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Part 2 - Regulation 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012 "Pre-Submission LDP" consultation

Please note that all comments on the Pre-Submission LDP consultation should be provided by completing Part 2 of this form. A separate completed Part 2 should be provided for each comment made within a representation.

2.1 To which part of the Maldon District Pre-Submission Local Development Plan (LDP) does this representation relate?

a. Paragraph number

b. Policy reference

c. Proposals map

d. Other section (please specify)

Whole Document

2.2 Do you consider the Maldon District Pre-Submission LDP to be ... (✓ as appropriate)

a. Legally compliant

YES ☒

NO ☐

To be legally compliant the LDP has to be prepared in accordance with the Duty to Co-operate and legal and procedural requirements. This is required by Government guidance.

b. Sound

YES ☐

NO ☒

To be 'sound' a Local Plan should be positively prepared, justified, effective and consistent with national policy. This is required by Government guidance.

If you do not consider the LDP to be sound, please complete section 2.3 below

2.3 Do you consider the Maldon District to be unsound because it is not ... (✓ as appropriate)

a. Positively prepared

☐

To be positively prepared the Plan should be prepared on a strategy which seeks to meet objectively assessed development and infrastructure requirements

b. Justified

☒

To be justified the Plan must be:

- Founded on a robust and credible evidence base
- The most appropriate strategy when considered against the reasonable alternatives

c. Effective

☒

To be effective the Plan must be:

- Deliverable;
- Flexible;
- Able to be monitored

d. Consistent with National Policy

☐

The Plan must be consistent with Government guidance as set out within the National Planning Policy Framework

On the following pages, please explain why you think the Plan is unsound or not legally compliant, and set out any changes you feel should be made to the Plan to make the Plan sound or legally compliant.

Please note: As there will not normally be a subsequent opportunity to make further representations, please include all the information, evidence and supporting information necessary to support/justify your representation and the suggested change(s) to the Plan. After this stage, further submissions will only be invited at the request of the Planning Inspector, based on the matters and issues the Inspector identifies for examination.

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2.4 If you consider the Maldon District LDP to be unsound or not legally compliant please explain why in the box below. Please be as precise as possible. Please also use this space for any comments in support of the LDP.

If the box is not big enough for your comments, please attach another page marked appropriately.

I have tried to research existing MDC Committee Reports to understand why a new settlement along the "Lower Burnham" corridor has been rule out of the LDP Proposal. This corridor has a rail service which can be expanded. The existing road corridor A132 (B1012) was I believe always envisaged to extend to Burnham itself. This would extend and upgrade the road network beyond South Woodham Ferrers (in a neighbouring District) This section of road is extremely poor in both horizontal and vertical alignment and has a high accident rate.

Maldon District has one railway line which is not being explored to its full potential.

The Strategic Road network serving Maldon District is extremely poor there is not a single high quality road to current Design Manual for Roads & Bridges (DMRB) standards.

Granted MDC cannot deliver this alone, but I do not see any evidence of linkage with adjoining District in order to provide such routes.

Examples.

1) A414 Route Maldon to A12 Sandford Junction - no opportunity for a bypass of Danbury - all traffic has to travel through a 30mph zone and negotiate 3 Mini RABs. This seriously affect journey times, add to congestion and adds cost to the business community. What network DMRB appraisals have been carried on the route on how this impacts on the residents of Maldon?

2) B1019 Route Heybridge (A414 Pond RAB) to A12 Hatfield Peverel Junction - For years the new bypass linking these two junction has laid dormant; Why is this not being pursued. All traffic on the B1019 has to travel through a 30mph and 40mph zones. This seriously affect journey times, add to congestion and adds cost to the business community. What network DMRB appraisals have been carried on the route on how this impacts on the residents of Maldon?

3) B1010 Maldon to Lower Burnham Road (B1012) - This road link although it is the designated HGV route it has a narrow section of road with passing places. This seriously affect journey times, add to congestion and adds cost to the business community. What network DMRB appraisals have been carried on the route on how this impacts on the residents of Maldon?

4) B1418 Oak Corner RAB (A414) to Rettendon Turnpike (A130) all traffic has to travel through a 30mph zone and negotiate 2 Mini RABs. This seriously affect journey times, add to congestion and adds cost to the business community. What network DMRB appraisals have been carried on the route on how this impacts on the residents of Maldon?

5) B1012 Burnham - Lower Burnham Road to A132 South Woodham Ferrers. This section of road is extremely poor in both horizontal and vertical alignment and has a high accident rate. This seriously affect journey times, add to congestion and adds cost to the business community. What network DMRB appraisals have been carried on the route on how this impacts on the residents of Maldon?

So why with all the above road network issues are you not developing a new settlement along the B1012 Corridor which has the added benefit of and railway line?

The current proposals offer nothing to alleviate the above, indeed will only make the local network even more congested.

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2.5 Please explain in the box below what change(s) you consider necessary to make the Maldon District LDP legally compliant and sound.

Please be as precise as possible. Please explain why this change will make the Maldon District LDP legally compliant and sound. It will be helpful if you are able to put forward any suggested revised wording of the policies or supporting text.

If the box is not big enough for your comments, please attach another page marked appropriately.

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2.6 Do you consider it necessary to attend and give evidence at the hearing part of the examination? (✓ as appropriate)

NO, I wish to communicate through written representations

☐

YES, I wish to speak to the Inspector at the hearing sessions

☒

Please note: The Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate at the hearing part of the examination

2.7 If you wish to participate at the hearing part of the examination, please outline why you consider this to be necessary

If the box is not big enough for your comments, please attach another page marked appropriately.

As a Chartered Civil Engineer and Highway Engineer with over forty years of experience working in Essex, I believe, I can assist in the process of delivering a sound LDP for Maldon.

This is the end of Part 2 (Regulation 19 and 20) of the response form. Please complete this form for each representation you wish to make. You only need to complete Part A once. Please submit all of your response forms together.