
Bear	Keen			
Jessica	Cox		Sustainable transport, with developments focussed in areas with existing good transport links.	The Council notes sustainable transport is more important to you and will examine whether areas with existing good transport links should be the location for new developments.
Robert	Burton		Roads	The Council notes that roads are more important to you and will work with the Highway Authority, Essex County Council as part of the LDP Review.

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First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Yvonne	Wade		Regular rural bus services and access to rail stations and schools.	The Council notes that frequency of bus services and access to rail stations and schools is most important to you. The Council will work with the Public Transport Authority and Education Authority, Essex County Council to consider these matters as part of the LDP Review.
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland		Flowing traffic through the small roads to Maldon. Idling traffic causes much services that are regular and accessible. Bus route that take in key places eg. Broomfield Hospital, areas of interest.	The Council notes that bus services to key places of interest and flowing traffic is most important to you. The Council will work with the Public Transport Authority and Education Authority, Essex County Council to consider these matters as part of the LDP Review, as well as supporting strategies with the Highway Authority.
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffin		good road network and links around existing settlements i.e Hatfield Peverel and Danbury	The Council notes that good road network and links around settlements outside the District are most important to you. The Council will work with the Highway Authority, Essex County Council to consider these matters as part of the LDP Review, as well as work with neighbouring Council's under the Duty to Cooperate.
Kathryn	Beighton	Publishing	There is a lack of public transport to the nearest railway station - ridiculous that North Fambridge station has no public transport commuter links from Maldon, and transport to Hatfield Peverel station is also infrequent. Many footpaths, especially around the coast, should also allow cycling.	The Council notes that public transport services to nearest railway stations in the District and outside are most important to you. The Council will work with the Public Transport Authority, Essex County Council to consider these matters as part of the LDP Review, as well as supporting strategies and Public Rights of Way reviews with the Highway Authority.
Roy	Warren	Sport England		
STUART	SOWTER		roads which are not littered with potholes, and the emergency services are too frightened to use.	The upkeep of roads is not a planning matter for the LDP Review, however the Council does seek Essex County Council to improve its <u>maintenance regime of all roads in the District</u> .
Mark	Raffray		1) Much more emphasis on facilitating low-emission vehicle use — mainly by more wide-scale and faster rollout of charging stations. For instance, all railway stations should have extensive presence of charging stations. 2) Pragmatic local application of sustainable transport options, such as walking, cycling and car share. In the case of rural populations, settlement location can have a major impact on the selected option. 3) Recognition that B and C class roads are intrinsically capacity limited. Forcing them to capacity limit, or above, rapidly becomes detrimental to local community quality of life, and escalates road safety risks. Cumulative pressure on B / C roads from development is currently given insufficient consideration in local planning decisions. 4) Re-appraisal of rail network links in the District; for instance via the DfT Restoring Your Railways Fund initiative.	The Council notes the importance you place on EV vehicles in the District. The Council has similar ambitions as part of its Climate Action Strategy and supports in principle the new Essex EV Strategy being prepared by the Highway Authority, Essex County Council. The Council also recognises that transport options that involve active travel - such as walking or cycling - have a role to play in achieving more sustainable transport use in the District and the Council has lobbied Essex County Council for greater investment in these areas in the future. The Council understands your concerns about B and C class roads and will work with the Highway Authority in addressing capacity as part of the LDP Review, if capacity is linked to planned growth. The Council also supports in principle reestablishing rail connections and applied for the Restore Your Railways Ideas Fund in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
April	Rowley		Roads from south woidham to Burnham is woeful	The Council notes your concerns about the B1012.
e	e	e	Our (electric-hybrid) car. The buses are simply too inconveniently timed, and the country lanes too twisty for a bus journey of over about 10 minutes.  The nearest railway station is a 25-30 minute drive, which is would be too long to add to a regular commuter journey to work but is fine for occasional journeys.  I would never cycle outside the village as there are no cycle paths. There are farm tracks (which often take a more direct route), and if farmers were to allow cycling on their tracks, it could enable more people to go by nushbike.	
Kevin	Lagan			
Bill	Withers			
Joanna	Jeffery		Better transport is needed for the Dengie	The Council notes that you feel better transport is needed for the Dengie. The Council will consider how access can be improved through the LDP Review and by working with the Highways Authority, Essex County Council.
John	Mitchell		Passenger transport improvements. The Council needs to work with the bus companies and ECC to ensure that double decker buses can get to Chelmsford as well as Colchester thus improving capacity	The Council notes your views about public transport. The Council will work with the Public Transport Authority, Essex County Council to consider these matters as part of the LDP Review.
Bethany	Jones	Colchester Borough Council	The provision of sustainable transport, particularly bus services which link the Maldon district with Tiptree and Colchester will be supported by the Council.  Response is subject to call in until 15 March.	The Council notes your views about public transport between Maldon District, Tiptree and Colchester. The Council will work with the Public Transport Authority, Essex County Council to consider these matters as part of the LDP Review.

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First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
magnus	Magnusson	Parker Planning Services	Enhancing existing provision in the main urban centres, including rail services in Burnham-on-Crouch, and improvements to the road network, including improvements to B1010 and B1021 junction in Burnham-on-Crouch, to facilitate the 'sustainable' expansion of this 'Town'. The Council should plan sustainable transport improvements, including pedestrian and cycle routes, which will allow for greenfield extensions to the larger settlements and including Burnham-on-Crouch. The potential for this was considered within our 'Call-for-Sites' submissions in respect of sites BOC4 & BOC5 (appendix A and B)(not included in this submission)	The Council notes your comments about enhancing existing provision to towns in the District and the provision of improvements to walking and cycling routes. The Council will work with the Public Transport Authority and Highway Authority as part of the LDP Review to consider this matters further.
Nick	Whiteley		Do they have to be separate? Cycle lanes with improved bus, or other public transport services would reduce the need for cars, especially when travelling within the district, improving the sustainable transport part of the policy. Improving bus or other public transport would improve accessibility to the district.	The Council notes your comments about integrated public transport and active travel options. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed		
Karen	Neath	Tolleshunt Major Parish Council	One of the key issues for us in Tolleshunt Major is the sustainability of transport. We have a large amount of traffic coming and going to Beckingham Business Park which, given our location, must travel by road. Much of this traffic is not suitable for the local roads and many of the roads, verges and road signs are damaged. It prohibits local people from activities such as horse, riding, cycling , walking and running as there are few footpaths.	
N	DA			
Peter	Holmes			
Dorreen	Linton	our group consists of adults, playschool and brownies group		
John	Wileman			
Colin	Pryke		Actual delivery, not vague promises, (I saw a plan for a Danbury Bypass 20 years ago) of road improvements so badly needed within the district and to improve connectivity to the rest of Essex. Our narrow roads are far too dangerous to encourage more cyclists except on dedicated cycle paths which do not pinch existing road space. Obviously the better the public transport services. the lower the private car usage.	The Council notes your comments about delivery of transport, segregated cycle paths and highway improvements being more important. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Richard	Courtney	University Of East London	Regular and efficient train services into London	The Council notes rail travel is more important to you.
sue	Rawlinson	Evolve	Train	The Council notes rail travel is more important to you.
Douglas	Milsted	Heybridge Basin Conservation Society		
Alan	Outlaw	Self Employed	Public transport needs to be improved to ensure less reliance on cars. Sundays in particular are woeful. In Maldon there is only the 75 bus which runs every two hours.	The Council notes your comments about public transport improvements being required in the District. The Council will work with the Public Transport Authority, Essex County Council to consider these matters further as part of the LDP Review.
John	Hitcham		Being realistic, the rail connectivity is only half where it needs to be . For most potential bus users the frequency and choice of connection is never going to be competitive with the car	The Council notes your comments rail connectivity and bus services. The Council will work with the Public Transport Authority, Essex County Council to consider these matters further as part of the LDP Review.
Richard	Kelly	Croudace Homes	Access and sustainable transport go hand in hand and these factors should be the focus of sites being allocated to ensure the Plan can deliver sustainable development and achieve the Council's objectives in addressing climate change.	The Council notes your comments about access and sustainable transport. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Lindsey	Squire	North Fambridge Parish Council	Depending on the person's circumstances will be their priority needs and a variety of choice should be available.	The Council notes your comments that depending on circumstances needs will be different which could be catered in many ways. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
K	Jeffries			
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks		Roads that are well maintained.	The Council notes this, but road maintainance is not a matter that can be considered in the LDP Review.
Carlie	Mayes			

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James	Rushton		Most important to me is that the transport infrastructure is sustainable in the context of the large recent and current growth in housing in, for example, Maldon, with more to come, of course. I don't believe that it is, in particular as regards the fitness of the A414 to carry the much increased weight of traffic from to and from Maldon via Danbury to the A12. One of the potential outcomes of this is that the small B and C roads serving medium and small villages in the District are becoming increasingly frequently used as a cut-throughs between one major road and another. If this is allowed to continue, it would be considerably damaging to the natural environment of the countryside surrounding those villages, and damaging to the quiet communities that are jewels in the crown of Essex's rural areas. It would be helpful if the number of commuter and shopper bus services from such medium and small villages could be increased.	The Council notes your comments transport infrastructure associated with housing development in Maldon and the A414 and the growing concern around smaller roads picking becoming more used. The Council also notes the desire to increase commuter and shopper bus services from medium and small villages. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
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	With the aging population it's important to have a reliable bus transport system. For work commuting the train is so important, so Maldon should put in requests for re-establishment of a railway.	The Council also supports in principle reestablishing rail connections and applied for the Government's Restore Your Railways Ideas Fund in 2020 and again in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
Amanda	Mickelsen			
John	Tompkins		The ability to access a sustainable transport system is increasingly important with an ageing population. Good access to railway connections and improvements to the rural bus services that currently appear to be out of sync with general requirements are essential. Commuter busses that require a 2 hour booking slot are no use	The Council notes your comments about improving integrated public transport for rural areas. The Council will work with the Public Transport Authority, Essex County Council to consider these matters further as part of the LDP Review.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford			
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District council	The Council would support measures through the plan to improve the local transport network both within Maldon District and those areas close to its boundary. The Council would support further technical work to understand the extent of likely impacts and how any improvements can best be secured. The Council further supports the principle of a multi-modal solution to growth and consideration of how sustainable transport methods may be improved through the plan, which may have positive externalities for communities living beyond Maldon District's boundaries through new routes or reduced travel times.	The Council notes your support for measures which improve the local transport network within the District and its surrounding areas and further technical work to understand impacts and improvements, as well as multi-modal options. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Chris	Harvey		Affordable and reliable public transport is key to achieving many goals within the LDP linked to the environment and quality of life for all communities.	The Council notes your comments about public transport. The Council will work with the Public Transport Authority, Essex County Council to consider these matters further as part of the LDP Review.
Philip	Davies		Althorne has just one bus 31X which serves lower Althorne. The highest percentage of residents live in upper Althorne. This has made it difficult for elderly folk who do not have private transport to get to the services they require in the larger towns and Villages. A regular bus service through upper Althorne would be welcome.	The Council notes your comments about more regular bus services in Althorne. The Council will work with the Public Transport Authority, Essex County Council to consider these matters further as part of the LDP Review.
Jane	Senior			
Susan	Cumming	not applicable		
Amanda	Clack		Improved traffic management and calming throughout the Villages particularly. In Althorne there is a desperate need for traffic calming on the B1010 through the village and would recommend use of Chicane's to slow and filter traffic. Lorries and heavy goods need to be redirected off of the road which cannot take the volume or width.  Throughout the District greater provision for EV charging is desperately needed to help facilitate the governments ambition and transition to electric vehicles.	The Council notes your comments about traffic management in villages including the B1010 in Althorne, as well as alternative routes for HGVs. The Council also notes the suggestion for greater EV charging being available in the District. The Council will work with the Highways Authority, Essex County Council to consider these matters further as part of the LDP Review.
Ronald	Edge	Construction Industry	The B1010 and 1012 are vastly under pressure now. With some areas not being able to be widened. HGV's have to stop to let one and another pass in places. Proposed housing with increase levels of traffic, pollution and safety.	The Council notes your comments about traffic on the B1010 and B1012, as well as challenges with HGVs. The Council will work with the Highways Authority, Essex County Council to consider these matters further as part of the LDP Review.
Daphne	Scott			
Gordon	Mussett	Little Braxted Parish Council	Improvements to bridges at Wickham Bishops and Great Braxted to prevent rat-running	The Council notes your comments about the request for bridge improvements to at Wickham Bishops and Great Braxted to reduce impact on other settlements. The Council will work with the Highways Authority, Essex County Council to consider these matters further as part of the LDP Review.
Kenny	Alexander	Thomas Gainsborough School	Infrastructure	The Council notes infrastructure is most important to you.
David	Kennedy		It is important to me to be able to use my own transport to traverse the district unimpeded by additional cost regardless of its green credentials but in most carbon effect manner.  Effective traffic flows ensuring minimum travel times.	The Council notes your wish to travel by whatever means at no additional financial or travel time cost to you.



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Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		Rapidly increased housing supply in the Dengie peninsula is causing significant congestion in areas such as Stow Maries, Cold Norton and Purleigh. 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.	The Council notes your concern for congestion on the Dengie and the need for integrated new highway infrastructure coming into the District from outside. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Sue	Dobson	Essex Bridleways Association	As previously stated, a joined-up network of safe, off-road routes for ALL vulnerable road users - walkers, cyclists and equestrians - which will encourage both utility travel and recreational use - is created. This complies with both Active Travel policies (reducing the need to use a car) and health and wellbeing policies (encouraging walking, cycling and horse riding as a form of exercise)	The Council notes your concern for congestion on the Dengie and the need for integrated new highway infrastructure coming into the District from outside. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Terry	Inkpen	None		
christine	collins			
Stuart	Williams	Ace group		
Reegan	Howles		I rely mostly on trains and cars for transport. The road network must be maintained or improved, and measures should be put in place to prevent more cars from congesting country roads.	The Council notes your concern for the road network and congestion in rural areas. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
David	Webb			
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh			
Janice	Jackson		the roads are falling apart, potholes are a real problem - I feel you cannot look after the roads that you have at the moment.	Maldon District Council is not the highway authority for Maldon District and regularly seeks for improvements and maintainance to be addressed by Essex County Council.
Jenny	Clemon	Langford & Ulting Parish Council	The Parish Council is very concerned about the impact the increasing volume of traffic along both the B1018 and B1019 is having on residents. These roads cannot be walked alongside (no footway for the main part) or cycled along safely without being at risk from fast moving cars and lorries.	The Council notes the Parish Council's concern about increasing traffic on the B1018 and B1019 and the lack of footpaths. The LDP Review will include transport modelling to determine the impact of possible growth on the District's highway network.
Hazel	Notley		a regular bus service to answer the needs of those living in village settlements to allow them access to town facilities such as health services, cultural and social events. At present an expensive and sadly underused bus service operates from Tollesbury, operating at inconvenient times so would be consumers are forced to resort to the private car.	The Council notes the comment about regular bus services. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how this could be improved.
Jean	Brown		Many people can not drive and a decent regular bus service is required. More and more houses are being built such as ion Tiptree and Heybridge but with no extra buses.	The Council notes the comment about regular bus services. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how this could be improved.
Joanne	McGinity			
Stuart	Dedman	Nil	Buses	The Council notes the comment about regular bus services. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how this could be improved.
Roy A	Clare	Charities		
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	Improved traffic management and calming throughout the Villages particularly. In Althorne there is a desperate need for traffic calming on the B1010 through the village. Lorries and heavy goods need to be redirected off of the road which cannot take the volume or width of many vehicles.	The Council your comments about traffic management in villages, including Althorne, in particular concern about HGVs.
David	Rees		In rural areas transport by road is the only viable option whether it is by private car or public transport. Bus routes have never been very good but have been reduced in recent years. This resulted in greater reliance on motor vehicles. This will inevitably increase in the immediate future. The problems occur because they are minor roads in poor condition due to a lack of proper maintenance over many years. In Althorne the pavements are narrow or non-existent. In places Fambridge Road is too narrow for lorries to pass each other and they have to mount the kerbs to proceed. In addition, poles supporting power cables have been damaged by lorries turning into Fambridge Road from Summerhill. This has necessitated the replacement of damaged poles. The narrowness of pavements on Fambridge Road also causes a danger to pedestrians, particularly when lorries pass each other and their wing mirrors overhang the pavement. For my family, road transport by car is our most important way of travelling. For the immediate future it seems likely that this will continue. I imagine that this will be the case for most residents of Althorne, judging by my neighbours and the people I know in the area. One would like to think that greater investment in a reliable and regular bus service might happen in the future though this seems extremely unlikely.	The Council notes that transport by car is the most important way of travelling for you given the rural area you live in and the inadequacy of rural bus services and the impact of HGVs on Althorne. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how this could be improved.
Felicity	Gale			
Lindsey	Wright			
Darren	Weeks			
Phil	Manning			

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Peter	Clack		Improved traffic management and calming throughout the Villages particularly. In Althorne there is a desperate need for traffic calming on the B1010 through the village and would recommend use of Chicane's to slow and filter traffic. Lorries and heavy goods need to be redirected off of the road which cannot take the volume or width.  Throughout the District greater provision of EV charging is desperately needed to help facilitate the governments ambition and transition to electric vehicles.	The Council notes that improved traffic management is the most important transport matter for Althorne, including redirecting HGVs. It is also noted the importance you place on EV charging throughout the District. The Council will work with the Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Doug	Lockwood	National Grid	Road development and train station.	The Council notes that importance you place on road development and train stations. The Council will work with the Public Transport Authority & Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Sally	George			
Vara	Szajkowski			
Bob	Calver		roads are inadequate for current traffic on the dengie peninsula	The Council notes that importance you place on roads in the Dengie. The Council will work with the Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
David	Hill	Dandara Ltd		
Tessa	Lambert	Natural England		
Dawn	Howles			
Steven	Potter		Better low-emission public transport.	The Council notes that importance you place on low-emission public transport. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
natasha	frith		Local walkways and rural access paths	The Council notes that importance you place on rural footpaths and walkways. The Council will work with the Highways Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Vysian	Banyard	TKPC	The rural nature of many parts of the district means that roads are often not suitable for large or increased amounts of traffic, and there is also a lack of public transport in these areas. Development should be focused on places where a good transport infrastructure is already in place – infrastructure should come before development.	The Council notes your concern about roads and public transport provision in rural parts of the District and your preference for focusing development in areas where good transport infrastructure is already in place. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved. Where development should be focused in the future will be determined at the Preferred Options stage of the LDP Review.
Anthony	Bates		As what happened in Maldon with the Beeching catastrophe in closing 2 railway stations there was no planning/consideration for future growth which is now on our doorstep and urgent	The Council notes your concern about the closure of railway stations and lines in Maldon. In 2021, the Council submitted a funding application to the Department of Transport to work towards re-instating the connection between Witham and Maldon as part of the Government's 'Restore Your Railway' Fund. It was however not successful. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review to determine how public transport can be improved.
Russell	Howles	WSP	A District-wide Local Cycling and Walking Implementation Plan (LCWIP) is vital to understand the current limitations of the district to Active Travel. Investing in project development such as the Department for Transport's Restore Your Railways Ideas Fund is long overdue and imperative to support the introduction of new movement corridors to support model shift.  A Highways and Transport Modelling Study would also be highly beneficial to better understand and model the region. Large areas of the region are currently under-represented in key strategic transport models such as the South East Regional Transport Model.	The Council supported Essex County Council's bid to the Department for Transport in 2021 for funding to prepare a Local Cycling and Walking Implementation Plan, however this bid was not successful. In 2021, Maldon District Council also submitted a funding bid to the Department of Transport to prepare a Feasibility Study for re-instating the rail connection between Witham and Maldon as part of the Government's 'Restore Your Railway' Fund. This bid was however not successful either. The Council will continue to work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review to model transport and highways in the District and determine how public transport can be improved.
Diane	Carter		Our roads are currently inadequate for the volume and weight of traffic. We need cycle paths (e.g. Burnham to Southminster, key routes such as to/ from schools) EV Chargers desperately needed.	The Council notes your views that roads are inadequate for the volume and type of traffic and the demand for cycle paths between Burnham on Crouch and Southminster in particular. It is also noted the importance you place on EV charging. The Council will work with the Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	

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Brian	Townsend		A well-maintained and appropriate road system to suit both access and safety, together with rural transport, is a necessity.	The Council notes your views that roads should be maintained for access and safety, together with rural transport provision. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Robin	Fanshawe			
Malcolm	Finch			
Peter	Taylor	Retired	There needs to be a coordinated Transport Plan for the region. i.e. involving Maldon and surrounding Councils and the Highways Authority. This should incorporate forecasts for traffic growth (particularly road and rail) in the light of local development plans and emergency routing arrangements in the event of road/rail closure. Plans for local (i.e. within Maldon District) accessibility infrastructure should be based on this wider Transport Plan.	The Council notes your views. Essex County Council as the Highway Authority for Greater Essex already has a statutory Local Transport Plan 2011-2025 in place for Essex which reviews needs and demands at a Greater Essex level, which the LDP Review must by law take into account until it is replaced. The County Council will shortly be starting a review, which will require District, Borough and City Council engagement, as well as public consultation.
Chris	Melbourne		Private motor vehicle - living in a rural district it is always the most convenient way to travel	The Council notes the importance you place on private motor vehicles given the rural nature of the District.
John	Brown			
Robert	Hollamby		Connect villages to transport terminals via buses	The Council notes your views that villages should be connected to terminals by buses. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Chris	Waumsley	Inovo Consulting		
Phil	Jacklin		Bus services to Towns and Railway Stations	The Council notes your views that there should be bus services to towns and railway stations. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading	Improved roads (with some passing effort to repair the proliferation pot-holes) and more frequent public transport	The Council notes your views that there should be improvement to roads and more frequent public transport. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Robert	Stephens	N/A	In Tollesbury an evening public transport service and also a Sunday bus service. The possibility of a dial-up bus service should also be considered	The Council notes your views that for Tollesbury bus services should be introduced in the evenings and on sundays, as well as on demand bus services. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine if these could be introduced.
Gary	SPICER			
Pete	Butcher			
JO	COOMBES		Encourage much more public transport use, and cycling, and walking	The Council notes your views that more public transport should be provided, alongside active travel provisions for cycling and walking. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine if these could be introduced.
Helen	Bridge		Regular bus services throughout the day. Affordable train services. Connecting with blackspots like Basildon and parts of Southend on Fenchurch St. line.	The Council notes your views that more regular bus services should be available throughout the day, as well as affordable train services. Whilst the cost of rail services are set by the Government, the Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine if these could be improved.
Melanie	Allen	Government	Roads that are fit for purpose. Althorne needs a one car policy through the village on the B101.  Deal with pot holes before planning anything else.	The Council notes your views about road maintainance and car ownership in Althorne. Roads are maintained by Essex County Council, not Maldon District Council and existing maintainance is not a valid planning matter for the LDP Review. The Council will continue to challenge the County Council on the condition of roads in the District and work with the Highway Authority as part of the LDP Review.

Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Adam	Medlycott		Improved transport to smaller villages. Direct rail links to London on Southminster line	The Council notes your views that improved transport is important to smaller villages, together with a desire for direct train services to London on the Southminster line, presumably without changing at Wickford. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine if these could be improved.
Jonney	Aldridge		Cycleways and footpaths; buses and trains that can accommodate bicycles and electric scooters. 'Joined up transport.'	The Council notes your views about joined-up transport being important that would enable buses and trains to accommodate bicycles and e-scooters. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered for the District.
Joanne	Maloney		A cycle network	The Council notes your view about a cycle network being most important. The Council will work with the Highway Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Maldon District Future Transport Strategy to determine if this could be delivered.
Mark	Hurley	Selfridges	Loads more needs to be done. Transport around Maldon is infrequent and difficult to use. There used to be a buss to the train station, but that went years ago. We now have a bus that goes to Chelmsform, another that goes to Colchester and the 288 Free bus to Tesco!	The Council notes your view that more needs to be done for the bus network. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered better for the District.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn			
Christopher	Kent		Living on the B1010 in a 30MPH limit I fear for my life to walk on the narrow pavement.. Development in Burnham on Crouch has increased the volume of traffic immensely. Not many obey the speed limit.	The Council notes your view that narrow pavements on the B1010 are a concern and you feel public transport could be improved. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects could be delivered better for the District.
Lisa	Singh	Direct Call Centres Ltd	Passenger Transport improvements. ?????	
Kevin	Head		The objectives and proposals set out in paragraph 22.6 are supported.	Noted.
Elizabeth	Sawyer Bayliss		More buses are needed to Bradwell on sea. Even though the numbers are small, the need is great. The buses need to connect up properly with the trains and the bus availability needs to be advertised properly.	The Council notes your view that more needs to be done for the bus network to Bradwell on Sea. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered better for the District.
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon		Accessibility for all	The Council notes your view that accessibility should be for all and will look at how this can be integrated into policies in the LDP Review.
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses		
c/o Agent	c/o Agent	Clarion Housing	Section 22 sets out the highway and public transport infrastructure that the previous Local Plan sought to provide, stating that these projects remain relevant. These include the South Maldon Relief Road, and passenger transport improvements in South Maldon. Clarion support the continued focus on these projects. It is important that the required infrastructure improvements are delivered to ensure the continued sustainable growth at Maldon, which, alongside Burnham and Heybridge, is the District's most sustainable location for development. New growth in these areas could support this.	The Council notes your support for the South Maldon Relief Road and passenger transport improvements to South Maldon.
Stephanie	Jones	home	Improved road provision and more frequent public transport	The Council notes your view that road provision need to be improved and more frequent public transport is needed. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered better for the District.
Jo	Crump	Servoca Secure Solutions		
Susan	ARCHER			

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Phillipa	Griffiths		<p>As a disabled person who does not drive, public transport is of the utmost important to me. I'd like to see buses to more places, such as Braintree (currently you have to go into Chelmsford and change buses), Freeport, Southend, etc</p> <p>I've lived here for 5 years and cannot fathom why there are only TWO bus routes running on Sundays (75 to Colchester and 33 to Chelmsford) but they only run EVERY TWO HOURS! That's ridiculous!</p> <p>In addition, people should be encouraged to use public transport more.</p> <p>Long term, I think Maldon really needs to reinstate one of its two railway stations - foolishly they were BOTH disbanded. The conversation on this needs to start now as these things take many years to implement.</p>	The Council notes your view that public transport provision is particularly important for disabled people and the buses are required to go to more major places outside the District and the frequency of buses on Sundays are not enough. The Council also notes the desire to reopen a rail connection to Maldon. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered better for the District. The Council also supports in principle reestablishing rail connections and has already applied twice to the Government's Restore Your Railways Ideas Fund in 2020 and again in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
Matthew	Taylor		<p>We need to minimise the need to travel, and then to prioritise locations for development that are accessible by more sustainable forms of transport than merely the car. High PTAL locations need to drive density, to prevent unnecessary release of greenfield land.</p> <p>Whilst the Council is intending to commission a Highways and Transport Modelling Study, it should in addition undertake accessibility mapping considering locations which are accessible by sustainable modes with a view to informing the spatial strategy for development.</p>	The Council notes your response around minimising the need to travel and prioritise future growth to places that are accessible by means other than a car. The Council will work with the Highways Authority, Essex County Council, to commission the Highways and Transport Modelling and where there is additional merit, it will consider whether further accessibility mapping is proportionate to informing the preferred spatial strategy.
Anne	Bailey		Our Roads are far too narrow to accomodate todays traffic.	The Council notes your comment. The Council will work with the Highways Authority to determine the appropriateness of the road network in the District as part of the LDP Review.
Winifred	Sutherland		I	
Lucien	Taylor		Traffic calming measures are needed in some villages. Speed indicator devices should be deployed in small and medium villages in particular.	The Council notes your comment about traffic calming being needed in some villages and speed indicator devices. These are not normally measures delivered by the LDP Review; but could be delivered through Local Highway Panels or via the local Parish Council.
Chris	clark		Roads and since all the new houses in Maldon District have been built they can not cope and if you put more in they will only block up other areas. The village small lanes are quite dangerouse now as used more and more for cut throughs as so many new houses More houses more traffic in a rural area do not go	The Council notes your comment that roads are most important. The Council will work with the Highways Authority, Essex County Council to determine the appropriateness of the road network in the District as part of the LDP Review.
David	Baker		Villages outside of Maldon are poorly served by public transport to the point where it is impossible to imagine using it regularly.	The Council notes your comment that public transport in villages outside Maldon is most important. The Council will work with the Public Transport Authority, Essex County Council to determine if anything further can be done to improve this in the future as part of the LDP Review, or other projects.
Jeremy	Richardson		More vehicle charging points, more local buses	The Council notes your comment about the importance of EV charging points and local buses. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to determine how best to increase provision in the future as part of the LDP Review, or other projects.
Glenna	Wilkins		More efficient and frequent bus transport.	The Council notes your comment that public transport in villages outside Maldon is most important. The Council will work with the Public Transport Authority, Essex County Council to determine if anything further can be done to improve this in the future as part of the LDP Review, or other projects.
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow		<p>- Improvements to B1010 and B1021 junction in Burnham on Crouch;</p> <p>- Passenger transport improvements in South Maldon, North Heybridge and Burnham on Crouch.</p>	The Council notes your comment that there should be specific improvements to the B1010 and B1021 junction in Burnham on Crouch, as well as public transport improvements to South Maldon, North Heybridge and Burnham on Crouch. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council to consider through modelling whether anything further can be done (given the health London Plane tree, which is also a feature of the traffic island at the junction) and determine if anything further can be done for public transport as part of the LDP Review, or other projects.
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	The Plan should look firstly to minimise the need to travel, and then to prioritise locations for development which are accessible by sustainable modes. We note that the Council is intending to commission a Highways and Transport Modelling Study. We consider that in addition, the Council should undertake accessibility mapping considering locations which are accessible by sustainable modes with a view to informing the spatial strategy for development.	The Council notes your response around minimising the need to travel and prioritise future growth to places that are accessible by means other than a car. The Council will work with the Highways Authority, Essex County Council, to commission the Highways and Transport Modelling and where there is additional merit, it will consider whether further accessibility mapping is proportionate to informing the preferred spatial strategy.

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Isabel	Adcock		Public transport is atrocious. Living in the north of the area I have to travel at least 6 miles to the nearest rail station. This means a car is essential. Travel to hospital and other medical facilities require a car. When I worked it was impossible to do so without a car. <u>Public transport by bus does not fit peoples life style or working life.</u>	The Council notes your comment that public transport access and frequency are not good enough. The Council will work with the Public Transport Authority, Essex County Council to determine if anything further can be done to improve this in the future as part of the LDP Review, or other projects.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson		A subsidised good reliable bus service.	The Council notes your comment that a subsidised reliable bus service is required. The Council will work with the Public Transport Authority, Essex County Council to determine if anything further can be done to improve this in the future as part of the deliver of its public transport strategies. Whether the buses are subsidised however is not a LDP Review matter.
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane		With regards to Althorne, better roads for cars as this will always be the greater transport choice. Cycling and walking are not options in this area as the roads are too dangerous, with no footpaths. The trains will only service those travelling to London for work and buses those to Maldon and Chelmsford who don't own a car.	The Council notes your comment that roads are most important. The Council will work with the Highways Authority, Essex County Council to determine the appropriateness of the road network in the District as part of the LDP Review.
Tracey	Munford	NA	Sustainable low carbon transport.  electric vehicle charging network  reduce speed limits in towns and villages to 20	The Council notes that importance you place on low-emission public transport, EV charging networks and speed limits. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved/ introduced.
Victoria	Cutmore	Endurance Estates		
Jane	Potter	Purleigh Parish Council	When considering access and sustainable transport, better low-emission, fully accessible public transport is the most important.	The Council notes that importance you place on low-emission public transport. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved/ introduced.
Brian	Haydon	Cold Norton Parish Council		
Rowan	Rampersad			
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm	Better train services to London, Reinstatement of the bus routes, for example South Woodham Ferrers to Maldon. The Roads are to busy and the public transport not reliable enough to entice people away from using their cars.	The Council notes that importance you place on train services to London and former bus routes that connect with places outside the District. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved/ introduced.
Lee	Foster		Road networks towards Burnham on crouch are already over used and demeriting beyond repair due to the fact the roads were never built to accommodate the sheer weight and quantity of vehicles using them. Which has only got worse since the development of Burnham on crouch and Southminster.	The Council notes that importance you place on the road network around Burnham on Crouch. The Council will work with the Highways Authority , Essex County Council as part of the LDP Review and other supporting projects to determine how these could be improved.
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day			
Vanessa	Horner			
Natalie	Bradford			
Harriet	Hurst-Smith			
Brian	Howson	Pharmaceutical company		
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS		Vehicular accessibility & improved rail links	The Council notes that importance you place on vehicular access and improved rail links. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review to determine how/ if these could be improved.

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Kevin	Money	St. Lawrence Parish Council	<p>Given the rural nature of the District sustainable transport is not going to be easy. However, growth really should be focussed on areas where there is the chance of higher levels of commuter access by bus or train while noting that the Crouch Valley line is a single line operation and upgrading it would be a major task. Some of the services along the line already run at a very high capacity level. And for most people the only way to get to the station is by car.</p> <p>Buses could be an easier option – but the network needs a lot of improvement to make it work.</p> <p>The idea of ensuring that any new development is linked to the main settlement by wide footpaths is laudable. However the issue comes once the new development is left behind and the main settlement is reached. How are all footpaths going to be brought up to standard?</p>	The Council notes the challenges that are considered to face the District in respects of sustainable transport due to either existing network or capacity issues. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and supporting projects to determine how these could be improved. The Council also notes the support for footpath connections from new developments. Maintenance of existing footpaths is however not a planning matter.
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard		Useable, good quality roads and buses.	The Council notes that importance you place on vehicular access and improved buses. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review to determine how these could be improved.
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council	All transport should be both accessible and sustainable.	Noted.
Tim	Chilvers		<p>4.45 The consultation recognises that Maldon is a rural district where there will be a continued reliance on the private motor car, which has to be acknowledged. Sustainable transport and reducing the reliance on the motor car as one of the key emitters of carbon dioxide should be a critical part of the overall strategy. In order to minimise car travel, it is therefore considered that the majority of growth should be focused on the most sustainable locations. As set out within earlier within this representation, Maldon/Heybridge is at the top of the hierarchy and is the key centre within the District for existing services and employment.</p> <p>4.46 To promote inward investment and reduce reliance on the motor car it is important that new growth is focused on Maldon and Heybridge. Land to the North of Goldhanger Road is particularly well suited given that it is within a short walking distance of key services and it benefits from being on a bus route into Heybridge. New residents would therefore not only have greater incentive not to make additional private car journeys, they would also bolster patronage of existing bus services.</p>	The Council notes that importance you place on sustainable transport and reducing the reliance on the motor car. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review when determining the future growth strategy.
Ruth	Bull	The Othona Community	Bradwell requires improved transport links including improvements to the bus service from Southminster Station, notably in the evenings and on Sundays, when those without cars cannot attend Worship Denominations or leisure activities offered in Maldon or other local towns.	The Council notes that importance you place on improved transport links being needed for Bradwell. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects to determine whether these could be improved.
Mark	Jackson	Mark Jackson Planning	<p>The current Local Development Plan proposals are supported:</p> <p>North Heybridge Relief Road (part of North Heybridge Garden Suburb);</p> <p>South Maldon Relief Road (part of South Maldon Garden Suburb);</p> <p>Upgrades to B1018 Langford Road/ Heybridge Approach and A414 roundabout;</p> <p>Improvements to B1010 and B1021 junction in Burnham on Crouch;</p> <p>A414 Oak Corner and Spital Road junction improvements;</p> <p>Eves Corner Junction changes in Danbury; and</p> <p>Passenger transport improvements in South Maldon, North Heybridge and Burnham on Crouch.</p> <p>Further examination of supporting and introducing better public transport links through the commissioning of a Highways and Transport Modelling Study is supported.</p>	The Council notes your support to existing LDP proposals for highways and public transport, as well as the support for highways and transport modelling associated with the LDP Review.
Elliott	George		<p>Paragraph 104c of the NPPF seeks to ensure that “opportunities to promote walking, cycling and public transport use are identified and pursued” and thus does not establish any preference of one mode over another.</p> <p>However, the NOMIS Travel to Work data 2011 shows that in relation to the use of sustainable transport, trains represent a considerably higher level of journeys in Maldon District compared to other sustainable modes, suggesting that access to railway stations should be a priority when considering the promotion of sustainable travel. Locations such as Southminster benefit from easy access to railway services by foot/cycle.</p> <p>The COVID-19 pandemic has also served to reinforce the importance of access to a range of services and facilities by foot or cycle.</p>	The Council notes your view that NOMIS data from 2011 shows that train access represents a specific level of journeys in Maldon District compared to other modes of travel. The Council needs to approach the age of such data with caution and would seek to use more up to date evidence in its baseline data for determining growth locations.
ann	cutting			
Sharon	Cushen		get people off the roads and invest in rail / tram - a positive step in overall zero carbon planning.	The Council notes your suggestion that there should be greater investment in rail or trams. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review to determine options for greater modal shift in the rural District.

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Ian	Tooley			
Sally	Tokeley			
Kate	Ellis		reducing traffic congestion, reducing carbon dioxide emissions, improving air quality, and improving both physical and mental health.	The Council notes your suggestion that there reducing traffic congestion, tackling air pollution and improving physical and mental health are important to you under transport options. The Council will work with the Highway Authority, Public Transport Authority and Public Health Authority, Essex County Council as part of the LDP Review to determine how the LDP Review could help address these.
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	Section 22 of the Local Plan Issues and Options Consultation should give greater consideration to the rail infrastructure of the District. A present, there is no acknowledgement to the benefits that the railway brings or indeed those upgrades that could come forward by 2038.	The Council notes your suggestion that greater consideration should be given to rail infrastructure. The Council agrees, in principle, however the Crouch Valley line has capacity challenges on the line, with it being a single track railway. The Council is already engaging with Network Rail, alongside Essex County Council as the District's Public Transport Authority with the Strategic Network Review and long term investment plans. This would be picked up as part of Transport evidence reviews for the LDP Review.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		The level of traffic on the roads in and out of the district, particularly along the A414, is excessive at times however I struggle to think of road changes that would help. What would help considerably is better bus routes. As an example, it takes two buses to get from Maldon to South Woodham Ferrers, a major local town with a railway station on the southern route into London. Perhaps Maldon needs to be more of a bus hub to ease travel from outlying parts of the district to other locations- Chelmsford, Colchester etc. I appreciate that roads are part of ECC budgets but it would be good if possible if the extra road tax from increasing Maldon populations could be used for subsidies for improved bus services.	The Council notes your suggestion that Maldon Town could do with a bus hub to support the better travel connections to outlying parts of the District. The Council is already working with the Highway Authority and Public Transport Authority Essex County Council as part of the LDP Review to determine how it could help address better connectivity and service provision. In addition, the Council is supporting Essex County Council's development of a Future District Transport Strategy for Maldon District which will be looking at how to overcome the key challenges facing various settlements in terms of movement of people and freight.
Kirsty	Rowell			
Tim	Bradford	leadenhall	Currently poor , but often underused.	Noted.
Philip	Wakeling		Better train line. Road improvements. The existing network is insufficient to support much more development. Infrastructure improvements shouldn't amount to simply putting in a new roundabout to link up with already overstretched roads.	The Council notes your support for a better railway line and road improvements. By law, new development can only contribute towards improvements which relate to the scale and type of development; it cannot fund extensive upgrades which are expected to come from other sources of the public purse. The Council is working with the Highway Authority and Public Transport Authority Essex County Council as part of the LDP Review to determine how it could help address better connectivity and service provision.
Jacky	Bannerman	Woodham Walter Parish Council	The ability to access a sustainable transport system is increasingly important with an ageing population. Good access to railway connections and improvements to the rural bus services that currently appear to be out of sync with general requirements are essential. Commuter busses that require a 2 hour booking slot are no use to anyone.	The Council notes your point that having better access to a sustainable transport system is increasingly important due to the ageing nature of the District's population. The Council is working with the Highway Authority and Public Transport Authority Essex County Council as part of the LDP Review and supporting strategy development & projects to determine how it could help address these.
David	Brock			
Mark	Tentori	Mazdev Limited	It is important to promote sites that are accessible by a variety of transit modes, including local bus services. Further housing growth in such settlements would help finance and improve bus services by creating a larger critical mass/potential patrons, to the benefit of the wider area. The creation of more regular bus service and connections amongst various villages would create a robust transport network that will not depend on major towns to act as intermediates amongst villages. This would be in accordance with the aims of paras 104, 105 and 106 of the NPPF.	The Council notes the importance you place on a variety of transport modes being available. The Council is already working with the Highway Authority & Public Transport Authority, Essex County Council as part of the LDP Review and other strategies to determine how public transport could be improved in the District.
Niki	Halls			



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Peter	Ingram		I cannot believe the amount of building that has taken place in Maldon without any thought to transport links. A railway line is essential if you wish to cut the use of car traffic. Other areas must not be allowed to fall into the same trap.	The LDP 2014-2029 which planned for the growth taking place in Maldon did consider improvements to transport; however new rail connections are not within the scope of the Council or County Council's remit; as these are controlled by Network Rail. Various road-based improvements were proposed and are being funded from development taking place in the District including the North Heybridge Relief Road and improvements that have already been made to the A414 and Limebrook Way. Further schemes await delivery once more homes are built that already have planning permission.  The Council made an application to the Government's Restore Your Railways Ideas Fund in 2021 seeking funding for a feasibility study to restore the connection between Maldon and Witham. It was one of six schemes in the East of England to be submitted, however none of them received support from the Government. The Council will continue to pursue opportunities to restore or create new rail links where they become available from the Government.
Jane	Pilgrim		more busses in the smaller villages and cheaper parking.	The Council notes it is important to have more busses to smaller villages and cheaper parking. The Council is already working with the Public Transport Authority Essex County Council as part of the LDP Review and other strategies to determine how public transport could be improved in the District. Parking charges are however not a planning matter and are set and reviewed by car park owners.
Judith	Radcliffe		Minimise vehicular transport, encourage public transport, pedestrian and cycle use. Cycles and vehicles are in conflict on the current road network.	The Council notes it is important to you to minimise vehicular transport and encourage greater public transport, pedestrian and cycle use. The Council also notes the desire to reopen a rail connection to Maldon. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered better for the District.
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt		That the road infrastructure is repaired and maintained. For each house built you are adding at least 2 cars to the area.  Current train service is maintained. Consideration to siting new development closer to Witham to benefit from the Norwich - London mainline.  <u>Bus services are maintained</u>	The Council notes the importance you place on maintaining services, although aspirationally it is the Council's hope that the Public Transport Authority, Essex County Council and service operators will work to enhance services in the future as the population grows and its needs change.
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.	Maintaining bus provision to villages, particularly ones without train stations, to provide alternative transport to cars, which have the potential for continued growth on roads which are not necessarily able to take the increased volume.	The Council notes it is important to have maintain bus provision in places without train stations. The Council is already working with the Public Transport Authority Essex County Council as part of the LDP Review and other strategies to determine how public transport could be improved in the District.
EDWARD	GITTINS	Edward Gittins & Associates	The aim of the Plan should be to make the District and each of its settlements as self-contained as possible. This means maximising public transport, reducing reliance on private transport, and promoting the use of footpaths, cyclepaths and bridleways.	The Council notes the importance you place on self-containment of settlements. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
Steve	Williamson			
James	Cowell	E & B R Cowell	Larger villages should continue to benefit from well-connected public transport links, and safe footpaths/pavements for residents to access the village services and facilities.	The Council notes the importance you place on larger villages continuing to benefit from public transport connection. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
Colin	Hawkes			
Ronald	PIPER			

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Alan	Shrimplin	N/A	Road improvements for transport to from BOC, none currently planned or have happened in the past 5 years, yet new builds are double the allocation for BOC in the 2017 LDP, this is unsustainable and unacceptable.	The Council notes the importance you place on seeing road improvements into and from Burnham on Crouch specifically. Housing allocations S2j, S2k and S2i all included S106 contributions for highway improvements to be paid to Essex County Council at different stages of their development/ occupation. As part of the LDP Review, if Burnham on Crouch is chosen as a potential future location of growth, highway and transport impacts will be modelled and assessed by the Council and Essex County Council to determine what improvements need to be made and delivered as part of developments.
John	McLarty		There will still be a strong desire to use the private motor car as well as sustainable rural bus services	The Council notes that you feel there will be a strong desire for private motor car and rural bus services. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
John	McLarty		It is essential there is a robust infrastructure led Local Plan. This should identify sustainable transport corridors and routes to these. Utilising should be identified as one of these corridors that can deliver better access to sustainable modes of transport.	The Council notes that you feel that it is important that the LDP Review is infrastructure-led. The Council will work with the Highways Authority and Public Transport Authority and other infrastructure providers to determine infrastructure needs and how best they can be met through growth.
Norman	Branch	N/A		
John	McLarty		There will still be a strong desire to use the private motor car as well as sustainable rural bus services	The Council notes that you feel there will be a strong desire for private motor car and rural bus services. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
Valerie	Coleby	Berrys		
James	Clarke			
David	Stilwell			
Ann	Thomas		As a non driver, I do occasionally use the train and weekly/fortnightly bus services but more regular bus services would be welcome.	The Council notes the importance of public transport to non-drivers. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
Michael	Harris			
Geoffrey	Cox		Improved bus routes /cycle lanes on busy main roads	The Council notes the importance of public transport and cycle lanes. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
John	McLarty		There will still be a strong desire to use the private motor car as well as sustainable rural bus services	The Council notes that you feel there will be a strong desire for private motor car and rural bus services. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport and active travel promotion.
Kevin	Bruce		We rely on having a car. Public transport is totally unsuitable at the eastern end of the Dengie Hundred for getting around, larger shopping trips, family visits and being able to partake in local activities with the District and further.	The Council recognises the importance and practicalities of the motor car in very rural areas of the District. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on private transport demands, public transport needs and active travel promotion.
Barrington	Thomas			
Richard	Edwards		1) Much more emphasis on facilitating low-emission vehicle use — mainly by more wide-scale and faster rollout of charging stations. For instance, all railway stations should have extensive presence of charging stations. 2) Pragmatic local application of sustainable transport options, such as walking, cycling and car share. In the case of rural populations, settlement location can have a major impact on the selected option. 3) Recognition that B and C class roads are intrinsically capacity limited. Forcing them to capacity limit, or above, rapidly becomes detrimental to local community quality of life, and escalates road safety risks. Cumulative pressure on B / C roads from development is currently given insufficient consideration in local planning decisions. 4) Re-appraisal of rail network links	The Council recognises the need to rollout EV charging across the District - through its Climate Action Strategy and its engagement in the preparation of the Essex wide EV Charging Strategy, being prepared by Essex County Council, which is examining on street/ off street charging approaches to support the uptake of electric vehicles. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport needs and active travel promotion.
Robyn	Woloszczuk			
Lesley	Speller			
William	Shepherd		The roads need to be maintained to a higher standard. There are too many pot holes that cause damage to vehicles.	The Council notes that road repair is an important issue; however, it is not an issue which can be addressed in the LDP Review. It is something however which the Council will continue to lobby Essex County Council for, as the District's Highway Authority.
Nicola	O'Dean	Balgore Motors		
Alexander	Romang			

## Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Hayley	Holgate	ECC		
Eirlys	Parry	N/A		
Victoria	newson	Childrens Nursery	Reliability and frequency of the services.	The Council recognises the importance of public transport frequency and reliability. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on public transport needs.
Michael	Unwin	N/A		
Tony	Barber			
Nick	Mason	ECOCClassics		
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	Section 9 of the NPPF provides national policy on sustainable transport. Paragraph 104 identifies the range of transport issues that should be considered at plan-making stage, including impacts on the transport network, opportunities associated with transport infrastructure and new technology, opportunities to promote sustainable modes of transport, and the environmental impacts of traffic. Paragraph 105 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. It is requested that emerging MLP is consistent with national policy on sustainable transport, and that potential site allocations are selected on the basis of consistency with Paragraphs 104 and 105 of the NPPF.  SN Developments is promoting land at Burnham on Crouch, which has a railway station and is well served by buses, and as such additional development at this settlement would be consistent with sustainable transport objectives	The Council understands what the NPPF says about sustainable transport and its obligations as a Local Planning Authority at plan-making.
.	.	Cooper Property Holdings Ltd		
Jane	Coleman	Maldon Town Council	Members consider that any new development within the District should be located within easy access of the main arterial road network (ie A12/A130) and the Crouch Valley railway line. This would provide incentive to further develop facilities in the adjacent villages and generate greater use of the rail services, which should lead to more frequent and improved services for users.	The Council notes the importance the Town Council places on the accessibility of the A12/A130 routes and the Crouch Valley Railway Line. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport and active travel needs.
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		PARKING! ROAD NETWORKS IN AND OUT OF THE DISTRICT. Being ignored and railroaded by neighbouring authorities and ECC, where the new development in SWF is being pushed through in a cavalier manner and no regard to road infrastructure., which is going to make the road system on the south virtually impassable. This should be of the utmost importance in our district, as development in the south only has one route out. This is without and additional pressure from BrB should the new plant go ahead. THIS IS OF VITAL IMPORTANCE TO OUR DISTRICT AND THE LDP.	The Council notes the importance you place on parking and road networks in and from the District. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport needs and active travel promotion.
Sarah	Yates			
Leonard	Lewis		There should be more reliable and regular bus services that serve local villages and our main towns. The present rail line from Southminster to Wickford is mainly useful for commuters to London.	The Council notes the importance you place on a more reliable and regular bus service for local villages and towns. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport needs and active travel promotion.
Roy	Martin	Mr Roy Martin	Improved road and rail infrastructure throughout to be considered and delivered in advance of and ready for further major development.	The Council notes the importance placed on improvements to road and rail infrastructure and for its delivery to be in advance of major developments. Infrastructure delivery in advance of development rarely happens in England where contributions are being sought from development to help pay for the impact they cause. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport needs and active travel promotion.
R	Minney			
Tim	Grant	Evolution Town Planning		

**Question 53**

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Simon	Butler-Finbow	Pigeon Investment Management	<p>It is considered that access and sustainable transport options are essential to creating sustainable communities. Thus development must be directed to locations which are, or can be made sustainable.</p> <p>As detailed here in our representations to the LPDR, previous representations, and in the Delivery Documents submitted at the Call-for-Sites, the submitted sites expand a 20-minute neighbourhood, with all essential facilities and services, including education, being accessible within 20 minutes whether on foot or by cycle. The essential services and facilities in Burnham-on-Crouch are all within an acceptable walking and cycling distance of the sites (as detailed in the Transport Note submitted to MDC as a supplementary document to the Call-for-sites submissions).</p> <p>These sustainable forms of transport, in addition to public transport options of bus and train services, are important for any development and any Local Plan, in accordance with the advice contained in the NPPF.</p>	The Council notes the importance you place to both access and sustainable transport. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport needs and active travel promotion.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		The objectives and proposals set out in paragraph 22.6 are supported.	Noted.
c/o Agent	c/o Agent	Maldon Wick Limited	Section 22 sets out the highway and public transport infrastructure that the previous Local Plan sought to provide, stating that these projects remain relevant. These include the South Maldon Relief Road, and passenger transport improvements in South Maldon. MWL support the continued focus on these projects.	Noted.
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence		Larger villages should continue to benefit from well-connected public transport links, and safe footpaths/pavements for residents to access the village services and facilities.	The Council notes the importance you place on public transport links and footpaths in larger villages. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the network, public transport needs and active travel promotion.
Diane	Wallace		<p>5. 1 Highways</p> <p>A12 widening and junction improvements at Hatfield Peverell, Rivenhall and Witham</p> <p>What junction improvements at Hatfield Peverel?</p> <p>There is no mention of the B1019 from Maldon to Hatfield Peverel. The increase in traffic with the ongoing development in Maldon District is going to have a major impact in Hatfield Peverel village particularly at the Duke of Wellington roundabout. Why is this not included in the list at 22.4. A link road is needed from the B1019 to join the new junction 21 roundabout on A12 widening improvements to take traffic out of the village accessing the A12. This issue has been raised time and time again and should be ongoing discussion between Maldon District Council, Braintree District Council and Essex County Council. The increase in traffic is going to be detrimental to the quality of peoples lives in Hatfield Peverel, and needs to be addressed urgently.</p>	The Council has been working with Braintree District Council, Essex County Council ( as well as Chelmsford City and Colchester City Councils) in National Highways project to widen the A12 and close/ open/ remodel junctions along its route. Maldon District Council has sought through formal objections to the project for a Maldon Link Road/ Hatfield Peverell Bypass of the B1019 to be included in the scheme to due traffic impacts in Hatfield Peverell.
Jonathan	Aldis	Good life Countryside Services	It is not important to me	Noted.
sara	doran		<p>bridleways and cycleways. The distances in our district should allow easy journeys by horse or bike between most settlements without having to use a road....this should be supported by formal bridleways and cycleways - and perhaps consider some subsidy to farmers to allow access around their land.</p> <p>The roads are too dangerous for running, cycling or riding - even the small lanes are now so busy as to be dangerous.</p> <p>There should be more support for rural flexible transport. It may be difficult to achieve in a rural area, but could there be more options for carsharing? There should also be more electric charge points in new developments.</p> <p>i am also very very very concerned at the volume of traffic on small c roads, that have not been taken into account at the planning stages for change of use of rural buildings or for commercial developments. It is absolutely necessary to reduce the dangerous use of the c roads so that they can be used by cyclists, walkers and horse riders. Many are now too dangerous to consider using a sustainable form of transport. This is terrible.</p>	The Council note the importance you place on bridleways and cycleways to encourage greater take-up of non-motorised forms of transport. It is also noted the suggestions you make about rural transport, carsharing and electric vehicles. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network (including public rights of way), electric vehicle charging, public transport needs and active travel promotion.
Grace	Godwin			
Sue	Hillman			
michael	carr	NHS		

Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Colin	Horner	Villageretreat	Road access is most important but need to consider radical approach like a bridge across the river , building more houses and a wider road just moves the bottleneck. Improve parking at stations on the Crouch Valley line and the frequency of the trains. Re-link Maldon to Witham railway and include out of town park and ride for the station as a hub.	The Council notes your suggestion for a bridge across the river, improving parking at stations along the Crouch Valley line and the frequency of rail services. It is also noted your support for relinking Maldon to Witham. The Council has already tried to reconnect Maldon to the Mainline. In 2021, the Council submitted a funding application to the Department of Transport to work towards re-instating the connection between Witham and Maldon as part of the Government's 'Restore Your Railway' Fund. It was however not successful. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network (including public rights of way), electric vehicle charging, public transport needs and active travel promotion.
Simon	Plater	Plater+Claiborne	Access is more important, but sustainable transport has got to be considered in meeting the net-zero carbon target.	The Council notes the importance you place on access and sustainable transport. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network, electric vehicle charging, public transport needs and active travel promotion.
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	Access to basic amenities is most significant factor in this digital world. Any opportunity to improve access and transport should be encouraged and prioritised.	The Council notes the importance you place on access and sustainable transport. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network, electric vehicle charging, public transport needs and active travel promotion.
Linda	Coom		Last time I used the buses in Maldon they were incredibly expensive - much more so than in Witham, where they have the choice of bus or train. It would be good to have a really good, reliable and affordable bus service.	The Council notes the importance you place on bus services. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport needs.
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard			
Ian	Drinkwater			
John	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council	There is already significant increase in traffic due to development in other parts of the Dengie. The B1018 being a constant line of traffic on and off the peninsular There is a lack of planned infrastructure and our locality already suffers from inadequate planning, with transport and roads and we have a totally inadequate bus service.	The Council notes the concern you have for access to and from the Dengie and the levels of bus service. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport needs.
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann		Well maintained roads An improved access to public transport for non - driving residents in the villages with in the district.	The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport needs.
Burnham	Town Council	Burnham on Crouch Town Council	Roads are inadequate for weight of traffic, including articulated lorries. Roads are full of potholes and too narrow.  A tram system could serve parts of the Dengie.  A cycle path between Burnham and Southminster – especially for children to cycle to school safely.  EV chargers for electric vehicles should be a requirement in all new builds. Current provision is woeful, with no public chargers at all in BOC.	The Council notes the importance the Town Council places having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District. The Council notes the suggestions made about a tram system for the Dengie, a cycle-path between Burnham and Southminster and EV charging requirements on new developments. Work is already underway with other Essex authorities on updating Parking Standards across Essex to include the new provisions for EV charging as part of developments. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as the Maldon District Future Transport Strategy & Essex EV Charging Strategy, on reviewing the network, public transport needs, active travel and EV charging approaches.
Sally	Everitt	Community360		

Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
Mark	Garrett		Roads like kelvedon road (CM8 3LE) area is used as a daily rat run with speeding cars, vans and lorry's. I would like to see width restrictions for this road and other single track roads in this area to stop the local environment and property being damaged by oversized vehicles and the amount of vehicles.	The LDP Review considers the District as a whole. As this is site specific, you could consider whether to request a scheme of this nature from the Maldon Local Highway Panel: <a href="https://www.essexhighways.org/maldon-lhp">https://www.essexhighways.org/maldon-lhp</a>
Justin	Barkham	Self employed	The Plan should look firstly to minimise the need to travel, and then to prioritise locations for development which are accessible by sustainable modes. We note that the Council is intending to commission a Highways and Transport Modelling Study. We consider that in addition, the Council should undertake accessibility mapping considering locations which are accessible by sustainable modes with a view to informing the spatial strategy for development.	The Council notes your response around minimising the need to travel and prioritise future growth to places that are accessible by means other than a car. The Council will work with the Highways Authority, Essex County Council, to commission the Highways and Transport Modelling and where there is additional merit, it will consider whether further accessibility mapping is proportionate to informing the preferred spatial strategy.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	The reduction of HGV's and fast traffic through our small country lanes, in particular Lea Lane and the bridges at Great Braxted, Little Braxted and Wickham Bishops. Also important to me are sustainable low emission industrial, commercial vehicles and cars going forward. Lea Lane is nearly parrallel to Braxted Park Road and should have size & traffic calming restrictions, it's a lane.	The LDP Review considers the District as a whole. As this is site specific, you could consider whether to request a scheme of this nature from the Maldon Local Highway Panel: <a href="https://www.essexhighways.org/maldon-lhp">https://www.essexhighways.org/maldon-lhp</a>
Victoria	Long			
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton		Road access from Maldon to Witham that does not go through Wickam Bishops and Blue Mills.  Bus service 90 to run 05:30 to 23:30 Monday - Saturday	The Council notes the importance you place on reducing access to Witham from Wickham Bishops and Blue Mills and for bus services to operate 18 hours a day, 6 days a week. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as the Maldon District Future Transport Strategy on reviewing the network and public transport needs.
Kevin	Bennett			
Nicholas	Matthams			
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		Safer walking in and between villages. Encouraging large vehicles to use main roads and not village rat-runs.	The Council notes the importance you place on walking options between villages and promoting larger vehicles to use larger roads. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as the Maldon District Future Transport Strategy on reviewing the network and active travel needs.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson			
RICHARD	GROUT			
Tim	Madelin		Need to improve public transport provision both in terms of coverage, frequency and hours of operation Strategic rail, light rail or tram link from Maldon to mainline railway required	The Council notes your suggestion for strategic rail, light rail or tram links between Maldon to the mainline. In 2021, the Council submitted a funding application to the Department of Transport to work towards re-instating the connection between Witham and Maldon as part of the Government's 'Restore Your Railway' Fund. It was however not successful. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network and public transport needs.
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk		
Deborah	Anderson	NHS		
John	Pilgrim	Self employed	Roads to be upgraded and potholes filled in so roads can be used safely.	The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District.
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		There should be a need to reduce the requirement to travel and future developments should be guided to where there is existing sustainable transport available.	

Question 53

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Johanna	Dale		Linking rural settlements on the Dengie to Maldon through the establishment of a network of off-road cycle routes.	The Council notes your suggestion for off-road cycle networks linking the settlements on the Dengie. The Council will work with the Highways Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network, including active travel improvements such as cycle ways.
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd	An improved Road network	The Council notes your importance of an improved road network. The Council will work with the Highways Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network, including active travel improvements such as cycle ways.
David	Oxford	Lloyds Banking Group	Road maintenance	The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District.
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon		The South of the district has limited access to public transport, with infrequent bus routes and limited trains along the southminster line as opposed the witham line. Public transport in the south of the district cannot accommodate further development in its current state.	The Council notes your concerns about public transport provision in the south of the District. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport provision .
Rebecca	Tucker			
Mark	Faraway		Better maintained roads	The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District.
T	Ketteley		Better road quality - potholes. Better late night provision of buses from Maldon to surrounding villages/communities. Better links between Maldon and Burnham.	The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District. The Council also notes your concern for the late night provision of bus services from Maldon to surrounding communities and the links between Burnham and Maldon specifically. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network and public transport provision.
Elizabeth	Weston		Bus service	The Council also notes your concern bus services. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network and public transport provision.
Jacky	Barber			
Douglas	Channer	Private	Cost. rail fares and buse fares are now becoming unaffordable for some.	The Council notes your concern about the cost of public transport services. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport provision.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg		Buses and trains equally important. Having a bus through the village would be useful.	The Council notes your equal importance for buses and trains. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport provision.
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS	More efficient public transport especially on low use routes would be beneficial	The Council notes your importance placed for more efficient public transport. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport provision.
William	Moss		preventing local roads from being used as rat runs with all the noise , danger and disruption to localcommunities	The Council notes your importance around the local road network being used for 'rat-runs'. The Council will work with the Highway Authority , Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network.
Simon	Mackenzie Smith			
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None	Decent roads.	The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District.
John	Symington			

Question 53

First Name	Last Name	Organisation	Question 53. In terms of access and sustainable transport in the District, what is most important to you?	COUNCILS RESPONSE
D	Cooper		Individuals make choices about where they live based on a number of factors - transport options being one. For many living in the district, being able to walk to shops and services is a positive however, it is also a fact that short car journeys are going to be necessary. This doesn't automatically make a location unsustainable particularly given the growth in use of electric vehicles and, since the pandemic more and more people using online delivery services	The Council notes your observations around individual's choice about where they live and that transport is only one factor.
C/O Agent	C/O Agent			
Zoe	May	East of England Ambulance Service NHS Trust		
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)	The Plan should look firstly to minimise the need to travel, and then to prioritise locations for development which are accessible by sustainable modes. We note that the Council is intending to commission a Highways and Transport Modelling Study. We consider that in addition, the Council should undertake accessibility mapping considering locations which are accessible by sustainable modes with a view to informing the spatial strategy for development.	The Council notes your response around minimising the need to travel and prioritise future growth to places that are accessible by means other than a car. The Council will work with the Highways Authority, Essex County Council, to commission the Highways and Transport Modelling and where there is additional merit, it will consider whether further accessibility mapping is proportionate to informing the preferred spatial strategy.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder	Need to reduce reliance on cars in favour of good quality, frequent and low cost public transport.	The Council notes your importance of reducing cars in favour of more efficient and low cost public transport. The Council will work with the Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing public transport provision.
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES		The north South Woodham Ferrers Development will be a major bottleneck for those travelling west out of the Dengie and needs to incorporate a bypass to replace the existing one.	The Council notes your view. With South Woodham Ferrers being in Chelmsford City's planning area, Maldon District Council cannot directly control this issue. It is already working with Chelmsford City Council and Essex County Council however on the approach to highway modelling for the LDP Review.
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			
Jenny	Shepherd			
Jack	Elium		its too late in the day to fully comment on Transport, for another time.	Noted
Bernard	Steeple			
Anna	mccomb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		Proximity to key services and infrastructure. It needs to be accepted that certain things such as travelling to work, doing the school run weekly shopping are likely to remain mostly reliant upon travel by car	The Council notes your importance for accessibility and proximity to key services and infrastructure.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans	Gladman consider that future growth should be directed to settlements which have sustainable public transport connections including rail and bus services. The Rural Facilities and Settlement Hierarchy Study (January 2022) assesses the sustainability of rural settlements through the scoring of facility and service provision including the provision to bus and rail services. The outcomes of this assessment support future development needs being directed towards large villages which have access to commuter services as a minimum, notably Southminster, Tollesbury and Great Totham The Story Map submitted alongside this representation highlights development opportunities at sustainable settlements which have key connectivity to public transport links and are categorised as 'Large Villages. Note from inputter - this cannot be attached to this representation	The Council notes the importance you place on public transport connections. This stage of the LDP Review is not concerned with site specific matters, however the Council will work with the Public Transport Authority, Essex County Council in the review of public transport provision in the District.
Duncan	Clark			
Patricia	Smith			
Mick	Sargeant			
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			



## Question 53

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Mark	Norman	Highways England		
*	*		4.50 The consultation recognises that Maldon is a rural district where there will be a reliance on the private motor car. The gradual shift towards electric vehicles means that car travel can be a more environmentally friendly option. In addition, people's awareness of the health benefits of active travel means that this is becoming more an option of choice. Improved technology and the recently more relaxed approach to homeworking provides people with greater flexibility for homeworking. This will be more prevalent for those who out commute the longest distances from the District to office-based work environments. These factors mean that development in rural locations with more limited access to public transport, or more importantly, where the services available are less frequent, is actually becoming much more realistic and sustainable.	The Council notes your observations around general changing travel and working behaviours and the potential you consider they have in making more rural locations acceptable to development. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network and the accessibility of areas.
*	Willmott		4.37 The consultation recognises that Maldon is a rural district where there will be a reliance on the private motor car (NPPF Paragraph 110). The gradual shift towards electric vehicles means that car travel can be a more environmentally friendly option. In addition, people's awareness of the health benefits of active travel means that this is becoming more an option of choice.	The Council notes your observations around gradual shift to EV and the potential the health benefits of active travel. The Council will work with the Highways Authority, Essex County Council as part of the LDP Review and other supporting projects on reviewing the highway network and active travel.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.38. It is important that the plan identifies the most appropriate locations with access to services and facilities for the majority of new homes. This does not need to be at the exclusion of all other locations but the benefits of new development adjacent to successful and well served settlements is a well-established and successful approach in spatial planning.	Noted. The Council will use an evidence-based approach, including Sustainability Appraisal to consider how to spatially plan the area.
*	*		3.43 It is important that the plan identifies the most appropriate locations with access to services and facilities for the majority of new homes. This does not need to be at the exclusion of all other locations but the benefits of new development adjacent to successful and well served settlements is a well established approach in spatial planning.	Noted. The Council will use an evidence-based approach, including Sustainability Appraisal to consider how to spatially plan the area.
*	*		3.41 It is important that the plan identifies the most appropriate locations with access to services and facilities for the majority of new homes. This does not need to be at the exclusion of all other locations but the benefits of new development adjacent to successful and well served settlements is a well-established approach in spatial planning.	Noted. The Council will use an evidence-based approach, including Sustainability Appraisal to consider how to spatially plan the area.
*	*		3.42 It is important that the plan identifies the most appropriate locations with access to services and facilities for the majority of new homes. This does not need to be at the exclusion of all other locations but the benefits of new development adjacent to successful and well served settlements is a well-established approach in spatial planning.	Noted. The Council will use an evidence-based approach, including Sustainability Appraisal to consider how to spatially plan the area.
*	*		3.42 It is important that the plan identifies the most appropriate locations with access to services and facilities for the majority of new homes. This does not need to be at the exclusion of all other locations but the benefits of new development adjacent to successful and well served settlements is a well-established approach in spatial planning.	Noted. The Council will use an evidence-based approach, including Sustainability Appraisal to consider how to spatially plan the area.
*	*			
*	*			
Alan	Massow		The previous LDP sought improvements to highway and public transport infrastructure to support the growth in the LDP. Maldon District will be commissioning work a highways and transport modelling study. The LDP Review will need to give consideration to how road schemes already proposed in the previous LDP can be provided, and depending on the strategy which new schemes may be needed. Braintree District Council would seek involvement in discussion of any schemes which may be required within Braintree District, otherwise Braintree District Council supports the proposed approach.	The Council notes Braintree District Council's request and in accordance with the Maldon District Duty to Cooperate Strategy remains willing to have an active and ongoing relationship with any schemes in this area.
*	*			
Ian	Butt			
Sarah	Sayer		Our final recommendation is in terms of infrastructure and Sustainable transport. We suggest that MDC could be pioneers in 'de-classifying' public rights of way. There is a new campaign called 'footpaths 2 public paths' which wants all Footpaths, Bridleways and off-road cycle routes to be opened up to those 3 users (as per the 'making ways for horses' report ). This would hugely increase connectivity, accessibility and sustainability in rural areas and help to reduce car journeys. It would reduce the number of vulnerable road users on the roads and could encourage cycling as the predominant mode of transport without the need for cycle paths which are costly. We believe this is an exciting opportunity to put the district on the map as rural accessibility pioneers and should be something actioned.	The Council notes your suggestion about declassifying public rights of way, due to the limitations this designation can sometimes pose to all off-road users. The Council will work with the Highway Authority for the District, Essex County Council to consider the PROW network in the District.
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## Question 54

First Name	Last Name	Organisation	Question 54. Should the Council focus future growth on those areas with higher levels of commuter access either by bus or train?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council		
Ali	Aldis			
David	Smeye	The Maldon Society	One will generate the other - if larger villages are expanded with housing and workplaces, then the demand for economic public transport will follow. Concentration of new developments close to the <u>Crouch valley railway line will encourage greater use and viability of the railway.</u>	The Council notes the Society's view that there is a relationship between where growth is focused and the popularity of using public transport.
Stewart	Newlands	Fambridge Lake	But consulting with national rail it might require the relocation of stations to best support developing community sizes.	The Council already engages the Office for Road and Rail as part of its legal duties of preparing the LDP Review, as well as engaging with the Public Transport Authority, Essex County Council. Whilst not impossible, it is considered unlikely that station relocations in the Maldon District would happen, <u>given the scale of growth currently being considered.</u>
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell			
Gareth	Davies	N / A	The national policy is to ensure that housing stock increases and is available to people from many places and so we will have to give some development where commuting is easier. However, we also need local homes for local people and they need to be connected by transport links to work, schools <u>and amenities locally.</u>	The Council notes your views about local growth needing to be connected to transport links for work, education and amenities.
Ben	Thornett		As highlighted a lot of people commute to London from the district or want to move to the district because easy access to London. Using the main towns and villages that have access to the train line makes sense. It also makes sense to use the areas in the North of the district to take advantages of the other local Train stations. Being close enough to a station that you are able to walk or cycle should be seen as a massive benefit in terms of reducing emissions. Building a district where cycling and walking is a major mode of transport for residents should be a high priority for the council to meet their aims they set out. This will be a very positive factor for the future. Based on this, mass building in some of the more rural villages will not help reduce emissions and increase commute times	The Council notes your views about the District's accessibility to London and the option of growing the main towns and villages that are in proximity to train stations, both inside and outside the District and the benefits of walking and cycling for residents and emissions. The presence of train stations alone is not enough to consider these locations as having more potential to absorb growth demands, but should be based on an evidence-based approach to consider capacity and upgrades that may be required to accommodate growth.
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs		It is unfair to penalise those with higher levels on commuter access. In reality the bus & trains are only financially viable during commuter peaks in those areas that already have services running, therefore further building projects in those areas would not deliver a balanced service.	The Council notes your concern, however the Council's question was not asked with the intention of delivering a balanced service, rather it was whether it should consider focusing future growth in areas where commuter access by bus or train already exists, as opposed to locations where public transport provision <u>is lacking.</u>
Tim	Aves		The council should allow no more significant housing developments until the district has the schools, GP and dental surgeries, roads sewerage and other vital infrastructure to support all the people who have moved or are moving into the hundreds of homes already built in the past five years! No exceptions. It's time to say enough is enough. I have no problem with building houses per se. We desperately need more homes in this country and they have to go somewhere. However, I do not accept that any planning system worthy of the name should allow so much housing to be built without the infrastructure to support it. Developers should be legally obliged to pay much, much more from the vast profits they rake in from these sites and this	The Council notes your view that there should be no further growth. The Council has a legal obligation to review its Local Development Plan, like all other planning authorities in England and it can only seek contributions (called S106 contributions) towards infrastructure burdens the development would otherwise cause.
Helen	James		Build along the existing rail link	The Council notes your view in favour of growth along raillines.
Kathy	Day			
Mike	Hayes		Particularly Larger Villages, Latchingdon etc. which have excellent transport links.	The Council notes your view that larger villages which have better transport <u>links should be a focus of growth.</u>
Peter	Wakling			
David	Sismey		Train	The Council notes your view in favour of growth along raillines.
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		If there continues to be inward migration which is almost certain they will be in existing employment and will need to get there.	The Council notes your observation about the relationship between growth locations and existing employment, although not all employment will be <u>accessible by bus or train.</u>
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited	These areas should have some growth, not most. by focusing on commuter accessible areas for growth there is a danger that the issue of out commuting is being exacerbated.	The Council notes your comment that areas where there are higher levels of commuter access should have some growth, but not a policy of focused growth <u>due to concerns about out-commuting.</u>
Michele	Williams		Less people will commute over the next few decades	The Council notes you view about potential changes to commuting habits.
Tara	Strydom			
Jenny	Ball		I think it will be one consideration, but not sure it will be the only factor to determine where growth <u>should be. If only Beeching had not axed Maldon's railway connections!!</u>	The Council notes your view that it could be one of the factors.
Cliff	Baron			
Gill	Winsor	Tesco	Just build nearer where people can walk to stations without having to drive. Née development village	The Council notes your view that people should be able to live closer to stations <u>so they are within walking distances.</u>
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Depends on what it is and where appropriate	The Council notes your view that it depends.
Merryl	Quilter			

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Bear	Keen			
Jessica	Cox		If the council wishes to lower emissions and reduce reliance on cars then this should be a high priority.	The Council notes your view that this should be a high priority.
Robert	Burton		Bus, we don't want a train line in Tillingham, that's why I moved here.	The Council notes your view that growth should be focused on areas with higher levels of bus access.
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland			
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffin			
Kathryn	Beighton	Publishing	North Fambridge and Althorne are obvious locations for more housing	The Council notes your view that growth should be focused in villages along the Crouch Valley Line.
Roy	Warren	Sport England		
STUART	SOWTER			
Mark	Raffray		The question is too simplistic as stated.	Noted.
April	Rowley		Working from home	Noted.
e	e	e	Please see my response to Q15 for full information, but yes I do think the weighting given to commuter rail and bus services should be higher. Services that end before 5pm though, should attract a lower weighting.	The Council notes your view that growth where commuter rail or bus services should be higher, but also notes the distinction you seek about services that end before 5pm being given less weight.
Kevin	Lagan			
Bill	Withers			
joanna	jeffery			
John	Mitchell		But see above.	The Council notes your views about public transport . The Council will work with the Public Transport Authority, Essex County Council to consider these matters as part of the LDP Review.
Bethany	Jones	Colchester Borough Council	Yes, to an extent. This should not be at the expense of future infrastructure provision elsewhere in the District away from areas that already have access to other settlements by bus or train  Response is subject to call in until 15 March.	The Council notes your support, to an extent, for supporting growth in areas with higher levels of commuter access, but not at the expense of investment in areas where there is not as much provision. The Council will work with the Highway Authority & Public Transport Authority as part of the LDP Review to consider these matters further.
magnus	Magnusson	Parker Planning Services	Yes, this makes absolute sense. The 'Towns', with good existing accessibility and connectivity via train and bus for example, are the most sustainable options for growth.	The Council notes that you feel this makes sense and that the Towns in the District are the most sustainable options for growth.
Nick	Whiteley		Sometimes, having more retail around Train stations would improve the area economically, increasing housing or at least pushing buses through more of the district would probably be more ideal. Some buses travel on roads between large fields - it would be a shame to lose these, just to make buses easier to get to.  <del>Move the man, not the mountain.</del>	The Council notes your view about growth around train stations as well, being more diverse and mixed-use.
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed	But be realistic. Road accessibility is a key constraint on the peninsular and can't be ignored as people aren't giving cars up anytime soon.	The Council notes your views that road accessibility is a constraint. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
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			
Richard	Courtney	University Of East London		
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society		
Alan	Outlaw	Self Employed		
John	Hitcham		It's a v complex and expensive decision	Noted.
Richard	Kelly	Croudace Homes	Not only will this form a key part of delivering sustainable development but focusing growth in such locations will reduce the costs associated with delivering the infrastructure that would otherwise be required.	The Council notes your support for growth around areas with higher levels of commuter access by bus or train, as well as the benefits this could provide to reducing the infrastructure requirements that may otherwise be required.
Lindsey	Squire	North Fambridge Parish Council		
K	Jeffries			
John	Lakin	?		
Andy	Quelch			

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Samantha	Weeks			
Carlie	Mayes			
James	Rushton		There should be a balanced approach. There is a need for the residents of the major towns in the District to have access to more sustainable transport whether for commuter purposes or for in-District travel. Further, there is a need for small and medium towns to have access (which in some cases doesn't exist at all at the moment) to sustainable transport, again for both commuter and in-District travel purposes.	The Council notes your view that there is a need for people living in major towns in the District to have access to transport for commuting or in-District travel. As well as a need for small and medium towns to have better access for commuting or in-District travel.
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	They should establish commuter access to all areas.	The Council notes your view.
Amanda John	Mickelsen Tompkins		With regard to focussing on commuter areas and connections with bus and train, this is essential. The infrastructure as it stands today has basically no extra capacity to accommodate the existing transport requirement let alone the extra number of vehicle movement promulgated by the excessive numbers of houses either being built or in the planning stage.  Country lanes barely wide enough to accommodate a large car or van unable to cope with the emerging 'rat runs' arising from the new large scale developments in construction. This will lead to	The Council notes your view that focusing future growth on those areas with higher levels of commuter access by public transport.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford			
Jo	Harvey		The proposed new development in Althorne will include a mile and a half walk to a bus stop should they wish to get the bus into either Chelmsford or Maldon. The road is already busy and new houses will add to the traffic. The buses in this area are not particularly frequent either. Anyone on the new development at Althorne will have problems getting into Basildon, Wickford, etc. and would need to drive as it's not accessible.	There is currently no proposed new developments in the LDP Review for development in Althorne. Specific sites will be evaluated at a later stage of the process.
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District Council		
Chris	Harvey		Transport infrastructure can be adapted to suit changing circumstances.	The Council noted your view.
Philip	Davies			
Jane	Senior			
Susan	Cumming	not applicable		
Amanda	Clack		The train line to Southminster needs upgrading to a two-track line rather than the existing bi-directional one.	The Council notes your view. The Council will work with the Public Transport Authority, Essex County Council to consider this matter further as part of the LDP Review, if more growth is considered in the area.
Ronald	Edge	Construction Industry		
Daphne	Scott			
Gordon	Mussett	Little Braxted Parish Council		
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		Any such focus would need to take into account the capabilities of any train or bus service. For example as mentioned earlier train services in the district only flow east to west and back, they are of no use if you wish to travel north or south. The district's bus services are too infrequent and journey times too long to be a meaningful alternative means of transport to those with access to a car.	The Council notes your view about the capability of public transport services and the demands from passenger journeys. The Council will work with the Public Transport Authority Essex County Council to consider these matters further as part of the LDP Review.
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		This overly focuses development on already densely populated areas. The widespread adoption of electric vehicles in the short-term means that sustainable transport can be achieved in areas without commuter access, which in any case is much less required since the COVID-19 pandemic and its impact on working from home.	The Council notes your views. Impacts on commuter patterns since Covid-19 is currently being reviewed as part of wider work on transport and travel patterns. The Council is already working with Essex County Council on the Essex Electric Vehicle Charging Strategy, which looks to be implemented to support Essex reaching Net Zero targets by 2050. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None	Trains are only useful if they go where you want to go, and journeys usually entail car or bus use to get to and from stations. They are useful for longer distance commuting into say, London but this use encourages dormitory towns, where other members of the family rely on car use for local trips. Rural bus services are almost invariably infrequent and synchronising life with a rural bus service is time consuming and inconvenient.	The Council notes your views about the limitations of public transport which affect its use by patrons. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
christine	collins			
Stuart	Williams	Ace group	But not in rural areas	The Council notes your view that growth should be focused on areas with higher levels of commuter access by public transport in the urban areas of the District only.

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Reegan	Howles		Commuter access is becoming less significant in a post-covid world. People work from home much more frequently, and require more than just a train or bus station when considering where to live. Areas that have suitable infrastructure and local amenities such as doctors surgeries, pharmacies, primary schools, proper grocery shops, other retail shops, banks, hairdressers, fire stations, libraries, petrol stations, places of worship or indoor sports facilities should be prioritised for future growth.	The Council notes your views about the impacts on commuter patterns since Covid-19 and what you feel is more important to people who choose to live in an area.
David	Webb			
Andrew	Marsh	Historic England	<p>Historic England supports sustainable transport options, however in order to be sustainable the policy must ensure that subsequent transport schemes consider the historic environment. We would expect to see schemes assess their impacts upon townscape, historic landscape and heritage assets and design accordingly. New roads, cycle paths and associated infrastructure, including signage and hard standings for example, will result in impacts on landscape and townscape. As such Historic England would want to be reassured that matters of siting, location and design will conserve the historic environment of the area. Therefore, it is important to ensure that transport appraisals properly assess all potential impacts on the historic environment to an appropriate level of detail. The policy should therefore include a criterion to this effect.</p> <p>Consideration of streetscape, particularly given the issues of connectivity and traffic management is an area for exploration. For streetscape improvements we would refer you to the Streets for All publications <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a>. These documents provide updated practical advice for anyone involved in planning and implementing highways and other public realm works in sensitive historic locations. It sets out means to improve public spaces without harming their valued character, including specific recommendations for works to surfaces, street furniture, new equipment, traffic management infrastructure and environmental improvements.</p> <p>The advice draws on the experience of Historic England's planning teams in the development of highways and public realm schemes. Case studies show where highways works and other public realm schemes have successfully integrated with and enhanced areas of historic or architectural sensitivity.</p> <p>Please also see our advice for highways engineers and designers:  <a href="https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/highway-engineers-and-designers/">https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/highway-engineers-and-designers/</a></p>	The Council acknowledges that any transport schemes being considered for the area need to have regard to the historic environment and will work with the Highway Authority, Essex County Council to ensure this is factored in.
Brian	Haydon			
jasbir	Singh		other infrastructure issues are more important. Especially schools, doctors and shops.	The Council notes your views that other services and infrastructure are more important in terms of focusing growth.
Janice	Jackson			
Jenny	Clemo	Langford & Ulting Parish Council		
Hazel	Notley		there is no good building particularly affordable homes for families, older generation without a good infrastructure of public services easily accessible by public transport. Teens going to school, older generation keeping health services. Work places also require good public transport links so their employees dont require excessive carpark space	The Council notes your views that growth considerations need to include how services are connected by public transport as well, rather than just new homes.
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities		
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors	Pre-pandemic, on the Southminster to Wickford branch line, both the trains and existing station car park facilities were already at bursting point during the extended rush hour period.	The Council notes your views. Impacts on commuter patterns since Covid-19 is currently being reviewed as part of wider work on transport and travel patterns. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review
David	Rees		Placing many hundreds of houses in small community without any other sustainable facilities merely because it has railway station is very short sighted. It would destroy the existing landscape and put immeasurable pressure on existing infrastructure and facilities. This would destroy the existing community without improving the quality of services already under great strain. Those houses would not provide for schools, doctors surgeries, shops, banks, post offices and other community services necessary in the twenty-first century.	The Council notes your views that public transport access on its own should not be the only consideration for future growth decisions.
Felicity	Gale			
Lindsey	Wright			
Darren	Weeks			
Phil	Manning			
Peter	Clack		Growth should be focused on those areas with improved access, such as proximity to the A12 in the North, plus the major Towns and Large Villages.	The Council notes your view that growth should be located in areas that have improved access, not just commuter public transport access.
Doug	Lockwood	National Grid	Train station	The Council notes your preference that growth should be located in areas with a train station.
Sally	George			
Vara	Szajkowski			
Bob	Calver			

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David	Hill	Dandara Ltd	More should be made of the railway network as an opportunity to accommodate sustainable development and minimise vehicular movements. Development that can deliver non-vehicular movements to the station, encouraging a walking and cycling network that can also offer opportunities to improve the health of the existing community and should be viewed favourably. The emissions impact per kilometre of railway transport is 80% less than the equivalent movement in cars, therefore both the carbon and sustainability impacts of locating development in proximity to the railway network should not be ignored and should form a fundamental part of the strategy going forward. If the UK really wants to cut carbon emissions by 78% by 2035, then local plans really do have to start making decisions based on reducing carbon and Government policy needs to filter into the planning system quickly.	The Council notes your preference that more should be made of the District's railline, supported by active travel connections to reduce vehicle movements.
Tessa	Lambert	Natural England		
Dawn	Howles			
Steven	Potter		There's no guarantee that the occupiers of this development would want to use the bus or train.	The Council notes your view.
natasha	frith			
Vysian	Banyard	TKPC	But not exclusively.	The Council notes your view that growth should not be considered exclusively on this basis.
Anthony	Bates			
Russell	Howles	WSP		
Diane	Carter		Not unless you re-open train links in Maldon. The Dengie cannot take anymore development. Lacks infrastructure.	The Council notes your view that this should only be a higher growth priority if rail links to Maldon can be re-opened.
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted.
Brian	Townsend		There is only so much rail capacity available and the new development in South Woodham Ferrers plus that in other Dengie communities is likely to use up that capacity.	The Council notes your concern about rail capacity in the District and will work with the Public Transport Authority, Essex County Council to consider this matter further as part of the LDP Review.
Robin	Fanshawe			
Malcolm	Finch			
Peter	Taylor	Retired		
Chris	Melbourne		the mere presence of a station does not mean we have reliable travel	The Council notes your view that the presence of a facility does not mean you have reliable travel.
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		the area ONLY has a branch line & therefore sustained housing development does not work in an already overstretched rail & road network	The Council notes your concern that the South of the Maldon District only has a branch line (single track) and future growth would make its capacity worse.
Pete	Butcher		If the council wants to meet high environmental standards then it makes sense to use as much public transport as possible. Concentrating developments in towns and cities will mean a far higher proportion of people will have easy access to jobs, shops, and services whilst generating the least amount of pollution in accessing them.	The Council notes your view that there is a link between environmental goals and using public transport; as well as allowing development in towns to capitalise on more people having access to jobs, shops and services. However the Council does need to consider the practicalities as to how its settlements function as the District does not have the highest order settlements where most services are located and there is always going to be a degree of commuting or travelling needed to other places to access jobs, education, healthcare and other services. The Council will review this using its Rural Facilities Study and Settlement Pattern, as well as infrastructure evidence.
JO	COOMBES			
Helen	Bridge		Trains are too expensive for growing lower paid jobs that younger and less educated people are likely to have. Bus Stations are better sites for building near as bus fares are better value.	The Council notes your view that train travel is too expensive to be as attractive a means of travel and that growth should instead be focused around bus hubs as bus transport is better value.
Melanie	Allen	Government	No Not Althorne	The Council notes your view, but is just examining broad principles at this stage not specific sites or settlements.
Adam	Medlycott		Train access is limited in the District and would limit growth to small areas. It should be focused on bus commuter access or improve train access elsewhere in the District	The Council notes your view that train access is already limited and growth should instead be focused around bus commuter routes or improve train access elsewhere in the District. The Council will work with the Highways Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects such as their Bus Back Better project to determine if these could be delivered better for the District. The Council also supports in principle reestablishing rail connections and has already applied twice to the Government's Restore Your Railways Ideas Fund in 2020 and again in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
Jonney	Aldridge		We ought to develop our own economy rather than depending on London	The Council notes your view, although commuting by public transport could be to destinations in neighbouring areas as well, not just London.
Joanne	Maloney			

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Mark	Hurley	Selfridges	We all pay Council Tax therefore money must be evenly spread across the community.	This is not a question about how money is spent, rather whether future development should be focused in areas where there is higher levels of commuter access by public transport.
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn		Already too much focus and issues with rail access	The Council notes your concerns about this approach and existing issues around rail access. The Council will work with the Highway Authority and Public Transport Authority, Essex County Council as part of the LDP Review and other supporting projects could be delivered better for the District.
Christopher	Kent		It would be great but in reality; it just means MORE and More and MORE cars.	The Council notes your support for growth of this nature, but also your concerns about the level of traffic growth that would result in reality.
Lisa	Singh	Direct Call Centres Ltd	Should be granted on a case by case basis. Again, even if commuter access is good but in an area of outstanding beauty or historic it should not be considered suitable.	The Council notes your conditional support for this. Whilst the Maldon District has no Areas of Outstanding Natural Beauty (AONB), growth considerations would need to also consider whether there were any natural or built environment designations that would mean it should not be an area for development.
Kevin	Head		Sites allocated for housing growth should be focussed in areas where existing public transport links already exist and especially in rural areas where new housing growth can support the viability of existing services, such as at Mavland/Mavlandsea.	The Council notes your support in favour of locations where public transport links already exist, as well as locations where the growth could support the viability of other services, rather than just commuting.
Elizabeth	Sawyer Bayliss			
Michael	Partridge		We should encourage more local employment and working from home, to reduce the environmental impact of vast numbers of people commuting. Experience during the Covid19 'lockdown' has shown that home working for people with office-based jobs is increasingly possible with modern communications technology.	The Council notes your views. Impacts on commuter patterns since Covid-19 is currently being reviewed as part of wider work on transport and travel patterns. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses		
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths			
Matthew	Taylor		Growth should be focused on locations which minimise the need to travel (and travel distances) and offer the potential to access services and employment by sustainable modes for transport. Option 7 outlined would achieve this, however careful assessment of the housing number and densities that can be achieved is needed. Option 1,2 or 3 would be complimentary to this, owing to public bus routes etc.	The Council notes your view that growth should be focused in locations that minimise the need to travel and offer access to services and employment by modes of transport other than the car.
Anne	Bailey		The Dengie does not need future growth. It is a peninsular with outstanding natural beauty, which should be preserved at all cost.	Noted.
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark		But good luck in the Maldon district area as roads terrible, as we are a lovely rural area with many lanes and small roads. and not many train stations more building would impact this. Trying to get from a to b is a nightmare at busy times.. But yes building should be done on access to train stations and large roads a they can cope with added pressure which is doubtful in Maldon District..	The Council notes that you support development where there is access to railway stations and where roads are larger.
David	Baker			
Jeremy	Richardson			
Glenna	Wilkins			
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual	Growth should be focused on locations which minimise the need to travel (and travel distances) and offer the potential to access services and employment by sustainable modes.	The Council notes your view that growth should be focused in locations that minimise the need to travel and offer access to services and employment by modes of transport other than the car.
Isabel	Adcock		Unless prepared to invest in other infrastructure	The Council notes your support for focusing growth in areas with higher levels of commuter access by bus or train, if investment in other infrastructure is not possible.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson			
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		

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First Name	Last Name	Organisation	Question 54. Should the Council focus future growth on those areas with higher levels of commuter access either by bus or train?	COUNCILS RESPONSE
alan	johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane		I don't believe that we live in a world on a single track railway line where people's first choice would be public transport, unless that was the train to London. Chelmsford is a long journey by bus and I just believe that more houses in this area will equal more cars.	The Council notes you do not support growth to be located in areas with higher levels of access to bus or trains.
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates	The Council must adopt a realistic approach. Maldon was deprived of a passenger rail service in 1964 as a result of the Beeching cuts. The nearest station is at Witham (outside Maldon District) on the Great Eastern main line at a distance of about 8 km from the centre of Maldon. The District's second largest settlement, Burnham on Crouch, retains a passenger rail service on the line which terminates at Southminster.  The strategy should focus on locations which are, or could be made, sustainable through growth. As part of a balanced strategy, locations with a train station should be considered, along with other	The Council notes your view that growth should focus on locations which are, or could be made, sustainable through growth, which could include locations with train stations.
Jane	Potter	Purleigh Parish Council	The Council should not focus future growth on those areas with higher levels of commuter access either by bus or train as there is no guarantee that the occupiers of this development would want to use them.	The Council notes the Parish Council's view that growth should not be focused in areas where there is access to trains and buses due to concern new occupiers may not use them.
Brian	Haydon	Cold Norton Parish Council		
Rowan	Rampersad			
LUKE	MACFARLANE	S A RAVEN		
Anna	Wombwell	Morris Farm		
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day			
Vanessa	Horner			
Natalie	Bradford			
Harriet	Hurst-Smith			
Brian	Howson	Pharmaceutical company		
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS		Train ideally, with suitable car parks to suport	The Council notes your view that you support growth around locations where there is commuter access to trains, which also have car parks nearby
Kevin	Money	St. Lawrence Parish Council		
Claire	Udall	1		
Linda	Raffray			
John	Cooper			
Peter	Lampard			
Leah	Jewiss			
Elaine	Ketley	South Woodham Ferrers Town Council	Development in the North of the district adjacent to the A12 and the main railway line to London and East Anglia.	The Council notes the Town Council's view that development should be to the north of the District adjacent to the A12 and main railway line.
Tim	Chilvers		4.47 Yes, it is important that growth is focused on bus and train routes, to minimise car use. For reasons stated earlier within this representation it is considered that growth should be focused on Maldon/Heybridge, which will help foster inward investment within the District, rather than supporting outward commuting to London and Chelmsford. This approach will have both economic and environmental benefits.	The Council notes your support for growth along bus or train routes.
Ruth	Bull	The Othona Communtiy		
Mark	Jackson	Mark Jackson Planning	No a broader approach should be taken , supporting the predominate rural areas of the District.	The Council notes that you do not support focusing growth in areas with access to buses/ trains for commuter purposes.
Elliott	George		Yes.  As detailed in our response to Question 53, Census data shows that trains are used significantly more than any other sustainable transport mode when commuting and therefore prioritising growth in and around settlements that benefit from easy access to railway stations, such as Southminster, would offer the best prospect of securing a material shift towards more sustainable modes of travel.	The Council notes your view. However, the Council would need to approach NOMIS data from 2011 which shows that train access represents a specific level of journeys in Maldon District compared to other modes of travel with caution and would seek to use more up to date evidence in its baseline data for determining growth locations.
ann	cutting			
Sharon	Cushen			
Ian	Tooley			
Sally	Tokeley			
Kate	Ellis			
Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			



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Kevin	Ashman	Estates and Agency Strategic Land	Growth should be focused on those areas that are well served by public transport.	The Council notes your view that growth locations should be well served by public transport.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd	Yes. Acknowledging that Maldon District is already strongly reliant on car use, focusing future growth on those areas of commuter access would help to minimise reliance on private vehicles and allow sustainable travel choices to be made. Althorne is connected by bus and train, with trains running frequently every 40 minutes. London can be reached in as little as 1 hour 2 mins, a shorter commute than from Southminster (min. 1hr 13) Burnham (min. 1h 8), or from many other parts of the district that are not as well served by connectivity to the railway network. Growth in Althorne should be supported as there is the means to commute to large employment areas by sustainable transport	The Council notes your view that growth locations should be based on areas with higher levels of commuter access by public transport.
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		On the contrary, commuter bus routes (and bus links to stations) should be improved to match where the developments are. It may be that transport subsidies are needed- these should be part of the development costings.	The Council notes your view that commuter bus routes should be improved depending on where developments are. Subsidised transport is a matter for the Public Transport Authority, Essex County Council.
Kirsty	Rowell			
Tim	Bradford	leadenhall		
Philip	Wakeling		Both services are inadequate and can't support more commuters.	The Council notes your view that bus and train services are at capacity and cannot support more commuters. The Council would need to verify this through evidence from the Public Transport Authority, Essex County Council and operators
Jacky	Bannerman	Woodham Walter Parish Council	With regard to focussing on commuter areas and connections with bus and train, this is essential. The infrastructure as it stands today has basically no extra capacity to accommodate the existing transport requirement let alone the extra number of vehicle movement promulgated by the excessive numbers of houses either being built or in the planning stage.  Country lanes barely wide enough to accommodate a large car or van are unable to cope with the emerging 'rat runs' arising from the new large scale developments in construction. This will lead to	The Council notes the Parish Council's view that focusing growth in areas where there are commuter bus and train services is essential and the Parishes concerns about capacity to support more patrons. The Council would need to verify this through evidence from the Public Transport Authority, Essex County Council and operators.
David	Brock			
Mark	Tentori	Mazdev Limited	Yes, it should focus on the existing networks that might experience pressure in the future because of an increase of residents the District due to housing number increase. Please also see our response to Question 53.	The Council notes the importance you place on a variety of transport modes being available. The Council is already working with the Highway Authority & Public Transport Authority, Essex County Council as part of the LDP Review and other strategies to determine how public transport could be improved in the District
Niki	Halls			
Peter	Ingram		Infrastructure must come first.	Noted.
Jane	Pilgrim		Less need for cars.	The Council notes your view.
Judith	Radcliffe			
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt		The nature of the districts, particularly in the South and East is prodominantly served by B and C roads, which provides for the beauty and remoteness of the area.  Rather than trying to improve these networks and change the character of the area, effort should be putting into maintaining all the roads. We suffer from not only pot holes but serious edge camber in places which is dangerous and will result in accident and injury.  Growth would be best served in areas closure to existing roads that are maintained i.e. the A12	The Council notes your preference for growth to be located in areas close to existing maintained roads like the A12. The Maldon District boundary does not follow the A12 neatly and most of the route is within Braintree District, Chelmsford and Colchester City. The Council notes the importance you place having well-maintained roads. The Council will continue to lobby, Essex County Council which maintains the roads in the District and work with the Highway Authority for improvements to Public Rights of Way in the District.
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates	Reducing the distance between home on the one hand and work and educational institutions on the other would make a huge contribution to sustainability and climate change objectives.	The Council notes your views.
Steve	Williamson		Growth should be focussed in the main towns where low income jobs are mostly provided locally without the need for long commuting.	The Council notes your views that growth should be located in towns.
James	Cowell	E & B R Cowell	Yes. Future growth should be located in larger villages that are accessible by bus or train, such as Southminster (SMIN20).	The Council notes your views that growth should be located in settlements that are accessible by bus or train.
Colin	Hawkes			
Ronald	PIPER			

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Alan	Shrimplin	N/A	No, if infrastructure improvements are not planned to accommodate growth. Essex highway have no plans in the next 5 years for Improvements to B1010 and B1021 junction in Burnham on Crouch; so why is this listed as being improved planned. It is not just about this junction, the B1010 is a rural road, which has been shown to not be suitable for more traffic, especially HGV. One road into/out of BOC is not sustainable for further house and with it more traffic	The Council notes your concern if other improvements are not also made. Improvements to the B1010 and B1021 are listed as an improvement in the LDP Review as £36k of developer contributions are outstanding to be spent by Essex County Council secured through Strategic Developments S106 agreements
John	McLarty			
John	McLarty			
Norman	Branch	N/A		
John	McLarty			
Valerie	Coleby	Berrys		
James	Clarke			
David	Stilwell			
Ann	Thomas		In North Fambridge commuters do not have access to any bus services.	Noted.
michael	harris			
Geoffrey	Cox			
John	McLarty			
Kevin	Bruce			
Barrington	Thomas		With the increase in petrol prices - the trains are a good source of transport	Noted.
Richard	Edwards		Ther are many more factors that need to be considered eg the capacity of the links. This is not a yes/no question	The Council notes your view that there are more factors to consider than just the availability of links.
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		
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	Paragraph 105 of the NPPF 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. A development strategy for emerging MLP that seeks to direct growth to those locations that are accessible by trains and bus would be consistent with Paragraph 105. SN Developments is promoting land at Burnham on Crouch, which has a railway station and is well served by buses, and as such additional development at this settlement would be consistent with sustainable development objectives.	The Council notes your view that focusing growth in areas with higher levels of commuter access would be consistent with the NPPF.
.	.	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		This does not work in reality, as the areas which have train links are at great risk from flooding. Development was allowed in NF which will be cut off should a 1 in 100 event happen, as the access roads go through flood zone 3, with only a few ponds to try and deal with the massive volume of water.  This only works in urban areas and not in our rural wards.  In reality, there is no way a bus service will ever be viable, as you have to drive to and from train stations and many villages. So unless we just want faceless towns, this policy will not work in our rural areas.  It also means disproportionate housing in villages such as North Fambridge, which is impacting on the beautiful village it once was. it will becme a large town if this policy is followed and will continue to	The Council notes your views. Environmental constraints will be considered when considering growth options and also determining sites to allocate.
Sarah	Yates			
Leonard	Lewis		Some sensitive sites may have rail access but are too environmentally and visually valuable to be subject to development. Growth should be mostly concentrated around existing large towns with infrastructure and facilities already in place and capable of being extended if needed without huge expense, which would be the case if a raw site with nothing was selected.	The Council notes your views that some locations near train stations are environmentally sensitive and therefore you feel growth should be concentrated around large towns instead.
Roy	Martin	Mr Roy Martin	Preferred Option 4 provides for proportionate growth throughout the district and local road and rail transport, accessibility and infrastructure should be developed accordingly.	The Council notes that you would rather growth be spread proportionately around the District, with transport, access and infrastructure expanded as well.

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R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	Notwithstanding the objective of growing the local economy providing locally-based employment opportunities, it is also considered important that MDC should recognise the likelihood of commuter travel and should thus seek to focus new development in and around locations that have higher levels of commuter access, particularly the Crouch Valley railway line. As the largest settlement in the District with a mainline railway station, Burnham-on-Crouch offers a prime opportunity for growth in a highlight accessible, arguably most accessible, part of the District. Furthermore, the railway station is only 1.5km from the sites, with services to London every hour to 40 minutes, weekday first trains commencing at 05:30 and last train in either direction departing around 23:00, it is clear that these sites provide excellent opportunities for new homes to support the commuter economy.	The Council notes the importance you place to growth locations having a higher level of commuter access by train in particular.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		Sites allocated for housing growth should be focussed in areas where existing public transport links already exist and especially in rural areas where new housing growth can support the viability of existing services.	The Council notes your views that growth should be located in areas where public transport links already exist.
c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence		The Council should consider future growth in larger villages, which have good connectivity by bus or train. Purleigh has good connections by bus to train stations. The Council must also consider that the number of people commuting to work has decreased as a result of the pandemic.	The Council notes your views that growth should be considered in Larger villages which already have good connectivity by bus or train. The Council also notes your views about commuting patterns and the Covid-19 pandemic. Impacts on commuter patterns since Covid-19 is currently being reviewed as part of wider work on transport and travel patterns. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		
sara	doran		the district at the moment requires a car to get around, and this is unlikely to change. The key future development is to create optimum digital conditions and employment options within the district, which may not need the trains. The majority of commuting is to chelmsford and braintree- not accessible on the train or bus routes easily from most of the district.	The Council notes your view that future development should have better digital accessibility to reduce the need to travel by car and you concern around commuting to Chelmsford and Braintree not being possible from most of the District. The Council will work with Superfast Essex and the Public Transport Authority, Essex County Council to consider these matters further as part of the LDP Review.
Grace	Godwin			
Sue	Hillman			
michael	carr	NHS		
Colin	Horner	Villageretreat		
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	No - focus on community needs. Each settlement should be encouraged to support the long-term needs of its population, be that housing, employment, environmental etc.	The Council notes your view that future growth should not be influenced by whether a settlement has higher levels of commuter access.
Linda	Coom		I think the entire area needs a reliable, regular and affordable bus service.	Noted.
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard			
Ian	Drinkwater			
John	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon		If train capacity can be increased, but the Wickford to Southminster line is largely single track, so I am not sure increasing capacity is an option.	The Council notes your view that the Council should focus growth in areas with higher levels of commuter access by bus or train, but understands the concerns you have around increasing train capacity due to the single track nature of the branch line between Wickford and Southminster. The Council will work with the Public Transport Authority, Essex County Council to consider this matter further as part of the LDP Review.
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann		Yes but not to detriment of the smaller communities that have access to commuter services. Example being North Fambridge & Althorne, both on the Southminster branch line.	The Council notes that you are in favour of focusing growth in areas with higher commuter access, but not where those communities are small like North Fambridge and Althorne.

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Burnham	Town Council	Burnham on Crouch Town Council	Not unless a train service to Maldon is reinstated.	The Council notes the Town Council's view that future growth should only be focused in areas with higher levels of commuter access if a train service to Maldon is reinstated. The Council has applied to the Government's Restore Your Railways Ideas Fund in both 2020 and 2021 to fund feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
Sally	Everitt	Community360		
Mark	Garrett		To help With question 53	Noted.
Justin	Barkham	Self employed	Growth should be focused on locations which minimise the need to travel (and travel distances) and offer the potential to access services and employment by sustainable modes.	The Council notes your response around focusing growth on locations which minimise the need to travel and to offer access to services and employment by sustainable modes. The Council will work with the Highways Authority, Essex County Council, to evaluate the accessibility of the District as part of the LDP Review.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	Definitely.	The Council notes your response that future growth should be focused around areas with higher levels of commuter access by bus or train.
Victoria	Long			
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton			
Kevin	Bennett			
Nicholas	Matthams		Having access to public transport is not the only consideration, for example does the public transport go to the places commuters need to go to.	The Council accepts that it is important for public transport to provide a means for people to get to where they are going to, but being able to access these means of transport is considered to be important as some of the District's communities have greater levels of access than others.
Christian	van Stolk	RAND Europe		
Nicholas	Jepson			
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson			
RICHARD	GROUT			
Tim	Madelin		Yes along the Crouch Valley line	The Council notes your support for focusing growth along the Crouch Valley line.
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	Trains are only useful if they go where you want to go, and journeys usually entail car or bus use to get to and from stations. They are useful for longer distance commuting into say, London but this use encourages dormitory towns, where other members of the family rely on car use for local trips. Rural bus services are almost invariably infrequent and synchronising life with a rural bus service is time consuming and inconvenient.	The Council notes the Parish Council's observation that even with growth located in areas with higher levels of commuter access, that local trips by car are still likely and rural bus services can be infrequent to take car trips out. The Council notes your response around minimising the need to travel and prioritise future growth to places that are accessible by means other than a car. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council, to consider this issue further.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed	Bear in mind that trains from the Dengie are at capacity in rush hour already.	The Council notes your concern around train capacity on the branch line between Wickford and Southminster. The Council will work with the Public Transport Authority, Essex County Council to consider this matter further as part of the LDP Review.
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin		Focus on minimising travel not longer commuting	The Council notes you feel it is more important to minimise the need to travel overall, which for travellers accessing employment will be achieved better if digital services enabled greater home working/ home-based businesses. The Council will explore whether initiatives such as Superfast Essex can consider the merits of this matter further as part of the LDP Review.
Johanna	Dale		Since out-commuters (and especially London commuters) seem to be part of the problem with house-price affordability, it is difficult to see how building a lot of homes for out-commuters will help things.	The Council notes your view.
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		
David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon			
Rebecca	Tucker			

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Mark	Faraway			
T	Ketteley		Bus networks can be developed and so no need to focus around existing networks.  Also shift following pandemic to flexible working reduces the primacy of commuter access to bus/train and puts digital connectivity as a more important consideration.	The Council notes you feel that traditional commuting considerations are less important for growth and that there should be a greater consideration for digital connectivity. The Council will explore whether initiatives such as Superfast Essex can consider the merits of this matter further as part of the LDP Review.
Elizabeth	Weston		This would encourage disproportionately large development on green field sites around villages such as north fambridge and althorne which would totally change their character.	The Council notes your lack of support for this due to the impact it could have on villages such as North Fambridge and Althorne.
Jacky Douglas	Barber	Private	Taking away choice where people want to live.	The Council notes your view that focusing growth in areas with higher levels of commuter access would take away choice of where people want to live. Focusing growth in these locations would not necessarily mean other settlements do not have a role to play in also helping meet growth needs but this will be considered in future detail as part of the Spatial Strategy for the LDP Review.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg			
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS	probably	The Council notes your view.
William	Moss			
Simon	Mackenzie Smith			
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None	Bus and train commuting is not significant in the district. A decent bus service to get people out of cars would need massive subsidy. C19 seems to have killed London Commuting.	The Council notes your views. Impacts on commuter patterns since Covid-19 is currently being reviewed as part of wider work on transport and travel patterns. The Council will work with the Public Transport Authority and Highway Authority, Essex County Council to consider these matters further as part of the LDP Review.
John	Symington		We suggest caution with such an approach, notwithstanding the potential environmental benefits. Whilst it is recognised that there are high-levels of out-commuting in the District, there are nevertheless still significant areas of employment and additional housing growth has the potential to help sustain these, as well as creating new opportunities. However, if the strategy were to focus on directing growth solely on the basis of opportunities to facilitate out-commuting, this would naturally merely increase out-commuting. Such an approach could result in Maldon simply becoming a bedroom district.	The Council notes your views that using this approach solely could result in the District becoming a dormitory to commuter destinations.
D	Cooper		But also needs to recognise that 'high levels of commuter access' can also be short distances from transport hubs given the dispersed settlement pattern of the district. For example, some of the large villages are just 3 miles from the train stations of North Fambridge and Althorne which are easily access by bike or short car journey.  Short car journeys do not automatically mean lack of sustainable access - appeal inspectors have consistently found that short journeys are to be expected in areas with dispersed settlement pattern. The extent of sustainable access is also a significant consideration.	The Council notes your views and observations about larger villages, their proximity to train stations and how 'easily' you feel they can be accessed by car or bike. It should be noted that there is little by way of safe, segregated cycle paths in the District and in the south of the District the National Cycle Network is not present. The Council will therefore use a Highway and Transport model, alongside the Sustainability Appraisal to determine how accessible individual sites are to determine their overall merits when it comes to site allocations in future stages of the plan.
C/O Agent	C/O Agent		The NPPF seeks to promote sustainable transport and higher levels of development should therefore be sought in the most sustainable areas. In our client's view, these are the main towns and larger sustainable villages including Tollesbury which has a regular bus service which provides links to the surrounding towns and villages. Furthermore, the Local Plan should make provision for the improvement of these services, as well as localised improvements.	The Council is aware of the requirements of the NPPF and notes your client's view about the appropriateness of the main towns and larger villages.
Zoe	May	East of England Ambulance Service NHS Trust		
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)	Growth should be focused on locations which minimise the need to travel (and travel distances) and offer the potential to access services and employment by sustainable modes.	The Council notes your response around focusing growth on locations which minimise the need to travel and to offer access to services and employment by sustainable modes. The Council will work with the Highways Authority, Essex County Council, to evaluate the accessibility of the District as part of the LDP Review.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		
Julia	Morris			
Amanda	MacKenzie			

## Question 54

First Name	Last Name	Organisation	Question 54. Should the Council focus future growth on those areas with higher levels of commuter access either by bus or train?	COUNCILS RESPONSE
Jenny	Shepherd			
Jack	Ellum			
Bernard	Steeple			
Anna	McComb	NHS Property Services Ltd		
Natalie	Kermath	Environment Agency		
Peter	Knights			
John	Watson		If there continues to be inward migration which is almost certain they will be in existing employment and will need to get there.	The Council notes your observation.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark			
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		
*	*		4.51 Notwithstanding the above comments in respect of question 53, it is important that greater proportions of growth are focused where there is access to commuter travel by bus and/or train, such as Southminster. Train services are generally the preference for commuters who have to travel longer distances and as such focusing future growth along the railway line in the south of the district, as suggested in Option 7 should be supported.	The Council notes your view that the Council should focus growth in areas with higher levels of commuter access by bus or train, which is linked to your support for Option 7.
*	Willmott		4.38 Train services are generally the preference for commuters who have to travel longer distances and as such focusing future growth in the south of the district where access to the local rail network is better should be supported.	The Council notes your view that the Council should focus growth in areas with higher levels of commuter access by train.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.39. Maldon has few rail stations and as such any concentration on such locations would be a very limited approach to the distribution of growth. Bus connections can be provided in any location but are most effective where there is a larger population, connecting trip origins and trip destinations relatively easily and quickly. With increased home working, we consider it to be more important that new homes and business should be located where they can access a high number of suitable local services rather than focusing too heavily on where rail or bus connections are currently provided.	The Council notes your observation that within the District there are only a few railway stations in the south; however there are railway stations outside the District in Chelmsford and Braintree as well which the District's residents use for travel purposes. The Council also notes that due to home working you place greater importance on the need to access a higher number of local services rather than public transport connections.
*	*		3.44 Maldon has few rail stations and as such any concentration on such locations would be a very limited approach to the distribution of growth. Bus connections can be provided in any location but are most effective where there is a larger population, connecting trip origins and trip destinations relatively easily and quickly. With increased home working, we consider it to be more important that new homes and business should be located where they can access a high number of suitable local services rather than focusing too heavily on where rail or bus connections are currently provided.	The Council notes your observation that within the District there are only a few railway stations in the south; however there are railway stations outside the District in Chelmsford and Braintree as well which the District's residents use for travel purposes. The Council also notes that due to home working you place greater importance on the need to access a higher number of local services rather than public transport connections.
*	*		3.42 Maldon has few rail stations and as such any concentration on such locations would be a very limited approach to the distribution of growth. Bus connections can be provided in any location but are most effective where there is a larger population, connecting trip origins and trip destinations relatively easily and quickly. With increased home working, we consider it to be more important that new homes and business should be located where they can access a high number of suitable local services rather than focusing too heavily on where rail or bus connections are currently provided.	The Council notes your observation that within the District there are only a few railway stations in the south; however there are railway stations outside the District in Chelmsford and Braintree as well which the District's residents use for travel purposes. The Council also notes that due to home working you place greater importance on the need to access a higher number of local services rather than public transport connections.
*	*		3.43 The District has few rail stations and as such any concentration on such locations would be a very limited approach to the distribution of growth. Bus connections can be provided in any location but are most effective where there is a larger population, connecting trip origins and trip destinations relatively easily and quickly. With increased home working, we consider it to be more important that new homes and business should be located where they can access a high number of suitable local services rather than focusing too heavily on where rail or bus connections are currently provided.	The Council notes your observation that within the District there are only a few railway stations in the south; however there are railway stations outside the District in Chelmsford and Braintree as well which the District's residents use for travel purposes. The Council also notes that due to home working you place greater importance on the need to access a higher number of local services rather than public transport connections.
*	*		3.43 The District has few rail stations and as such any concentration on such locations would be a very limited approach to the distribution of growth. Bus connections can be provided in any location but are most effective where there is a larger population, connecting trip origins and trip destinations relatively easily and quickly. With increased home working, we consider it to be more important that new homes and business should be located where they can access a high number of suitable local services rather than focusing too heavily on where rail or bus connections are currently provided.	The Council notes your observation that within the District there are only a few railway stations in the south; however there are railway stations outside the District in Chelmsford and Braintree as well which the District's residents use for travel purposes. The Council also notes that due to home working you place greater importance on the need to access a higher number of local services rather than public transport connections.
*	*			

Question 54

First Name	Last Name	Organisation	Question 54. Should the Council focus future growth on those areas with higher levels of commuter access either by bus or train?	COUNCILS RESPONSE
*	*		<p>BDW Eastern strongly agrees with this approach as it is in accordance with the NPPF (Paragraph 105), which states that development should be focused on locations which are, or can be, sustainable. The two parcels at North Fambridge are ideally located for easy access to the train station, which is suitable for commuters going to Wickford and London Liverpool Street, but also within ready access of bus stops. Indeed, subject to future layout, all residents of a future development on the land could be within walkable distance of both the station and the bus stops. Upgrades to local PRoWs and new footpath/cycle links could also have the added benefit of reducing the direct walkable distance to the station for a number of existing properties. Further, through the creation of a new centre/heart to the village potentially with shops/services, education facilities and/or recreational/open space, it could potentially put these added services within walking/cycling distance of existing and proposed properties, bringing added sustainability.</p> <p>In conclusion, the two Parcels proposed by BDW Eastern provide the following benefits:</p> <ol style="list-style-type: none"> <li>1. Housing to accommodate the short to medium growth for the emerging Maldon Local Plan to enable Maldon to maintain its five year housing land supply;</li> <li>2. A sustainable extension to North Fambridge, benefitting from sustainable transport links, with regular services to Wickford and then on to London and Southend;</li> <li>3. The provision of affordable housing to support the Council's needs;</li> <li>4. The potential provision of further services and facilities to increase the sustainability of the Village with existing facilities being supported by future residents;</li> <li>5. The enhancement of existing PRoWs and provision of high quality open space to provide SANG for all residents, reducing the pressure on internationally designated environmental sites; and once allocated, the settlement boundary of North Fambridge can be made more permanent as the development will be in line with the existing dwellings along Rookery Lane.</li> </ol> <p>The existing site by David Wilson Homes in North Fambridge demonstrates BDW Eastern's commitment to providing high quality housing and open space within the Village. The sustainable extension of the Village through the two Parcels can further enhance the Village.</p> <p>The key points from the Issues and Options Document are:</p> <ol style="list-style-type: none"> <li>1. The two Parcels at North Fambridge are available immediately to help contribute towards MDC's five year housing land supply;</li> <li>2. There is currently an overreliance in MDC's current Local Plan on urban extensions and strategic allocations, which means MDC does not have a five year housing land supply and so is at risk of</li> </ol>	The Council notes your support for focusing growth on areas with higher levels of commuter access by bus or train given it is in accordance with para 105 of the NPPF. The Council is not currently examining the merits of specific sites.
Alan	Massow			
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			

Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		
Lorraine	Bailey	Wickham Bishops Parish Council	All new development should have footways wide enough to accommodate wheelchairs and prams.	The Council notes the Parish Council's support for all new development to have footways wide enough to accommodate wheelchairs and pram.
Ali	Aldis			
David	Smye	The Maldon Society	And a separate cycle path.	The Council notes the Society's support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram and segregated cycle paths.
Stewart	Newlands	Fambridge Lake	Pedestrian / mobility and bicycle and or e-bicycle / scooter ways should be included in larger new development particularly if parks and nature corridors are part of community design requirements.	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram and segregated cycle paths.
Paula	Stanbury			
Sonia	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowsell			
Gareth	Davies	N / A	Ideally "yes". But in many cases there will be better ways to spend the money.	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram.
Ben	Thornett		Yes new homes should have access suitable for all. Improvement such as this would need to be made in most villages. Bigger town would likely only need small improvements to comply	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram and your view that there is a need to improve this facility in most villages already.
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			
Anthony	Fittock		if they are to be sustainable and inclusive there is no other option	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram if it is to be sustainable.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited		
Michele	Williams		Where possible	The Council notes your support, where possible, for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram if it is to be sustainable.
Tara	Strydom			
Jenny	Ball		I can see this could have practical challenges at some sites - but if it is not made a requirement, developers will simply opt for the easier/cost effective version. It needs to be come the norm and that usually only happens if it is stipulated in the planning stage.	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram if it is to be sustainable.
Cliff	Baron			
Gill	Winsor	Tesco		
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Ideally, but that may depend on location.	The Council notes your support, where possible, for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram if it is to be sustainable.
Merryl	Quilter			
Bear	Keen			
Jessica	Cox			
Robert	Burton		Definitely	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram if it is to be sustainable.
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland			



## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Marc	Rawinsky	M R Sovereign Services Ltd		
Roger	Tiffn			
Kathryn	Beighton	Publishing	But most of them are so far out - for instance proposals for development near Maldon Cemetery, that no one is realistically going to walk	The Council notes your concerns about the distance of proposed development sites from nearest settlements and the realism as to whether that distance will encourage people to use them.
Roy	Warren	Sport England	Wherever possible, new developments should be accessed by footpaths that are wide enough to accommodate a wheelchair and double buggy in order to encourage journeys to facilities by active travel modes. As well as helping to meet sustainable transport and climate change objectives, this would also help meet health and wellbeing objectives.	The Council notes the view that making developments linked by a wider footpath will also have other benefits for active travel and climate change objectives.
STUART	SOWTER			
Mark	Raffray			
April	Rowley			
e	e	e	Yes, and a cycleway – albeit that could be shared with other users.	The Council notes your support for all new development to be linked to its settlement by footways wide enough to accommodate wheelchairs and pram, but you also feel this should apply to cycle paths.
Kevin	Lagan			
Bill	Withers			
Joanna	Jeffery			
John	Mitchell		Plus provision for two to pass each other	The Council notes your conditional support for wider footpaths connecting a development to its settlement.
Bethany	Jones	Colchester Borough Council	No – such urbanising features may not be appropriate in all rural areas. Each site should be assessed on its own merits.  Response is subject to call in until 15 March.	The Council notes your objection to connecting new developments to its settlement by wide footpaths as you it feels it may not be appropriate in all rural areas.
magnus	Magnusson	Parker Planning Services	Not necessarily. The potential for 'accessibility for all' should be considered as part of the plan-making process and where feasible	The Council notes your view that wider footpaths connecting a development to its settlement should only be a requirement where it is feasible.
Nick	Whiteley		Where viable. To encourage more working age residents, it would be ideal to keep their potential families safety as a priority. Not only this, but more cycle paths or lanes, especially with the recent road law changes.	The Council notes your view that wider footpaths connecting a development to its settlement should only be a requirement where it is viable.
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed	This would be ideal however most villages would need substantial upgrades to reach this standard for the current settlements, where pavements (where they exist) even on busy roads are narrow and unsuitable. Upgrading existing pavements has to be considered too.	The Council notes your support that wider footpaths connecting a development to its settlement, but notes your concern that many villages would need to be upgraded to reach this standard.
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			
Richard	Courtney	University Of East London		
sue	Rawlinson	Evolve	DEFINITELY	The Council notes your view that wider footpaths connecting a development to its settlements should be a requirement.
Douglas	Milsted	Heybridge Basin Conservation Society		
Alan	Outlaw	Self Employed		
John	Hitcham		Actually needs to allow plus double the width of a double buggy	The Council notes your conditional support for wider footpaths connecting a development to its settlement.
Richard	Kelly	Croudace Homes	This ensures development not only promotes alternatives to the use of the private vehicle but will deliver schemes that are inclusive for all.	The Council notes your support for wider footpaths connecting a development to its settlement in helping deliver schemes that are inclusive for all.
Lindsey	Squire	North Farnbridge Parish Council		
K	Jeffries			
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks			
Carlie	Mayes			
James	Rushton		This is difficult to answer with one word. In the case of developments that are truly sustainable in their relationships to their settlements, this requirement would make sense. But it would not where in rural areas where the creation of wide footpaths would only devalue the local rural environment.	The Council notes your support for developments that are sustainable in relation to their settlement, but notes your concern that in rural areas this would devalue the rural environment.
Richard	Martin	Scott Properties		

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion			
Terence	Hughes	Burnham-on-Crouch constituent		
Amanda	Mickelsen			
John	Tompkins		The problem with linking settlements with wide footpaths is that it will extend the urban feel of the district with one development growing into another. Some rural areas could not accommodate such footpaths and such wide tranches of paved area is an invitation to park a vehicle negating the path's usefulness.	The Council notes your objection to this measure due to concerns it would extend the 'urban feel' in the District and could give rise to opportunities for impromptu vehicle parking.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford			
Jo	Harvey		It needs to be accessible to all.	The Council notes your support for accessibility to all.
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District council		
Chris	Harvey			
Philip	Davies			
Jane	Senior			
Susan	Cumming	not applicable		
Amanda	Clack			
Ronald	Edge	Construction Industry	No room to widen in may places.	The Council notes your point that there is not always room to have wide footpaths.
Daphne	Scott			
Gordon	Mussett	Little Braxted Parish Council		
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		The districts existing settlements are in the main well established with shops and amenities, but are limited in terms of parking spaces. It makes sense to provide the ability for the elderly, parents with prams and buggies and infirmed to be able to access these amenities safely and easily.	The Council notes your support for wider footpaths connecting a development to its settlement in helping deliver schemes that are inclusive for all.
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		Having fixed rules like this is unhelpful. There will always be legitimate exceptions. Access should be considered sensibly on a case by case basis.	The Council notes your view that you feel this requirement is too inflexible and should be deal with on a case by case basis.
Sue	Dobson	Essex Bridleways Association	We would ask that where possible off-road routes are accessible by ALL vulnerable road users - walkers, cyclists and horse riders - if a path is wide enough for a double buggy or mobility scooter then it will be adequate for cyclists and horse riders. They are all in danger of injury on the busy roads and, whilst the aim is to reduce car use the increase in the population in the area will inevitably increase traffic in the area. Regardless of the aspiration to reduce car use, an increase in housing will bring with it numerous delivery vans and supermarket deliveries for example which will increase not reduce traffic on the roads.	The Council notes your view that wider paths should be accessible to all vulnerable road users, including horse riders.
Terry	Inkpen	None	This is necessary not just for disabled people. Everyone needs walking routes wide enough to allow safety from traffic. Not having that can lead to involuntary isolation, and the need for a car for even short journeys.	The Council notes your support for wide footpaths to provide access for all.
christine	collins			
Stuart	Williams	Ace group		
Reegan	Howles		Ideally yes	The Council notes your support for wide footpaths to provide access for all.
David	Webb			
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh			
Janice	Jackson			
Jenny	Clemo	Langford & Ulting Parish Council		
Hazel	Notley		Absolutely paramount. All footpaths require that width just for ease of walking with a dog/toddler/ friend.	The Council notes your support for wide footpaths to provide access for all.
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities		
Kerry	McKenna			
Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors		

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
David	Rees		As mentioned in the section 53 Althorne is extremely poorly served by footpaths and pavements for pedestrian use. In effect the village is an island cut off from other communities without walking in the road which is at times frightening. Of course all new development should be wheelchair and children's buggies but so should the rest of the community and its links with surrounding facilities e.g. church, public houses.	
Felicity	Gale			
Lindsey	Wright			
Darren	Weeks			
Phil	Manning			
Peter	Clack		Irrelevant	
Doug	Lockwood	National Grid		
Sally	George			
Vara	Szajkowski			
Bob	Calver			
David	Hill	Dandara Ltd		
Tessa	Lambert	Natural England		
Dawn	Howles			
Steven	Potter		A noble ambition but which could be impractical to achieve in all circumstances.	The Council notes your conditional support for wider footpaths connecting a development to its settlement, but one which may be impractical in some circumstances.
natasha	frith			
Vysian	Banyard	TKPC		
Anthony	Bates			
Russell	Howles	WSP		
Diane	Carter			
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted.
Brian	Townsend		It depends on where the development is.	The Council notes that you support wider footpaths in general but feel that its suitability will depend on where the development is.
Robin	Fanshawe			
Malcolm	Finch			
Peter	Taylor	Retired		
Chris	Melbourne			
John	Brown			
Robert	Hollamby		Yes providing that the settlement incorporates some amenities	The Council notes that your support wider footpaths in general but feel that its suitability will depend on whether the settlement incorporates amenities.
Chris	Waumsley	Inovo Consulting		
Phil	Jacklin			
Kate	Priest	Purleigh Community Primary School		
Robert	Jones	The University of Reading		
Robert	Stephens	N/A	Yes and also mobility scooters as not all scooters are licenced to drive on the road. Should local bye-laws be put in place to restrict e-scooters from using pavements.	The Council notes your support for wider footpaths connecting a development to its settlement and the request that consideration also be given to mobility scooters. The LDP Review does not deal with Bye-laws and they are not enforceable through the planning system.
Gary	SPICER			
Pete	Butcher			
JO	COOMBES			
Helen	Bridge			
Melanie	Allen	Government	Not in Althorne	The Council notes that your do not support new developments in Althorne being connected to the settlement by a wide footpath.
Adam	Medlycott			
Jonney	Aldridge		Better footpaths would inevitably be used by cyclists which could lead to conflicts. However, the footpath on top of the sea wall is regularly used by cyclists and there is little conflict.	The Council notes your concern that better footpaths could be used by cyclists which could lead to conflicts. The Council will review with the Highway Authority, Essex County Council whether any specific routes would also benefit from segregated cycle lanes to support greater use and reduce conflict.
Joanne	Maloney			
Mark	Hurley	Selfridges		
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn		Cycle routes too	The Council notes your support wider footpaths for cycles too.

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Christopher	Kent		Yes but then all areas would then need to be upgraded.	The Council notes your support for wider footpaths connecting new developments to their settlement, as well as your concern that this would then mean all areas would need upgrading. The LDP Review is only able to influence the areas where development would be located.
Lisa	Singh	Direct Call Centres Ltd		
Kevin	Head		Plus dedicated cycleways where appropriate.	The Council notes your support wider footpaths for cycles too.
Elizabeth	Sawyer Bayliss			
Michael	Partridge			
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses		
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			
Phillipa	Griffiths		Living on Wantz Road is difficult with my mobility equipment (Rollator and mobility scooter), there are many similar roads in Maldon. I appreciate these paths were built many many years ago but, Maldon's community has a high population of young families and elderly people.	The Council values your feedback on your experience in using footpaths in Maldon on your mobility scooter.
Matthew	Taylor		Yes, of course.	The Council notes your support for wider footpaths connecting new developments to their settlement.
Anne	Bailey			
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark		Majorly important	The Council notes your strong support for wider footpaths connecting new developments to their settlement.
David	Baker			
Jeremy	Richardson		And a cycle path	The Council notes your strong support for wider footpaths connecting new developments to their settlement, as well as cycle paths.
Glenna	Wilkins		The Latching road footpath in Cold Norton is unusable because Iof overgrowth. If this was wider and cleared regularly more people would walk instead of drive locally.	The Council values your feedback on your experience in using the footpath in Latching Road, Cold Norton. The Council will work with the Highway Authority to consider the role of Public Rights of Way in encouraing more people to walk in the District.
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group		
Fiona	Barkham	Private Individual		
Isabel	Adcock		This depends where it is but in general yes. Most rural pavements are too narrow anyway and it is dangerous for pedestrians and road users	The Council notes your conditional support for this and notes that it will depend on the location.
Kevin	Cooper			
Katherine	Whitehouse			
Linda	Soul			
Robert	Wilson		Also a cycle route.	The Council notes your strong support for wider footpaths connecting new developments to their settlement, as well as cycle paths.
Sarah-Jayne	Hunt	SJ Aesthetics LTD		
Jonathan	Hunt			
Deborah	de Boltz	Farleigh Hospice		
alan	johnson	sky broadcasting		
Tim	Murphy			
Claire	McGrane			
Tracey	Munford	NA	Yes - and the footpaths need to be paved and lit	The Council notes your strong support for wider footpaths connecting new developments to their settlement, and the request that they should be surfaced and lit.
Victoria	Cutmore	Endurance Estates		
Jane	Potter	Purleigh Parish Council	The policy that all new development should be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram is a noble ambition but which could be impractical to achieve in all circumstances.	The Council notes that the Parish Council feels this policy could be impractical in all circumstances.
Brian	Haydon	Cold Norton Parish Council		
Rowan	Rampersad			
LUKE	MACFARLANE	S A RAVEN		

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Anna	Wombwell	Morris Farm		
Lee	Foster			
Ronald	Owen	Not applicable		
Elizabeth	Johns			
Colin	Day			
Vanessa	Horner		Plus a cycle path	The Council notes your strong support for wider footpaths connecting new developments to their settlement, as well as cycle paths.
Natalie	Bradford			
Harriet	Hurst-Smith			
Brian	Howson	Pharmaceutical company		
Tony	Vanner			
Josie	Vanner			
Tracy	Carroll			
Ian	Roberts	N/A		
Marion	Gunn			
Tony	Ashton	none		
mandy	SHORT			
BRIAN	COLLINS		Can't believe this is a question. See your Planning Approval	This is a question as it is not currently a policy requirement of the council. The LDP Review is the opportunity to introduce it if supported.
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		4.48 As far as this is practically possible this is considered to be a sensible aspiration. Goldhanger Road benefits from having a wide pavement that would provide suitable links to services for wheelchairs and prams. As noted earlier, our client is a specialist contractor of ground and roadworks and therefore any footpath improvement works associated with developing this site can be forward-planned and delivered in-house.	The Council notes your support for this as far as practically possible.
Ruth	Bull	The Othona Community		
Mark	Jackson	Mark Jackson Planning		
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	No comment.	Noted.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan		Where reasonable and possible	The Council notes your conditional support for this where reasonable and possible.
Kirsty	Rowsell			
Tim	Bradford	leadenhall		
Philip	Wakeling		This is so obviously necessary that it shouldn't have to be a question.	This is a question as it is not currently a policy requirement of the council. The LDP Review is the opportunity to introduce it if supported.
Jacky	Bannerman	Woodham Walter Parish Council	The problem with linking settlements with wide footpaths is that it will extend the urban feel of the district with one development growing into another. Some rural areas could not accommodate such footpaths and such wide tranches of paved area is an invitation to park a vehicle negating the path's usefulness.	The Council notes the Parish Council's objection to this measure due to concerns it would extend the 'urban feel' in the District and could give rise to opportunities for impromptu vehicle parking.
David	Brock			

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Mark	Tentori	Mazdev Limited	Given the nature of some villages and towns and their historic development patterns, it is not always practical to achieve this. The requirement to have such a wide footpath would not be practical and could lead to unsustainable growth with poorer performing sites (e.g. with greater landscape constraints) selected over less 'sensitive' sites due solely to the availability of a wider footpath connection. Due to their historic growth and character, many settlements are constrained with narrower footpaths and a lack of land in public ownership. Many roads are relied upon for car parking due to properties lacking driveways, and so could not be narrowed. It would not, therefore, be feasible to include such a requirement due to land ownership constraints. Furthermore, it would change the character, appearance and nature of many settlements to their detriment.	The Council notes your concerns that the historic nature of some of the settlements would not make this practical in all circumstances as you consider it would change the character and appearance of the settlements.
Niki	Halls			
Peter	Ingram		This would seem sensible	The Council notes your support for wide footpaths to provide access for all.
Jane	Pilgrim		Has anyone attempted to take a pushchair or wheelchair over a field where there have been animals grazing? Or are you suggesting paving them?	These would be paved footpaths connecting a new development with its nearest settlement.
Judith	Radcliffe		Cycle track as well.	The Council notes your strong support for wider footpaths connecting new developments to their settlement, as well as cycle paths.
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt		This has not been achieved even where developments have been completed close to a settlement.	That is because it is not currently a policy requirement. The LDP Review is the opportunity to change local planning policies so they support an area better and help integrate new developments better with their surroundings.
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 is pointless unless within a reasonable distance, to many developments have been approved outside and to far away from the current developed area, this only encourages more road traffic, not less.	The Council notes your conditional support for wider footpaths connecting to the nearest settlement as long as it is a reasonable distance away.
John	McLarty		There are always exceptions in some of the more rural settlements.	The Council notes your conditional support for wider footpaths, but also notes that there may be exceptions in more rural settlements.
John	McLarty			
Norman	Branch	N/A		
John	McLarty		There are always exceptions in some of the more rural settlements	The Council notes your conditional support for wider footpaths, but also notes that there may be exceptions in more rural settlements.
Valerie	Coleby	Berrys		
James	Clarke			
David	Stilwell			
Ann	Thomas			
michael	harris			
Geoffrey	Cox			
John	McLarty		There are always exceptions in some of the more rural settlements	The Council notes your conditional support for wider footpaths, but also notes that there may be exceptions in more rural settlements.
Kevin	Bruce		Give adequate separation between pedestrians and traffic.	The Council notes that you feel there should be adequate separation between pedestrians and traffic.
Barrington	Thomas		Parking on the pavement as well should be enforced as it means people have to walk in the road.	The Council values your feedback about your experience with using footpaths where vehicles otherwise park. These are not enforced by the planning system or the Council, but if it is becoming a particular issue this can be looked at by the South Essex Parking Partnership: <a href="https://chelmsfordcc-website.azurewebsites.net/media/v3whhegg/sepp-policy-introducing-new-parking-restrictions-2020.pdf">https://chelmsfordcc-website.azurewebsites.net/media/v3whhegg/sepp-policy-introducing-new-parking-restrictions-2020.pdf</a> .
Richard	Edwards		If developments are sufficiently close to be accessible by foot then this condition could be met	The Council notes your conditional support for wider footpaths if they are close to settlements.
Robyn	Woloszczuk		Plus bridle paths	The Council notes your strong support for wider footpaths connecting new developments to their settlement, as well as bridle paths.

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
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		
Tony	Barber			
Nick	Mason	ECOCClassics		
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		This should be a policy, but it should also be a policy to include bridelways and other rights of way. We should not discriminate one group of users.	The Council notes your support for wider footpaths connecting new developments to their settlement, as well as bridle paths and other rights of way.
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	Sounds sensible.	The Council notes your support for wider footpaths connecting new developments to their settlement.
R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	It is vital that all new development demonstrate how it can be safely and sustainably accessed including by all people including those with specialist accessibility needs. The submitted sites already benefit from a high level of accessibility including footpaths wide enough to accommodate a wheelchair or double buggy/pram.	The Council notes your support for wider footpaths connecting new developments to their settlement.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		Plus dedicated cycleways where appropriate.	The Council notes your support for wider footpaths connecting new developments to their settlement, as well as cyclepaths.
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			
Grace	Godwin			
Sue	Hillman			
michael	carr	NHS		
Colin	Horner	Villageretreat	And a dedicated cycle path	The Council notes your support for wider footpaths connecting new developments to their settlement, as well as cyclepaths.
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	Many settlements are based around a historic core, and cascade out with development that has been delivered without consideration of path widths. Therefore, whilst it would be beneficial to deliver such accessible paths, it is highly unlikely it could be achieved.	The Council notes your support for wider footpaths, but also your doubt as to whether it is achievable.
Linda	Coom			
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			

## Question 55

First Name	Last Name	Organisation	Question 55. Should all new development be linked to its settlement by a footpath wide enough to accommodate a wheelchair or double buggy/pram?	COUNCILS RESPONSE
Rob	Bard			
Ian	Drinkwater			
John	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon			
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann		Not being in former position and years since the latter it is not something that I have ever considered. However, freely available unrestricted access inside and outside of dwellings is very relevant.	The Council notes your support for wider footpaths that provide access for all.
Burnham	Town Council	Burnham on Crouch Town Council		
Sally	Everitt	Community360		
Mark	Garrett			
Justin	Barkham	Self employed		
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	Obviously.	The Council notes your support for wider footpaths that provide access for all.
Victoria	Long			
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton		Footpaths need to be maintained, many in district are in poor shape.  Waldon House Road Great Totham is good example.  <u>Footpath Great Totem Parish Hall to Beckingham Road is too narrow and dangerous to walk</u>	Whilst the Council values your feedback, footpath maintainance is not an issue for the LDP Review. Essex County Council, as the District's Highway Authority can be informed of defective pavements here: <a href="https://www.essexhighways.org/tell-us/road-pavement-and-surface-issues">https://www.essexhighways.org/tell-us/road-pavement-and-surface-issues</a>
Kevin	Bennett			
Nicholas	Matthams		Would the DDA not cover this?	The Disability Discrimination Act was repealed and replaced by the Equality Act 2010. Whilst Disability, Age and Pregnancy & Maternity are Protected Characteristics - the act only requires the policy makers to consider these charcatertiscs and make reasonable adjustments if an impact could otherwise cause discrimination. The LDP Review is the chance to build into planning policies a local requirement for wider footpaths for users covered by the Equality Act, and those that are not.
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		Footpaths are not appropriate in some settings. What is more helpful is traffic slowing measures including wider use of the 20mph limits that keep Maldon centre safer despite there being wide pavements.	The Council values your feedback on alternatives to wider footpaths where they are not appropriate. The Council will work with the Highway Authority in determining whether any reduced speed limit areas could be appropriate instead.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson			
RICHARD	GROUT			
Tim	Madelin			
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	This is necessary not just for disabled people. Everyone needs walking routes wide enough to allow safety from traffic. Not having that can lead to involuntary isolation. and the need for a car for even short joumeys.	The Council is not suggesting that it is just for disabled people and also makes reference to people with children. It is accepted it could also benefit other pedestrian users.
Deborah	Anderson	NHS		
John	Pilgrim	Self employed	Must be surfaced and wide enough for passing.	The Council notes your conditional support for wider footpaths as long as they are surfaced and wide enough.
Gloria	Gold	London Design and Engineering UTC		
Linda	Curry			
Lucy	Waterhouse			
Jon	Mayhew			
James	Goody	James Goody refurbishments		
Paul	Coppin			
Johanna	Dale		With the exception of isolated houses, of course!	The Council notes your support for wider footpaths, unless it is to serve isolated houses.
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		



## Question 55

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David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez			
George	Dixon			
Rebecca	Tucker			
Mark	Faraway			
T	Ketteley			
Elizabeth	Weston			
Jacky	Barber			
Douglas	Channer	Private	Not informed enough on Equality and Impact assessments.	The Council notes your comment.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg			
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss		This is appropriate in most urban areas but may destroy the rural nature of small villages. IT NEEDS TO BE APPROPRIATE TO THE SETTING	The Council notes your conditional support that this is appropriate in urban settings, but not in rural locations.
Simon	Mackenzie Smith			
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington			
D	Cooper		While that would always be the ideal, it is not always practical given topography, and land ownership. This requirement could prove far too restrictive and leave perfectly sustainable and suitable sites underutilised	The Council notes your conditional support that this measure may be affected by topography or land ownership.
C/O Agent	C/O Agent			
Zoe	May	East of England Ambulance Service NHS Trust		
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)	Yes, this is considered appropriate	The Council notes your view that wider footpaths are considered appropriate to connect developments to their settlements.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park	Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.  Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply in Maldon; and other local plans show that the funding and delivery of infrastructure cannot be guaranteed.	The Council notes your view that wider footpaths are considered appropriate to connect developments to their settlements. There are currently no major development locations being considered by the LDP Review, just Growth Options as set out in the Issues and Options Report.
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			
Anne	Hull	Elmwood Equestrian Centre	Again not even a mention of bridle ways and in the dengue all the bridle ways and byways have been made into road not like the Chelmsford area where there are so many, I can't understand as being in a rural community we are always forgotten but could work in with footpaths and cycle ways	This specific question was concerning pedestrian access to nearby settlements, which is why it does not reference bridleways. The Council notes your view however that you feel that the connection between developments and the nearest settlements should include bridleways.
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		If they are to be sustainable and inclusive there is no other option	The Council notes your support for safe connections which incorporate green infrastructure and support active travel choices.
Unknown	Unknown	Ministry of Defence		

Question 55

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Josh	Plant	Gladmans		
Duncan	Clark			
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		
*	*		4.52 As far as this is practically possible, this is considered to be a sensible aspiration. However, it has to be acknowledged that as part of the District's historical development there will be pinch points where it is not necessarily possible to deliver longer continuous routes. In such circumstances, this should not automatically be considered an impediment to development. A practical response which aims to facilitate growth should be taken. It needs to be recognised that rural communities have survived for many years without segregated footway's and pavements or street lighting. Over engineered solutions can be more harmful in terms of the character and appearance of an area when balanced against the benefit they deliver.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
*	Willmott		4.39 As far as this is practically possible this is considered to be a sensible aspiration in the rural areas where such opportunities exist.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.40. As far as this is practically possible this is considered to be a sensible aspiration within new developments. However, this should not be excessively applied as the District's historical development pattern has pinch points where it is not necessarily possible to deliver continuous wide routes from an allocation to a specific destination.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
*	*		3.45 As far as this is practically possible this is considered to be a sensible aspiration within new developments. However, this should not be excessively applied as the District's historical development pattern has pinch points where it is not necessarily possible to deliver continuous wide routes from an allocation to a specific destination.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
*	*		3.43 As far as this is practically possible this is considered to be a sensible aspiration within new developments. However, this should not be excessively applied as the District's historical development pattern has pinch points where it is not necessarily possible to deliver continuous wide routes from an allocation to a specific destination.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
*	*		3.44 As far as this is practically possible this is considered to be a sensible aspiration within new developments. However, this should not be excessively applied as the District's historical development pattern has pinch points where it is not necessarily possible to deliver continuous wide routes from an allocation to a specific destination.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
*	*		3.44 As far as this is practically possible this is considered to be a sensible aspiration within new developments. However, this should not be excessively applied as the District's historical development pattern has pinch points where it is not necessarily possible to deliver continuous wide routes from an allocation to a specific destination.	The Council notes your conditional support for connecting new developments via wide footpaths to their settlement; however it also notes your caution that this may not always be feasible in all circumstances.
*	*			
*	*			
Alan	Massow			
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			

## Question 56

First Name	Last Name	Organisation	Question 56. Should development have to demonstrate that it can provide safe footpath/cycle links/connection... Should development have to demonstrate that it can provide safe footpath/cycle links/connections, which incorporate green infrastructure and support active travel choices?	COUNCILS 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			
Sonla	Whiskin	Financial Services		
Geoffrey	Charge	n/a		
Robert	Collins			
Gavin	Rowell		Not in rural locations. Housing residents in these areas have always managed without before, and would not be buying/building there if that was an issue.	The Council notes your objection in rural locations given they have managed without before.
Gareth	Davies	N / A	Ideally "yes". But in many cases there will be better ways to spend the money.	The Council notes your support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Ben	Thornett		Yes, strongly agree. All new development plans should have to demonstrate they have safe route to all the key facilities in the district and that resident who live there can get around easily using public transport, walking or cycling as their main mode of transport. They should be able to live without the need for a car on a daily bases.	The Council notes your strong support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Matthew	Wood	Phase 2 Planning		
Jackie	Gibbs			
Tim	Aves			
Helen	James		It's good to add foot and cycle connections but one must realise that longer paths and cycle ways are pretty useless for the majority	The Council notes your support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Kathy	Day			
Mike	Hayes			
Peter	Wakling			
David	Sismey			
Stuart	Willsher	Persimmon Homes Essex		
Sara	Howarth			
Anthony	Fittock		If they are to be sustainable and inclusive there is no other option	The Council notes your support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice if it is to be sustainable.
Eissa	Leo			
Daniel	McAllister	Robert Mulholland And Company Limited		
Michele	Williams		Too prescriptive	The Council notes your objection that this requirement would be too prescriptive.
Tara	Strydom			
Jenny	Ball		I can see this could have practical challenges at some sites - but if it is not made a requirement, developers will simply opt for the easier/cost effective version. It needs to be come the norm and that usually only happens if it is stipulated in the planning stage.	The Council notes your support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Cliff	Baron			
Gill	Winsor	Tesco		
Emily	Benham	Servoca complex care and nursing		
Laura	Cannon			
Shaneen	Illanes			
Sarah	Sapsford		Depends on size (so over.....?) and where	The Council notes your conditional support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Merryl	Quilter			
Bear	Keen			
Jessica	Cox			
Robert	Burton			
Yvonne	Wade			
Louise	Bywaters-Smith	Hospitality		
Brooke	Roberts-Morgan			
Patricia	Bunkle			
Stephanie	Ireland			
Marc	Rawinsky	M R Sovereign Services Ltd		

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Roger	Tiffn			
Kathryn	Beighton	Publishing	But public transport should also be a priority, not everyone can walk or cycle	The Council notes that your feel public transport should also be a priority.
Roy	Warren	Sport England	New developments should be required to demonstrate that they can provide safe footpath and cycle link connections. As well as being safe, footpaths and cycleways should be designed to connect to community facilities (such as schools, shops and employment) and connect to destinations outside of the development such as town/village centres, employment areas and countryside walking/cycling routes. As well as helping to meet sustainable transport and climate change objectives, this would also help meet health and wellbeing objectives.	The Council notes your support for development having to demonstrate that it can provide safe footpath, cycle links and connections to community facilities and destinations outside settlements, which would also support climate change and health and well-being.
STUART	SOWTER			
Mark	Raffray			
April	Rowley			
e	e	e		
Kevin	Lagan			
Bill	Withers			
Joanna	Jeffery			
John	Mitchell			
Bethany	Jones	Colchester Borough Council		
magnus	Magnusson	Parker Planning Services	Yes - Where feasible.	The Council notes your support, where feasible, for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Nick	Whiteley		Absolutely.	The Council notes your support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Peter	Layley			
Rex	Davenport			
Lesley	Mitchelmore	Danbury Parish Council		
Linda	Flowers	Self Employed	However they are constrained as above by poor existing facilities in village settlements and outside to connecting towns.	The Council notes your concern that many villages would need to be upgraded to reach this standard.
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			
Richard	Courtney	University Of East London	Yes we need a cycle path running alongside the train line. This would be great for walkers too:)	The Council notes your suggestion that a cycle path is required along the train line in the District. The Council will work with the Highway Authority, Essex County Council to consider the requirements for new cyclepath and footpath infrastructure in the District as part of the LDP Review and other supporting strategies.
sue	Rawlinson	Evolve		
Douglas	Milsted	Heybridge Basin Conservation Society		
Alan	Outlaw	Self Employed		
John	Hitcham			
Richard	Kelly	Croudace Homes	Such links / connections are intrinsically linked to achieving sustainable development and the ability to do so, should form a key requirement of sites allocated by the Council.	The Council notes your strong support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice.
Lindsey	Squire	North Farnbridge Parish Council		
K	Jeffries			
John	Lakin	?		
Andy	Quelch			
Samantha	Weeks			
Carlie	Mayes			
James	Rushton		Subject to sensible decisions in the case of rural road infrastructure - ie frequently unlit and narrow roads on which there is increased risk of accident.	The Council notes your conditional support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice, subject to careful consideration in rural roads that are unlit/narrow.
Richard	Martin	Scott Properties		

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Mike	Spurgeon	Phase 2 Planning and Development		
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		
Catherine	Champion			
Terence	Hughes	Burnham-on-Crouch constituent		
Amanda	Mickelsen			
John	Tompkins		Active travel choices should be promoted but it must be realised that in rural areas this is not always possible and can augment the danger of incident on a national speed limited road	The Council notes your support for active travel choices but also understands your concern about practicalities in rural areas where national speed limits apply.
Samuel	Newton	Anglo European School		
Mary-Ann	Munford			
Jo	Harvey			
Jeremy	Potter	Chelmsford City Council		
Terry	Fleming			
Daniel	Goodman	Rochford District council		
Chris	Harvey		Absolutely. There should also be an objective to create safe cycling and walking routes between major towns and villages in the District.	The Council notes your support for green infrastructure and active travel choices in developments and also between major towns and villages.
Philip	Davies			
Jane	Senior			
Susan	Cumming	not applicable		
Amanda	Clack		Yes, but also EV Charging provisions.	The Council notes your strong support for development having to demonstrate that it can provide safe footpath, cycle links and connections, which incorporate green infrastructure and support active travel choice. The Council is working with the Highway Authority, Essex County Council to develop the roll-out of an EV Charging Strategy in Essex and is part of an Esse-wide project to consider how Parking Standards need to evolve to better secure EV Charging provision in new developments.
Ronald	Edge	Construction Industry	The B1010 and B1012 are vastly under pressure now. With some areas not being able to be widened. HGV's have to stop to let one and another pass in places. Proposed housing with increase levels of traffic, pollution and safety.	The Council notes your concern about the B1010 and B1012 being unable to be widened.
Daphne	Scott			
Gordon	Mussett	Little Braxted Parish Council		
Kenny	Alexander	Thomas Gainsborough School		
David	Kennedy		The districts existing settlements are in the main well established with shops and amenities, but are limited in terms of parking spaces. It makes sense to provide the ability for the elderly, parents with prams and buggies and infirmed to be able to access these amenities safely and easily.	The Council notes your support for green infrastructure and active travel choices in developments.
Ronnie	Tongue	state school		
Mark	Behrendt	Home Builders Federation		
Matthew	Cooper		Having fixed rules like this is unhelpful. There will always be legitimate exceptions. Access should be considered sensibly on a case by case basis.	The Council notes your view that you feel this requirement is too inflexible and should be deal with on a case by case basis.
Sue	Dobson	Essex Bridleways Association	The Government includes horse riding as a form of Active Travel and this should be reflected in any policy relating to sustainable travel. Horse riders have as much right to safe off-road access as walkers and cyclists.	The Council notes your support for safe active travel choices, including horse riding.
Terry	Inkpen	None	People should have to ability to leave their home spontaneously, travel in their area, socialise safely and go about their business or pleasure without relying on transport services.	The Council notes your statement that people should not have to rely on transport services.
christine	collins			
Stuart	Williams	Ace group		
Reegan	Howles		Strongly agree.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
David	Webb			
Andrew	Marsh	Historic England		
Brian	Haydon			
jasbir	Singh			
Janice	Jackson			
Jenny	Clemo	Langford & Ulting Parish Council		
Hazel	Notley		of course. We need to give that sort of planning in priority.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Jean	Brown			
Joanne	McGinity			
Stuart	Dedman	Nil		
Roy A	Clare	Charities		
Kerry	McKenna			

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Penny	McCauley	Tiptree dental		
Jane	Phillips	Solicitors		
David	Rees			
Felicity	Gale			
Lindsey	Wright			
Darren	Weeks			
Phil	Manning			
Peter	Clack			
Doug	Lockwood	National Grid		
Sally	George			
Vara	Szajkowski			
Bob	Calver			
David	Hill	Dandara Ltd		
Tessa	Lambert	Natural England	Aligning improved access to nature with better connected green infrastructure could encourage greater levels of walking and cycling as alternatives to short trips by car. This modal shift would provide multiple benefits including health and wellbeing, improved air quality and climate change mitigation.	The Council notes your support for safe links provided through Green Infrastructure which could have wider benefits of reducing car use, improving health and wellbeing, air quality and climate action.
Dawn	Howles			
Steven	Potter		Yes, provided that during the consideration of the planning application this is tested and verified and the written commitment of the developer is not just taken at face value.	The Council notes your support for safe footpath links, incorporating green infrastructure and active travel choices. If implemented in the future via a local planning policy, the developer would have to demonstrate in their planning application how they intend to meet the requirement, including meeting any requirements of the Highway Authority and whether any planning conditions or obligations are necessary to ensure compliance in accordance with national policy.
natasha	frith			
Vysian	Banyard	TKPC		
Anthony	Bates			
Russell	Howles	WSP	This is imperative. Onward connections are vital to the success of active travel choices	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Diane	Carter			
Gillian	Hollamby			
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted.
Brian	Townsend			
Robin	Fanshawe			
Malcolm	Finch			
Peter	Taylor	Retired		
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	Additionally all new roads must support a dedicated cycle lane / multi scooter use lane. Traffic calming, reduced speed limits and enhanced street lighting will increase safety	The Council notes this suggestion as to how new roads should be planned for. The design of new roads including their traffic management and speed limits, etc. is the responsibility of Essex County Council, the District's Highway Authority and the Council will consult it during the LDP Review and for planning applications to ensure designs are appropriate to network circumstances.
Gary	SPICER			
Pete	Butcher			
JO	COOMBES			
Helen	Bridge			
Melanie	Allen	Government	Not in Althorne	The Council notes that you do not feel development in Althorne should provide safe connections, incorporated with green infrastructure or active travel choices.
Adam	Medlycott			
Jonney	Aldridge		It would be useful to have buses and train that could carry bicycles and electric scooters.	The Council notes your suggestion that buses and trains should be able to carry bicycles and electric scooters. The Council will work with the Public Transport authority, Essex County Council in its engagement with Train Operating Companies and bus operators to consider that when they upgrad their fleet they consider space for both.
Joanne	Maloney			

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Mark	Hurley	Selfridges		
Portia	Roelofs			
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn		Priority issue	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Christopher	Kent		As long as it keeps them off the roads.	The Council notes your conditional support for safe connections through green infrastructure and active travel choices in developments as long as it keeps traffic off roads.
Lisa	Singh	Direct Call Centres Ltd		
Kevin	Head		Essential to promote sustainable forms of non-car travel and healthy lifestyles.	The Council notes your support for safe connections through green infrastructure and active travel choices in developments.
Elizabeth	Sawyer Bayliss			
Michael	Partridge		There are many parts of the district where this might be impossible or prohibitively expensive.	The Council notes your caution that this may not be possible everywhere in the District, if there are practical limitations
Kenneth	Northfield			
Jerry	Petts			
Frederick	McMahon			
Sophie	Pryor			
Tracey	Merritt	Dengie Hounds and Horses		
c/o Agent	c/o Agent	Clarion Housing		
Stephanie	Jones	home		
Jo	Crump	Servoca Secure Soutions	Safe connections should also include bridleways so that local horse riders can access suitable green areas safely without needing to use the roads which have become increasingly more dangerous	Safe connections do offer the possibility of brideways, supporting horse-riding which is active travel choice.
Susan	ARCHER			
Phillipa	Griffiths		I do agree with this, however, having lived in Brighton where they spend a HUGE amount of money on cycle lanes, which were then removed because they weren't being used, you HAVE to be certain they will be used.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments, but also notes your caution that need to be used. Planning networks such as this is only part of the story, there would also need to be local promotion and encouragement to use the provision.
Matthew	Taylor		Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.  Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply in Maldon; and other local plans show that the funding and delivery of infrastructure cannot be guaranteed.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments. The Council is not currently planning any major development locations in the Local Development Plan Review and is only at the stage where it is considering Spatial Growth Options.
Anne	Bailey			
Winifred	Sutherland			
Lucien	Taylor			
Chris	clark			
David	Baker			
Jeremy	Richardson			
Glenna	Wilkins			
Cheryl	Carter	Education		
Susan	Mason			
Melad	Kamlow			
Danny	Soul			
Dave	Draper	The Hartford Insurance Group	Definitely. Cold Norton has limited, often unlit footpaths	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments in Cold Norton.
Fiona	Barkham	Private Individual	Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.	The Council notes your conditional support for safe connections through green infrastructure and active travel choices in developments, where they are otherwise in locations that can promote higher levels of travels by modes other than the motor vehicle.
Isabel	Adcock		Safety for all and good transport are essential if you wish to keep diversity in the community	The Council notes your support for safe connections through green infrastructure and active travel choices in developments.
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			

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Claire Tracey	McGrane Munford	NA	cycle lanes have multiple benefits - reduced traffic, reduced carbon, healthier commute / travel same applies to safe, maintained, paved footpaths	The Council notes your support for safe connections through green infrastructure and active travel choices in developments given the multiple benefits they can bring to traffic and carbon reduction and health and well-being..
Victoria Jane	Cutmore Potter	Endurance Estates Purleigh Parish Council	Yes, development should have to demonstrate that it can provide safe footpath/cycle links/connections, which incorporate green infrastructure and support active travel choices, provided that during the consideration of each planning application the information provided by the developer is tested and verified, and their written commitments are not just taken at face value.	The Council notes the Parish Council's conditional support for safe connections through green infrastructure and active travel choices in developments. If implemented in the future via a local planning policy, the developer would have to demonstrate in their planning application how they intend to meet the requirement, including meeting any requirements of the Highway Authority and whether any planning conditions or obligations are necessary to ensure compliance in accordance with national policy.
Brian Rowan	Haydon Rampersad	Cold Norton Parish Council		
LUKE	MACFARLANE	S A RAVEN		
Anna Lee	Wombwell Foster	Morris Farm		
Ronald Elizabeth	Owen Johns	Not applicable		
Colin Vanessa	Day Horner			
Natalie Harriet	Bradford Hurst-Smith			
Brian Tony	Howson Vanner	Pharmaceutical company		
Josie Tracy	Vanner Carroll			
Ian Marion	Roberts Gunn	N/A		
Tony mandy	Ashton SHORT	none		
BRIAN	COLLINS		See above	This is a question as it is not currently a policy requirement of the council. The LDP Review is the opportunity to introduce it if supported.
Kevin Claire	Money Udall	St. Lawrence Parish Council		
Linda John	Raffray Cooper			
Peter Leah	Lampard Jewiss		That is most important, we need cycle ways.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Elaine	Ketley	South Woodham Ferrers Town Council	Providing highway safety can be maintained for all road users.	The Council notes your conditional support for safe connections through green infrastructure and active travel choices in developments as long as safety can be maintained for all users.
Tim Ruth	Chilvers Bull			
Mark Elliott	Jackson George	The Othona Community Mark Jackson Planning	Yes.  Sizeable residential-led mixed use development that has the opportunity to incorporate significant blue/green infrastructure as well as new services and facilities for the existing and future residents of settlements should be a priority. Opportunities to connect into existing footpath/cycleway networks and access to active travel choices are also supported, as these maximise scope to secure sustainable communities and tackle climate change.  In this context, land controlled by Taylor Wimpey at Southminster is located only a short walk from an extensive range of existing services and facilities, including bus routes and importantly a railway station. Furthermore, the site includes substantial green infrastructure well in excess of required open space standards to the benefit of existing and new residents, promoting healthy communities and offering scope to secure significant biodiversity net gains.	The Council notes your support for safe connections through green infrastructure and active travel choices in development. The Council is not currently considering land allocations in the LDP Review.
ann Sharon	cutting Cushen			
Ian Sally	Tooley Tokeley			
Kate	Ellis			



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Christina	Chan			
Tim.	Holdsworth			
Graham	Snow			
Kevin	Ashman	Estates and Agency Strategic Land	Sites similar to North Fambridge illustrate how improved footpath / cycle connections can link development to transport nodes and community facilities and recreational open space.	Noted.
Sarah	Packard			
Jake	Nugent	Endurance Estates Ltd		
Martin	Cook			
Clifford	Brown			
Steve	Gallant	Crouch Valley Defence Group		
Lesley	Woodley			
John	Buchanan			
Kirsty	Rowsell			
Tim	Bradford	leadenhall		
Philip	Wakeling		This is so obviously necessary that it shouldn't have to be a question.	This is a question as it is not currently a strong policy requirement of the council. The LDP Review is the opportunity to introduce it if supported.
Jacky	Bannerman	Woodham Walter Parish Council	Active travel choices should be promoted but it must be realised that in rural areas this is not always possible and can augment the danger of incident on a national speed limited road	The Council notes the Parish Council's conditional support for safe connections through green infrastructure and active travel choices in development, but notes the caution you cite with regards to proximity to roads where the national speed limit is observed.
David	Brock			
Mark	Tentori	Mazdev Limited	Again, for the reasons set out in our response to Question 55 this is not realistic given the nature of many of the villages and the road network throughout the District.	The Council notes your concerns that the historic nature of some of the settlements would not make this practical in all circumstances as you consider it would change the character and appearance of the settlements.
Niki	Halls			
Peter	Ingram			
Jane	Pilgrim			
Judith	Radcliffe		Definitely	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Stewart	Geden			
Anita	Thomas	Bank		
Andrew	Ashworth			
michael	smith			
Christopher	Mabbutt	Burnham Primary School		
Mary	Putt			
Simon	Priest			
Philippa	Marshall			
Lewis	Cook	Form Architecture Ltd.		
EDWARD	GITTINS	Edward Gittins & Associates	All prospective development should be required to make its case in relation to sustainable forms of travel.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Steve	Williamson		not enough cycle access in Maldon	The Council notes your view that there is currently not enough cycle access to Maldon. The Council is working with the Highway Authority, Essex County Council to review cycle access around the District.
James	Cowell	E & B R Cowell	Developments should at least have safe footpaths which support active travel choices. This would be possible at site SMIN20.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments. The Council is not currently considering any site allocations in the LDP Review.
Colin	Hawkes			
Ronald	PIPER			
Alan	Shrimplin	N/A		
John	McLarty			
John	McLarty			
Norman	Branch	N/A		
John	McLarty			
Valerie	Coleby	Berrys		
James	Clarke			
David	Stilwell			
Ann	Thomas			
michael	harris			
Geoffrey	Cox			
John	McLarty			
Kevin	Bruce		More should be done to improve cycle safety on our roads. More people might cycle, especially with increasing fuel prices, if they felt safe on the roads.	The Council notes your view that there is currently not enough cycle access to Maldon. The Council is working with the Highway Authority, Essex County Council to review cycle access around the District.

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Barrington	Thomas		Safe cycle routes are very important for connectivity.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Richard	Edwards		The development when realise must also provide this facility, not disregard it for other reasons at the time of realisation	This would be a policy requirement which the Council can enforce through planning applications and conditions and where necessary, legal agreements.
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		
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	Section 9 of the NPPF provides national policy on sustainable transport, including for walking and cycling. Paragraph 106 expects planning policies to provide for attractive and well-designed walking and cycling networks. Paragraph 110 seeks to ensure that sites allocated for development provide opportunities to promote sustainable modes of transport, and provide a safe and suitable access for all users. Therefore, development should demonstrate that it is accessible by walking and cycling. However, it is not clear where the suggestion that footpaths and cycle routes also incorporate green infrastructure comes from. It is considered that the most important factor is to provide a safe and convenient walking and cycle route that will be attractive for potential users, and while there may be opportunities to include green infrastructure on the route this should not be an essential item that means a less convenient route is selected.  SN Developments is promoting development at Burnham on Crouch, which includes pedestrian and cycle access points providing connections to the services and facilities within the town.	The Council notes your support for safe footpath and cycle connections, as well as your concern that this should not necessarily be via green infrastructure if it is less convenient. The Council recognises that active travel routes do need to be convenient to encourage use. The Council is not currently considering any site allocations in the LDP Review.
.	.	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		BRIDLEWAYS. This is a rural area and horse riders should not suffer discrimination. All new developments should have a signed S106 marking bridleways prior to any development. It is the amount of new housing being built on previous stables and riding areas and the associated traffic which has made the roads too dangerous to ride on. As with travelers and Gypsies, we should have rights of way for everyone and not discriminate against one group of users (ie horse riders).	Redacted a sentence from the comments
Sarah	Yates			
Leonard	Lewis			
Roy	Martin	Mr Roy Martin	Appears fundamental good practice.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
R	Minney			
Tim	Grant	Evolution Town Planning		
Simon	Butler-Finbow	Pigeon Investment Management	It is vital that all new development demonstrate how it can be safely and sustainably accessed via a variety of modes, including by foot and by cycle. The fact that the submission sites support the expansion of a 20 minute neighbourhood demonstrates that active travel choices are available and, if needed, appropriate footpath connections can be made where it is possible to do so. This will support access to every day facilities, shops, services, employment and public transport for all future occupiers.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
ANNE	OSBORN	Purleigh Community Shop		
Stephen	Hodgkinson		Essential to promote sustainable forms of non-car travel and healthy lifestyles.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.

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c/o Agent	c/o Agent	Maldon Wick Limited		
ZOE	HOSTY			
S	Swain			
Kevin	Coleman	Phase 2 Planning		
John	Lawrence		Developments should have safe footpaths which support active travel choices. There is an established footpath from Spar Lane into Purleigh village centre/facilities.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Diane	Wallace			
Jonathan	Aldis	Good life Countryside Services		
sara	doran		<p>I think that the importance of including bridleways cannot be understated, and perhaps could be on the same route as the cycle links.</p> <p>The ability to ride locally has been more and more restricted by developments, the country side, and access to it is disappearing. The equestrian leisure industry provides a significant amount of money into the local economy - and could provide more if there were good and safe bridle routes - and if once identified in a plan there is an insistence that they are actually delivered.</p> <p>A priority for our district is to enhance a wide cycle and bridle network, accessible to all. This promotes sustainable transport, leisure and tourism. These all improve community and wellbeing. The roads are too dangerous for cyclists - I couldn't let my teenagers cycle from eg wickham bishops to maldon as the road is lethal. This is only a matter of a few miles, and would take them 15 minutes. They would cycle to school if allowed, but it is too unsafe.</p> <p>It is of critical importance that eg commercial developments or change of use applications consider the impact on local Croads and the smaller road network - due to the damage to the roads, and verges, but also the ruination of lanes and country side that have historically been used for exercise and enjoyment eg lea lane in little and great braxted and ferry road in creeksea.</p>	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments. Active travel choices does include bridleways and these could be considered as part of new developments on the edges of settlements, but would need the collaboration of the Highway Authority, Essex County Council to maintain them as part of the Public Rights of Way Network.
Grace	Godwin			
Sue	Hillman			
michael	carr	NHS		
Colin	Horner	Villageretreat	Not by the side of major roads but by direct link as shortest route. Permissible to use green belt for this.	The Council notes your conditional support for safe connections through green infrastructure and active travel choices in developments, with emphasis that this should be a direct shortest link and not merely following the major road. It is assumed by Green Belt you mean countryside, as Maldon District does not have any Green Belt.
Simon	Plater	Plater+Claiborne		
Mark	Anderson			
Karen	Wellum			
Emma	Wright			
Robert	Scott	Lewis & Scott Retirement Living Ltd	Other forms of transport i.e. mobility scooter.	The Council notes you would like safe connections to also be passible by mobility scooters.
Linda	Coom			
Caitlin	Soul			
Michelle	Curtis	Tollesbury Parish Council		
Mary	Hammond			
Rob	Bard			
Ian	Drinkwater			
john	hand	N/A		
Emma	Smith	Bradwell on Sea Parish Council		
Tim	Dixon		A way has to be found to reduce reliance on car travel, this can be provided by increasing cycle paths and providing a reliable and regular bus service, not just in and around Maldon, but within the district as a whole.	The Council notes your view that more has to be done to reduce the use of cars in the District.
Nicola	Taylor	Elixirr		
Graham	Johnson	graham v johnson		
Chris	Yates			
Tim	Hann			
Burnham	Town Council	Burnham on Crouch Town Council		
Sally	Everitt	Community360		
Mark	Garrett			
Justin	Barkham	Self employed	Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.

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Paul	Vidler		Development locations, such as that considered at Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is to maintain a five year housing land supply in Maldon	Noted.
Poppy	Vidler	Crown Consumer Ltd	.	
Victoria	Long		Development should be situated in locations which encourage travel by sustainable methods.	The Council notes your view on development locations that can support sustainable travel.
Victor	Staines			
Jayne	Moore	Essex County Fire and Rescue Service		
Stephen	Sutton			
Kevin	Bennett			
Nicholas	Matthams			
Christian	van Stolk	RAND Europe	Obvious answer. If you reserve one of your biggest development options for a small village in the northern periphery of the District, there will be real need for significant infrastructure investments and the development of local services. History tells us that strategic developments have not delivered for the District. The District also has a mixed record in making the appropriate investments to support such developments.	The Council is only at the stage of evaluating the merits of seven Spatial Options; it has not yet made any decisions about which option is preferred or which sites will be allocated for achieving the option.
Nicholas	Jepson		Footpaths are not appropriate in some settings. What is more helpful is traffic slowing measures including wider use of the 20mph limits that keep Maldon centre safer despite there being wide pavements.	The Council values your feedback on alternatives to footpaths where they are not appropriate. The Council will work with the Highway Authority in determining whether any reduced speed limit areas could be appropriate instead.
Pamela	Lacey			
Chloe	Soul			
carole	kirk			
Sharon	Jackson			
RICHARD	GROUT			
Tim	Madelin			
Charles	Bishop			
Paul	Jewiss	Self Employed		
Joanna	Jeffery	Althorne Parish Clerk	People should have to ability to leave their home spontaneously, travel in their area, socialise safely and go about their business or pleasure without relying on transport services.	Noted.
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			
Johanna	Dale		Yes, this is a real weakness currently. The development in North Fambridge claimed installing bike storage would make people cycle - the reality is no-one cycles because the junction at the entrance to the village is too dangerous and the volume of traffic on the roads makes cycling dangerous and unpleasant.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Tracy	Kinnane			
Steven	Bardwell	S P Bardwell Ltd		
David	Oxford	Lloyds Banking Group		
Stephen Francis	Dewick	Curry Farm		
Carlos	Rodriguez		Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.  Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply in Maldon; and other local plans show that the funding and delivery of infrastructure cannot be guaranteed.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
George	Dixon			
Rebecca	Tucker			
Mark	Faraway			
T	Kettleley			
Elizabeth	Weston			

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Jacky	Barber		Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.  Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply in Maldon; and other local plans show that the funding and delivery of infrastructure cannot be guaranteed.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments. The Council is not currently planning any major development locations in the Local Development Plan Review and is only at the stage where it is considering Spatial Growth Options.
Douglas	Channer	Private	What about bridleways .	Connections which support green infrastructure and active travel choices includes bridleways.
Ursula	Benjafield			
Paul	Mitchell			
Kristian	Tokeley	CTC Construction Ltd		
Lynda	Bugg			
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		
James	Campbell	HMPPS		
William	Moss		Yes for most urban but inappropriate for rural settings	The Council notes your conditional support that this is appropriate in urban settings, but not in rural locations.
Simon	Mackenzie Smith		yes any development should be in areas where the transport requirements can be met by sustainable means ie cycling and walking. We must avoid encouraging more car use.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Richard	Udall			
Rosalind	Bishop			
Paul	Burgess	None		
John	Symington			
D	Cooper		As per Q 55. More input/flexibility/discussion with the Highway Authority as to how this might be achieved would help in this. Redundant grass verges in highways ownership could be utilised to provide footpaths but requires active and proactive engagement from the highway authority to unlock potential.	The Council notes your conditional support that this measure may be affected by land ownership.
C/O Agent	C/O Agent			
Zoe	May	East of England Ambulance Service NHS Trust		
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)	Yes, this is considered appropriate. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
Wayne	Tilley	RTG Group Limited		
David	Dronfield	Braxted park		
raymond	dundas	Householder		
John	Peirson			
Ron	Brown	Corporate		
Roger	HAWES			
Anne	Hull	Elmwood Equestrian Centre	Again why are we with horses so blatantly forgotten till it comes to paying rates, not once on this form have we even been mentioned	Connections which support green infrastructure and active travel choices includes bridleways.
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		If they are to be sustainable and inclusive there is no other option	The Council notes your support for safe connections which incorporate green infrastructure and support active travel choices.
Unknown	Unknown	Ministry of Defence		
Josh	Plant	Gladmans		
Duncan	Clark		Yes. It should also be situated in locations which will promote higher levels of travel by sustainable modes such as walking, cycling and public transport.	The Council notes your support for safe connections which incorporate green infrastructure and support active travel choices.
Patricia	Smith			

Question 56

First Name	Last Name	Organisation	Question 56. Should development have to demonstrate that it can provide safe footpath/cycle links/connection... Should development have to demonstrate that it can provide safe footpath/cycle links/connections, which incorporate green infrastructure and support active travel choices?	COUNCILS RESPONSE
Mick	Sargeant		Only developments above say 6 units	The Council notes that you feel that this should only be applicable for developments larger than 6 residential units. This could equally apply to new employment development and not just residential. If any threshold were to be imposed there would need to be specific evidence as to why one is necessary and what is a reasonable scale.
John	Cockerell	Hatfield Peverell Parish Council		
Catherine	Williams	C/O Savills (Agent)		
Tom	Kelly			
Linda	Gemmill			
Linda	Gemmill			
Mark	Norman	Highways England		
*	*		4.53 The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel. However, the opportunities and constraints associated with delivering such linkages will vary on a location by location basis and may not be deliverable for every site, especially given the rural nature of the District. Accordingly, this should be considered an aspiration where practically deliverable rather than a requirement.	The Council notes your conditional support for safe connections which incorporate green infrastructure and support active travel choices and that this should be reviewed on a case by case basis.
*	Willmott		4.40 The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel.	The Council notes your support for safe connections which incorporate green infrastructure and support active travel choices.
Thomasin	Foster			
Ivor	Watson			
*	*			
*	*		4.41. The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel. However, the opportunities and constraints associated with delivering such linkages will vary on a location by location basis and may not be deliverable for every site, especially given the rural nature of the District.  4.42. The incorporation of safe connections should be required. The incorporation of green infrastructure should be dependent on the specific route and could be excessive, or relatively easy, to provide depending on circumstances. We therefore recommend that any policy requiring GI or active travel as part of footpath/cycle connections should be very carefully drafted.	The Council notes your conditional support for safe connections which incorporate green infrastructure and support active travel choices and that this should be reviewed on a case by case basis and have a carefully worded policy.
*	*		3.46 The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel. However, the opportunities and constraints associated with delivering such linkages will vary on a location by location basis and may not be deliverable for every site, especially given the rural nature of the District.  3.47 The incorporation of safe connections should be required. The incorporation of green infrastructure should be dependent on the specific route and could be excessive, or relatively easy, to provide depending on circumstances. We therefore recommend that  any policy requiring GI or active travel as part of footpath/cycle connections should be very carefully drafted.	The Council notes your conditional support for safe connections which incorporate green infrastructure and support active travel choices and that this should be reviewed on a case by case basis and have a carefully worded policy.
*	*		3.44 The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel. However, the opportunities and constraints associated with delivering such linkages will vary on a location by location basis and may not be deliverable for every site, especially given the rural nature of the District.  3.45 The incorporation of safe connections should be required. The incorporation of green infrastructure should be dependent on the specific route and could be excessive, or relatively easy, to provide depending on circumstances. We therefore recommend that any policy requiring GI or active travel as part of footpath/cycle connections should be very carefully drafted.	The Council notes your conditional support for safe connections which incorporate green infrastructure and support active travel choices and that this should be reviewed on a case by case basis and have a carefully worded policy.
*	*		3.45 The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel. However, the opportunities and constraints associated with delivering such linkages will vary on a location-by-location basis and may not be deliverable for every site, especially given the rural nature of the District.  3.46 The incorporation of safe connections should be required. The incorporation of green infrastructure should be dependent on the specific route and could be excessive, or relatively easy, to provide depending on circumstances. We therefore recommend that any policy requiring GI or active travel as part of footpath/cycle connections should be very carefully drafted.	The Council notes your conditional support for safe connections which incorporate green infrastructure and support active travel choices and that this should be reviewed on a case by case basis and have a carefully worded policy.

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*	*		<p>3.45 The inclusion of such links is an important part of delivering successful new communities, securing health and well-being benefits, as well as encouraging active travel. However, the opportunities and constraints associated with delivering such linkages will vary on a location-by-location basis and may not be deliverable for every site, especially given the rural nature of the District.</p> <p>3.46 The incorporation of safe connections should be required. The incorporation of green infrastructure should be dependent on the specific route and could be excessive, or relatively easy, to provide depending on circumstances. We therefore recommend that any policy requiring GI or active travel as part of footpath/cycle connections should be very carefully drafted.</p>	The Council notes your conditional support for safe connections which incorporate green infrastructure and support active travel choices and that this should be reviewed on a case by case basis and have a carefully worded policy.
*	*			
*	*			
Alan	Massow			
*	*			
Ian	Butt			
Sarah	Sayer			
*	*			

## Question 57

First Name	Last Name	Organisation	Question 57. Should the council continue to explore and support complementary projects delivered outside the planning system that can support travel choice and a shift away from the use of the car in the District?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		N/A
Lorraine	Bailey	Wickham Bishops Parish Council		N/A
Ali	Aldis		With the shift to electric cars in the future, these may be more environmentally friendly than buses.	The Council values your feedback on this issue. Over time the Council would hope the local bus fleets also converts to become EV so their own impact on the environment is also reduced.
David	Smye	The Maldon Society		N/A
Stewart	Newlands	Fambridge Lake		N/A
Paula	Stanbury			N/A
Sonia	Whiskin	Financial Services		N/A
Geoffrey	Charge	n/a		N/A
Robert	Collins			N/A
Gavin	Rowsell		All those living in truly rural areas keenly look forward to a sensible and realistic option to their private transport!	Noted.
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		N/A
Jackie	Gibbs			N/A
Tim	Aves			N/A
Helen	James		If you can, but we are not a big city, developments are scattered about	The Council notes your support for exploring and supporting complementary projects outside the planning system.
Kathy	Day			N/A
Mike	Hayes			N/A
Peter	Wakling			N/A
David	Sismey		Carrot not stick. Many people will continue to use car	The Council notes your view.
Stuart	Willsher	Persimmon Homes Essex		N/A
Sara	Howarth			N/A
Anthony	Fittock		There are however clear limitations in the ability of the Council to significantly change behaviours other than by where new properties are located.	The Council notes your view of limitations in addressing this matter.
Eissa	Leo			N/A
Daniel	McAllister	Robert Mulholland And Company Limited		N/A
Michele	Williams		Taking into account aging population	The Council notes your view.
Tara	Strydom			N/A
Jenny	Ball			
Cliff	Baron			N/A
Gill	Winsor	Tesco		N/A
Emily	Benham	Servoca complex care and nursing		N/A
Laura	Cannon			N/A
Shaneen	Ilanes			N/A
Sarah	Sapsford		Yes the Dengie dart has been good for local communities. However cycling is dangerous. And not many bridleways	The Council notes your support for exploring and supporting complementary projects outside the planning system, the value of the Dengie Dart, the danger posed by cycling and the lack of bridleways.
Merryl	Quilter			N/A
Bear	Keen			N/A
Jessica	Cox			N/A
Robert	Burton			N/A
Yvonne	Wade			N/A
Louise	Bywaters-Smith	Hospitality		N/A
Brooke	Roberts-Morgan		Not cycle lanes though! They are a waste of money, cyclists don't use them	The Council notes your view on cycle lanes.
Patricia	Bunkle			N/A
Stephanie	Ireland		Building developments should be required to ensure this is included rather than the whole community needing to pay for it.	Legally, Councils can only request developer contributions if they meet a series of tests which are whether they are necessary, directly related to the development and fair and reasonable in scale and kind.
Marc	Rawinsky	M R Sovereign Services Ltd		N/A
Roger	Tiffn			N/A
Kathryn	Beighton	Publishing	Up to a point, but we are a rural area and cars are necessary for most people and should not be penalised	The Council notes your view.
Roy	Warren	Sport England		
STUART	SOWTER			N/A
Mark	Raffray			N/A
April	Rowley			N/A
e	e	e		N/A
Kevin	Lagan			N/A
Bill	Withers			N/A
Joanna	Jeffery			N/A
John	Mitchell			N/A
Bethany	Jones	Colchester Borough Council		N/A
Magnus	Magnusson	Parker Planning Services		



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Nick	Whiteley		I'm not sure what power the Council would have over it, but Dubai has been trialling self-driving electric taxis. You use an app to call it to your location, it drives you there, safely.  While it doesn't necessarily reduce the use of a car, it can reduce the environmental impact.	The Council notes your support for exploring and supporting complementary projects outside the planning system, including the trialling of self-driving vehicles. The Council notes that in August 2022 the Government has published a Vision for "Connected and Automated Mobility" and has launched a consultation on safety of self-driving vehicles. <u>The Council will keep this matter under review.</u>
Peter	Layley			N/A
Rex	Davenport			N/A
Lesley	Mitchelmore	Danbury Parish Council		N/A
Linda	Flowers	Self Employed	Current public transport provision is virtually non existent to many villages. However some may never be appropriate to link up for bus routes due to in, out and through road constraints.  Substantial development of village settlements with poor roads in and out would inevitably heavily increase car use as virtually everyone of car driving age owns a car each, by necessity.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities.
Karen	Neath	Tolleshunt Major Parish Council		N/A
N	DA			N/A
Peter	Holmes			N/A
Dorreen	Linton	our group consists of adults, playschool and brownies group		N/A
John	Wileman			N/A
Colin	Pryke			N/A
Richard	Courtney	University Of East London		
sue	Rawlinson	Evolve		N/A
Douglas	Milsted	Heybridge Basin Conservation Society		N/A
Alan	Outlaw	Self Employed		N/A
John	Hitcham			N/A
Richard	Kelly	Croudace Homes	Whilst we support the proposal in principle, projects in respect of travel choice which could result in a shift away from the use of the car and change the shape of how development is delivered across the District, should be aligned with the Council bringing forward its spatial strategy now. It should not be done outside of the planning system.	Alignment with the Spatial Strategy is why the Council was interested in this idea in continuing to explore these avenues which are already outside the planning system (i.e. through Public Transport, Highway or Licencing responsibilities).
Lindsey	Squire	North Fambridge Parish Council		N/A
K	Jeffries			N/A
John	Lakin	?		N/A
Andy	Quelch			N/A
Samantha	Weeks			N/A
Carlie	Mayes			N/A
James	Rushton		Certainly, commuter and shopper bus services should be invested in, with the clear intention of reducing short trip use of the car.	The Council can continue to liaise with the Public Transport Authority, Essex County Council to consider how bus services can respond better to the District's travel needs.
Richard	Martin	Scott Properties		N/A
Mike	Spurgeon	Phase 2 Planning and Development		N/A
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		N/A
Catherine	Champion			N/A
Terence	Hughes	Burnham-on-Crouch constituent		N/A
Amanda	Mickelsen			N/A
John	Tompkins		Place-based Transport Strategies to manage competing demands for road space, parking and public transport in specific areas should be a policy for all new developments.  There are already a number of cycle routes within the district on tight, narrow and dangerous country lanes that are a hazard for walkers, horse riders and drivers alike. Arranging such routes should not be a desktop exercise but borne from an on the ground survey.  Given the current apparent uncoordinated strategy and the overloading of the road network, it is too late to commission a survey and develop a strategy as the situation has gone too far to sustain a model shift.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities.
Samuel	Newton	Anglo European School		N/A
Mary-Ann	Munford			N/A
Jo	Harvey			N/A
Jeremy	Potter	Chelmsford City Council		N/A
Terry	Fleming			N/A
Daniel	Goodman	Rochford District council		N/A
Chris	Harvey		I'd like to see better transport links between Maldon and the Crouch Valley railway line, as this would reduce the need for car usage if visiting Burnham, Southminster or South Woodham Ferrers.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities.

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Philip	Davies		Until more sustainable systems are available, there should be provision in the LDP for strategic electric car charging structures in all towns and villages.	Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles.
Jane	Senior			N/A
Susan	Cumming	not applicable		N/A
Amanda	Clack		But it is likely that due to the rural nature of the District the car will continue to remain the main source of transport for most residents.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
Ronald	Edge	Construction Industry		
Daphne	Scott			N/A
Gordon	Mussett	Little Braxted Parish Council		N/A
Kenny	Alexander	Thomas Gainsborough School		N/A
David	Kennedy		At this point in time, when funds are scarce and budgets tight, the council needs to focus on its core responsibilities maximising the benefits of tax payers money	Noted.
Ronnie	Tongue	state school		N/A
Mark	Behrendt	Home Builders Federation		N/A
Matthew	Cooper		The widespread adoption of electric vehicles in the short-term means that sustainable transport can be achieved without a shift away from car usage.	Noted. Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles.
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None		
christine	collins		but unrealistic I think	Noted.
Stuart	Williams	Ace group		N/A
Reegan	Howles		strongly agree	The Council notes your support for exploring and supporting complementary projects outside the planning system.
David	Webb			N/A
Andrew	Marsh	Historic England		N/A
Brian	Haydon			N/A
jasbir	Singh			N/A
Janice	Jackson			N/A
Jenny	Clemo	Langford & Ulting Parish Council		N/A
Hazel	Notley		What about a cycle path along the old 'Crab and Winkle' railway line, to link communities of Tollesbury, D'Arcy, Knights, Tiptree and ultimately a railway link at Kelvedon?	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities, which could include how the former railines are used for active travel.
Jean	Brown			N/A
Joanne	McGinity			N/A
Stuart	Dedman	Nil		N/A
Roy A	Clare	Charities		N/A
Kerry	McKenna			N/A
Penny	McCaughey	Tiptree dental		N/A
Jane	Phillips	Solicitors	But it is likely that due to the rural nature of the District the car will continue to remain the main source of transport for most residents.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
David	Rees			N/A
Felicity	Gale			N/A
Lindsey	Wright			N/A
Darren	Weeks			N/A
Phil	Manning			N/A
Peter	Clack		But it is likely that due to the rural nature of the District the car will continue to remain the main source of transport for most residents.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
Doug	Lockwood	National Grid	This is not achievable in small villages.	Noted.

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Sally	George			N/A
Vara	Szajkowski			N/A
Bob	Calver		not sufficient detail on 'complementary projects' to make a decision	Noted.
David	Hill	Dandara Ltd		N/A
Tessa	Lambert	Natural England		
Dawn	Howles			N/A
Steven	Potter			
natasha	frith			N/A
Vysian	Banyard	TKPC	Complementary projects delivered outside the planning system???????	For instance, the provision of better bus services in Maldon District is not managed by the planning system, rather by the Public Transport Authority and bus service providers. It can, nevertheless support the increase of patronage to buses if they go to the places people wish to travel to and at the right times.
Anthony	Bates		The thought of building a further 1750 new homes within the Althorne area is frightening to me as we only have B rated narrow roads that would take the increased construction/ general traffic which will ensue, is already at a high level and without giving any consideration to the proposed new Bradwell B nuclear facility build. I am totally against this project as this would destroy the beautiful Dengie penninsular formed over 1000's of years forever. The projects are totally unsustainable.	The Council is not proposing any specific sites in the LDP Review. At this stage, it is just considering spatial options for growth.
Russell	Howles	WSP		
Diane	Carter		What does this mean?	For instance, the provision of better bus services in Maldon District is not managed by the planning system, rather by the Public Transport Authority and bus service providers. It can, nevertheless support the increase of patronage to buses if they go to the places people wish to travel to and at the right times.
Gillian	Hollamby			N/A
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted
Brian	Townsend			N/A
Robin	Fanshawe			N/A
Malcolm	Finch			N/A
Peter	Taylor	Retired		N/A
Chris	Melbourne		lets be realistic, rural villages will always fall outside of any sustainable transport	Noted.
John	Brown			N/A
Robert	Hollamby			N/A
Chris	Waumsley	Inovo Consulting		N/A
Phil	Jacklin			N/A
Kate	Priest	Purleigh Community Primary School		N/A
Robert	Jones	The University of Reading	Car use will remain essential in such a geographically diffuse area as Maldon District.	Noted.
Robert	Stephens	N/A		
Gary	SPICER			N/A
Pete	Butcher			N/A
JO	COOMBES			N/A
Helen	Bridge		Yes, as long as it doesn't mean withdrawal of local school buses.	Noted.
Melanie	Allen	Government	Not in Althorne	The Council notes your view that it should not explore any complementary projects in Althorne which support travel choice or the shift-away from car use.
Adam	Medlycott			N/A
Jonney	Aldridge			
Joanne	Maloney		Bring back the railways	The Council supports in principle reestablishing rail connections and has already applied twice to the Government's Restore Your Railways Ideas Fund in 2020 and again in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
Mark	Hurley	Selfridges	to open to different interpretations	Noted.
Portia	Roelofs			N/A
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn			
Christopher	Kent		As long as it can reach the people who need it.	Noted.
Lisa	Singh	Direct Call Centres Ltd		N/A
Kevin	Head		Refer to response to Q56.	The Council notes your support for safe connections through green infrastructure and active travel choices in developments.
Elizabeth	Sawyer Bayliss			N/A
Michael	Partridge		It was most unfortunate that the Dengie Link minibus service ended. It provided a guaranteed regular service at a reasonable cost to users. Uptake was slow at first as with most new systems but it gave those of limited means and non-drivers living in the rural areas access to employment, shops, doctors, etc. and the ability to visit family and friends within the district. The service that replaced it appears to be more limited and less frequent.	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
Kenneth	Northfield			N/A
Jerry	Petts			N/A
Frederick	McMahon			N/A
Sophie	Pryor			N/A
Tracey	Merritt	Dengie Hounds and Horses		N/A

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c/o Agent	c/o Agent	Clarion Housing		N/A
Stephanie	Jones	home	cars will always be important in rural areas.	Noted.
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			N/A
Phillipa	Griffiths			
Matthew	Taylor		Car dependent development in unsustainable locations should not be supported.	Noted.
Anne	Bailey			N/A
Winifred	Sutherland			N/A
Lucien	Taylor			N/A
Chris	clark		Rural area needs cars . A train station in Maldon and Heybridge would help linked to Witham for access to London and Colchester. At present the only safe way to travel for many is car due to covid. Would you want to go on a train or bus if elderly or health issues and as you no we are an elderly area	The Council supports in principle reestablishing rail connections and has already applied twice to the Government's Restore Your Railways Ideas Fund in 2020 and again in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful.
David	Baker			N/A
Jeremy	Richardson			N/A
Glenna	Wilkins			N/A
Cheryl	Carter	Education		N/A
Susan	Mason			N/A
Melad	Kamlow			N/A
Danny	Soul			N/A
Dave	Draper	The Hartford Insurance Group	But how do you do that from small, remote villages ?	Noted.
Fiona	Barkham	Private Individual		
Isabel	Adcock		But it must be linked to the whole area including county and country Piecemeal won't be other than an expensive flop	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
Kevin	Cooper			N/A
Katherine	Whitehouse			N/A
Linda	Soul			N/A
Robert	Wilson			N/A
Sarah-Jayne	Hunt	SJ Aesthetics LTD		N/A
Jonathan	Hunt			N/A
Deborah	de Boltz	Farleigh Hospice		N/A
alan	johnson	sky broadcasting		N/A
Tim	Murphy			N/A
Claire	McGrane		The district is too vast to consider a shift away from the use of the car overall. Maybe in the major towns but once you head beyond Maldon towards Burnham-on-Crouch, I don't believe that it will be achievable.	Noted. Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
Tracey	Munford	NA	cycle lanes have multiple benefits - reduced traffic, reduced carbon, healthier commute / travel same applies to safe, maintained, paved footpaths	The Council notes your support for safe connections through green infrastructure and active travel choices in developments given the multiple benefits they can bring to traffic and carbon reduction and health and well-being..
Victoria	Cutmore	Endurance Estates		N/A
Jane	Potter	Purleigh Parish Council	Yes, the Council should continue to explore and support complementary projects delivered outside the planning system that can support travel choice and a shift away from the use of the private car in the district	The Council notes your support for exploring and supporting complementary projects outside the planning system.
Brian	Haydon	Cold Norton Parish Council		N/A
Rowan	Rampersad			N/A
LUKE	MACFARLANE	S A RAVEN		N/A
Anna	Wombwell	Morris Farm		N/A
Lee	Foster			N/A
Ronald	Owen	Not applicable		N/A
Elizabeth	Johns			N/A
Colin	Day			N/A
Vanessa	Horner			N/A
Natalie	Bradford			N/A
Harriet	Hurst-Smith			N/A
Brian	Howson	Pharmaceutical company		N/A
Tony	Vanner			N/A
Josie	Vanner			N/A
Tracy	Carroll			N/A
Ian	Roberts	N/A		N/A
Marion	Gunn			N/A
Tony	Ashton	none		N/A
mandy	SHORT			N/A
BRIAN	COLLINS		Internal first, external second	Noted.

## Question 57

First Name	Last Name	Organisation	Question 57. Should the council continue to explore and support complementary projects delivered outside the planning system that can support travel choice and a shift away from the use of the car in the District?	COUNCILS RESPONSE
Kevin	Money	St. Lawrence Parish Council		N/A
Claire	Udall	1		N/A
Linda	Raffray			N/A
John	Cooper			N/A
Peter	Lampard		Increase in bus services.	Noted. Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities with appropriate projects and initiatives.
Leah	Jewiss			N/A
Elaine	Ketley	South Woodham Ferrers Town Council	Yes however it is essential that car transport is not penalised in what is a predominantly rural area.	The Council notes your support for exploring and supporting complementary projects outside the planning system.
Tim	Chilvers		4.50 Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects outside the planning system.
Ruth	Bull	The Othona Community		N/A
Mark	Jackson	Mark Jackson Planning		N/A
Elliott	George			
ann	cutting			N/A
Sharon	Cushen		Absolutely! Our roads are way too small for housing expansion.	The Council notes your support for exploring and supporting complementary projects outside the planning system.
Ian	Tooley			N/A
Sally	Tokeley			N/A
Kate	Ellis			N/A
Christina	Chan		The area is too disparate and isolated to provide effective transport sufficiently. Use of cars are still the most effective mode of transport. People in the area should be encourage to move to electric cars and the council should look at a plan to support this.	Noted. Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles.
Tim.	Holdsworth			N/A
Graham	Snow			N/A
Kevin	Ashman	Estates and Agency Strategic Land	Private, demand responsive transport has a role to play in enhancing the role that existing trains stations can play in connecting communities.	The Council notes your support for exploring and supporting complementary private demand responsive projects outside the planning system.
Sarah	Packard			N/A
Jake	Nugent	Endurance Estates Ltd		N/A
Martin	Cook			N/A
Clifford	Brown			N/A
Steve	Gallant	Crouch Valley Defence Group		N/A
Lesley	Woodley			N/A
John	Buchanan			N/A
Kirsty	Rowell			N/A
Tim	Bradford	leadenhall		N/A
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	Place-based Transport Strategies to manage competing demands for road space, parking and public transport in specific areas should be a policy for all new developments.  There are already a number of cycle routes within the district on tight, narrow and dangerous country lanes that are a hazard for walkers, horse riders and drivers alike. Arranging such routes should not be a desktop exercise but borne from an on the ground survey.  Given the current apparent uncoordinated strategy and the overloading of the road network, it is too late to commission a survey and develop a strategy as the situation has gone too far to sustain a model shift	Essex County Council is responsible for the District's highway network (including cycle routes) and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities.
David	Brock			N/A
Mark	Tentori	Mazdev Limited	As it is a pressing matter to address climate change in an effective way, policies and the planning system should be able to adapt accordingly and respond proactively in any new challenges. If a project is well-designed, respects the wider context, but also minimises the impact on the environment by introducing mitigation measures (active forms of transit, EV charging points, or renewable energy opportunities), it should be assessed on its own merits, but substantial weight should be given to how it responds to the climate challenges ahead.	Noted. Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles. In addition, Essex County Council is responsible for the District's highway network and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District, which includes active travel routes such as cycleways and bridleways, bus routes and demand-led transport choices. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities, as well as help implement the Maldon District Climate Action Strategy.
Niki	Halls			N/A
Peter	Ingram		If practical	The Council notes your support for exploring and supporting complementary private demand responsive projects outside the planning system, if practical.
Jane	Pilgrim			N/A
Judith	Radcliffe			

## Question 57

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Stewart	Geden			N/A
Anita	Thomas	Bank		N/A
Andrew	Ashworth			N/A
michael	smith			N/A
Christopher	Mabbutt	Burnham Primary School		N/A
Mary	Putt		The authority needs to accept that they will not be able to fund an appropriate and viable infrastructure for the whole district and rather than waste time on possibilities, should focus effort and resource in repairing and maintaining the current infrastructure.  Residents within the district are fully aware of the transport limitations, new residents should be made aware before they purchase and the vision for making life sustainable from within the district, worked into a business plan	The responsibilities of Maldon District Council as a Local Planning Authority is not to fund appropriate and viable infrastructure on its own. It is also not its responsibility to repair and maintain all of the infrastructure; much of that falls to the other relevant responsible bodies such as Essex County Council, the NHS or Environment Agency.
Simon	Priest			N/A
Philippa	Marshall			N/A
Lewis	Cook	Form Architecture Ltd.		N/A
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell		
Colin	Hawkes			N/A
Ronald	PIPER			N/A
Alan	Shrimplin	N/A	The MDC district due to its make up does not lean its self to this in the majority, MDC is mainly rural, but this should be explored for the larger towns.	The Council notes your support for exploring and supporting complementary private demand responsive projects outside the planning system in larger towns.
John	McLarty			N/A
John	McLarty			N/A
Norman	Branch	N/A		N/A
John	McLarty			N/A
Valerie	Coleby	Berrys		N/A
James	Clarke			N/A
David	Stilwell			N/A
Ann	Thomas			N/A
michael	harris			N/A
Geoffrey	Cox			N/A
John	McLarty			N/A
Kevin	Bruce			
Barrington	Thomas			
Richard	Edwards			
Robyn	Woloszczuk			N/A
Lesley	Speller			N/A
William	Shepherd			N/A
Nicola	O'Dean	Balgores Motors		N/A
Alexander	Romang			N/A
Hayley	Holgate	ECC		N/A
Eirlys	Parry	N/A		N/A
victoria	newson	Childrens Nursery		N/A
Michael	Unwin	N/A		N/A
Tony	Barber			N/A
Nick	Mason	ECOClassics	The area is too disparate and isolated to provide effective transport sufficiently. Use of cars are still the most effective mode of transport. People in the area should be encouraged to move to electric cars and the council should look at a plan to support this	Noted. Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles. In addition, Essex County Council is responsible for the District's highway network and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District, which includes active travel routes such as cycleways and bridleways, bus routes and demand-led transport choices. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities, as well as help implement the Maldon District Climate Action Strategy.
David	Banfield		With many people having the ability to work from home which should be encouraged reduces car use and avoids further environmentally destructive and costly road installations and bypasses which are badly congested during the morning e.g. the bypass from SWF to Rettendon and the A130 relief road to Benfleet/ A127. WFH has huge benefit for reducing pollution, road damage/ repairs and allowing those to travel who have to travel to get to work.	The Council notes your support for exploring and supporting complementary projects outside the planning system including an increase in the behaviour of 'working from home' to reduce the need to commute and travel.
Melanie	Osborne	Motor Trade		N/A
Stuart	Turner	Essex search and rescue		N/A
Mike	Carpenter	CODE Development Planners Ltd		N/A
ian	wilson	cm36pt		N/A
Phillip	Wright	CALA Homes (North Home Counties) Ltd		N/A

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.	.	SN Developments		
		Cooper Property Holdings Ltd		N/A
Jane	Coleman	Maldon Town Council		N/A
c/o Agent	c/o Agent			N/A
kelly	tilley			N/A
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		N/A
N	Baseley	IBA Planning Ltd		N/A
Sue	White		In theory, but this must be agreed by all members and not just wild ideas by officers. This must have joined up thinking and collaboration at its heart and not just be an idea encouraged by salesmen of certain technologies and ideas. It must fit with the District and development should not be allowed just because of a new bus or electric chargers. Electric chargers should be compulsory for all new development regardless.	Noted. Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles. In addition, Essex County Council is responsible for the District's highway network and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District, which includes active travel routes such as cycleways and bridleways, bus routes and demand-led transport choices. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities, as well as help implement the Maldon District Climate Action Strategy.
Sarah	Yates			N/A
Leonard	Lewis			N/A
Roy	Martin	Mr Roy Martin	With road communication being so badly ignored rail is being grossly overlooked for development in this area, is reinstated Witham to Maldon branch being pursued? - not mentioned in questionnaire. If so could be extended into other parts of the district as alternative to car usage.  Connectivity including 'cross county' non 'Londoncentric' routes should be under consideration , metro/tramway routes for local feeder routes to main rail arteries etc. No national or local vision apparent on this front	The Council supports in principle reestablishing rail connections and has already applied twice to the Government's Restore Your Railways Ideas Fund in 2020 and again in 2021 for feasibility work for reconnecting Maldon and Witham; but was unsuccessful. Within the East of England, Transport East has set out a 30 year Transport Strategy to transform transport connections to help drive long term economic growth: <a href="https://www.transporteast.org.uk/strategy/transport-strategy/">https://www.transporteast.org.uk/strategy/transport-strategy/</a>
R	Minney			N/A
Tim	Grant	Evolution Town Planning		N/A
Simon	Butler-Finbow	Pigeon Investment Management	Complementary projects that can be delivered outside the planning system, and which support travel choices by sustainable modes, should be supported by MDC wherever it is possible and viable to do so. The submitted sites already benefit from a high level of accessibility but additional measure that would support and enhance this accessibility should be embraced.	The Council notes your support for exploring and supporting complementary private demand responsive projects outside the planning system in larger towns.
ANNE	OSBORN	Purleigh Community Shop		N/A
Stephen	Hodgkinson		Refer to response to Q56.	The Council notes your strong support for safe connections through green infrastructure and active travel choices in developments.
c/o Agent	c/o Agent	Maldon Wick Limited		N/A
ZOE	HOSTY			N/A
S	Swain			N/A
Kevin	Coleman	Phase 2 Planning		N/A
John	Lawrence			N/A
Diane	Wallace			N/A
Jonathan	Aldis	Good life Countryside Services		N/A
sara	doran		yes, more bridle ways - more cycleways, promote car sharing. maybe develop a trusted driver system for people willing to offer a lift (i haven't seen one, but perhaps might be possible and might be safe); providing licencing only to cabs that are electric by 2023; ensuring that all buses in the district that provide services are electric.  ensure more power points are available in the district.	Noted. Essex County Council are in the process of developing an Essex EV Charging Strategy to ensure the roll-out of EV charging infrastructure can be managed effectively throughout Essex. Maldon District Council is also supporting the preparation of updated vehicle parking standards in Essex to ensure new developments cater better for the demands of EV vehicles. In addition, Essex County Council is responsible for the District's highway network and is the public transport authority for the District. ECC is currently developing a "Maldon District Future Transport Strategy" to consider how to invest and coordinate highway and transport related matters in the District, which includes active travel routes such as cycleways and bridleways, bus routes and demand-led transport choices. Maldon District Council is keen to work with the County Council in developing and refining this so that it can respond better to local issues and benefits the District's communities, as well as help implement the Maldon District Climate Action Strategy.
Grace	Godwin			N/A
Sue	Hillman			N/A
michael	carr	NHS		N/A
Colin	Horner	Villageretreat		
Simon	Plater	Plater+Claiborne		N/A
Mark	Anderson			N/A
Karen	Wellum			N/A
Emma	Wright			N/A
Robert	Scott	Lewis & Scott Retirement Living Ltd	Focus should be on projects that improve accessibility of facilities and services in the existing communities, particularly to those with limited mobility or health care conditions.	Noted.
Linda	Coom			N/A

## Question 57

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Caitlin	Soul			N/A
Michelle	Curtis	Tollesbury Parish Council		N/A
Mary	Hammond			N/A
Rob	Bard			N/A
Ian	Drinkwater			N/A
John	hand	N/A		N/A
Emma	Smith	Bradwell on Sea Parish Council		N/A
Tim	Dixon			
Nicola	Taylor	Elixirr		N/A
Graham	Johnson	graham v johnson		N/A
Chris	Yates			N/A
Tim	Hann			N/A
Burnham	Town Council	Burnham on Crouch Town Council	In principle, but more information is needed to make an informed decision.	Noted
Sally	Everitt	Community360		N/A
Mark	Garrett			N/A
Justin	Barkham	Self employed		
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd		
Victoria	Long			
Victor	Staines			N/A
Jayne	Moore	Essex County Fire and Rescue Service		N/A
Stephen	Sutton			N/A
Kevin	Bennett			N/A
Nicholas	Matthams			N/A
Christian	van Stolk	RAND Europe		
Nicholas	Jepson		Footpaths are not appropriate in some settings. What is more helpful is traffic slowing measures including wider use of the 20mph limits that keep Maldon centre safer despite there being wide pavements.	The Council values your feedback on alternatives to wider footpaths which are not always appropriate. The Council will work with the Highway Authority in determining whether any reduced speed limit areas could be appropriate instead.
Pamela	Lacey			N/A
Chloe	Soul			N/A
carole	kirk			N/A
Sharon	Jackson			N/A
RICARD	GROUT			N/A
Tim	Madelin			N/A
Charles	Bishop			N/A
Paul	Jewiss	Self Employed		N/A
Joanna	Jeffery	Althorne Parish Clerk	«No response»	
Deborah	Anderson	NHS		N/A
John	Pilgrim	Self employed		N/A
Gloria	Gold	London Design and Engineering UTC		N/A
Linda	Curry			N/A
Lucy	Waterhouse			N/A
Jon	Mayhew			N/A
James	Goody	James Goody refurbishments		N/A
Paul	Coppin			N/A
Johanna	Dale			
Tracy	Kinnane			N/A
Steven	Bardwell	S P Bardwell Ltd		N/A
David	Oxford	Lloyds Banking Group		N/A
Stephen Francis	Dewick	Curry Farm		N/A
Carlos	Rodriguez			
George	Dixon			N/A
Rebecca	Tucker			N/A
Mark	Faraway		It's like the paperless office it will never happen people will own cars and continue to overload existing roads.consider new towns like in the past with Basildon and Telford	The Council notes your supports for New Towns.
T	Ketteley			N/A
Elizabeth	Weston			N/A
Jacky	Barber			
Douglas	Channer	Private	Not sure this is being totally realistic.	Noted.
Ursula	Benjafield			N/A
Paul	Mitchell			N/A
Kristian	Tokeley	CTC Construction Ltd		N/A
Lynda	Bugg		Not sure this is possible.	Noted.
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		N/A
James	Campbell	HMPPS		N/A
William	Moss			
Simon	Mackenzie Smith			



## Question 57

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Richard	Udall			N/A
Rosalind	Bishop			N/A
Paul	Burgess	None		N/A
John	Symington			N/A
D	Cooper			N/A
C/O Agent	C/O Agent			N/A
Zoe	May	East of England Ambulance Service NHS Trust	Consider access by car for disabled and those with long term conditions which mean they cannot walk very far. Provision of seating at regular intervals to enable individuals to take breaks when walking.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system and the health implications to consider for some people.
Roger	Woodcock			N/A
Michael	Manning			N/A
Jack	Inglis	Kelvedon Hall		N/A
Peggy	Shields			N/A
Dawn	Adams	Catesby Estates		N/A
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	Yes, this is considered appropriate.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
Wayne	Tilley	RTG Group Limited		N/A
David	Dronfield	Braxted park		N/A
raymond	dundas	Householder		N/A
John	Peirson			N/A
Ron	Brown	Corporate		N/A
Roger	HAWES			N/A
Anne	Hull	Elmwood Equestrian Centre	Horses	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system such as those which are equestrian related.
Matthew	Bloxham	Matt		N/A
Julia	Morris			N/A
Amanda	MacKenzie			N/A
Jenny	Shepherd			N/A
Jack	Ellum			N/A
Bernard	Steeple			N/A
Anna	mccomb	NHS Property Services Ltd		N/A
Natalie	Kermath	Environment Agency		N/A
Peter	Knights			N/A
John	Watson		There are however clear limitations in the ability of the Council to significantly change behaviours other than by where new properties are located.	Noted.
Unknown	Unknown	Ministry of Defence		N/A
Josh	Plant	Gladmans		N/A
Duncan	Clark			N/A
Patricia	Smith			N/A
Mick	Sargeant			N/A
John	Cockerell	Hatfield Peverell Parish Council		N/A
Catherine	Williams	C/O Savills (Agent)		N/A
Tom	Kelly			N/A
Linda	Gemmill			N/A
Linda	Gemmill			N/A
Mark	Norman	Highways England		N/A
*	*		4.54 Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
*	Willmott		4.41 Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
Thomasin	Foster			N/A
Ivor	Watson			N/A
*	*			N/A
*	*		4.43. Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
*	*		3.48 Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
*	*			N/A
*	*		3.47 Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
*	*		3.47 Such projects are of value to existing communities and as such should continue to be supported.	The Council notes your support for exploring and supporting complementary projects delivered outside the planning system.
*	*			N/A
*	*			N/A
Alan	Massow			N/A
*	*			N/A
Ian	Butt			N/A
Sarah	Sayer			N/A
*	*			N/A

Question 58

First Name	Last Name	Organisation	Question 58. Should the Council take into account the advantages of locations which stand to offer the better chance of securing new infrastructure due to critical massing of development?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		N/A
Lorraine	Bailey	Wickham Bishops Parish Council	Growth should be concentrated where infrastructure already exists and then seek to improve that infrastructure. So, for instance, where a settlement already has a GP surgery, efforts should be put to improving or enlarging that facility to serve an increased residential structure. It is frequently easier to improve existing infrastructure than to start from scratch. If affordable housing influences infrastructure funding, then such housing should continue to be a determinant, but not sole factor.	The Council notes the Parish Council's view that growth should be concentrated in locations where infrastructure already exists and improvements then made to that infrastructure.
Ali	Aldis			N/A
David	Smye	The Maldon Society	The 'better chance of securing new infrastructure' should not be left to chance - it must be a requisite of gaining planning consent.	Whilst securing contributions towards infrastructure is a requirement of major planning applications, a disadvantage can exist where development are spread out and impact on more than one area. Adopting an approach which favours critical massing of development around the District would support infrastructure providers planning and provision of their services.
Stewart	Newlands	Fambridge Lake		N/A
Paula	Stanbury			N/A
Sonia	Whiskin	Financial Services		N/A
Geoffrey	Charge	n/a		N/A
Robert	Collins			N/A
Gavin	Rowsell			
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		N/A
Jackie	Gibbs			N/A
Tim	Aves		We need better infrastructure to serve development already permitted. No further development should be allowed until this is in place.	The Council notes your view, however the Maldon District Local Development Plan Review is required to be reviewed by national planning policy as its development strategy is now more than 5 years old and the Council must extend the time period the plan covers to ensure it plans for a minimum of 15 years. There are presently only 7 years remaining on the current plan. The Council is charging developments appropriate sums to contribute towards the costs of upgrading infrastructure as was identified as necessary when the LDP was approved in 2017; and these funds are being held by Maldon District Council and Essex County Council until projects are ready to be delivered by service providers for new and extended schools, highway works, youth facilities, health centres,
Helen	James		You must not build without providing proper infrastructure. The existing infrastructure is at breaking point, ie not enough schools, doctors, dentists and we desperately need a proper by pass for Heybridge	The Council notes your view, however the Maldon District Local Development Plan Review is required to be reviewed by national planning policy as its development strategy is now more than 5 years old and the Council must extend the time period the plan covers to ensure it plans for a minimum of 15 years. There are presently only 7 years remaining on the current plan. The Council is charging developments appropriate sums to contribute towards the costs of upgrading infrastructure as was identified as necessary when the LDP was approved in 2017; and these funds are being held by Maldon District Council and Essex County Council until projects are ready to be delivered by service providers for new and extended schools, highway works, youth facilities, health centres, etc. A relief road is being built as part of the North Heybridge Garden Suburb; highway works for which were started by the developer Countryside Properties in 2022 in Maypole Road.
Kathy	Day			N/A
Mike	Hayes		Improved infrastructure naturally follows development in villages.	The Council notes your view.
Peter	Wakling			N/A
David	Sismey		Less / different infrastructure required when pepper-potted. Previous promised infrastructure hasn't materialised even when there has ben critical mass (eg Heybridge Flood Alleviation Scheme)	The Council notes your view.
Stuart	Willsher	Persimmon Homes Essex		N/A
Sara	Howarth			N/A
Anthony	Fittock		The District does not have the infrastructure to support growth and this will get worse if a more proactive approach to fund infrastructure without lag or at least minimal lag is not adopted. Waiting for an S106 pot to fill up over a period of 10 years is not a prudent way of mitigating impact upon existing residents.	The Council notes your view, however the Maldon District Local Development Plan Review is required to be reviewed by national planning policy as its development strategy is now more than 5 years old and the Council must extend the time period the plan covers to ensure it plans for a minimum of 15 years. There are presently only 7 years remaining on the current plan. The Council is charging developments appropriate sums to contribute towards the costs of upgrading infrastructure as was identified as necessary when the LDP was approved in 2017; and these funds are being held by Maldon District Council and Essex County Council until projects are ready to be delivered by service providers for new and extended schools, highway works, youth facilities, health centres, etc. Whilst it is noted that there is a lag time between when development is approved and when S106 funds are paid, this is currently how the planning obligations system operates and would need primary legislation from the Government to change.
Eissa	Leo			N/A

Question 58

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Daniel	McAllister	Robert Mulholland And Company Limited	Care must be taken however that this does not starve smaller settlements of jobs and homes and therefore infrastructure. Provision of new infrastructure is needed throughout the District.	The Council notes the possible impact that a critical massing approach could have on smaller settlements in terms of jobs, homes and infrastructure.
Michele	Williams		Current infrastructure should be the consideration	The Council notes your view that existing infrastructure should be the consideration; however new development is likely to lead to a need to improve that provision.
Tara	Strydom			N/A
Jenny	Ball		I don't think this can be a stand alone determining factor for deciding where development should go. Particularly if it is because infrastructure has not materialised as planned at growth sites such as Maldon or Burnham. The focus needs to be on ensuring that infrastructure comes through as soon as possible for both the "historic" residents and those who have moved into the new developments in good faith	The Council notes your view that locations that offer critical massing should not be the only factor taken into account.
Cliff	Baron			N/A
Gill	Winsor	Tesco		N/A
Emily	Benham	Servoca complex care and nursing		N/A
Laura	Cannon			N/A
Shaneen	Illanes			N/A
Sarah	Sapsford			
Merryl	Quilter			N/A
Bear	Keen			N/A
Jessica	Cox			N/A
Robert	Burton			N/A
Yvonne	Wade			N/A
Louise	Bywaters-Smith	Hospitality		N/A
Brooke	Roberts-Morgan			N/A
Patricia	Bunkle			N/A
Stephanie	Ireland			N/A
Marc	Rawinsky	M R Sovereign Services Ltd		N/A
Roger	Tiffn			N/A
Kathryn	Beighton	Publishing	And they should be built before the houses!	The Council notes your view however whilst there is a lag time between when development is approved and when S106 funds are paid, this is currently how the planning obligations system operates and would need primary legislation from the Government to change.
Roy	Warren	Sport England		
STUART	SOWTER		locations such as Chelmsford/Witham where infrastructure is in place should be used to build more houses not areas such as Althorne/Burnham.	The Council has an obligation to plan for the Maldon District's needs within the boundaries of the Maldon District; Chelmsford and Witham are in neighbouring authorities.
Mark	Raffray			N/A
April	Rowley			N/A
e	e	e	Yes in part, but we need smaller developments too – it needs to be the right balance.	The Council notes your broad support, but also the concern that smaller developments are also needed to find a balance.
Kevin	Lagan			N/A
Bill	Withers			N/A
Joanna	Jeffery			N/A
John	Mitchell			N/A
Bethany	Jones	Colchester Borough Council	No, each site should be assessed on its own merits	The Council notes your disagreement that locations that offer better critical massing for infrastructure should be considered.
			Response is subject to call in until 15 March.	
magnus	Magnusson	Parker Planning Services	Yes. The larger urban centres, including Burnham-on-Crouch, offer the best prospects of securing new infrastructure as a consequence of 'critical massing'	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing.
Nick	Whiteley		One of your points states that there isn't enough demand being created when new housing is built to trigger a release of more funding for local services (schools, health etc.). Surely, these are dire, and a potential put-off for potential buyers knowing that they would not have access to these services locally.  Local residents are increasingly needing to send their children further from the district to get into a school. Medical centres (bar the shortage of health services staff) are at capacity. Getting an appointment is harder by the day.  Developers should have to foot a higher upfront percentage to increase these services so that they	The Council notes your view. The Council is already charging developments appropriate sums to contribute towards the costs of upgrading infrastructure as was identified as necessary when the LDP was approved in 2017; and these funds are being held by Maldon District Council and Essex County Council until projects are ready to be delivered by service providers for new and extended schools, highway works, youth facilities, health centres, etc. Whilst it is noted that there is a lag time between when development is approved and when S106 funds are paid, this is currently how the planning obligations system operates and would need primary legislation from the Government to change.
Peter	Layley			N/A
Rex	Davenport			N/A
Lesley	Mitchelmore	Danbury Parish Council		N/A
Linda	Flowers	Self Employed	After those already close to good infrastructure.	The Council notes your view that whilst critical massing of development to secure new infrastructure is important, you consider those areas where good infrastructure already exists to be more important.
Karen	Neath	Tolleshunt Major Parish Council		N/A
N	DA			N/A

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Peter	Holmes			N/A
Dorreen	Linton	our group consists of adults, playschool and brownies group		N/A
John	Wileman			N/A
Colin	Pryke		Clearly lack of infrastructure improvement to match central government enforced new housing build is a major planning problem . Presumably central government and our local MP are being made aware. of this dysfunctional situation.	The Government consulted on changes to the Planning System in August 2020 in its White Paper: Planning for the Future: <a href="https://www.gov.uk/government/consultations/planning-for-the-future">https://www.gov.uk/government/consultations/planning-for-the-future</a> This set out new proposals for planning for infrastructure and connected places including abolishing S106 contributions and Community Infrastructure Levy and the creation of a new consolidated flat-rate levy set nationally. The proposals were very different to what exists at the moment including not being charged until the development was occupied, which the Council does not support as the funds are needed earlier not later in the development process.
Richard	Courtney	University Of East London		
sue	Rawlinson	Evolve		N/A
Douglas	Milsted	Heybridge Basin Conservation Society		N/A
Alan	Outlaw	Self Employed		N/A
John	Hitcham			N/A
Richard	Kelly	Croudace Homes	This would result in the most logical locations for housing being allocated and at the same time, allowing for the connection to existing infrastructure both quickly and much more cost effectively. It is therefore considered that locations adjacent to main settlements present the best chance of securing new infrastructure	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing.
Lindsey	Squire	North Fambridge Parish Council		N/A
K	Jeffries			N/A
John	Lakin	?		N/A
Andy	Quelch			N/A
Samantha	Weeks			N/A
Carlie	Mayes			N/A
James	Rushton		Yes, subject to detailed planning of, for instance, the requisite educational and medical provision for such growth.	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing.
Richard	Martin	Scott Properties		N/A
Mike	Spurgeon	Phase 2 Planning and Development		N/A
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		N/A
Catherine	Champion			N/A
Terence	Hughes	Burnham-on-Crouch constituent	Population should be spread out not massed together.	The Council notes your objection to new development and infrastructure benefiting from critical massing.
Amanda	Mickelsen			N/A
John	Tompkins		The current situation has adversely advanced too far through lack of infrastructure and superimposing a new model on what is being built or newly completed is unlikely to solve the current or future issues.	The Council notes your view but to be clear this would apply to new development in the District that needs to be planned in the Local Development Plan Review.
Samuel	Newton	Anglo European School		N/A
Mary-Ann	Munford			N/A
Jo	Harvey			N/A
Jeremy	Potter	Chelmsford City Council		N/A
Terry	Fleming			N/A
Daniel	Goodman	Rochford District council		N/A
Chris	Harvey			
Philip	Davies			N/A
Jane	Senior			N/A
Susan	Cumming	not applicable		N/A
Amanda	Clack		Yes, and this should be focused towards the Towns and Large Villages. Better internet provision is also essential as well as upgrades to power.	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing, particularly towns and large villages.
Ronald	Edge	Construction Industry		
Daphne	Scott			N/A
Gordon	Mussett	Little Braxted Parish Council		N/A
Kenny	Alexander	Thomas Gainsborough School		N/A
David	Kennedy		Only if doing so is not negatively affected by other factors such as over use of greenfield sites.	The Council notes your conditional support for development locations that stand to benefit from critical massing is only acceptable if there is not an 'over-use of greenfield sites'. Maldon District has very few brownfield sites at its disposal in locations that could be sustainable; or they are already in an active use.
Ronnie	Tongue	state school		N/A
Mark	Behrendt	Home Builders Federation		N/A

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Matthew	Cooper		The infrastructure requirements of the District are important, but basic cost considerations like this have overly focused development on already densely populated areas. This over-reliance on larger-scale developments to bring forward housing is a major part of the reason why the District has a supply issue in the first place.	The Council notes your concern that development locations that could benefit from critical massing could also mean continuing a strategy which relies on the use of strategic development sites which can continue to affect the land supply of the District. It would be important to ensure that at 10% of new development is on sites of 1ha or less in accordance with national policy.
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None		
christine	collins			N/A
Stuart	Williams	Ace group		N/A
Reegan	Howles		Completely new infrastructural systems would need to be implemented to cater for any new large development schemes, particularly in areas like Althorne.	The Council notes that in some parts of the District new community infrastructure would be required to support development.
David	Webb			N/A
Andrew	Marsh	Historic England		N/A
Brian	Haydon			N/A
Jasbir	Singh			N/A
Janice	Jackson			N/A
Jenny	Clemo	Langford & Ulting Parish Council		N/A
Hazel	Notley			
Jean	Brown			N/A
Joanne	McGinity			N/A
Stuart	Dedman	Nil		N/A
Roy A	Clare	Charities	If roads permit!!	Noted.
Kerry	McKenna			N/A
Penny	McCauley	Tiptree dental		N/A
Jane	Phillips	Solicitors	Yes, and this should be focused towards the Towns and Large Villages.	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing, particularly towns and large villages.
David	Rees		See question 54	The Council notes your views that public transport access on its own should not be the only consideration for future growth decisions.
Felicity	Gale			N/A
Lindsey	Wright			N/A
Darren	Weeks			N/A
Phil	Manning			N/A
Peter	Clack		Particularly in towns and large villages !	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing, particularly towns and large villages.
Doug	Lockwood	National Grid		N/A
Sally	George			N/A
Vara	Szajkowski			N/A
Bob	Calver		this would lead to more 'giant' developments	The Council notes your concern that this could lead to bigger developments. The Council would need to secure at least 10% of its new housing stock on sites that were 1ha or less to meet national policy.
David	Hill	Dandara Ltd	Development of a scale which delivers infrastructure onsite provides key opportunities to remedy existing issues and deliver enhancements in addition to being viewed as "just housing". Whilst small-scale housing in the lower-order settlements may help support the existing infrastructure and services, larger-scale development has the potential to deliver bigger social infrastructure, employment, strategic greenspace, school provision...etc, ticking more sustainable development boxes than small-scale development below a certain threshold.  The ability of large-scale development to overcome and remedy local issues should be a positive part of the site selection process.	The Council notes your support for locations which offer the better prospect of securing more social, employment and environmental infrastructure as a consequence of critical massing to ensure they can deliver more than just housing.
Tessa	Lambert	Natural England		
Dawn	Howles			N/A
Steven	Potter			
natasha	frith			N/A
Vysian	Banyard	TKPC	But not exclusively.	The Council notes your support for locations which offer the better prospect of securing infrastructure as a consequence of critical massing, but not exclusively.
Anthony	Bates		The answers should be considered collectively	Noted.
Russell	Howles	WSP	Economies of scale and the profit margins of private developers should not be a consideration for the council during a booming housing market when all plots are capable of making healthy profits.	The Council notes your objection to new development and infrastructure benefiting from critical massing. The Council was not however looking at this from the perspective of making big profits from development, it was being considered more as a pragmatic approach to helping infrastructure providers serve communities alongside new housing.
Diane	Carter			N/A
Gillian	Hollamby			N/A
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted

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Brian	Townsend			N/A
Robin	Fanshawe			N/A
Malcolm	Finch			N/A
Peter	Taylor	Retired		N/A
Chris	Melbourne			N/A
John	Brown			N/A
Robert	Hollamby			N/A
Chris	Waumsley	Inovo Consulting		N/A
Phil	Jacklin		"critical massing" is not defined therefore it is difficult to respond yes or no.	Noted.
Kate	Priest	Purleigh Community Primary School		N/A
Robert	Jones	The University of Reading		N/A
Robert	Stephens	N/A		
Gary	SPICER			N/A
Pete	Butcher			N/A
JO	COOMBES		This is just another way of saying: 'shall we let developers insist on the biggest and most profitable sites where they can put up the most houses, most quickly, and at the cheapest cost to them' Shame on this	The Council notes your objection to new development and infrastructure benefiting from critical massing. The Council was not however looking at this from the perspective of making big profits from development, it was being considered more as a pragmatic approach to helping infrastructure providers <del>serve communities alongside new housing</del>
Helen	Bridge			N/A
Melanie	Allen	Government		
Adam	Medlycott			N/A
Jonney	Aldridge		But it must be sensitive to the individual situation.	The Council notes your conditional support for development locations that stand to benefit from critical massing, but also your concerns that we need to be <u>sensitive to specific locations</u> .
Joanne	Maloney			N/A
Mark	Hurley	Selfridges	Infrastructure needs to massive overhaul and everyone who pays council tax should get an even <del>spread of where the money is spent.</del>	The Council notes your concern; the planning system however is not based on <u>where Council Tax is collected from</u> .
Portia	Roelofs		I oppose the building of a new nuclear power station (Bradwell B) in Bradwell-on-Sea. Climate change will cause various forms of volatility and instability in the coming years, this amplifies the risks of nuclear power making it untenable. Moreover, the plans threaten the unique countryside and habitats of the Dengie Peninsula. It threatens the Othona Community of which I am a member going back 25 <del>years</del>	The Council notes your concern about the proposal for Bradwell B new nuclear power station, however the decision is not a matter for the Local Development Plan Review, nor a decision which is within the Council's control.
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn			
Christopher	Kent			
Lisa	Singh	Direct Call Centres Ltd	Provided those locations are not in beautiful open spaces with lack of existing infrastructure.	The Council notes your conditional support for development locations that stand to benefit from critical massing, but also your concerns that we need to be <u>sensitive to specific locations</u> .
Kevin	Head		Development should be first prioritised where there is existing infrastructure capacity and existing services and facilities. Development should therefore be focussed in the district's sustainable settlements such as in the Large Villages like Mayland/Maylandsea where day-to-day services and frequent public transport links exist. This approach will ensure new housing can be delivered more <del>quickly and better address current supply issues</del>	The Council notes your alternative preference for prioritising locations where existing infrastructure capacity and services exist.
Elizabeth	Sawyer Bayliss			N/A
Michael	Partridge			
Kenneth	Northfield			N/A
Jerry	Petts			N/A
Frederick	McMahon			N/A
Sophie	Pryor			N/A
Tracey	Merritt	Dengie Hounds and Horses		N/A
c/o Agent	c/o Agent	Clarion Housing		N/A
Stephanie	Jones	home		N/A
Jo	Crump	Servoca Secure Soutions		
Susan	ARCHER			N/A
Phillipa	Griffiths			
Matthew	Taylor		Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply.  It has not been shown that the infrastructure investment required to support delivery of standalone satellite growth locations or strategic employment can be viably delivered; and we consider that there is a high risk that such a strategy would inhibit the delivery of affordable housing. The uncertainties associated with delivery of strategic infrastructure, such as A12 junction improvements, and risks to local plans are clearly shown through the recent Examination of plans in other areas including North	The Council notes your concerns around the delivery of standalone locations for growth and their connected infrastructure.

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Anne	Bailey		Yes but on a sensible level. Talk to people who live in the areas , so that you know the impact building would have on their area and listen to them. Do not rely on the ideas of people who live miles out of the area to designate an area. or take the word of development companies who want to make a quick penny. they have. no idea of the <del>geological or environmental damage they can cause. let alone the mental stress</del>	The Council notes your conditional support for development locations that stand to benefit from critical massing, but also your concerns that we need to be sensitive to specific locations.
Winifred	Sutherland			N/A
Lucien	Taylor			N/A
Chris	clark		If infrastructure is being put in place then perhaps the new houses /( bungalows needed for old people which the Maldon council seem to forget) should be built around it . Although i doubt it will be enough. Where are these children going to school and have you tried getting a Drs appointment in the last ten years . What happened to a new hospital? Keen to build houses and not the <del>infrastructure. stop till its in place</del>	The Council notes your concern about infrastructure availability in the District already and the concern about how this is delivered alongside new development. The Council will be updating its Infrastructure Studies and Infrastructure Delivery Plan as part of the development of the LDP Review.
David	Baker			N/A
Jeremy	Richardson			N/A
Glenna	Wilkins			N/A
Cheryl	Carter	Education		N/A
Susan	Mason			N/A
Melad	Kamlow			N/A
Danny	Soul			N/A
Dave	Draper	The Hartford Insurance Group	No, critical mass should not be a feature unless adding to large towns like Maldon and South Woodham	The Council notes your conditional support critical massing IF it means only <u>Maldon Town or South Woodham would be extended.</u>
Fiona	Barkham	Private Individual	Yes, it is essential that new infrastructure is delivered alongside new development; and development is not brought forward in locations where it will contribute to increased congestion and road safety issues.  Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply.  It has not been shown that the infrastructure investment required to support delivery of standalone satellite growth locations or strategic employment can be viably delivered; and we consider that there is a high risk that such a strategy would inhibit the delivery of affordable housing. The uncertainties associated with delivery of strategic infrastructure, such as A12 junction improvements, and risks to local plans are clearly shown through the recent Examination of plans in other areas including North	The Council notes your support for concerns around the delivery of standalone locations for growth and their connected infrastructure.
Isabel	Adcock		Though infrastructure is required to be improved across the whole area it is obviously cheaper to <del>improve it in smaller areas</del>	Noted.
Kevin	Cooper			N/A
Katherine	Whitehouse			N/A
Linda	Soul			N/A
Robert	Wilson			N/A
Sarah-Jayne	Hunt	SJ Aesthetics LTD		N/A
Jonathan	Hunt			N/A
Deborah	de Boltz	Farleigh Hospice		N/A
alan	johnson	sky broadcasting		N/A
Tim	Murphy			N/A
Claire	McGrane		This would need to encompass all infrastructure needed in order for me to agree with this statement. <del>I am not sure this can exist in Althorne.</del>	Noted.
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates	Yes. Endurance Estates considers that this is essential, as such an approach would both reduce the burden on public sector funding and enable best use to be made of monies arising from CIL or any <del>areas still covered by Section 106 agreements.</del>	The Council notes your support around critical massing to secure new infrastructure.
Jane	Potter	Purleigh Parish Council		
Brian	Haydon	Cold Norton Parish Council		N/A
Rowan	Rampersad			N/A
LUKE	MACFARLANE	S A RAVEN		N/A
Anna	Wombwell	Morris Farm		N/A
Lee	Foster		There is no guarantee the areas will get better services as yet has been seen on all the other developments so far. this is purely a tactic to get items passed but never seems to actually happen.  Boy that cries wolf scenario comes to mind	Noted.
Ronald	Owen	Not applicable		N/A
Elizabeth	Johns			N/A
Colin	Day			N/A
Vanessa	Horner			N/A
Natalie	Bradford			N/A
Harriet	Hurst-Smith			N/A
Brian	Howson	Pharmaceutical company		N/A
Tony	Vanner			N/A
Josie	Vanner			N/A

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Tracy	Carroll			N/A
Ian	Roberts	N/A		N/A
Marion	Gunn			N/A
Tony	Ashton	none		N/A
mandy	SHORT			N/A
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council		N/A
Claire	Udall	1		N/A
Linda	Raffray			N/A
John	Cooper			N/A
Peter	Lampard			
Leah	Jewiss			N/A
Elaine	Ketley	South Woodham Ferrers Town Council	Infrastructure needs to be committed before any development is approved.	The Council is evaluating infrastructure requirements as part of its LDP Review which will inform future planning applications and S106 agreements.
Tim	Chilvers		4.51 The benefit of allocating medium sized sites such as land to the North of Goldhanger Road, is that these provide a delivery sweet-spot because they do not require significant upfront infrastructure to commence, yet they have sufficient GDV to assist with funding infrastructure , ranging from affordable housing through to other forms of local on-site or off-site development for which there is a demonstrable local need but which are not likely to secure funding via other tax or capital grant systems.	This question is not about allocating specific sites, rather it is concerned with the concept as to whether it follows an critical massing approach when considering development locations to secure infrastructure.
Ruth	Bull	The Othona Community	The effect that Bradwell B would have on the public's ability to access the countryside would be devastating: well over half of the Public Right of Way (PROW) in Bradwell Parish is on the sea wall. Between Bradwell Waterside and St Peter's Chapel the only access to the sea wall is by permissive paths, which may be blocked at any time. We urge MDC to take this into account in any future planning policies, and in particular to the review of the Local Impact Report that the Secretary of State must have regard to when determining the Development Consent Order for Bradwell B.	This question is not about Bradwell B, rather it is concerned with the concept as to whether it follows an critical massing approach when considering development locations to secure infrastructure.
Mark	Jackson	Mark Jackson Planning		N/A
Elliott	George		Paragraph 73 of the NPPF outlines 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 (including a genuine choice of transport modes). "  And that local authorities should: "a) consider the opportunities presented by existing or planned investment in infrastructure"  Accordingly, the NPPF fully supports, in the right circumstances, larger scale development that can deliver new infrastructure. This could involve a single site or parcels of land through a variety of landowners that collectively are comprehensively planned to address underlying issues in a settlement. Such approaches must however be balanced to ensure a suitable mix of housing sites as the adopted Local Plan is a clear example of the challenges that can arise through too much focus on	The Council notes your support for critical massing.
ann	cutting			N/A
Sharon	Cushen			N/A
Ian	Tooley			N/A
Sally	Tokeley			N/A
Kate	Ellis			N/A
Christina	Chan		It would be more efficient to focus development in large towns to enable more affordable housing, schools, health services and welfare support through economies of scale.	The Council notes your support for focusing development in towns to benefit from economies of scale.
Tim.	Holdsworth			N/A
Graham	Snow			N/A
Kevin	Ashman	Estates and Agency Strategic Land	Yes. As indicated in the consultation document the local planning authority has been reliant on larger schemes to deliver new homes and supporting infrastructure. However, these schemes have not been delivered at the pace envisaged, which has delayed infrastructure provision. As outlined in previous representations, EASL has sufficient land to provide supporting infrastructure in a location that is highly accessible due to the existing rail infrastructure	The Council notes your support for critical massing.
Sarah	Packard			N/A
Jake	Nugent	Endurance Estates Ltd		N/A
Martin	Cook			N/A
Clifford	Brown			N/A
Steve	Gallant	Crouch Valley Defence Group		N/A
Lesley	Woodley			N/A
John	Buchanan			N/A
Kirsty	Rowsell			N/A
Tim	Bradford	leadenhall		N/A
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	Again, the situation has adversely advanced too far through lack of infrastructure and superimposing a new model on what is being built or newly completed is unlikely to solve the current or future issues.	The Council notes your concerns around critical massing.



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David	Brock			N/A
Mark	Tentori	Mazdev Limited		
Niki	Halls			N/A
Peter	Ingram		This is putting the cart before the horse again. First decide where infrastructure can be improved and then consider how the area can be developed.	The Council notes your concerns around critical massing. The Council is preparing an Infrastructure Study which is examining requirements across a range of local infrastructure.
Jane	Pilgrim			N/A
Judith	Radcliffe			
Stewart	Geden			N/A
Anita	Thomas	Bank		N/A
Andrew	Ashworth			N/A
Michael	Smith			N/A
Christopher	Mabbutt	Burnham Primary School	Housing growth areas should be supported by adequate education provision.	Noted.
Mary	Putt		this should be looked at holistically i.e. the development of a new settlement closer to the A12 would allow infrastructure to be developed and existing services maximised. i.e. A12. main line train links to both the London and Norwich via Witham.	The Council notes your support for critical massing when looked at holistically. The Council can only plan for development in the Maldon District however.
Simon	Priest			N/A
Philippa	Marshall			N/A
Lewis	Cook	Form Architecture Ltd.		N/A
EDWARD	GITTINS	Edward Gittins & Associates		
Steve	Williamson			
James	Cowell	E & B R Cowell	Whilst critical massing of development can often secure new infrastructure, the Council should consider that smaller developments on the edge of settlement boundaries, such as SMIN20, can come forward more quickly and provide much needed housing.	The Council notes your support for critical massing, as well as your point that this should not preclude smaller sites being developed.
Colin	Hawkes			N/A
Ronald	PIPER			N/A
Alan	Shrimplin	N/A	Yes it has to be an essential part of any new development over 100 new builds. – Despite the words in the original LDP. Burnham, The Dengle and Southminster have been dumped on in terms of extra housing – In some neighbourhoods 3 times more than planned. Not only has nothing been done to level up by correcting historic infrastructure shortages, but the gaps have increased. Provision of in adequate local NHS and Education services , road links and emergency services are a disgrace	The Council notes your support for critical massing. Infrastructure contributions have been secured on development throughout the District and the Council is already working with the highway and education authorities, as well as the NHS to put that to use locally to improve capacity for communities.
John	McLarty		Certain settlements can benefit from local village housing at an appropriate scale for the settlement	The Council notes your point that this should not preclude smaller sites being developed.
John	McLarty		The most important factor for new settlements or extensions to villages must be the link to existing and future infrastructure. New development must take into consideration its critical mass and how new development is located and planned.	The Council notes your support for critical massing as well as your point that this will depend on how a new development is planned and where it is located.
Norman	Branch	N/A		N/A
John	McLarty		Certain settlements can benefit from local village housing at an appropriate scale for the settlement	The Council notes your point that this should not preclude smaller sites being developed.
Valerie	Coleby	Berrys		N/A
James	Clarke			N/A
David	Stilwell			N/A
Ann	Thomas			N/A
Michael	Harris			N/A
Geoffrey	Cox			N/A
John	McLarty		Certain settlements can benefit from local village housing at an appropriate scale for the settlement	The Council notes your point that this should not preclude smaller sites being developed.
Kevin	Bruce			
Barrington	Thomas			
Richard	Edwards		There have been too many examples of developments promising supporting infrastructure and not delivering because of insufficient local requirement or support	If there has been no need or support for infrastructure in the past, the planning system cannot make those compulsory. Developer contributions are negotiated by the Council as the Local Planning Authority and by law they must 1) necessary to make the development acceptable in planning terms, 2) directly related to the development and 3) fairly and reasonably related in scale and kind to the development.
Robyn	Woloszczuk			N/A
Lesley	Speller			N/A
William	Shepherd			N/A
Nicola	O'Dean	Balgore Motors		N/A
Alexander	Romang			N/A
Hayley	Holgate	ECC		N/A
Eirlys	Parry	N/A		N/A
Victoria	Newson	Childrens Nursery		N/A
Michael	Unwin	N/A		N/A
Tony	Barber			N/A
Nick	Mason	ECOClassics		N/A
David	Banfield			N/A
Melanie	Osborne	Motor Trade		N/A
Stuart	Turner	Essex search and rescue		N/A

Question 58

First Name	Last Name	Organisation	Question 58. Should the Council take into account the advantages of locations which stand to offer the better chance of securing new infrastructure due to critical massing of development?	COUNCILS RESPONSE
Mike	Carpenter	CODE Development Planners Ltd		N/A
Ian	Wilson	cm36pt		N/A
Phillip	Wright	CALA Homes (North Home Counties) Ltd		N/A
.	.	SN Developments	Paragraph 22.4 of the Issues & Options consultation document identifies improvements to B1010 and B1021 junction and passenger transport improvements in Burnham on Crouch, which could support further development at this settlement. The made Burnham on Crouch Neighbourhood Plan identifies other proposed road and junction improvements in the town that would be supported, and seeks improvements to the footpath network and cycle routes to encourage travel by these modes of transport. The Neighbourhood Plan does not identify any specific needs for additional community infrastructure.  SN Developments is promoting land at Burnham on Crouch. It is considered that further development at Burnham on Crouch could support the delivery of identified transport infrastructure projects and other walking, cycling and public transport improvements including to the rail and bus services. The promoted development could also include other community facilities depending on need and demand, and subject to discussion with the District Council, Parish Council and local community.	Noted. Para 22.4 of the Issues and Options consultation document of infrastructure improvements was quoting from the Local Development Plan 2014-2029. The made Neighbourhood Plan for Burnham on Crouch is in general conformity to the same Local Development Plan. These improvements therefore were to cater for growth in the approved LDP. Any further development in locations already in the LDP will need to be evaluated to determine what is required in addition to the LDP 2014-2029.
.	.	Cooper Property Holdings Ltd		N/A
Jane	Coleman	Maldon Town Council		N/A
c/o Agent	c/o Agent			N/A
Kelly	titley			N/A
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		N/A
N	Baseley	IBA Planning Ltd		N/A
Sue	White		NO! This removes choice and panders to large developments. These only ever have benefits to afford them development and never help the existing communities. I believe that small developers could offer better benefits to all, if they were given the opportunity to put forward their suggestions or offers. This puts too much benefit on massive and ugly developments. These big companies rarely use local workers or local suppliers. Small developers tend to use local suppliers and trades and are keen to offer alternative benefits for their developments. lets start a dialogue with the small developers and get the benefits for our small, rural and local economies. They are happy to talk to us, whereas big developers tell us what we are going to (have to) accept.	The Council notes your concerns about critical massing of development and your preference for smaller developments which you feel are more beneficial to the local economy and communities.
Sarah	Yates			N/A
Leonard	Lewis		Large development should only take place around existing large towns with already available infrastructure in order not to increase the constant sprawl of development across our pleasant countryside enjoyed by our residents.	The Council notes your support for focusing development in towns to benefit from economies of scale.
Roy	Martin	Mr Roy Martin	Absolutely not. This would be devastating for the uniqueness of the Maldon District as a whole and would concentrate all prosperity and growth in one location to detriment of the whole area - Option 5 should be rejected as a choice for any part of the district.	The Council notes your concerns about critical massing of development as you feel it would be detrimental to the District as a whole.
R	Minney			N/A
Tim	Grant	Evolution Town Planning		N/A
Simon	Butler-Finbow	Pigeon Investment Management	It is considered that MDC should take into account the advantages of locations that offer a greater chance of securing new infrastructure, notably those which are capable of providing educational infrastructure through provision of sites for new schools where they are needed the most. The submitted site 'The Trails' to the west of Burnham-on-Crouch offers this and should be supported in the LDP.	The Council notes your support for critical massing of development.
ANNE	OSBORN	Purleigh Community Shop		N/A
Stephen	Hodgkinson		Development should be first prioritised where there is existing infrastructure capacity and existing services and facilities. Development should therefore be focussed in the district's sustainable settlements such as in the Large Villages like Latchingdon where day-to-day services and frequent public transport links exist. This approach will ensure new housing can be delivered more quickly and better address current supply issues.	The Council notes that you do not think critical massing should be an approach used in Maldon District and instead development should be located in areas where existing infrastructure has capacity.
c/o Agent	c/o Agent	Maldon Wick Limited		N/A
ZOE	HOSTY			N/A
S	Swain			N/A
Kevin	Coleman	Phase 2 Planning		N/A
John	Lawrence		Whilst critical massing of development can often secure new infrastructure, the Council should consider that smaller developments on the edge of settlement boundaries, such as the site east of Spar Lane, can come forward more quickly and provide much needed housing.	The Council notes your support for critical massing, as well as your point that this should not preclude smaller sites being developed.
Diane	Wallace			N/A
Jonathan	Aldis	Good life Countryside Services		N/A

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sara	doran		It's the critical mass that requires the infrastructure - particularly with roads, if there are more smaller local developments, then the infrastructure requirement will be for schools and health, but a bit less for roads  for example if a new settlement was developed in eg cock clarks area - then the infrastructure need for secondary schools could be met via 4 potential secondary schools (ormiston, plume, wdf and ...)	The Council notes your concerns about critical massing in the District.
Grace	Godwin			N/A
Sue	Hillman			N/A
michael	carr	NHS		N/A
Colin	Horner	Villageretreat		
Simon	Plater	Plater+Claiborne		N/A
Mark	Anderson			N/A
Karen	Wellum			N/A
Emma	Wright			N/A
Robert	Scott	Lewis & Scott Retirement Living Ltd	No - focus on community needs	The Council notes your objection to critical massing.
Linda	Coom			N/A
Caitlin	Soul			N/A
Michelle	Curtis	Tollesbury Parish Council		N/A
Mary	Hammond			N/A
Rob	Bard			N/A
Ian	Drinkwater			N/A
John	hand	N/A		N/A
Emma	Smith	Bradwell on Sea Parish Council		N/A
Tim	Dixon			
Nicola	Taylor	Elixirr		N/A
Graham	Johnson	graham v johnson		N/A
Chris	Yates			N/A
Tim	Hann			N/A
Burnham	Town Council	Burnham on Crouch Town Council		N/A
Sally	Everitt	Community360		N/A
Mark	Garrett			N/A
Justin	Barkham	Self employed		
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	Standalone major development such as GB1 - Great Braxted it totally inappropriate.	The Council notes your concern about critical massing.
Victoria	Long			
Victor	Staines			N/A
Jayne	Moore	Essex County Fire and Rescue Service		N/A
Stephen	Sutton			N/A
Kevin	Bennett			N/A
Nicholas	Matthams			N/A
Christian	van Stolk	RAND Europe		
Nicholas	Jepson			
Pamela	Lacey			N/A
Chloe	Soul			N/A
carole	kirk			N/A
Sharon	Jackson			N/A
RICHARD	GROUT			N/A
Tim	Madelin			N/A
Charles	Bishop			N/A
Paul	Jewiss	Self Employed		N/A
Joanna	Jeffery	Althorne Parish Clerk	<No response>	
Deborah	Anderson	NHS		N/A
John	Pilgrim	Self employed		N/A
Gloria	Gold	London Design and Engineering UTC		N/A
Linda	Curry			N/A
Lucy	Waterhouse			N/A
Jon	Mayhew			N/A
James	Goody	James Goody refurbishments		N/A
Paul	Coppin		New developments should not increase congestion and road safety issues	Noted.
Johanna	Dale			
Tracy	Kinnane			N/A
Steven	Bardwell	S P Bardwell Ltd		N/A
David	Oxford	Lloyds Banking Group		N/A

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Stephen Francis	Dewick	Curry Farm		N/A
Carlos	Rodriguez			
George	Dixon			N/A
Rebecca	Tucker			N/A
Mark	Faraway			N/A
T	Kettleley			N/A
Elizabeth	Weston			N/A
Jacky	Barber			
Douglas	Channer	Private	Depends where the locations are.  developments near to towns can deliver infrastructure benefits due to economy of scale. Also benefits for development of being nearer to facilities and services	The Council notes your conditional support for critical massing but that this depends where the locations are and that towns offer economies of scale.
Ursula	Benjafield			N/A
Paul	Mitchell			N/A
Kristian	Tokeley	CTC Construction Ltd		N/A
Lynda	Bugg			N/A
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		N/A
James	Campbell	HMPPS		N/A
William	Moss			
Simon	Mackenzie Smith			
Richard	Udall			N/A
Rosalind	Bishop			N/A
Paul	Burgess	None		N/A
John	Symington		Please see representations submitted for details.	N/A
D	Cooper			
C/O Agent	C/O Agent			N/A
Zoe	May	East of England Ambulance Service NHS Trust	<p>The need for developer funded ambulance facilities and good quality layout and design, to provide for the necessary health infrastructure to mitigate and manage the health and emergency ambulance service impacts arising from the increased population, associated with major new housing developments within Maldon.</p> <p>Where developers are promoting major new housing developments of 100 dwellings or more, it is recommended that pre-application advice is sought from Integrated Care Service and East of England Ambulance Service at an early stage, in order to agree a suitable level of health facilities provision, reflected in S106 Heads of Terms of Agreement where applicable. Integrated Care Service and East of England Ambulance Service pre-application advice concerning the layout and design principles for residential schemes is also recommended for major new housing developments of 50 dwellings or more.</p> <p>Major new housing developments therefore give rise to significant additional resource needs and implications for EEAST, requiring appropriate funding by developers in order to mitigate and manage the emergency ambulance services including meeting mandated response times.</p> <p>EEAST therefore requires additional ambulance facilities to be funded and/or provided by developers either through CIL or through S106 Agreements in the form of the following assets:</p> <ul style="list-style-type: none"> <li>• Additional or enhanced ambulance station floor space and facilities, including fit out and refurbishment and new additional parking spaces for ambulances with EV charging facilities;</li> <li>• Ambulance Response Posts with EV charging facilities;</li> <li>• Communications including ICT;</li> <li>• Additional Medical Equipment and Technology;</li> <li>• Ambulance Vehicles;</li> <li>• Community First Responders - recruit and train new community first responders, provide new volunteer community responder equipment; and,</li> <li>• Funding for additional staff resources, including clinical and non-clinical staff incorporating</li> </ul>	The Council notes your comments about Ambulance Services related infrastructure. Further information will be required as part of updating the District's Infrastructure Delivery Plan to understand the Trust's local needs.
Roger	Woodcock			N/A
Michael	Manning			N/A
Jack	Inglis	Kelvedon Hall		N/A
Peggy	Shields			N/A
Dawn	Adams	Catesby Estates		N/A

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Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	Yes, it is essential that new infrastructure is delivered alongside new development; and development is not brought forward in locations where it will contribute to increased congestion and road safety issues.  Standalone major development locations, such as that considered at GB1 – Great Braxted, will require significant investment in infrastructure. The last Plan has demonstrated that this approach is ineffective and will not help to maintain a five year housing land supply.  It has not been shown that the infrastructure investment required to support delivery of standalone satellite growth locations or strategic employment can be viably delivered; and we consider that there is a high risk that such a strategy would inhibit the delivery of affordable housing. The uncertainties associated with delivery of strategic infrastructure, such as A12 junction improvements, and risks to local plans are clearly shown through the recent Examination of plans in other areas including North	The Council notes your support for concerns around the delivery of standalone locations for growth and their connected infrastructure.
Wayne	Tilley	RTG Group Limited		N/A
David	Dronfield	Braxted park		N/A
raymond	dundas	Householder		N/A
John	Peirson			N/A
Ron	Brown	Corporate		N/A
Roger	HAWES			N/A
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		N/A
Julia	Morris			N/A
Amanda	MacKenzie			N/A
Jenny	Shepherd			N/A
Jack	Ellum		Yes, see response to Q15	The Council notes your support for critical massing.
Bernard	Steeple			N/A
Anna	mccomb	NHS Property Services Ltd		N/A
Natalie	Kermath	Environment Agency		N/A
Peter	Knights			N/A
John	Watson		The District does not have the infrastructure to support growth and this will get worse if a more proactive approach to fund infrastructure without lag or at least minimal lag is not adopted. Waiting for an S106 pot to fill up over a period of 10 years is not a prudent way of mitigating impact upon existing residents	The Council notes your concerns about how S106 contributions work and the resulting lag in delivering infrastructure as contributions from multiple developments take time to build.
Unknown	Unknown	Ministry of Defence		N/A
Josh	Plant	Gladmans		N/A
Duncan	Clark		Yes. This is self-evident. We do not need development in areas that results in unnecessary congestion and road safety issues.	The Council notes your support for critical massing.
Patricia	Smith			N/A
Mick	Sargeant		Option 2 with some of Option 7 added but the split % of what goes where still needs addressing	This question is not concerned with Options and therefore no further comment can be made.
John	Cockerell	Hatfield Peverell Parish Council		N/A
Catherine	Williams	C/O Savills (Agent)		N/A
Tom	Kelly			N/A
Linda	Gemmell			N/A
Linda	Gemmell			N/A
Mark	Norman	Highways England		N/A
*	*		4.55 The identified infrastructure projects are more generalised and more likely to be delivered through the Local Transport Plan when funding is available. Whilst development may be able to contribute to some of the initiatives, any contributions still have to be compliant with the CIL Regulations. It is, however, noted that passenger transport improvements in South Maldon, especially any initiatives associated with improvements to the rail network, may facilitate much needed growth in this part of the District. Including allocations for growth at Southminster (G. New Town) would be a significant investment in the rail network.	The Council notes your conditional support for critical massing but that this depends where the locations are.
*	Willmott			
Thomasin	Foster			N/A
Ivor	Watson			N/A
*	*			N/A
*	*		4.44. It is noted that the infrastructure projects are more generalised and many are more likely to be delivered through the Local Transport Plan when funding is available. Whilst development may be able to contribute to some of the initiatives any contributions still have to be compliant with the CIL Regulations.  4.45. It is considered that the Council should always look at a balanced approach to meeting demands over each year of the local plan and therefore the ability to secure new infrastructure should not be at the expense of locations that already have good infrastructure capacity.	The Council notes your conditional support for critical massing but that this depends where the locations are and what infrastructure capacity remains in them.

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First Name	Last Name	Organisation	Question 58. Should the Council take into account the advantages of locations which stand to offer the better chance of securing new infrastructure due to critical massing of development?	COUNCILS RESPONSE
*	*		<p>3.49 It is noted that the infrastructure projects are more generalised and many are more likely to be delivered through the Local Transport Plan when funding is available. Whilst development may be able to contribute to some of the initiatives any contributions still have to be compliant with the CIL Regulations.</p> <p>3.50 It is considered that the Council should always look at a balanced approach to meeting demands over each year of the local plan and therefore the ability to secure new infrastructure should not be at the expense of locations that already have good infrastructure capacity.</p>	The Council notes your conditional support for critical massing but that this depends where the locations are and what infrastructure capacity remains in them.
*	*		<p>3.46 It is noted that the infrastructure projects are more generalised and many are more likely to be delivered through the Local Transport Plan when funding is available. Whilst development may be able to contribute to some of the initiatives any contributions still have to be compliant with the CIL Regulations.</p> <p>3.47 It is considered that the Council should always look at a balanced approach to meeting demands over each year of the local plan and therefore the ability to secure new infrastructure should not be at the expense of locations that already have good infrastructure capacity.</p>	The Council notes your conditional support for critical massing but that this depends where the locations are and what infrastructure capacity remains in them.
*	*		<p>3.48 It is noted that the infrastructure projects are more generalised and many are more likely to be delivered through the Local Transport Plan when funding is available. Whilst development may be able to contribute to some of the initiatives any contributions still have to be compliant with the CIL Regulations.</p> <p>3.49 It is considered that the Council should always look at a balanced approach to meeting demands over each year of the local plan and therefore the ability to secure new infrastructure should not be at the expense of locations that already have good infrastructure capacity.</p>	The Council notes your conditional support for critical massing but that this depends where the locations are and what infrastructure capacity remains in them.
*	*		<p>3.48 It is noted that the infrastructure projects are more generalised and many are more likely to be delivered through the Local Transport Plan when funding is available. Whilst development may be able to contribute to some of the initiatives any contributions still have to be compliant with the CIL Regulations.</p> <p>3.49 It is considered that the Council should always look at a balanced approach to meeting demands over each year of the local plan and therefore the ability to secure new infrastructure should not be at the expense of locations that already have good infrastructure capacity.</p>	The Council notes your conditional support for critical massing but that this depends where the locations are and what infrastructure capacity remains in them.
*	*			N/A
*	*			N/A
Alan	Massow		National policy sets out that a LDP Review should set out a strategic policy which makes sufficient provision for infrastructure. As such Braintree District Council supports the LDP Review aim of providing sufficient infrastructure including the provision for high quality digital connectivity.	The Council notes your support of providing sufficient infrastructure.
*	*			N/A
Ian	Butt			N/A
Sarah	Sayer			N/A
*	*			N/A

Question 59

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		N/A
Lorraine	Bailey	Wickham Bishops Parish Council		N/A
Ali	Aldis		This should be looked at in equal measure so as not to ruin the surrounding area.	N/A
David	Smye	The Maldon Society	Why is it assumed that affordable housing can't also be of good design and use good quality materials?	N/A
Stewart	Newlands	Fambridge Lake		N/A
Paula	Stanbury			N/A
Sonia	Whiskin	Financial Services	Need more affordable housing for buyers - cheapest 2 bed house is £330k which is not affordable for single person	N/A
Geoffrey	Charge	n/a		N/A
Robert	Collins			N/A
Gavin	Rowell		Quality should always be higher priority than affordability, otherwise we have a race to the bottom and all the joys that brings to a society.	Comments noted, though the Council will always strive to ensure that quality is maintained in development and very often affordable housing provided by registered providers has higher space and accessibility standards than open market housing.
Gareth	Davies	N / A	More affordable housing is essential. However, without good infrastructure any new development will either become an executive homes enclave or a rural slum.	Comments noted. The Council will be working with infrastructure providers to ensure that future infrastructure is brought forward.
Ben	Thornett		As first time buyers last year finding housing based on affordability was very limited. It was upsetting that houses being advertised as affordable were still over £300k. We have always lived in the district and were nearly priced out of living here. Affordable housing needs to be based on local incomes but not compromised on quality as why should young people have to buy lower quality houses. As national newspapers have reported the quality of some of the new homes in the district have been poor. Take the time to see the average wages of first time buyer who live and work locally then price your housing based on what they can afford. otherwise the term affordable housing is pointless which is how i see it now.	Comments noted, though the Council will always strive to ensure that quality is maintained in development and very often affordable housing provided by registered providers has higher space and accessibility standards than open market housing. The Council will be looking to see if it can incorporate first homes in our policies and this should support homes which assist people to get on the housing ladder.
Matthew	Wood	Phase 2 Planning		N/A
Jackie	Gibbs			N/A
Tim	Aves		Yes but only once adequate infrastructure is in place.	N/A
Helen	James			
Kathy	Day			N/A
Mike	Hayes		Both must be managed effectively simultaneously.	N/A
Peter	Wakling			N/A
David	Sismey			N/A
Stuart	Willsher	Persimmon Homes Essex	Delivering high quality affordable housing through the planning system yields benefits for the entire community – by providing secure accommodation to key workers, giving the security required for people to put down roots and contribute to the community, and reducing the growing incidence of homelessness. Delivering more affordable homes can thus significantly help to reduce pressures on other council services. It can also boost productivity by reducing commuting times and improving job accessibility for people on low incomes.  Persimmon Homes therefore seeks to deliver policy compliant levels of affordable homes on each of our sites. However, it is difficult to say whether it should be prioritised over other forms of infrastructure; as certain sites will need to deliver site specific infrastructure which may necessitate a reduced level of affordable housing.	N/A
Sara	Howarth			N/A
Anthony	Fittock		This cannot be an uninformed decision. Yes there is the need to balance but if the type of houses that are required do not provide the contributions required to provide the Infrastructure clearly the targets set are either not realistic or sustainable. There is no requirement imposed upon ECC by government to wait for all funds to be received its a choice to be made by the LA . In fact government guidance is very clear on such matters. The strategy however chosen by the council will influence what ECC may choose to do in terms of provision.	This does not relate to the question and therefore no further comment can be made.
Eissa	Leo			N/A
Daniel	McAllister	Robert Mulholland And Company Limited	It is likely that most new development will come forward on greenfield sites over the plan period. This baseline values for farmland are low and even taking into account significant viability impacts of affordable housing this respondent believes that there is no reason why development should not achieve the highest levels of design quality and infrastructure provision. The LPA should ensure that high quality design materials and detailing is carried through to implementation, not abandoned somewhere between planning and building.	N/A
Michele	Williams		We need more schools health care etc not just affordable housing	Comment noted. 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.
Tara	Strydom			N/A

Question 59

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Jenny	Ball		I think developers have plenty of experience in providing affordable housing alongside design quality and infrastructure contributions. The Council should not shy away from holding them to account to do so. And the Council should not be suggesting that one has to be traded off against the other - otherwise that is exactly the route the developers will opt for. It is already hard enough for young people to get on to the property ladder. Equally, we don't wish to become a District that only people on "London wages" can afford to move to as this would, over time, greatly shift the dynamic of the area. So affordable housing is an important element.	Comment noted. 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 LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Cliff	Baron			N/A
Gill	Winsor	Tesco		N/A
Emily	Benham	Servoca complex care and nursing	There is never enough true affordable housing built, in all the new estates the percentage of affordable and social housing is tiny in comparison. It's extremely difficult for 1st time buyers to get on the property ladder locally when most of the new housing 450k and above. If all these new houses must be built at least make them accessible to local families.	N/A
Laura	Cannon			N/A
Shaneen	Illanes			N/A
Sarah	Sapsford		If you deprioritise affordable housing you need to look at more exception sites and community led housing	Comments noted. It is proposed that the Rural Exceptions Policy will be reviewed and this may assist in bringing these types of sites forward.
Merryl	Quilter			N/A
Bear	Keen			N/A
Jessica	Cox			N/A
Robert	Burton			N/A
Yvonne	Wade			N/A
Louise	Bywaters-Smith	Hospitality		N/A
Brooke	Roberts-Morgan			N/A
Patricia	Bunkle			N/A
Stephanie	Ireland		Either ensure more of developments are given over to social housing or re name affordable housing to social housing. 'Affordable housing' suggests that many will be able to afford it....this is not always true.	N/A
Marc	Rawinsky	M R Sovereign Services Ltd		N/A
Roger	Tiffn		the council should dictate the local property sizes and numbers required	N/A
Kathryn	Beighton	Publishing	School places and GP facilities are more important. The lives of existing residents are being ruined by ever worsening services	Comments noted.
Roy	Warren	Sport England		
STUART	SOWTER			N/A
Mark	Raffray		Policy requirements should be balanced, and avoid a one-solution-for-all approach.	N/A
April	Rowley			N/A
e	e	e		N/A
Kevin	Lagan			N/A
Bill	Withers			N/A
joanna	jeffery			N/A
John	Mitchell		There is no reason why affordable housing need be of poor design. Affordable does not mean cheap, it is a description of tenure and availability	N/A
Bethany	Jones	Colchester Borough Council	Through the Local Plan Review, the Council should continue to prioritise and require all necessary infrastructure contributions and design quality. The Local Plan as a whole will be subject to viability testing and there will be a need to demonstrate deliverability as part of the Examination. If viability is questioned a site should not be allocated in the Local Plan. Where viability becomes an issue, this should be considered on a case-by-case basis through the planning application process.  Response is subject to call in until 15 March.	N/A
magnus	Magnusson	Parker Planning Services	Para. 31 of NPPF2021 is clear insofar as plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Furthermore, such policies should not undermine the deliverability of the plan. This will be tested by the Inspectorate at the examination stage (see response to Q.4 and comments re. 'deliverability' of 'Garden Communities').	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Nick	Whiteley		I don't necessarily think these should be the opposite side of a coin, there are investments for greener, economical options for items such as building materials. There are green options that have been explored and are viable, and are likely to cost as much as traditional building materials, with a less damaging environmental impact.  Hemp Bricks are an example of a more environmentally friendly building material, and these have benefits, such as insulation, noise reduction (in house) storing of large quantities of CO2 in the growing process, which is maintained in the brick. ISO Hemp is an example of this.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. This will include climate change requirements. If not then they may have to be a trade off between infrastructure needs.



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First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Peter	Layley			N/A
Rex	Davenport			N/A
Lesley	Mitchelmore	Danbury Parish Council		N/A
Linda	Flowers	Self Employed	Shouldn't be either or! Sites can be made viable by subdividing them or allocating many more small sites or siting them near existing infrastructure. Viability shouldn't be measured by desired profit margins of large land owners and developers. The current potential over supply of land should reduce land owners expected profits and subsequent costs to build. Choose the right sites.  As far as I can see there is little to no affordable housing being built, it certainly has not been a delivered priority even if it was stated as such.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs. The delivery of affordable housing has been so far in line with the policies set out in the present LDP.
Karen	Neath	Tolleshunt Major Parish Council		N/A
N	DA			N/A
Peter	Holmes			N/A
Dorreen	Linton	our group consists of adults, playschool and brownies group		N/A
John	Wileman			N/A
Colin	Pryke			N/A
Richard	Courtney	University Of East London	Affordable housing is a myth! It mostly leads to cheap low value houses that are still expensive by most peoples standards. The more houses that are built the more it makes them affordable.	The Council will be looking to see if it can incorporate first homes in our policies and this should support homes which assist people to get on the housing ladder. The Council will be looking to allocate it whole housing requirement which may help to stabilise house affordability.
sue	Rawlinson	Evolve		N/A
Douglas	Milsted	Heybridge Basin Conservation Society		N/A
Alan	Outlaw	Self Employed	Too many people are moving to Braintree and Witham to afford housing when downsizing. Downsizing in Maldon to an affordable home, which frees up family housing stock and keep money in the area is almost impossible. There needs to be affordable downsizing options that are perhaps too small for a family home but perfect for a couple.	N/A
John	Hitcham			N/A
Richard	Kelly	Croudace Homes	If the Council wants to fundamentally improve affordable housing provision alongside the delivery of other infrastructure, the location of sites proposed to be allocated forms a fundamental basis for this. Accordingly, it is imperative development is focused towards the most sustainable settlements which can support development more readily reducing the costs of providing the necessary infrastructure. Subsequently, this will allow development to provide policy compliant levels of affordable housing alongside the necessary infrastructure as part of a viable new community. This is certainly the case with an urban extension to South Woodham Ferrers.	Comments noted, The Council cannot comment on individual settlements.
Lindsey	Squire	North Fambridge Parish Council		N/A
K	Jeffries			N/A
John	Lakin	?		N/A
Andy	Quelch			N/A
Samantha	Weeks			N/A
Carlie	Mayes			N/A
James	Rushton		I believe that affordable housing is a priority (in terms of type of housing). But it doesn't make sense for the sustainability of any form of new build to be compromised by reducing the focus on infrastructure or design quality, , or indeed of employment opportunity, all of which as discussed elsewhere in this document are at the foundation of quality of life, whatever the type of housing involved.	Comments noted, though the Council will always strive to ensure that quality is maintained in development and very often affordable housing provided by registered providers has higher space and accessibility standards than open market housing. The Council will also have to ensure that the LDP supports the economy.
Richard	Martin	Scott Properties		N/A
Mike	Spurgeon	Phase 2 Planning and Development		N/A
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		N/A
Catherine	Champion			N/A
Terence	Hughes	Burnham-on-Crouch constituent	Affordability is not important if you don't have the school places, health care, policing or transport systems in place.	N/A
Amanda	Mickelsen			N/A

**Question 59**

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
John	Tompkins		Affordable housing should not be prioritised over other types. Each development will depend on what is marketable and what is required regardless of policy so it is essential to leave options open.  Greater emphasis should be placed on S106 agreements and/or CIL with future permissions being granted only when payments are made. Without this there will be no infrastructure available for new developments with and increased burden being placed on existing facilities to the detriment of all.	Comments noted. Unfortunately the planning system does not work so that infrastructure is provided up front of development.
Samuel	Newton	Anglo European School		N/A
Mary-Ann	Munford			N/A
Jo	Harvey			N/A
Jeremy	Potter	Chelmsford City Council		N/A
Terry	Fleming			N/A
Daniel	Goodman	Rochford District council		N/A
Chris	Harvey			
Philip	Davies			N/A
Jane	Senior			N/A
Susan	Cumming	not applicable		N/A
Amanda	Clack			
Ronald	Edge	Construction Industry		
Daphne	Scott			N/A
Gordon	Mussett	Little Braxted Parish Council	The plan should seek to deliver the volume and location of affordable housing defined in the Maldon District housing waiting list – this is likely to be in smaller scale developments spread across the District as those in need are unlikely to be able to travel far to work given transport costs. All other developments should fund the infrastructure improvements needed to address their impact – particularly on roads and essential services.	N/A
Kenny	Alexander	Thomas Gainsborough School	As long as the developers/council ensures that large influxes of external boroughs/districts don't saturate those developments	N/A
David	Kennedy		Rather than using the crude measure of a percentage of the houses in a development being "affordable" the council should consider, if legally possible: setting a price point under which a number of houses should be built, such as "x" number of 2 bedroom homes at "y" percent below the district average, or even whole developments comprising only 2/3 bedroom homes.	Comment noted. The way affordable housing is calculated is set down in national planning policy and guidance.
Ronnie	Tongue	state school		N/A
Mark	Behrendt	Home Builders Federation	In considering the deliverability of the local plan and the viability of development the Council will need to decide on its priorities. The increasing fixed costs to developers with regard to, for example, Biodiversity Net Gain, improved energy efficiency standards and electric vehicle parking will mean that the Council will have to carefully consider the costs it places on development in through the local plan and how these can be varied to ensure development is viable and the plan is deliverable. Given that the viability assessment is still to be published and without this evidence it is not possible to comment on whether the Council's policy requirements, such as those for affordable housing, are viable and the plan as whole is deliverable. However, we would like to make some broad comments on viability in relation to the approach establishing the 2019 NPPF and its supporting guidance. To support local planning authorities in preparing their viability evidence the HBF has prepared a briefing note, attached to this response, which sets out some common concerns with viability testing of local plans under the latest guidance and how these should be addressed. Whilst this note focuses on all aspects of the viability testing of the residential development and should be taken into account, we would like to highlight four particular issues with whole plan viability assessments. The first issue is with regard to the approach taken to abnormal infrastructure costs. These are the costs above base construction and external costs that are required to ensure the site is deliverable. Prior to the NPPF viability assessments have taken the approach that these cannot be quantified and were addressed through the site-by-site negotiation. However, this option is now significantly restricted by paragraph 58 of the current NPPF. As such these abnormal costs must be factored into whole plan viability assessments. We recognise that the very nature of an abnormal costs is difficult to quantify, but it is a fact that they are often substantial and can have a significant impact on viability. Where and how these costs arise is also variable. They can occur in site preparation but can also arise with regard to the increasing costs of delivering infrastructure, such as upgrades to increase the capacity of utilities. It is also the case that abnormal costs are higher on brownfield sites where there can be a higher degree of uncertainty as to the nature of the site and the work required to make it developable. Whilst we recognise that abnormal costs are expected to come off the land value, we are concerned that if abnormal costs are high then it will result in sites not being developed as the land value will be insufficient to incentivise the landowner to sell. It is therefore important that a significant buffer is included within the viability assessment to take account of these costs if the Council are to state with certainty that those sites allocated in the plan will come forward without negotiation. Secondly, we would encourage the Council to use the upper end of any of the ranges suggested with regards to fees and profit margins. Again, these will vary from developer to developer but given that the Government	N/A
Matthew	Cooper		This should remain an important policy priority but be considered on a case by case basis.	Comment noted. All planning applications are determined on their own merits.
Sue	Dobson	Essex Bridleways Association		

## Question 59

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Terry	Inkpen	None		
christine	collins		affordable housing is of no use is there is not the infrastructure in place for those that live in it	N/A
Stuart	Williams	Ace group		N/A
Reegan	Howles		The infrastructure should be developed first. As infrastructure improves, areas become more appropriate for the development of affordable houses.	Comments noted. Unfortunately the planning system does not work so that infrastructure is provided up front of development.
David	Webb			N/A
Andrew	Marsh	Historic England		N/A
Brian	Haydon			N/A
jasbir	Singh			N/A
Janice	Jackson			N/A
Jenny	Clemo	Langford & Ulting Parish Council		N/A
Hazel	Notley			
Jean	Brown			N/A
Joanne	McGinity			N/A
Stuart	Dedman	Nil		N/A
Roy A	Clare	Charities		N/A
Kerry	McKenna			N/A
Penny	McCauley	Tiptree dental		N/A
Jane	Phillips	Solicitors		N/A
David	Rees			N/A
Felicity	Gale			N/A
Lindsey	Wright			N/A
Darren	Weeks			N/A
Phil	Manning			N/A
Peter	Clack			N/A
Doug	Lockwood	National Grid		N/A
Sally	George			N/A
Vara	Szajkowski			N/A
Bob	Calver		affordable housing is vital - all too often developers renege on promises saying affordable housing is 'uneconomic' after planning permission has been granted	N/A
David	Hill	Dandara Ltd	Viability considerations will be important to making decisions around affordable housing. Costs of issues such as biodiversity net gain and onsite climate change mitigation, will also be key considerations too. Currently there does not appear to be a viability assessment available to justify the levels of affordable housing but this will have an impact on deliverability.	N/A
Tessa	Lambert	Natural England		
Dawn	Howles			N/A
Steven	Potter		One shouldn't be lost at the expense of the other; each should have equal consideration.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
natasha	frith		Affordable housing in supported areas but not in the detriment to the the identity of our villages	N/A
Vysian	Banyard	TKPC	All these things are important; residents need affordable housing AND decent infrastructure.	N/A
Anthony	Bates		There has to be a mix of properties in any area but sympathetic build of good quality	N/A
Russell	Howles	WSP		
Diane	Carter		No, we need affordable housing	N/A
Gillian	Hollamby			N/A
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted
Brian	Townsend		I do not believe that affordable and design quality are mutually exclusive and affordable housing should remain so and not be allowed to be put on the housing market. I do not profess to know how this could/should be prevented but there used to be a feature called "council housing" that seemed to work well!	N/A
Robin	Fanshawe			N/A
Malcolm	Finch			N/A
Peter	Taylor	Retired		N/A
Chris	Melbourne			N/A
John	Brown			N/A
Robert	Hollamby			N/A
Chris	Waumsley	Inovo Consulting		N/A
Phil	Jacklin		Young people cannot afford to purchase properties in this District.	N/A
Kate	Priest	Purleigh Community Primary School		N/A
Robert	Jones	The University of Reading		N/A
Robert	Stephens	N/A		

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Gary	SPICER			N/A
Pete	Butcher		Maybe use a mix of both, depending where the development is and what infrastructure is available or nearby. If there is no existing infrastructure it doesn't seem sensible to just concentrate on affordable housing.	N/A
JO	COOMBES			N/A
Helen	Bridge			N/A
Melanie	Allen	Government	Affordable housing - use empty buildings. Council housing - these were for people struggling to get on their feet and move on. One person in a large property should be given the opportunity to move to a smaller one and vice Versa <u>Finish the developments already begun before moving to another area</u>	The Council's Housing Team do try and fit those in need to the houses available and will give priority to people who are prepared to move to smaller properties freeing up housing for families.
Adam	Medlycott			N/A
Jonney	Aldridge		Both are possible	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Joanne	Maloney		The average house price in the Maldon district is now over £400, 000 which is just ridiculous. How can someone on an average wage of £26000 ever hope to afford this? I don't know why the Maldon & Burnham standard continues to report house price increases as 'good news'.	N/A
Mark	Hurley	Selfridges		N/A
Portia	Roelofs			N/A
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn			
Christopher	Kent		They are both just as important.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Lisa	Singh	Direct Call Centres Ltd		N/A
Kevin	Head		Affordable housing provision should be a requirement, as it is currently under Policy H1, however where it is assessed to make a development unviable there should be flexibility on the level of provision provided. If the Council continue to prioritise affordable housing provision over infrastructure contributions and design quality, it could stall the delivery of new housing and create an even worse affordability crisis.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs. The Council does have an obligation to try and deliver its housing needs and that does include affordable housing.
Elizabeth	Sawyer Bayliss			N/A
Michael	Partridge			
Kenneth	Northfield			N/A
Jerry	Petts			N/A
Frederick	McMahon		Build council property to keep local people next generation. Look at best practices such as Holland	N/A
Sophie	Pryor			N/A
Tracey	Merritt	Dengie Hounds and Horses		N/A
c/o Agent	c/o Agent	Clarion Housing		N/A
Stephanie	Jones	home		N/A
Jo	Crump	Servoca Secure Soutions	Housing without infrastructure doesn't work, doctors, schools and other healthcare options are vital	The providers of infrastructure such as the NHS and Essex County Council inform the Council what is required with regard to infrastructure and the this information will feed into a review of the Infrastructure Delivery Plan which accompanies the LDP Review.
Susan	ARCHER			N/A
Phillipa	Griffiths			
Matthew	Taylor		Land values and landowner expectations are the biggest impact upon viability, rather than affordable housing necessarily. The Council needs to be clear and consistent on affordable housing % requirements, to avoid concessions feeding into land values. There also needs to be a careful viability assessment of each development to ensure that the appropriate level of grant funding is going into a scheme to finance infrastructure, affordable housing or otherwise.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Anne	Bailey		As proved, certainly build some first time buyers properties, but not allocate them to London boroughs for people who are not happy to live in the countryside. who then cause problems.	N/A
Winifred	Sutherland			N/A
Lucien	Taylor			N/A
Chris	clark			N/A
David	Baker		The two objectives should not be considered mutually exclusive.	N/A
Jeremy	Richardson		No infrastructure first then affordable housing	N/A
Glenna	Wilkins			N/A
Cheryl	Carter	Education		N/A
Susan	Mason			N/A
Melad	Kamlow			N/A

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Danny	Soul		Affordable housing should be a priority but not at the expense of design quality or infrastructure.	N/A
Dave	Draper	The Hartford Insurance Group	Is it the issue for the council. Perhaps put up quality houses then give people help with buying rather than basic properties	The Council will be looking to see if it can incorporate first homes in our policies and this should support homes which assist people to get on the housing ladder. The Council will be looking to allocate it whole housing requirement which may help to stabilise house affordability.
Fiona	Barkham	Private Individual		
Isabel	Adcock		We need to keep people of all types within the area. Without diversity the local communities will die and become just dormitories	Housing mix is an important aspect of planning policy. This is set out in the Local Housing Needs Assessment and will be set out in policy to inform development coming forward.
Kevin	Cooper			N/A
Katherine	Whitehouse			N/A
Linda	Soul			N/A
Robert	Wilson			N/A
Sarah-Jayne	Hunt	SJ Aesthetics LTD		N/A
Jonathan	Hunt			N/A
Deborah	de Boltz	Farleigh Hospice		N/A
alan	johnson	sky broadcasting		N/A
Tim	Murphy			N/A
Claire	McGrane			N/A
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates		N/A
Jane	Potter	Purleigh Parish Council	The Council should not continue to prioritise the provision of affordable housing over other infrastructure contributions or design quality across the district. One priority shouldn't be lost at the expense of the other and each should be given equal consideration. Approved developments that promise to deliver affordable housing frequently fall short in that provision. There are many ways to secure a supply of affordable housing in the district, not least by granting planning permissions that contain conditions preventing the development's further extension and thus retaining a supply of smaller housing units in the district, for first time buyers or older residents downsizing. With an ageing population, a greater number of smaller, single storey properties would also be a beneficial addition to the district's housing stock.	Housing mix is an important aspect of planning policy. This is set out in the Local Housing Needs Assessment and will be set out in policy to inform development coming forward. The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Brian	Haydon	Cold Norton Parish Council		N/A
Rowan	Rampersad			N/A
LUKE	MACFARLANE	S A RAVEN		N/A
Anna	Wombwell	Morris Farm		N/A
Lee	Foster			N/A
Ronald	Owen	Not applicable		N/A
Elizabeth	Johns		Improve the road surfaces, build more doctor's surgeries, primary and secondary school.	N/A
Colin	Day			N/A
Vanessa	Horner		Mixture and infrastructure dependant	N/A
Natalie	Bradford			N/A
Harriet	Hurst-Smith			N/A
Brian	Howson	Pharmaceutical company		N/A
Tony	Vanner			N/A
Josie	Vanner			N/A
Tracy	Carroll			N/A
Ian	Roberts	N/A		N/A
Marlon	Gunn			N/A
Tony	Ashton	none		N/A
mandy	SHORT			N/A
BRIAN	COLLINS			
Kevin	Money	St. Lawrence Parish Council	In many ways this is the most important point. Affordable housing is important – and it also needs to be near the transport infrastructure and employment. If affordable housing influences the amount of funding for the essential infrastructure the two have to be taken together. There is no point putting up a handful of houses somewhere with no infrastructure – and of course that handful wouldn't include any affordable ones. However there should be no need to relax design standards. We're intrigued that there may be spare capacity within the existing infrastructure – it definitely doesn't appear so from St Lawrence.	N/A
Claire	Udall	1		N/A
Linda	Raffray			N/A
John	Cooper			N/A
Peter	Lampard		Design and infrastructure come first.	Comments noted. Unfortunately the planning system does not work so that infrastructure is provided up front of development.
Leah	Jewiss			N/A

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Elaine	Ketley	South Woodham Ferrers Town Council	As long affordable housing complies with the 35% as per NPPF.	The amount of affordable housing is set out in the Local Housing Needs Assessment and will be set out in policy to inform development coming forward.
Tim	Chilvers		4.52 The District has an acute need for affordable housing. Affordable housing delivery should continue to be a priority for the District to redress the social imbalance which has occurred as a result of the lack of provision over preceding years. To increase the prospect of on- site affordable housing being underwritten by developers, the new local plan needs to allocate sufficient sites and focus in particular on those sites that are eminently developable and do not require disproportionate physical interventions relative to their scale. In addition, the allocation of site with clear expectations on general infrastructure ensures that all parties involved in delivery have a clear and upfront expectations on the realistic balance of a scheme. In other words, for example, it is clear what major infrastructure will need to be subsidised through land value capture, or it could be that a certain infrastructure requirement would necessitate an upfront outlay of expenditure which a developer might otherwise not cash flow if the working assumption is that the project would be delivered in a more conventional fashion.	N/A
Ruth	Bull	The Othona Community		N/A
Mark	Jackson	Mark Jackson Planning	There should be no particular emphasis. Provision of affordable housing in accordance with Government Policy in the NPPF should be followed. The Council's existing Affordable Housing thresholds need to be revised to accord with the NPPF.	N/A
Elliott	George			N/A
ann	cutting			N/A
Sharon	Cushen		The way affordable housing is presented is unfortunate presently. Create affordable housing requiring effort and contribution from the buyer creates better respect for the property....1 bed cheap flats benefits no-one. See my self build comments. Q31	N/A
Ian	Tooley			N/A
Sally	Tokeley			N/A
Kate	Ellis			N/A
Christina	Chan		No, there is no use in building more affordable housing if the people who will live in it won't be able to access sufficient infrastructure. It will also dilute the resources and existing infrastructure.	N/A
Tim.	Holdsworth			N/A
Graham	Snow			N/A
Kevin	Ashman	Estates and Agency Strategic Land	It is recognised that the delivery of affordable housing in the District has a significant impact on the viability of a proposal. Establishing the what level of weight is attributed to affordable housing, infrastructure delivery or design quality is heavily dependent on locational characteristics of development. It is difficult to apply a one-size-fits-all strategy for the prioritisation of various needs.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Sarah	Packard			N/A
Jake	Nugent	Endurance Estates Ltd		N/A
Martin	Cook			N/A
Clifford	Brown			N/A
Steve	Gallant	Crouch Valley Defence Group		N/A
Lesley	Woodley			N/A
John	Buchanan			N/A
Kirsty	Rowell			N/A
Tim	Bradford	leadenhall		N/A
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	Affordable housing should not be prioritised over other types. Each development will depend on what is marketable and what is required regardless of policy so it is essential to leave options open.  Greater emphasis should be placed on S106 agreements and/or CIL with future permissions being granted only when payments are made. Without this there will be no infrastructure available for new developments with and increased burden being placed on existing facilities to the detriment of all.	Comments noted. Unfortunately the planning system does not work so that infrastructure is provided up front of development.
David	Brock			N/A
Mark	Tentori	Mazdev Limited		
Niki	Halls			N/A
Peter	Ingram		What is affordable? All housing is expensive and the price is governed by what people will pay. That is basic economics. Builders will only build what they can sell unless the council buy them and then sell them on. Need is as important as cost.  The back to back terraces built in large cities in the last century housed a lot of people but created slums. This must be avoided.	N/A
Jane	Pilgrim		Should be a mix.	N/A

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Judith	Radcliffe		Affordable housing should be prioritised but not at the expense of infrastructure or design - they are not mutually exclusive! Housing Associations and sites elsewhere can provide useful examples. Seek to attract alternative funding.	Comments noted. Unfortunately there is not really any other sources of funding for affordable housing that the Council can attract it would be for registered providers to bid into Homes England for funding which they already do.
Stewart	Geden			N/A
Anita	Thomas	Bank		N/A
Andrew	Ashworth			N/A
michael	smith			N/A
Christopher	Mabbutt	Burnham Primary School		N/A
Mary	Putt		Affordable homes should be addressed as a priority but sadly these do not provide profit for builders. Affordable homes should also be considered as those with flooring and fitments not leaving these items as extras	N/A
Simon	Priest			N/A
Philippa	Marshall			N/A
Lewis	Cook	Form Architecture Ltd.		N/A
EDWARD	GITTINS	Edward Gittins & Associates	Priority should continue to be given to affordable housing wherever possible. This need not be to the exclusion of other priorities, however.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs.
Steve	Williamson			
James	Cowell	E & B R Cowell	It may be appropriate for the Council to continue to prioritise affordable housing on largescale developments; however, it does not have to be the case that design quality is compromised with the delivery of affordable housing.	Comments noted. Housing provided to registered providers has to comply with standards that are higher than open market housing in terms of space and accessibility requirements.
Colin	Hawkes			N/A
Ronald	PIPER			N/A
Alan	Shrimplin	N/A	Affordability has to more defined, what is affordable, based on what, most of the inflow of people into the area are from London where property prices are much higher than MDC, this means people from MDC are out priced from the market.	N/A
John	McLarty		A balance will need to be struck by the site and scheme proposal, this should allow viability to be tested	N/A
John	McLarty			N/A
Norman	Branch	N/A		N/A
John	McLarty		A balance will need to be struck by the site and scheme proposal, this should allow viability to be tested	N/A
Valerie	Coleby	Berrys		N/A
James	Clarke			N/A
David	Stilwell			N/A
Ann	Thomas			N/A
michael	harris			N/A
Geoffrey	Cox			N/A
John	McLarty		A balance will need to be struck by the site and scheme proposal, this should allow viability to be tested	N/A
Kevin	Bruce			
Barrington	Thomas			
Richard	Edwards		Affordable housing is increasingly important but its provision with poor design or supportinf infrastructure is a disaster	Comments noted. Housing provided to registered providers has to comply with standards that are higher than open market housing in terms of space and accessibility requirements. The providers of infrastructure such as the NHS and Essex County Council inform the Council what is required with regard to infrastructure and the this information will feed into a review of the Infrastructure Delivery Plan which accompanies the LDP Review.
Robyn	Woloszczuk			N/A
Lesley	Speller			N/A
William	Shepherd			N/A
Nicola	O'Dean	Balgores Motors		N/A
Alexander	Romang			N/A
Hayley	Holgate	ECC		N/A
Eirlys	Parry	N/A		N/A
victoria	newson	Childrens Nursery	Infrastructure has to be in place for all to use and ease congestion and pressure on hospitals, doctors, schools, college, dentists etc.	N/A
Michael	Unwin	N/A		N/A
Tony	Barber			N/A
Nick	Mason	ECOCClassics		N/A
David	Banfield			N/A
Melanie	Osborne	Motor Trade		N/A
Stuart	Turner	Essex search and rescue		N/A

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Mike	Carpenter	CODE Development Planners Ltd		N/A
Ian	wilson	cm36pt		N/A
Phillip	Wright	CALA Homes (North Home Counties) Ltd		N/A
.	.	SN Developments	<p>The latest monitoring data (for 2019/20 published in December 2020) demonstrates a poor delivery of affordable housing against identified needs and policy requirements. The affordability of housing and the delivery of affordable housing are identified as key issues that emerging MLP will need to address. There may be viability issues for some sites, possibly associated with the delivery of infrastructure in advance of housing, and it might be entirely appropriate in some circumstances to reduce affordable housing requirements or delay the delivery of affordable housing. However, the identified need and the poor delivery of affordable housing indicates that it is not appropriate for affordable housing requirements to be set aside for viability or infrastructure reasons. Paragraphs 8, 20 and 62 of the NPPF expects identified housing needs to be met, including affordable housing needs. The delivery of affordable housing should be a priority. The selection of site allocations in emerging MLP will be an important part of ensuring affordable housing needs are met in full. If suitable strategic sites that cannot deliver policy compliant levels of affordable housing are identified as preferred allocations in emerging MLP, it is requested that additional sites that can provide affordable housing are identified to compensate so that affordable housing needs are still met during the plan period.</p> <p>As requested in these representations, small and medium sized sites that are capable of delivering policy compliant levels of affordable housing and can be delivered quickly, should be allocated in emerging MLP.</p>	The sites in the present LDP have been providing the affordable housing as per the policies. The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs. The Council will be looking to allocate at a minimum 10% of its housing requirement on sites of less than 1.0 hectare in size as set out in national planning policy.
.	.	Cooper Property Holdings Ltd	<p>The latest monitoring data (for 2019/20 published in December 2020) demonstrates a poor delivery of affordable housing against identified needs and policy requirements. The affordability of housing and the delivery of affordable housing are identified as key issues that the emerging MLP needs to address. There may be viability issues for some sites, possibly associated with the delivery of infrastructure. Consequently, it might be entirely appropriate in some circumstances to reduce affordable housing requirements or delay the delivery of affordable housing owing to viability issues. However, given the identified need and the poor delivery of affordable housing, sites that can deliver policy compliant levels should be the focus of allocation in the emerging MLP. Paragraphs 8, 20 and 62 of the NPPF expects identified housing needs to be met, including that of affordable housing. The delivery of affordable housing should therefore be a priority.</p> <p>The allocation of sites in the emerging MLP is vital in ensuring affordable housing needs are met in full and a strategy that includes a mix of sites, will ensure that the District's housing needs including affordable housing are met across the plan period.</p> <p>As requested in these representations, small and medium sized sites that are deliverable and include policy compliant levels of affordable housing should be allocated in the emerging MLP.</p>	N/A
Jane	Coleman	Maldon Town Council		N/A
c/o Agent	c/o Agent			N/A
kelly	tilley			N/A
Catherine	Bicknell	Mid and South Essex Health and Care Partnership		N/A
N	Baseley	IBA Planning Ltd		N/A
Sue	White		<p>This needs to be balanced on a case to case basis. Affordable housing is not achievable for local people, as it is still not affordable on a local minimal wage. We have also done a deal where our affordable housing is being used by out of area authorities, whereas I believe we need to help our local residents first. Hence why I think we should encourage self build and other ways to help our local working families secure their own home.</p>	The Council will be looking to see if it can incorporate first homes and self build in our policies and this should support homes which assist people to get on the housing ladder.
Sarah	Yates			N/A
Leonard	Lewis		It should not be beyond the capabilities of developers to provide affordable housing incorporating good traditional design at an affordable price even if it costs them a bit more of their inflated profits. Sufficient infrastructure, preferable already in place should always be a prerequisite before development.	N/A
Roy	Martin	Mr Roy Martin	Design quality must be maintained whatever scale of affordable housing is being provided. ('Infrastructure contributions' not understood - if reference to Section 106 these should not be diluted for sake of more housing as transport improvements and network always the sufferer).	Comments noted, though the Council will always strive to ensure that quality is maintained in development and very often affordable housing provided by registered providers has higher space and accessibility standards than open market housing.
R	Minney			N/A
Tim	Grant	Evolution Town Planning		N/A



Question 59

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Simon	Butler-Finbow	Pigeon Investment Management	It is considered that MDC should prioritise both affordable housing and other infrastructure. Both are essential to the creation of sustainable communities. The submitted sites offer the opportunity to contribute to both essential requirements, through delivery of a broad range of housing, including market, affordable and self-build properties, in addition to additional employment floorspace and a site for a 2FE primary school and pre-school, the latter of which is considered likely to be an essential requirement within the southern part of the District. There is also an opportunity to deliver first homes as part of the submission sites.	Comments noted. The Council cannot comment on individual sites.
ANNE	OSBORN	Purleigh Community Shop		N/A
Stephen	Hodgkinson		Affordable housing provision should be a requirement, as it is currently under Policy H1, however where it is assessed to make a development unviable there should be flexibility on the level of provision provided. If the Council continue to prioritise affordable housing provision over infrastructure contributions and design quality, it could stall the delivery of new housing and create an even worse affordability crisis.	The LDP will have a whole plan viability assessment and this will inform the Council if the policies set out in the Plan will allow development to remain viable. If not then they may have to be a trade off between infrastructure needs. Affordable housing provision is set out in the Local Housing Needs Assessment and the Council will have to consider how it is going to be delivered.
c/o Agent	c/o Agent	Maldon Wick Limited		N/A
ZOE	HOSTY			N/A
S	Swain			N/A
Kevin	Coleman	Phase 2 Planning		N/A
John	Lawrence		It may be appropriate for the Council to continue to prioritise affordable housing on largescale developments; however, it does not have to be the case that design quality is compromised with the delivery of affordable housing.	Comments noted, though the Council will always strive to ensure that quality is maintained in development and very often affordable housing provided by registered providers has higher space and accessibility standards than open market housing.
Diane	Wallace			N/A
Jonathan	Aldis	Good life Countryside Services		N/A
sara	doran		design quality must be the priority. All new developments must be beautiful and carbon zero when the plan goes live. This strategy will have returns over the course of the generation of 20 years, with a delivery of a healthier, happier, community.	Comments noted, though the Council will always strive to ensure that quality is maintained in development and very often affordable housing provided by registered providers has higher space and accessibility standards than open market housing.
Grace	Godwin		The houses that are supposedly 'affordable' that are being built now by the council are in fact not affordable by any means so why would would prioritise more of these types of buildings over other types of houses?	N/A
Sue	Hillman			N/A
michael	carr	NHS		N/A
Colin	Horner	Villageretreat	Mixture and infrastructure dependant.	The housing mix is set out in the Local Housing Needs Assessment and will follow through into revised policy in the LDP review. Infrastructure requirements are set out in the Infrastructure Delivery Plan which will be reviewed as part of the review of the LDP.
Simon	Plater	Plater+Claiborne	Both good infrastructure and design quality are important to the well-being of individuals and communities. Design should have a higher priority - there is every reason for affordable housing to be well designed, and so create beautiful places for people to live and work in.	N/A
Mark	Anderson			N/A
Karen	Wellum			N/A
Emma	Wright			N/A
Robert	Scott	Lewis & Scott Retirement Living Ltd	Yes - linked to the sites that are selected to be allocated. The Council should be highly specific from the outset of what each allocation is for and what it should deliver. This means that developers are limited in their ability to reduce affordable housing contributions through 'abnormal costs' which were not specified in the allocation.	Each site allocation will have to set out what infrastructure is to be provided on it or off site, this is part of the Infrastructure Delivery Plan.
Linda	Coom		I don't think local people have benefitted from the new affordable housing, so, no.	N/A
Caitlin	Soul			N/A
Michelle	Curtis	Tollesbury Parish Council		N/A
Mary	Hammond			N/A
Rob	Bard			N/A
Ian	Drinkwater			N/A
john	hand	N/A		N/A
Emma	Smith	Bradwell on Sea Parish Council		N/A
Tim	Dixon			
Nicola	Taylor	Elixirr		N/A
Graham	Johnson	graham v johnson		N/A
Chris	Yates			N/A
Tim	Hann		No, it shouldn't prioritised over other policy requirements. It needs to be considered alongside equally with the other policy requirements. A clear definition needs to be outlined in the policy as to what constitutes affordable. I have yet to see a new build that has realistic affordability that is reflected in the cost. First-time buyers are having to source huge funds in a way of a deposit to make it anywhere near affordable and even then they are reliant upon low long-term interest rates.	N/A

## Question 59

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Burnham	Town Council	Burnham on Crouch Town Council	But affordable housing is necessary.	N/A
Sally	Everitt	Community360		N/A
Mark	Garrett		The plan should seek to deliver the volume and location of affordable housing defined in the Maldon District housing waiting list – this is likely to be in smaller scale developments spread across the District as those in need are unlikely to be able to travel far to work given transport costs. All other developments should fund the infrastructure improvements needed to address their impact – particularly on roads and essential services	N/A
Justin	Barkham	Self employed		
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd		
Victoria	Long			
Victor	Staines			N/A
Jayne	Moore	Essex County Fire and Rescue Service		N/A
Stephen	Sutton			N/A
Kevin	Bennett			N/A
Nicholas	Matthams		Owning to the area becoming a highly desirable place to live, any affordable housing probbly won't be for long.	N/A
Christian	van Stolk	RAND Europe		
Nicholas	Jepson			
Pamela	Lacey		Houses being built at the moment seem to be for the more wealthy to rent out. This increases the councils budget to help pay these exorbitant rents for the people on benefits . Or others people who but then move on in a short space of time to make a profit. All the above just pushes the house prices out of range for youngsters.	N/A
Chloe	Soul			N/A
carole	kirk			N/A
Sharon	Jackson			N/A
RICHARD	GROUT			N/A
Tim	Madelin			N/A
Charles	Bishop			N/A
Paul	Jewiss	Self Employed		N/A
Joanna	Jeffery	Althorne Parish Clerk	«No response»	No further comment can be made.
Deborah	Anderson	NHS		N/A
John	Pilgrim	Self employed		N/A
Gloria	Gold	London Design and Engineering UTC		N/A
Linda	Curry			N/A
Lucy	Waterhouse			N/A
Jon	Mayhew			N/A
James	Goody	James Goody refurbishments		N/A
Paul	Coppin			N/A
Johanna	Dale			
Tracy	Kinnane			N/A
Steven	Bardwell	S P Bardwell Ltd	All to often developers gain planning approval on the pretence that they will provide affordable housing and infrastructure and then don't, saying it's not commercially viable.	N/A
David	Oxford	Lloyds Banking Group		N/A
Stephen Francis	Dewick	Curry Farm		N/A
Carlos	Rodriguez			
George	Dixon		Affordable housing is often mentioned but never delivered when discussing developments. With the cost of living rising, the new development in maldon comprises mainly large 3/4 bedroom properties, rather than retirement properties/first time buyer properties. Greater variety is needed, especially in offering 1/2 bedroom properties at a lower rate than is currently offered.	N/A
Rebecca	Tucker			N/A
Mark	Faraway			N/A
T	Ketteley			N/A
Elizabeth	Weston			N/A
Jacky	Barber			
Douglas	Channer	Private		
Ursula	Benjafield			N/A
Paul	Mitchell			N/A
Kristian	Tokeley	CTC Construction Ltd		N/A
Lynda	Bugg			N/A
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		N/A
James	Campbell	HMPPS	All 3 are important	N/A

## Question 59

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
William	Moss			
Simon	Mackenzie Smith			
Richard	Udall			N/A
Rosalind	Bishop			N/A
Paul	Burgess	None	Define viability. Affordable housing is a non starter in economic terms. 75% is in the rented sector. Much of the owner demand is for social mobility. the only way to create affordability id to exclude land costs. Sequester farming land and build council houses.	N/A
John	Symington			N/A
D	Cooper			
C/O Agent	C/O Agent		In considering the deliverability of the Local Plan and the viability of development, the Council will need to decide on its priorities. There are a number of priorities that developers now have to consider including Biodiversity Net Gain, improved energy efficiency standards and electric vehicle parking which means that the Council will have to carefully consider costs and how these can be varied to ensure development is viable.  The Council are also yet to publish a whole plan viability assessment and infrastructure delivery plan and without this evidence it is not possible to comment on whether the Council's policy requirements, such as those for affordable housing, are viable and what should be prioritised.	N/A
Zoe	May	East of England Ambulance Service NHS Trust	The need for developer funded ambulance facilities and good quality layout and design, to provide for the necessary health infrastructure to mitigate and manage the health and emergency ambulance service impacts arising from the increased population, associated with major new housing developments within Maldon.  Where developers are promoting major new housing developments of 100 dwellings or more, it is recommended that pre-application advice is sought from Integrated Care Service and East of England Ambulance Service at an early stage, in order to agree a suitable level of health facilities provision, reflected in S106 Heads of Terms of Agreement where applicable. Integrated Care Service and East of England Ambulance Service pre-application advice concerning the layout and design principles for residential schemes is also recommended for major new housing developments of 50 dwellings or more.  Major new housing developments therefore give rise to significant additional resource needs and implications for EEAST, requiring appropriate funding by developers in order to mitigate and manage the emergency ambulance services including meeting mandated response times.  EEAST therefore requires additional ambulance facilities to be funded and/or provided by developers either through CIL or through S106 Agreements in the form of the following assets: <ul style="list-style-type: none"> <li>• Additional or enhanced ambulance station floor space and facilities, including fit out and refurbishment and new additional parking spaces for ambulances with EV charging facilities;</li> <li>• Ambulance Response Posts with EV charging facilities;</li> <li>• Communications including ICT;</li> <li>• Additional Medical Equipment and Technology;</li> <li>• Ambulance Vehicles;</li> <li>• Community First Responders - recruit and train new community first responders, provide new volunteer community responder equipment; and,</li> <li>• Funding for additional staff resources, including clinical and non-clinical staff incorporating Operations and Resilience support officers (during the construction and occupation phases of development), Back Office Staff, and associated recruitment, training and equipment.</li> </ul>	N/A
Roger	Woodcock			N/A
Michael	Manning			N/A
Jack	Inglis	Kelvedon Hall		N/A
Peggy	Shields			N/A
Dawn	Adams	Catesby Estates		N/A
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	No comment.	No further comment can be made.
Wayne	Tilley	RTG Group Limited		N/A
David	Dronfield	Braxted park		N/A
raymond	dundas	Householder		N/A
John	Peirson			N/A
Ron	Brown	Corporate		N/A
Roger	HAWES			N/A
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		N/A
Julia	Morris			N/A
Amanda	Mackenzie			N/A
Jenny	Shepherd			N/A

**Question 59**

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Jack	Ellum		In my view housing will only become affordable if supply meets demand, otherwise they are just small or poor quality. Enabling better jobs and raising skills is a better way to make things affordable.	N/A
Bernard	Steeples			N/A
Anna	mccomb	NHS Property Services Ltd		N/A
Natalie	Kermath	Environment Agency		N/A
Peter	Knights			N/A
John	Watson		This cannot be an uninformed decision. Yes there is the need to balance but if the types of houses that are required do not provide the contributions required to provide the Infrastructure clearly the targets set are either not realistic or sustainable. There is no requirement imposed upon ECC by government to wait for all funds to be received its is a choice . In fact government guidance is very clear on such matters. The strategy however chosen by the council will influence what ECC could make a choice to do in terms of provision.	This does not relate to the question and therefore no further comment can be made.
Unknown	Unknown	Ministry of Defence	Paragraph 97 of the National Planning Policy Framework 2021 requires that planning policies and decisions should take into account defence requirements by 'ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.' To this end MOD may be involved in the planning system both as a statutory and non-statutory consultee. Statutory consultation occurs as a result of the provisions of the Town and Country Planning (Safeguarded aerodromes, technical sites and military explosives storage areas) Direction 2002 (DfT/ODPM Circular 01/2003) and the location data and criteria set out on safeguarding maps issued by Department for Levelling Up, Housing and Communities (DLUHC) in accordance with the provisions of that Direction. Safeguarding Department, Statutory & Offshore, Defence Infrastructure Organisation, St Georges House, DIO Head Office, DMS Whittington, Lichfield, Staffordshire, WS14 9PY Tel: 07800 505824 E-mail: DIO-safeguarding-statutory@mod.gov.uk www.mod.uk/DIO  Copies of these plans, in both GIS shapefile and .pdf format, can be provided on request through the email address above. Having reviewed the supporting documentation in respect of Maldon District Council's Local Development Plan review there is one area of interest for the MOD. The specific interest the MOD have in the plan area is a new technical asset known as the East 2 WAM Network which contributes to aviation safety by feeding into the air traffic management system in the Eastern areas of England. There is the potential for development to impact on the operation and/or capability of this new technical asset which consists of nodes and connecting pathways, each of which have their own consultation criteria. Elements of this asset pass through the Maldon District Council's Local Development Plan area of interest. The Safeguarding map associated with the East 2 WAM Network has been submitted to DLUHC for issue. As is typical, the map provides both the geographic extent of consultation zones and the criteria associated with them. Within the statutory consultation areas identified on the map are zones where the key concerns are the presence and height of development, and where introduction of sources of electro-magnetic fields (such as power lines or solar photo voltaic panels and their associated infrastructure) are of particular concern. Wherever the criteria are triggered, the MOD should be consulted in order that appropriate assessments	The Council notes the MOD concerns and will act on the safeguarding information for the identified assets as appropriate through policies.o
Josh	Plant	Gladmans		N/A
Duncan	Clark			
Patricia	Smith			N/A
Mick	Sargeant			
John	Cockerell	Hatfield Peverell Parish Council		N/A
Catherine	Williams	C/O Savills (Agent)		N/A
Tom	Kelly			N/A
Linda	Gemmill			N/A
Linda	Gemmill			N/A
Mark	Norman	Highways England		N/A
*	*		There is an acute need for affordable housing which is greatest in the south of the District around Southminster. Affordable housing delivery must be a priority for the District to redress the social imbalance which has occurred as a result of the lack of provision over proceeding years and the significant house prices. As referred to above, affordable housing delivery should not be required at a level which makes sites unviable, and viability should not be at the expense of necessary infrastructure. The Plan's housing delivery requirements need to recognise this and allocate sufficient sites to ensure that affordable housing delivery keeps pace with local demand. This can be achieved by increasing the minimum annual housing numbers required and also by including a positive affordable housing exceptions policy which allows a sufficient amount of market housing to ensure sites come forward.	The Council notes your support for prioritising affordable housing over other considerations.
*	Willmott			

Question 59

First Name	Last Name	Organisation	Question 59. Affordable housing is often the biggest influence on viability, so should the Council continue to prioritise this policy requirement over other infrastructure contributions or design quality across the District?	COUNCILS RESPONSE
Thomasin	Foster			N/A
Ivor	Watson			N/A
*	*			N/A
*	*		The District has an acute need for affordable housing. Affordable housing delivery should continue to be a priority for the District to redress the social imbalance which has occurred as a result of the lack of provision over proceeding years. This is generally calculated and delivered as a percentage of the overall housing within a development, therefore we would encourage the council to consider schemes that deliver a greater number of homes to be beneficial to the district overall.	The Council notes your support for prioritising affordable housing over other considerations.
*	*		The District has an acute need for affordable housing in Maldon. Affordable housing delivery should continue to be a priority for the District to redress the social imbalance which has occurred as a result of the lack of provision over proceeding years.	The Council notes your support for prioritising affordable housing over other considerations.
*	*			
*	*		3.50 The District has an acute need for affordable housing. Affordable housing delivery should continue to be a priority for the District to redress the social imbalance which has occurred as a result of the lack of provision over preceding years.	The Council notes your support for prioritising affordable housing over other considerations.
*	*		The District has an acute need for affordable housing. Affordable housing delivery should continue to be a priority for the District to redress the social imbalance which has occurred as a result of the lack of provision over preceding years.	The Council notes your support for prioritising affordable housing over other considerations.
*	*			N/A
*	*			N/A
Alan	Massow			N/A
*	*			N/A
Ian	Butt			N/A
Sarah	Sayer			N/A
*	*			N/A

## Question 60

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Ben	Binder	University of Adelaide		N/A
Lorraine	Bailey	Wickham Bishops Parish Council		N/A
Ali	Aldis			N/A
David	Smye	The Maldon Society		N/A
Stewart	Newlands	Fambridge Lake		N/A
Paula	Stanbury		We do have a changing population with the large developments already in place. This must change the 'age' comment and going forward MDC have to work closely with ECC and other suppliers of resource in the county to make Essex a go to place to live	N/A
Sonia	Whiskin	Financial Services		N/A
Geoffrey	Charge	n/a		N/A
Robert	Collins			N/A
Gavin	Rowsell		It is incredibly naive to not think to the future when building infrastructure. Acting now, and future-proofing infrastructure is far and away more cost effective in the long term.	Comments noted. Ensuring existing infrastructure is future proofed for the accommodation of future development would seem to be a sound principle.
Gareth	Davies	N / A		
Ben	Thornett			
Matthew	Wood	Phase 2 Planning		N/A
Jackie	Gibbs			N/A
Tim	Aves		What spare capacity?  The council should allow no more significant housing developments until the district has the schools, GP and dental surgeries, roads sewerage and other vital infrastructure to support all the people who have moved or are moving into the hundreds of homes already built in the past five years! No exceptions. It's time to say enough is enough. I have no problem with building houses per se. We desperately need more homes in this country and they have to go somewhere. However, I do not accept that any planning system worthy of the name should allow so much housing to be built without the infrastructure to support it. Developers should be legally obliged to pay much, much more from the vast profits they rake in from these sites and	N/A
Helen	James		There is no spare capacity - there isn't enough infrastructure already	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan
Kathy	Day		Everyone needs a place to live. Some of the developments only provide that - a building and an address. People need doctors, schools, food. Recently local residents are complaining about all of these. Doctors are difficult to access and Burnham on Crouch is a good distance from Bloomfield, even in an ambulance. It seems like houses are being built at the expense of residents' wellbeing.	N/A
Mike	Hayes		Where possible.	N/A
Peter	Wakling			N/A
David	Sismey		In principle yes, but in practice not sure that there is spare infrastructure capacity anywhere	N/A
Stuart	Willsher	Persimmon Homes Essex		N/A
Sara	Howarth			N/A
Anthony	Fittock		From an education perspective If there were any within the parameters set by government on travel distances. Not government statutory maximum travel guidlines of 75 minutes by road !!! Hardly a resident centered or climate friendly strategy !	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan
Eissa	Leo			N/A
Daniel	McAllister	Robert Mulholland And Company Limited	It should be considered, but the decision as to where development should go must look beyond this issue. New infrastructure can be funded by new development where it is required. The over-reliance on spare capacity within existing infrastructure would lead potentially to continued underinvestment in the villages and too much focus on Maldon/Heybridge	N/A
Michele	Williams		I am happy to discuss any aspect of my comments with planning officers. I am very keen to protect develop and enhance this beautiful area	Comments noted
Tara	Strydom			N/A
Jenny	Ball		I am not sure if there are many areas of spare infrastructure capacity across the District. I do think better decisions more generally could be made to make better use. For example, the policy decision that Tillingham primary school was closer to St Lawrence than Bradwell school - and funding therefore only provided for children travelling to Tillingham. Tillingham primary school is now stretched for capacity, whereas Bradwell primary school has space and reduced class sizes. Anyone who knows the area knows there is no difference in the actual journey from St Lawrence to Bradwell or Tillingham. So parents should have been given either option with funded travel and the resulting issues for both the schools and their students would have been avoided.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. The Council cannot comment on decisions made by infrastructure providers, in this case ECC Education.
Cliff	Baron			N/A
Gill	Winsor	Tesco	Build away from existing developments.	N/A
Emily	Benham	Servoca complex care and nursing		N/A
Laura	Cannon			N/A
Shaneen	Illanes			N/A

Question 60

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Sarah	Sapsford			
Merryl	Quilter			N/A
Bear	Keen			N/A
Jessica	Cox			N/A
Robert	Burton			N/A
Yvonne	Wade			N/A
Louise	Bywaters-Smith	Hospitality		N/A
Brooke	Roberts-Morgan			N/A
Patricia	Bunkle			N/A
Stephanie	Ireland		Infrastructure should be considered first surely. Is this not already the case?	N/A
Marc	Rawinsky	M R Sovereign Services Ltd		N/A
Roger	Tiffn			N/A
Kathryn	Beighton	Publishing		
Roy	Warren	Sport England	In relation to community sports infrastructure, to inform and justify the Local Plan's approach to provision to support new development it is considered essential that an up-to-date and robust evidence base is prepared which supports this. Without this it will not be possible to identify existing spare capacity or the most appropriate approach to addressing additional needs created by new development. The Council's existing evidence base on this matter dates from 2010 is now out of date in terms of both the data and the methodology used. In this regard, it is noted from the Council's website that a Green Infrastructure Study is being prepared. The Council is urged to engage Sport England on this study at the outset so that advice and support can be provided.	Comment noted. The Council is updating its evidence base with regard to infrastructure across the District.
STUART	SOWTER			N/A
Mark	Raffray		Provided that all elements of infrastructure are considered holistically, and that no single element is disproportionately influential in decision-making.	N/A
April	Rowley			N/A
e	e	e		N/A
Kevin	Lagan		This questionnaire is too long and to complicated. Get out of the office and speak to people, the contents restricts answers and as a resident the whole thing is complicated.	N/A
Bill	Withers			N/A
Joanna	Jeffery			N/A
John	Mitchell		Be foolish not to consider it	N/A
Bethany	Jones	Colchester Borough Council		N/A
magnus	Magnusson	Parker Planning Services	Yes, development should be located where there is existing infrastructure capacity and where such capacity can be readily increased or enhanced through the LDP Review and Infrastructure Delivery Plan processes. It will be more cost effective to focus development in areas that already have a good level of infrastructure provision, i.e., the larger 'Towns' in the district and including Burnham-on-Crouch. As identified in respect of Q19 above, the NPPF2021 (para. 124) is clear insofar as planning policies should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.	Support noted
Nick	Whiteley			
Peter	Layley			N/A
Rex	Davenport			N/A
Lesley	Mitchelmore	Danbury Parish Council		N/A
Linda	Flowers	Self Employed	Obviously but this rules out major distribution of development to villages where infrastructure and resources are sparse, unless, as is the case in the settlements document, you set your standards very low!	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
Karen	Neath	Tolleshunt Major Parish Council		N/A
N	DA			N/A
Peter	Holmes			N/A
Dorreen	Linton	our group consists of adults, playschool and brownies group		N/A
John	Wileman			N/A
Colin	Pryke			N/A
Richard	Courtney	University Of East London		
sue	Rawlinson	Evolve	STOP BUILDING HOUSES THE PLANET IS DYING.	N/A
Douglas	Milsted	Heybridge Basin Conservation Society		N/A
Alan	Outlaw	Self Employed		N/A

## Question 60

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
John	Hitcham		This form is non user-friendly, far too long and in no way intuitive for the average resident	N/A
			It's going to result in a big distortion as the only people with the time and inclination to fill it in are mainly employees of land owners, developers and speculators	
Richard	Kelly	Croudace Homes	Whilst the principle is agreed, the necessary assessments should form part of wider infrastructure discussions at that time. This should also include consideration of how the funding required to deliver the infrastructure can be secured. Large strategic sites often deliver the infrastructure required to support the development and are built out in phases with the necessary triggers agreed with the Council / other stakeholders at the outset. This is often the more robust approach when compared to development adjacent to a village which in most instances, will have capacity issues of existing infrastructure to begin with.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure and the funding for new infrastructure, so where there is none or very little, development can fill that gap making a settlement more sustainable.
Lindsey	Squire	North Fambridge Parish Council		N/A
K	Jeffries			N/A
John	Lakin	?		N/A
Andy	Quelch			N/A
Samantha	Weeks			N/A
Carlie	Mayes			N/A
James	Rushton		That makes sense, so long as it doesn't compromise other planning concerns, such as protection of the natural and historic environment.	Support noted
Richard	Martin	Scott Properties		N/A
Mike	Spurgeon	Phase 2 Planning and Development		N/A
C/O Agent Mike	Spurgeon	Phase 2 Planning & Development		N/A
Catherine	Champion			N/A
Terence	Hughes	Burnham-on-Crouch constituent	If you have spare capacity in infrastructure it's obvious that's where population should increase. But I think I'd be hard pushed to find spare capacity.	N/A
Amanda	Mickelsen			N/A
John	Tompkins		There is no apparent additional capacity existing in any area of the District and in consequence residents throughout the District are being disadvantaged.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
Samuel	Newton	Anglo European School		N/A
Mary-Ann	Munford			N/A
Jo	Harvey			N/A
Jeremy	Potter	Chelmsford City Council		N/A
Terry	Fleming			N/A
Daniel	Goodman	Rochford District council	The Council supports the principle of new developments in Maldon District making the best possible contribution to local infrastructure, in the interests of sustainable development. The Council further supports the principle of MDC preparing a new Infrastructure Delivery Plan for Maldon District to set out how this will be achieved	N/A
Chris	Harvey			
Philip	Davies			N/A
Jane	Senior			N/A
Susan	Cumming	not applicable		N/A
Amanda	Clack			
Ronald	Edge	Construction Industry		
Daphne	Scott			N/A
Gordon	Mussett	Little Braxted Parish Council		N/A
Kenny	Alexander	Thomas Gainsborough School	If there is a specific need. This needs to be addressed and local consultation must be part of the conversation	N/A
David	Kennedy		It makes sense to do so.	Support noted
Ronnie	Tongue	state school		N/A
Mark	Behrendt	Home Builders Federation		N/A
Matthew	Cooper		This should be one of many considerations when deciding where new development should go. It should not be used solely to justify further development in already densely populated areas. This over-reliance on larger-scale developments to bring forward housing is a major part of the reason why the District has a supply issue in the first place	Support noted. Infrastructure is one of a number of considerations when determining where growth should go.
Sue	Dobson	Essex Bridleways Association		
Terry	Inkpen	None		
christine	collins		this would seem a logical approach	N/A
Stuart	Williams	Ace group		N/A



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First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Reegan	Howles		That depends who is deciding what is 'spare capacity'. I struggle to believe any areas of the South East have spare capacity for new developments.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
David	Webb			N/A
Andrew	Marsh	Historic England		N/A
Brian	Haydon			N/A
Jasbir	Singh			N/A
Janice	Jackson			N/A
Jenny	Clemon	Langford & Ulting Parish Council	Is there any spare capacity within our existing infrastructure? Can plan for new infrastructure but this may never proceed beyond the planning stage.	N/A
Hazel	Notley			
Jean	Brown			N/A
Joanne	McGinity			N/A
Stuart	Dedman	Nil		N/A
Roy A	Clare	Charities		N/A
Kerry	McKenna			N/A
Penny	McCauley	Tiptree dental		N/A
Jane	Phillips	Solicitors	BUT, being mindful of village envelopes, whether a village is truly "sustainable" or non-sustainable", impact on the existing village, for example, the ALT3 suggestion of 1,750 houses virtually quadruples the size of the village.	N/A
David	Rees			N/A
Felicity	Gale			N/A
Lindsey	Wright			N/A
Darren	Weeks			N/A
Phil	Manning			N/A
Peter	Clack			N/A
Doug	Lockwood	National Grid		N/A
Sally	George			N/A
Vara	Szajkowski			N/A
Bob	Calver			N/A
David	Hill	Dandara Ltd		N/A
Tessa	Lambert	Natural England		
Dawn	Howles			N/A
Steven	Potter		Spare capacity will constantly fluctuate, and at times may not exist at all.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
natasha	frith			N/A
Vysian	Banyard	TKPC	Is there any spare anything??	N/A
Anthony	Bates		Where is this spare capacity!	N/A
Russell	Howles	WSP	Spare capacity on railway services and rural road networks should be a priority when determining where new developments should go.	Support noted. Infrastructure is one of a number of considerations when determining where growth should go.
Diane	Carter		Yes, but there are not any in Burnham.  Please consider the unique character of Burnham, ie. One road in one road out, bounded by a river, essentially a dead end, poor roads rural roads in and around, already overloaded with new houses with no infrastructure etc. Planners rely on our local information to inform their looking at Maps!	N/A
Gillian	Hollamby			N/A
Luke	Garrett	Obsidian Strategic Asset Management Ltd	Do not wish to comment.	Noted
Brian	Townsend			N/A
Robin	Fanshawe			N/A
Malcolm	Finch			N/A
Peter	Taylor	Retired		N/A
Chris	Melbourne		This questionnaire has been designed to deter the engagement of many residents in our village and elsewhere within the district - it is too wordy / long / unwieldy. Our elderly residents are automatically excluded if not computer literate, and navigating this questionnaire has been painful. Shame on you MDC you are failing the residents of the Dengie	N/A
John	Brown			N/A
Robert	Hollamby			N/A
Chris	Waumsley	Inovo Consulting		N/A

**Question 60**

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Phil	Jacklin		I'd be interested to know where this spare capacity might exist.	N/A
Kate	Priest	Purleigh Community Primary School		N/A
Robert	Jones	The University of Reading	It would be helpful to know what, if any, kind of 'spare capacity' existed within Maldon District.	N/A
Robert	Stephens	N/A	In the early 1990's the Tollesbury Association successfully campaigned against the proposed major housing development in Tollesbury. However the recent Call For Sites includes the Sites which were previously and successfully campaigned against. More recently the planning application for Mell Road was refused, but is now flagged as suitable. The Woodrolfe Road site 21/0702, also flagged as suitable, is currently awaiting determination even though there is a risk of flash and tidal flooding	The Council cannot comment on individual settlements or sites.
Gary	SPICER			N/A
Pete	Butcher		I think this a very important point to consider when deciding where new developments should be located. It is very likely that some area's score well for facilities and sustainability, however, do those scores take account of the current utilisation? In the area where I currently reside there is a school, surgery, sewerage treatment facility. As I understand it, they are all at capacity and would need to be expanded to meet any significant new development. Surely it would be better to identify area's where the infrastructure is under utilised and much more able to absorb increased population. I think that schools represent a particular problem in this area. Once a school has reached capacity in all it's school years, how can it expand further? It is not possible to add 10% extra capacity - it basically means adding an extra class for each school year. In most cases this would double the size of the school. Alternatively, it means pupils will have to travel to the next nearest school, which could be several miles away and would usually mean parents having to drive their children to school. Obviously this is not good for the environment, it deprives the children the opportunity to walk / cycle to school and puts necessary restrictions on parents and adds extra costs for travel	N/A
JO	COOMBES			N/A
Helen	Bridge			N/A
Melanie	Allen	Government		
Adam	Medlycott			N/A
Jonney	Aldridge		but only to a degree	Noted
Joanne	Maloney			N/A
Mark	Hurley	Selfridges	Not sure what this question means!	N/A
Portia	Roelofs			N/A
Neil	Burke	Bradwell Power Generation Company Limited	Bradwell B do not have any specific comments to make on this question.	Noted.
Lynne	Goodbourn		Consider the impact today re assess to needs in the future if necessary	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
Christopher	Kent		Don't know of any spare infrastructure anywhere.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
Lisa	Singh	Direct Call Centres Ltd		N/A
Kevin	Head		New development should be situated in areas where there is existing infrastructure capacity or where new infrastructure can be delivered on-site with limited constraints.	New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable. Where possible relevant infrastructure should be provided on site
Elizabeth	Sawyer Bayliss			N/A
Michael	Partridge			
Kenneth	Northfield			N/A
Jerry	Petts			N/A
Frederick	McMahon			N/A
Sophie	Pryor			N/A
Tracey	Merritt	Dengie Hounds and Horses		N/A
c/o Agent	c/o Agent	Clarion Housing		N/A
Stephanie	Jones	home	Does Maldon District have any spare capacity? Roads, schools and medical facilities are already stretched too far.	N/A
Jo	Crump	Servoca Secure Soutions		

**Question 60**

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Susan	ARCHER		Althorne is unsuitable for the development of ALT2. It has inadequate infrastructure, no shop, no Doctor, no School, no Post Office! Extremely limited bus service and would be a total destruction of our magnificent views across the wonderful Crouch Valley. It totally contradicts all the smaller applications for planning in this area. Also traffic on our already congested NARROW roads and access onto the highway would be significantly increased and although a 30mph speed limit was asked for (it's now 40mph) many of Althorne residents have yet to see traffic slowing down through our village. Extra houses being built in Southminster and Burnham-on-Crouch have already caused considerable increases in traffic, both public and construction vehicles, culminating in extra noise and pollution. We as householders of many years here in Althorne are TOTALLY against this proposed monster of a	N/A
Phillipa	Griffiths			
Matthew	Taylor		On balance, yes, provided that it is deliverable and economically efficient to do so.	Support noted
Anne	Bailey			N/A
Winifred	Sutherland			N/A
Lucien	Taylor		Larger settlements which already have the capacity in infrastructure should be the foci for growth.	N/A
Chris	clark		New infrastructure should be in place before anymore building happens . I do not understand how the council got away with building all the houses it has lately without, new doctors surgeries, schools , roads (operating not giving delays), hospitals who ever was to blame. Anyone with sense knows more people more roads , schools. doctors. Maldon District for the Maldon People.	N/A
David	Baker		Development should only be allowed where its need can be justified fully and should not simply happen on the basis of contingency. An evidence based justification should always be at the core of any planning and development assessment.	N/A
Jeremy	Richardson		The calculation of capacity must be up to date, objective and not biased  Also rather than just a computer model the planners should LISTEN to local people that live with the infrastructure every day	N/A
Glenna	Wilkins			N/A
Cheryl	Carter	Education		N/A
Susan	Mason			N/A
Melad	Kamlow		As above, council must consider very carefully what sites are chosen for development. Destruction of the local wildlife habitats, landscape views and identity of these villages is irreversible and impact substantially on the quality of life of residents who have resided for decades in this area.	N/A
Danny	Soul			N/A
Dave	Draper	The Hartford Insurance Group	As there is nowhere else on this questionnaire to comment, with reference to MDC's parallel calling for land - ref PUR1, Latchingdon Road ...  Any building in the village would be against Cold Norton's which states: "To oppose developments outside the Village Development Boundary, only permitting replacements of reasonable size in relation to those being replaced, or extensions of reasonable size to existing properties and alterations having regard to the other elements of the Parish Council's Planning Policy and in particular the desire to retain an open, rural aspect to the land outside the Village Development Boundary"  Approved building already undertaken on nearby land has created an over population in a relatively small space, and adding 42 further dwellings will have a detrimental effect on all neighbouring properties for the following reasons:  - Surface water flooding is a seriously big problem for residents living on Latchingdon Road, being down hill of the main village and suffering the sheer amount of water that we do during the wet seasons. The density of the development and the back building of properties and further hardstanding that results will massively add to this issue - Associated traffic and obvious noise during construction and the further pressure of the additional vehicles that 60+ From 42 dwellings would bring, on a road where speeding is an issue and the small double roundabout at the bottom of the road will be under much more pressure - Against the policies of Cold Norton's Planning policy as mentioned below - The local primary school is already heavily over subscribed, adding 40+ family sized homes will mean additional travel out of the vicinity to attend other schools in the area - Limited footpath access  If this application were to proceed, then others in the vicinity would also have leverage to do the same, plot split, back build, ... and not concern ourselves with promoting the open rural aspect - assuming then that being outside the Village Development Boundary would then no longer be considered a restriction	The Council cannot comment on individual settlements or sites.
Fiona	Barkham	Private Individual	this should be a consideration	Support noted
Isabel	Adcock		This will only cause a delay in building up the infrastructure which is so desperately required to bring us up to national levels	It is not clear from the response how a delay will be caused so no further comment can be made.
Kevin	Cooper			N/A

## Question 60

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Katherine	Whitehouse			N/A
Linda	Soul			N/A
Robert	Wilson		As far as I can see there is no existing spare capacity on any infrastructure be it roads, transport, education or health. I would like to see infrastructure projects as part of planning conditions be provisioned and built before the housing is allowed to be occupied.	N/A
Sarah-Jayne	Hunt	SJ Aesthetics LTD		N/A
Jonathan	Hunt			N/A
Deborah	de Boltz	Farleigh Hospice		N/A
alan	johnson	sky broadcasting		N/A
Tim	Murphy			N/A
Claire	McGrane			N/A
Tracey	Munford	NA		
Victoria	Cutmore	Endurance Estates	Spare capacity in infrastructure should be taken into account in any consideration of the distribution of development but should not be influential to the extent that it might be inimical to sustainable patterns of development.	N/A
Jane	Potter	Purleigh Parish Council	No, spare capacity will constantly fluctuate, and at times may not exist at all.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
Brian	Haydon	Cold Norton Parish Council		N/A
Rowan	Rampersad		There has been no suggestions in the proposal to improve the already congested B1012, A132, sections of road between the A130 and South Woodham Ferrers, StowMaries and to the other surrounding villages. In recent years we have seen an increase of vehicles and accidents on these road significantly reducing the commuting speed. This proposed developments do not address environmental considerations for instance, the additional house hold refuse, waste water and draw on fresh water, power and insufficient internet infrastructure. The additional effects of poorer air quality on residence, wildlife, livestock and safety for cyclists and pedestrians that utilise the surrounding spaces. The proposed development site will increase the traffic through Stow Maries and neighbouring villages, as commuting traffic will try to find alternative routes to and from surrounding areas. Many of the houses that are next to the proposed sites were built in the eighteen hundreds and the effects of noise and vibration of the current regular traffic, already has a detrimental impact to the properties structurally and also the mental health of many of the local residence. The area also suffers with water ingress and this is likely to increase with additional properties and the lack of excess water run off combined with that of the agricultural land.	N/A
LUKE	MACFARLANE	S A RAVEN		N/A
Anna	Wombwell	Morris Farm		N/A
Lee	Foster			N/A
Ronald	Owen	Not applicable		N/A
Elizabeth	Johns			N/A
Colin	Day			N/A
Vanessa	Horner		Limited to development area and make sure infrastructure is in place by developer long before completion	N/A
Natalie	Bradford			N/A
Harriet	Hurst-Smith			N/A
Brian	Howson	Pharmaceutical company		N/A
Tony	Vanner			N/A
Josie	Vanner			N/A
Tracy	Carroll		It makes more sense to develop areas that already have existing infrastructure.	N/A
Ian	Roberts	N/A		N/A
Marion	Gunn			N/A
Tony	Ashton	none		N/A
mandy	SHORT			N/A
BRIAN	COLLINS		Most definitely	Support noted
Kevin	Money	St. Lawrence Parish Council		N/A
Claire	Udall	1		N/A
Linda	Raffray			N/A
John	Cooper			N/A
Peter	Lampard		Could give rise to more unnecessary development.	The development being brought forward is part of the growth requirements of the District so it is necessary in terms of delivering the need across the District.
Leah	Jewiss			N/A
Elaine	Ketley	South Woodham Ferrers Town Council	It is essential in any local plan.	Support noted.
Tim	Chilvers		4.53 Yes, sites should be allocated where there is access to existing infrastructure such as local services and facilities. This will also assist with ensuring that new developments are viable and that they can be delivered quickly at the early stage of the plan period.	N/A
Ruth	Bull	The Othona Community		N/A

**Question 60**

First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Mark Elliott	Jackson George	Mark Jackson Planning	Infrastructure capacity is clearly a material consideration when identifying sites for housing but more so in the context of deliverable sites that are relied upon to contribute towards the five year housing land supply in the District. If critical infrastructure does not exist or faces significant lead-in times / uncertainty, sites are unlikely to be considered deliverable and potentially thrusting the emerging Local Plan into a position whereby it isn't sound.  However, for sites that are not required until later on in the plan period i.e. developable sites, existing infrastructure capacity can become less of an issue, providing a reasonable prospect remains that the relevant sites can come forward in the time frame envisaged (see Annex 2 of the NPPF).  Given the above, infrastructure capacity is a relevant consideration but does not necessarily need to drive growth strategies.	N/A  Support noted. Infrastructure is one of a number of considerations when determining where growth should go.
ann	cutting			N/A
Sharon	Cushen			N/A
Ian	Tooley			N/A
Sally	Tokeley			N/A
Kate	Ellis			N/A
Christina	Chan		There needs to be spare capacity protecting for future growth especially in terms of schools and welfare support.	N/A
Tim.	Holdsworth			N/A
Graham	Snow			N/A
Kevin	Ashman	Estates and Agency Strategic Land	This is a relevant consideration alongside others.	Support noted.
Sarah	Packard			N/A
Jake	Nugent	Endurance Estates Ltd	Yes. Althorne had the least number of entries and exits of all the train stations in the District in 2019/20 (pre-covid) at 39,690 against an estimated population of 1,195, compared to for example North Fambridge which had over double – 81,124 yet has an estimated population of 862. Althorne does have a car park and cycle storage therefore has the means to support additional capacity.	N/A
Martin	Cook			N/A
Clifford	Brown			N/A
Steve	Gallant	Crouch Valley Defence Group	Yes without doubt!	N/A
Lesley	Woodley		Is there any spare capacity within our existing infrastructure???	N/A
John	Buchanan			N/A
Kirsty	Rowsell			N/A
Tim	Bradford	leadenhall		N/A
Philip	Wakeling			
Jacky	Bannerman	Woodham Walter Parish Council	There is no apparent additional capacity existing in any area of the District and in consequence residents throughout the District are being disadvantaged.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
David	Brock			N/A
Mark	Tentori	Mazdev Limited	New development may be better placed to deliver new infrastructure, or place lesser demands on existing infrastructure. A holistic approach is necessary as opposed to one which just focuses on "where the gaps" are.	Comments noted. Infrastructure is one of a number of considerations when determining where growth should go.
Niki	Halls			N/A
Peter	Ingram		What spare capacity?	N/A
Jane	Pilgrim			N/A
Judith	Radcliffe			
Stewart	Geden			N/A
Anita	Thomas	Bank		N/A
Andrew	Ashworth			N/A
michael	smith			N/A
Christopher	Mabbutt	Burnham Primary School	Yes, although existing capacity in local education provision is important, quality must also be considered. Generally, the highest quality provision is already at or over capacity and additional housing will only put additional pressure on these schools or result in new communities having to travel further for the provision.	N/A
Mary	Putt		Not enough information provided on which to comment	N/A
Simon	Priest			N/A
Philippa	Marshall			N/A
Lewis	Cook	Form Architecture Ltd.		N/A
EDWARD	GITTINS	Edward Gittins & Associates	It clearly makes sense to direct growth to areas where there is spare infrastructure capacity subject to this reflecting and being in conformity with other sustainability objectives.	Support noted. Infrastructure is one of a number of considerations when determining where growth should go.
Steve	Williamson			

## Question 60

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James	Cowell	E & B R Cowell	If there is spare capacity within the Council's existing infrastructure in larger villages, then this should be a consideration when deciding where new development should go. Site SMIN20 would benefit from the existing infrastructure in Southminster.	Support noted. The Council cannot comment on individual sites.
Colin	Hawkes			N/A
Ronald	PIPER			N/A
Alan	Shrimplin	N/A	It is imperative that CIL is fully adopted, so that moneys from new build goes towards supporting infrastructure improvements in the area that the new builds take place, the slowness of MDC to adopt CIL, has meant the BOC has seen no infrastructure improvements in the past 5 years, even though the number of new builds is twice the 2017 LDP allocation. Again the review only talks about Maldon, BOC is left out and not considered. BOC is full, with no additional facility's NHS, Schools, Sports, community hubs, recreational grounds, this has and is unacceptable, we have become the dumping ground for new builds with nothing in return. Capacity needs to be determined by independent methods, not by developers. They only use data that suites the passing of more builds	N/A
John	McLarty		Certain rural settlements would fit this requirement	N/A
John	McLarty		The development of new settlements or village growth has to be driven by location of important transport modes such as Hatfield Peverel Railway Station and the A12 corridor. Both are in close proximity to locations such as Ulting where the existing business is located and has the ability to expand as part of the emerging Local Plan	N/A
Norman	Branch	N/A		N/A
John	McLarty		Certain rural settlements would this requirement	N/A
Valerie	Coleby	Berrys		N/A
James	Clarke			N/A
David	Stilwell			N/A
Ann	Thomas			N/A
michael	harris			N/A
Geoffrey	Cox			N/A
John	McLarty		Certain rural settlements would fit this requirement	N/A
Kevin	Bruce		If this means making better/fuller use of current infrastructure, then definitely.	Support noted
Barrington	Thomas			
Richard	Edwards		Provided undue weight is not given to a single element	Support noted. Infrastructure is one of a number of considerations when determining where growth should go.
Robyn	Woloszczuk			N/A
Lesley	Speller			N/A
William	Shepherd			N/A
Nicola	O'Dean	Balgores Motors		N/A
Alexander	Romang			N/A
Hayley	Holgate	ECC		N/A
Eirlys	Parry	N/A		N/A
victoria	newson	Childrens Nursery		N/A
Michael	Unwin	N/A	This questionable document is totally unfair and does not present an opportunity for real concerns to be aired and is totally unsuitable in its manipulation of the pressing concerns of the Purleigh and wider community!. Essex I feel will be swallowed up by the ever sprawling capital an already over populated uk will be swamped with ever increasing immigration and all the inherent problems they will bring !! And the greed for profit will stop unabated at the destruction of OUR country will be a country unable to feed or support itself	N/A
Tony	Barber			N/A
Nick	Mason	ECOCClassics		N/A
David	Banfield		This would help avoid spoiling the area and its character.	N/A
Melanie	Osborne	Motor Trade		N/A
Stuart	Turner	Essex search and rescue		N/A
Mike	Carpenter	CODE Development Planners Ltd		N/A
ian	wilson	cm36pt		N/A
Phillip	Wright	CALA Homes (North Home Counties) Ltd	We strongly believe that MDC should indeed consider spare capacity within existing infrastructure when it determines where new development should be located.  The Council will have noted that Southminster has significant spare primary school capacity, together with an extensive range of facilities and services that means that it is suitable and capable of accommodating additional growth.	N/A
.	.	SN Developments	It is considered that spare infrastructure capacity is one factor that might influence the location of development, but it should not be a priority in the site selection process and is not more important than the delivery of sustainable development. It is normal for development to address any infrastructure capacity issues or deliver infrastructure improvements, and the site selection process for emerging MLP should assess what infrastructure is needed to support development and address potential constraints.	Support noted. Infrastructure is one of a number of considerations when determining where growth should go.
.	.	Cooper Property Holdings Ltd		N/A
Jane	Coleman	Maldon Town Council	Don't believe spare capacity exists	N/A
c/o Agent	c/o Agent			N/A
kelly	tilley			N/A

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First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Catherine	Bicknell	Mid and South Essex Health and Care Partnership	4.6 Securing infrastructure Delivery of health infrastructure in Maldon district has been slower than originally envisaged, largely due to a slower rate of housing delivery than planned. The HCP looks forward to continued work with the Council and other partners to ensure delivery of healthcare services to support the growing community. The HCP would expect developments to mitigate their impact on health and care services. This may be through financial contribution or direct provision of land and premises, depending on individual circumstances. The most appropriate mitigation and mechanism for their provision will be explored through development of the local	N/A
N Sue	Baseley White	IBA Planning Ltd	This is acceptable a first glance, but it is not sustainable for the rural areas of our district. This would mean that everything is centered in the existing settlements and it should have a more balanced and case to case decision.	N/A Comments noted. Infrastructure is one of a number of considerations when determining where growth should go.
Sarah Leonard	Yates Lewis			N/A
Roy	Martin	Mr Roy Martin	Anything that can curtail the never ending spread of new large developments and concentrate them on large towns with existing and excess infrastructure is welcome. Most certainly, the whole of this part of the county (particularly the Dengie peninsula) already the sufferer of previous shortsightedness on this front and lack of informed communication and coordination of transport/communication need with adjoining authorities - a more holistic approach to the County's transport needs is required rather than being set locally and independently of other authorities with the result no 'joined up' solutions ever achieved - recipe only for chaos.  I doubt much scope for 'spare capacity' being set as infrastructure provision is already significantly behind current need.	N/A The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable.
R Tim	Minney Grant	Evolution Town Planning		N/A
Simon	Butler-Finbow	Pigeon Investment Management	It is considered that MDC should consider spare capacity in existing infrastructure when determining where sites should be allocated in the emerging LDPR, albeit alongside all other factors and not at the expense of ensuring the delivery of sustainable patterns of growth on sustainable site. However, the Council must also take into account the opportunities for new, essential infrastructure, such as new education provision or the provision of additional land for employment. For example, the delivery of a 2FE primary school and pre-school provision on the Trails provides essential future proofing for primary education for the District, and in particular Burnham-on-Crouch that will enable longer term development opportunities, beyond the emerging LDPR period to be catered for. Currently this is not possible, particularly from an education perspective as there is a lack of capacity for future growth and a lack of space in the grounds of existing schools for potential future expansion. The Trails in particular will help to provide this important local infrastructure.	N/A Support noted. Infrastructure is one of a number of considerations when determining where growth should go. The Council cannot comment on individual settlements or sites.
ANNE Stephen	OSBORN Hodgkinson	Purleigh Community Shop		N/A
c/o Agent	c/o Agent	Maldon Wick Limited	New development should be situated in areas where there is existing infrastructure capacity or where new infrastructure can be delivered on-site with limited constraints.	Support noted.
ZOE	HOSTY			N/A
S	Swain			N/A
Kevin John	Coleman Lawrence	Phase 2 Planning		N/A
Diane Jonathan	Wallace Aldis	Good life Countryside Services	If there is space capacity within the Council's existing infrastructure in larger villages, then this should be a consideration when deciding where new development should go. The site east of Spar Lane would benefit from the existing infrastructure in Purleigh and surrounding larger villages/towns.	Support noted. The Council cannot comment on individual sites or settlements.
sara	doran		This should be only in areas of high development and not the infilling of green spaces in small villages	N/A
Grace	Godwin		it rather depends which part of the infrastructure has spare capacity - eg roads, or schools, or health, or community resource....  Eg burnham has grown into a large urban zone/town - but has only ONE GP practice. This is wholly inadequate and should now be a limiting factor for further large scale development in burnham and southminster until there has been delivery of improved access to health and schools in that area  There are not enough school places at primary or secondary level, with children unable to go to their local schools even now.  There also needs to be an investment by Maldon District into the infrastructure of the Voluntary and Charity sector - this is currently funded through ECC and grants, but there is no regular core funding provided by MDC - which sets the maldon and district CVS apart from all other CVS in essex who are also supported by regular funding from their local district councils, in recognition of the value that they bring to the community.	The providers of infrastructure such as the NHS and Essex County Council inform the Council if there is capacity within existing infrastructure. There will be some capacity within the existing infrastructure and within the new infrastructure being provided through the existing LDP and Infrastructure Delivery Plan. New development can also provide new infrastructure so where there is none or very little, development can fill that gap making a settlement more sustainable. The Council cannot comment on individual settlements. The LDP review does not cover the core funding of the Council.
Sue	Hillman		You should consider space capacity in terms on infrastructure and build where you have this capacity already (ie. Stop over building in just Burnham, Maldon and Heybridge).	N/A
michael	carr	NHS		N/A

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First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
Colin	Horner	Villageretreat	But limited to the development area and make sure the infrastructure is in place by the developer before the first construction phase is completed.	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 is unlikely to change in the future and is governed by the ability of other providers then the Council to bring forward infrastructure in line with their budgets.
Simon	Plater	Plater+Claiborne		N/A
Mark	Anderson			N/A
Karen	Wellum			N/A
Emma	Wright			N/A
Robert	Scott	Lewis & Scott Retirement Living Ltd	It should be a consideration, but again it should not preclude development.	Support noted. Infrastructure is one of a number of considerations when determining where growth should go. The Council cannot comment on individual settlements or sites.
Linda	Coom			N/A
Caitlin	Soul			N/A
Michelle	Curtis	Tollesbury Parish Council		N/A
Mary	Hammond			N/A
Rob	Bard			N/A
Ian	Drinkwater			N/A
John	hand	N/A		N/A
Emma	Smith	Bradwell on Sea Parish Council		N/A
Tim	Dixon			
Nicola	Taylor	Elixirr		N/A
Graham	Johnson	graham v johnson		N/A
Chris	Yates			N/A
Tim	Hann			N/A
Burnham	Town Council	Burnham on Crouch Town Council	Please note there is neither infrastructure nor spare capacity in Burnham.	N/A
Sally	Everitt	Community360	<p>The research, and personal observation over the 12 years of residency, show that the area has a higher than average number of older, over 65 years old residents. Whilst this age group are the consumers of the retail shops restaurants, pubs and leisure industries of the area they are also looking to downsize and release more 3 bedroom plus houses on the market locally, but now live in single level accommodation ; bungalows. The building plans need to include more bungalow building so elderly persons can remain in the area close to family and support networks.</p> <p>The imbalance of 65 year olds also means over the next 20 years there will be more complex medical needs in this age group. There is only one surgery in Burnham on Crouch and the pressure on this medical facility is over whelming. There are a high number of locum doctors at the surgery leading to a lack of continuity of care. A new, fully staffed medical facility must be a priority in any LDP. This is proposed in planning applications but could it be made a requirement that this facility is built prior to the housing, to ensure the requirement is met? This is especially important as the "Retirement Village" is being built on the edge of Burnham on Crouch.</p> <p>Although preservation of the historical aspects of the area is mentioned I have found there to be no specific body in charge of archaeology / conservation. This is particularly true in the case of St Peters Church and Othona Roman Fort. It is completely overlooked in the Bradwell Power Station Consultation document and questions I posed on conservation were not answered. I would have more faith in preservation and conservation if it was clear who is responsible for historical analysis and and any archaeological preservation.</p> <p>The road infrastructure from Burnham needs more consideration. There will continue to be heavy reliance on cars in the area, especially among the young. The train provides a good service into London, particularly Stratford and also Southend, but it is a branch line; trains are infrequent in the evening, finishing early. Cars are used extensively for social purposes. The "Burnham Bends" are notorious, used for Essex Police driver training courses and motorcyclists testing their skills. A safer, straighter relief road is needed.</p>	N/A
Mark	Garrett			N/A
Justin	Barkham	Self employed	This is a relevant consideration	Comment noted.
Paul	Vidler			
Poppy	Vidler	Crown Consumer Ltd	Yes.	Support noted
Victoria	Long			
Victor	Staines			N/A
Jayne	Moore	Essex County Fire and Rescue Service		N/A
Stephen	Sutton			N/A



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Kevin	Bennett			N/A
Nicholas	Matthams		Especially Schools, medical and utilities, including their proximity to the development.	N/A
Christian	van Stolk	RAND Europe		
Nicholas	Jepson			
Pamela	Lacey			N/A
Chloe	Soul			N/A
carole	kirk			N/A
Sharon	Jackson			N/A
RICHARD	GROUT			N/A
Tim	Madelin		There is little spare capacity	N/A
Charles	Bishop			N/A
Paul	Jewiss	Self Employed		N/A
Joanna	Jeffery	Althorne Parish Clerk	«No response»	No Comment
Deborah	Anderson	NHS		N/A
John	Pilgrim	Self employed		N/A
Gloria	Gold	London Design and Engineering UTC		N/A
Linda	Curry			N/A
Lucy	Waterhouse			N/A
Jon	Mayhew			N/A
James	Goody	James Goody refurbishments		N/A
Paul	Coppin			N/A
Johanna	Dale			
Tracy	Kinnane			N/A
Steven	Bardwell	S P Bardwell Ltd		N/A
David	Oxford	Lloyds Banking Group		N/A
Stephen Francis	Dewick	Curry Farm		N/A
Carlos	Rodriguez			
George	Dixon			N/A
Rebecca	Tucker			N/A
Mark	Faraway		Create new villages	N/A
T	Kettleley			N/A
Elizabeth	Weston			N/A
Jacky	Barber			
Douglas	Channer	Private		
Ursula	Benjafield			N/A
Paul	Mitchell			N/A
Kristian	Tokeley	CTC Construction Ltd		N/A
Lynda	Bugg		This should be considered, where there is capacity. But amalgamating facilities is not always the best way to go.	N/A
Ziyad	Thomas	Churchill Retirement Living / McCarthy Stone		N/A
James	Campbell	HMPPS		N/A
William	Moss			
Simon	Mackenzie Smith			
Richard	Udall			N/A
Rosalind	Bishop			N/A
Paul	Burgess	None	Spare capacity is not specific enough, what does it mean?; spare capacity usually means obsolete or obsolescent capacity. The question should be deter development where there inadequate infrastructure? Inso facto no development in the district!!!	N/A
John	Symington			N/A
D	Cooper			
C/O Agent	C/O Agent			N/A
Zoe	May	East of England Ambulance Service NHS Trust		N/A
Roger	Woodcock			N/A
Michael	Manning			N/A
Jack	Inglis	Kelvedon Hall		N/A
Peggy	Shields			N/A
Dawn	Adams	Catesby Estates		N/A
Braxted and Blackwater Conservation Grou	BBCG	The Braxted and Blackwater Conservation Group (BBCG)	This is a relevant consideration alongside others.	Support noted
Wayne	Tilley	RTG Group Limited		N/A
David	Dronfield	Braxted park		N/A
raymond	dundas	Householder		N/A
John	Peirson			N/A
Ron	Brown	Corporate		N/A
Roger	HAWES			N/A
Anne	Hull	Elmwood Equestrian Centre		
Matthew	Bloxham	Matt		N/A

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Julia	Morris			N/A
Amanda	MacKenzie			N/A
Jenny	Shepherd			N/A
Jack	Ellum		odd question, what/where is this spare capacity?  Perhaps included in the design questions, but I'm surprised residential and street parking questions were not asked. I'm sure residents will provide adequate replies on this along with doctors, schools and recycling centres	N/A
Bernard	Steeple			N/A
Anna	mccomb	NHS Property Services Ltd	It is essential that all planning policies enable flexibility within the NHS estate. Where it can be demonstrated that health facilities will be changed as part of wider NHS estate reorganisation programmes, it should be accepted that a facility is neither needed nor viable for its current use and Planning policies within the Local Plan must support the principle of alternative uses for NHS land and property. This will ensure that there is not a delay to vital reinvestment in facilities and services for the community. 2. NHS land and property should be able to grow and expand on existing NHS sites and on land across the borough unhindered. Policies should support the delivery of public service improvements as quickly as possible and allow for adaption to meet changing needs for health buildings. 3. There is a well-established connection between planning and health. Planning policies can not only facilitate improvements to health infrastructure, but also provide a mechanism to improve people's health. We request that the Local Plan includes policies for health and wellbeing which reflect the wider determinants of health and promote healthy and green lifestyle choices through well designed places. 4. In areas of significant housing growth, appropriate funding must be consistently leveraged through developer contributions for health and care services in order to meet growing demand. We request that when setting planning obligation policies, the Council seek to address strategic as well as local priorities in planning obligations and engage the NHS in the process as early as possible.	N/A
Natalie	Kermath	Environment Agency	Flood Defence Infrastructure - Inclusion of a policy and supporting text that seeks to safeguard land near to existing flood defences in areas with a SMP "Hold the line" policy will help to facilitate the ability of flood management authorities to rebuild or heighten the level of flood defences (in order to offset the impacts of climate change) in future years. To raise an embankment defence 1 metre in height will require a minimum additional landward defence footprint of 3 metres (for a 1 in 3 gradient embankment backslope). In order to maintain the defences (now and in future), additional clear access is also required behind the defence footprint for plant, equipment and vehicles. It is recommended that you look into creating a land safeguarding policy similar to the one included in the submitted Castle Point Local Plan which is in the final stages of examination (currently at modifications stage) and can be viewed here using this weblink (Ref MM71 pages 158 and 160 - Policy CC2 and its Para 18.25 supporting text):- <a href="https://www.castlepoint.gov.uk/download.cfm?doc=docm93jjm4n6324.pdf&amp;ver=1019">https://www.castlepoint.gov.uk/download.cfm?doc=docm93jjm4n6324.pdf&amp;ver=1019</a> 7 The inclusion of safeguarding measures within a local plan policy will support the clear national policy guidance given to Local Planning Authorities in NPPF paragraphs 152, 153, and 161(b). It is also important that you, in your strategic consideration of key infrastructure priorities, ensures that you understand the need for flood defence infrastructure improvements to secure the sustainability of existing settlements and established land uses in the face of increasing flood risk as a consequence of climate change. You should give serious consideration as to how CIL could be used to supplement eligible central government flood defence grant in aid (FDGIA) and to help bridge any identified funding gaps for necessary flood risk management infrastructure improvements or new flood alleviation schemes (such as Heybridge Flood Alleviation or preferred options and Action Plans identified by the Maldon & Heybridge SWMP). The CIL PPG paras 012, 015, 016, 017, 144, 155 and 160 are useful in this context as are our comments in the climate change policy section above. Any proposed development should consider the impacts to water quality within Maldon. We have provided more details on how this can be achieved and areas for consideration to be included within your Local Plan. Water Cycle Study It is not clear at this stage whether you intend to undertake a new Water Cycle Study (WCS). We note that the current WCS is from 2010 and significantly out of date. This should be updated so that you can sufficiently review the water quality issues within the district area. This could focus on analysing new areas of search and any increases in housing provision to settlements additional to the earlier Local Plan version and consider the resources undertaken to that investment along with the AMP process. This will also help review water	N/A
Peter	Knights			N/A
John	Watson		From an education perspective If there were any within the parameters set by government on travel distances. Not government statutory maximum travel guidelines of 75 minutes by road !!! Hardly a resident centred or climate friendly strategy !	The Council cannot comment on the delivery of infrastructure by individual providers.
Unknown	Unknown	Ministry of Defence		N/A
Josh	Plant	Gladmans		N/A
Duncan	Clark			

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Patricia	Smith		The road infrastructure on the Dengie Peninsula. This is a well known issue and will be a complete bottleneck given the planned development in the South Woodham area ' <p>* Adequate places in primary and secondary schools. An issue that is already a problem.</p> <p>* Access to a GP and a main hospital. The shortage of GP access is already well recorded throughout the UK. I am sure some of you have tried to park at Broomfield Hospital</p> <p>* Lack of suitable public transport on the Dengie for large numbers of people. Thus increased motor car use and all related issues that brings, i.e. pollution, road maintenance etc.</p> <p>* Rural living is a choice for some people that is being compromised. Rural living is also not everyone's 'cup of tea', particularly young teenagers. Hence either parents have to use cars to transport them, or they become bored and the resulting behaviour can become an issue. An existing problem that could only get worse</p>	N/A
Mick	Sargeant		Option 2 with some of Option 7 added but the split % of what goes where still needs addressing	The answer does not relate to the question so no further comment can be made.
John	Cockerell	Hatfield Peverell Parish Council		N/A
Catherine	Williams	C/O Savills (Agent)		N/A
Tom	Kelly		I believe that Health Infrastructure and other Community Facilities being put forward by Developers should be treated with the same urgency as Gas, Electric,Highways and Water, and therefore put in place PRIOR to the actual housing developments being built, thus ensuring they are in place before sales take place. Additionally, Section 106 monies appear to be completely inadequate. IF THE DEVELOPER HAS TO HAVE COMMUNITY FACILITIES IN PLACE then they will have an incentive to....ENCOURAGE nhs etc etc to get with the situation and provide the required services needed,-- staff etc	N/A
Linda	Gemmill			N/A
Linda	Gemmill			N/A
Mark	Norman	Highways England		N/A
*	*		Yes, sites (growth options) should be allocated where there is access to existing infrastructure such as local services and facilities along with public transport opportunities. Of all the large villages, Southminster is the largest, it has the greatest range of services and facilities while being environmentally relatively unconstrained. A location such as this should clearly be a focus for new development (growth option 7 or similar). Supporting growth in such a location can also help to maintain and expand existing infrastructure. Following such a growth strategy will undoubtedly be successful in that it will encourage growth and development in a location and community where people desire to live and make their homes. This representation has been prepared on behalf of Bloor Homes, to support the promotion of Land at Scotts Hill, Southminster. As demonstrated within this representation, the site is situated in a very sustainable location for new development and the allocation of the site for a residential led scheme would be sound in planning terms, and would accord with the 3 dimensions of sustainable development, as outlined within the NPPF. The accompanying Vision Document, prepared by Fabrik, sets out how the Land at Scotts Hill could be developed by Bloor Homes to deliver the standard and quality of new development which in design terms the Council clearly has aspires to. The HELAA confirms that the Site is a very sustainable location and compiles extremely well with all the assessment criteria. This is further reinforced by the settlement hierarchy assessment, in which Southminster is the best performing large village within the District. In terms of this Issues and Options consultation, it is considered imperative that the Council seeks to focus new allocations in the south of the District, where affordable housing need is most acute and currently not been met. In addition, further development at Southminster which is the most sustainable large village with the added benefit of a rail connection, represents the most sustainable development strategy for the new Plan, in order to reverse the negative housing land supply situation which has arisen as a result of the previous failed strategy in the 2017 Local Plan. Accordingly, it is imperative that any preferred new growth option avoids further reliance on the main towns and provides greater support for the rural parts of the District, including Southminster, in order to redress the current social imbalance resulting from a lack of rural growth. In order to deliver the necessary shift within the required timeframe and maintain a continuous housing land supply, it is also important that medium sized sites, such as Land at Scotts Hill, Southminster are allocated for development. It must be recognised that such sites are capable of being delivered in the short to medium term, without any reliance on the need for significant new infrastructure. We therefore	Support noted. The Council cannot comment on individual sites or settlements.
*	Willmott			
Thomasin	Foster			N/A
Ivor	Watson			N/A
*	*			N/A

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First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
*	*		Yes, sites should be allocated where there is access to existing infrastructure such as local services and facilities. A location such as Maldon should clearly be a focus for new development which can help to maintain and expand existing infrastructure in a location where people choose to live and make their homes. This statement has been prepared on behalf of our client, the Baltic Consortium, in response to the Maldon District Council 'Issues and Options' Consultation 2022. This submission is made in respect of their interests for large scale development within Maldon and the proper long term planning of the district, and with their specific interests in the delivery of Sadds Wharf, ref. MAL/HY9. In this regard it is emphasised again that the site has been found unsuitable for development in the recent HELAA due to flood risk concerns. However, we highlight that the site has a commenced planning permission and further flood risk assessments are still in progress by Maldon District Council, therefore the assessment appears to be incorrect and we would caution again a binary approach to discounting sustainable sites on the basis of a single criteria at this early stage when those matters are manageable. Our responses are provided for each relevant question for ease of review by officers. Should any matters be unclear or require further explanation we would be pleased to discuss them further with officers. We trust these representations will be taken into consideration in the formation of the Local Plan and we look forward to the next stages of preparation.	Support noted. The Council cannot comment on individual sites or settlements.
*	*		Yes, sites should be allocated where there is access to existing infrastructure such as local services and facilities. A location such as Maldon should clearly be a focus for new development which can help to maintain and expand existing infrastructure in a location where people choose to live and make their homes. Conclusion This statement has been prepared on behalf of our client, Ratcliff Partnership in response to the Maldon District Council (MDC) Issues and Options Consultation 2022. This submission is made in respect of their interests in major developments in Maldon and the proper planning of the district, and with particular regard to how their land would be capable of assisting the Council in meeting the development needs of the district. The site is identified as Site MAL/HY16 in the Maldon HELAA (Jan 2022) with address Land South of Limebrook Way and West of Mundon Road, Maldon (the Site). Although this consultation does not concern the HELAA, as there has been no other consultation or fact checking of the HELAA we would raise our concerns here. This is in the context of the Site being determined to be unsuitable for development due to the level of flood risk, but also to assist the council in preparing a robust Local Plan based on credible evidence and to avoid potential criticism in later stages. While we concentrate on flood risk, similar issues may persist for other factors also. With respect to the Site, the HELAA, and flood risk, we highlight that: a. The evidence base for the Issues and Options is not complete, with further flood risk assessments being prepared by MDC such that a 'conclusion' on this matter in the HELAA would appear to be premature; b. A binary approach to discounting a large site at the edge of the district's principal town on the basis of one criteria, should be avoided, particularly where a preferred spatial strategy has not yet been determined. c. The HELAA appears to have taken an excessive approach to this one matter that it hasn't taken with other policy considerations other than proximity to other settlements and may therefore be skewed against any sites with even part of the submitted land being outside of Flood Zone 1. d. Flood risk levels can fluctuate across a site such that parts of a site may be highly suitable while other parts would require mitigation. This does not appear to have been considered in the Assessments; e. Sites may be suitable for a range of uses including residential, employment, commercial, community uses, open space or biodiversity enhancements, as examples. Across large sites, each of these options may be available in one degree or another. The HELAA appears to have concluded on residential uses in preference to others despite being more than just a housing land assessment. f. Mitigation techniques would be available in most circumstances for large sites such as South of Limbrook Way and could be required by policies in order to reduce the impact of flood risk on the development of the land with SUDS, etc. being implemented.	Support noted. The Council cannot comment on individual sites or settlements.
*	*		Yes, sites should be allocated where there is access to existing infrastructure such as local services and facilities. A location such as Mayland is capable of providing some new development which would help ensure it maintains an attractive place where people choose to live.  4. Conclusion This statement has been prepared on behalf of our client, Mr Andrew Powl representing The R.G. Powl Trust in response to the Maldon District Council 'Issues and Options' Consultation 2022. This submission is made in respect of Whitecap Mushroom Farm, Mill Road, Mayland, Essex (the Site) which has been identified in the Council's HELAA Assessment (Jan 2022) as Site Code MAY8. The site has been found to be suitable for development in the HELAA as the land was deemed to be in a sustainable location, fitting into the context of the townscape and not having a negative impact on the wider landscape. Moreover the site would not have a negative effect on the surrounding heritage sites and also had the opportunity of providing biodiversity net gain. As long as consideration is given to the impacts on the Mayland Creek and Mundon Creek, the site should be considered suitable for residential development. Our responses are provided for each relevant question for ease of review by officers. We consider that an approach that sees some development across the District but with the majority of growth in those locations that are best able to provide for the needs of their community would be the most effective approach. Should any matters require further explanation we would be pleased to discuss them further with officers. We trust these representations will be taken into consideration in the formation of the Local Plan and we look forward to the next stages of preparation.	Support noted. The Council cannot comment on individual sites or settlements.

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First Name	Last Name	Organisation	Question 60. Should we consider spare capacity within our existing infrastructure when we determine where new development should go?	COUNCILS RESPONSE
*	*		Yes, sites should be allocated where there is access to existing infrastructure such as local services and facilities. A location such as Maldon should clearly be a focus for new development which can help to maintain and expand existing infrastructure in a location where people choose to live and make their homes. Conclusion This statement has been prepared on behalf of our client, Chelmsford Diocesan Board of Finance in response to the Maldon District Council 'Issues and Options' Consultation 2022. This submission is made in respect of land to the north of Fambridge Road, Althorne, which has been identified in the Council's HELAA Assessment (Jan 2022) as Site Code ALT6. The site is situated in a well-contained, sustainable location with excellent transport and community infrastructure links. In addition, the proposed scheme is of a suitable scale to complement the character and setting of the village of Althorne. The allocation of this site would provide a balance of market and affordable housing for the settlement of Althorne and assist the Council in meeting its target of 345 houses for rural settlements across the district in the period 2014-2029. Detailed design proposals could readily mitigate the small risk of surface water flooding and address any heritage concerns, as part of any future application. Our responses are provided for each relevant question for ease of review by officers. Should any matters be unclear or require further explanation we would be pleased to discuss them further with officers. We trust these representations will be taken into consideration in the formation of the Local Plan and we look forward to the next stages of preparation.	Support noted. The Council cannot comment on individual sites or settlements.
*	*		Yes, sites should be allocated where there is access to existing infrastructure such as local services and facilities. A location such as Maldon should clearly be a focus for new development which can help to maintain and expand existing infrastructure in a location where people choose to live and make their homes. Conclusion This statement has been prepared on behalf of our client, Chelmsford Diocesan Board of Finance in response to the Maldon District Council 'Issues and Options' Consultation 2022. This submission is made in respect of Church Hill, Purleigh, which has been previously identified as a suitable location for development in the Council's HELAA Assessment (Jan 2022). Our responses are provided for each relevant question for ease of review by officers. Should any matters be unclear or require further explanation we would be pleased to discuss them further with officers. We trust these representations will be taken into consideration in the formation of the Local Plan and we look forward to the next stages of preparation.	Support noted. The Council cannot comment on individual sites or settlements.
*	*			N/A
*	*			N/A
Alan	Massow			N/A
*	*			N/A
Ian	Butt			N/A
Sarah	Sayer			N/A
*	*		<p>Following a review of the above Development Plan Document, we have identified one or more National Grid assets within the Plan area.</p> <p>Details of National Grid assets are provided below.</p> <p>Electricity Transmission</p> <p>Asset Description ZT ROUTE TWR (001 - 100): 400Kv Overhead Transmission Line route: DISC BRADWELL - RAYLEIGH MAIN 1</p> <p>A plan showing details and locations of National Grid's assets is attached to this letter. Please note that this plan is illustrative only.</p> <p>Please also see attached information outlining further guidance on development close to National Grid assets.</p> <p>Utilities Design Guidance The increasing pressure for development is leading to more development sites being brought forward through the planning process on land that is crossed by National Grid infrastructure.</p> <p>National Grid advocates the high standards of design and sustainable development forms promoted through national planning policy and understands that contemporary planning and urban design agenda require a creative approach to new development around high voltage overhead lines, underground gas transmission pipelines, and other National Grid assets.</p> <p>Therefore, to ensure that future Design Policies remain consistent with national policy we would request the inclusion of a policy strand such as:</p> <p>"x. taking a comprehensive and co-ordinated approach to development including respecting existing infrastructure including utilities situated within sites"</p>	N/A