

Our ref Pre-Submission LDP Representation
Your ref

10 March 2014

0040-5082-T1-1234
**MALDON DISTRICT
COUNCIL**

Princes Road
Maldon
Essex CM9 5DL



Enquiries to: Planning Policy
Email: policy@maldon.gov.uk

Dear Sir / Madam

**Essex Bridleways Association Representation to the Pre-Submission Local Development
Plan public consultation**

The information contained within the representations listed below were made by Sue Dobson, Bridleways Development Officer for the Essex Bridleways Association and should be read in conjunction with the supporting evidence contained within representation: **0040-5068-S1-1234**.

- 0040-5069-S2-1234
- 0040-5070-S3-1234
- 0040-5071-S4-1234
- 0040-5072-S5-1234
- 0040-5073-S6-1234
- 0040-5074-S7-1234
- 0040-5075-S8-1234
- 0040-5076-D1-1234
- 0040-5077-D3-1234
- 0040-5078-E1-1234
- 0040-5079-E5-1234
- 0040-5080-N1-1234
- 0040-5081-N3-1234
- 0040-5082-T1-1234
- 0040-5083-T2-1234
- 0040-5084-I1-1234
- 0040-5085-PM-1234

Kind regards,

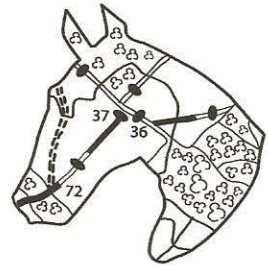


Planning Technician



**ESSEX
BRIDLEWAYS
ASSOCIATION**

Registered Charity No. 801530



Maldon District Council
By Email: policy@maldon.gov.uk

8th March 2014

Dear Sirs,

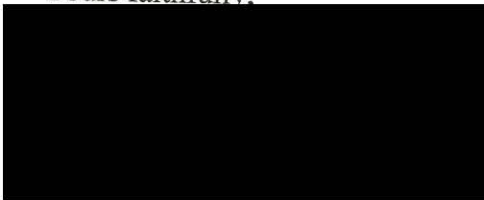
Re: The Maldon District Local Development Plan

Please find attached the response from Essex Bridleways Association with regard to the current public consultation of the new Local Development Plan. As requested by Emily Hall in her email to me of 6th March, I attach a completed form Part 1, together with individual Part 2 forms for each of the Policies S1, S2, S3, S4, S5, S6, S7, S8, D1, D3, E1, E5, N1, N3, T1, T2, I1 and Proposals Map. I have also included one copy of the Part 2 points 2.6/ 2.7 form as this covers all of our responses which I trust is acceptable.

As discussed with Emily, our responses relate to rights of way and our evidence relating to these covers all our concerns with the Policies as written, and would ask that this supplementary evidence document is read in conjunction with each of our Policy responses on the forms in Part 2.

I trust that this is in order but please let me know if you need any further information to enable the Inspector to consider our submission. I therefore look forward to receiving the updates on the progress of the Plan in due course.

Yours faithfully,



P	S	C					/		
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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

T1

c. Proposals map

d. Other section (please specify)

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.

- 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.

Policy T1 – Sustainable Transport

In our opinion, this Policy does not accommodate the equestrian sector in its objectives. As will be seen from our supporting evidence document, the equestrian sector is not currently considered within its objectives – in fact the whole sector is largely ignored within the Plan.

The NPPF requires that various documents are taken into consideration when any Plan is drawn up, one of these being the HASPST and this, as detailed in our evidence document, does require that equestrians are considered within any transport policies.

We are also extremely disappointed that paragraph 6.6 has made absolutely no mention of bridleways. We therefore consider the Plan to be unsound as it largely ignores or considers the equestrian sector within this Policy.

Paragraph 7.8 is similar; again, the Plan is unsound as it does not consider this user group.

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.

The following are our comments which in our opinion will make the Plan sound:

Policy T1 Sustainable Transport

Point 1: As detailed in the HASPST (referred to in our supporting evidence) sustainable transport does include those on horseback and clarification of this would be supported.

Point 2: This paragraph should be amended to read "*Give priority to pedestrians, wheelchairs, cyclists, horse riders and public transport over private vehicles*".

Point 6: This paragraph sums up the sadly-lacking equestrian access within the District. To write a policy completely ignoring the needs of a whole sector of the population which contributes a significant amount to its economic prosperity is extremely short sighted. We request therefore that this paragraph is amended to read "*Develop a high quality, safe, and more comprehensive bridleway, cycle way and footpath network for the District.*"

Policy Clarification point 7.8 states a similar strategy with our above comments also being very relevant. We therefore request that the paragraph is amended to read "*The Council will seek to encourage recreational walking, cycling and horse riding, particularly in coastal and countryside areas of the District...*". To enable the Council to realise this strategy, we suggest the following possible schemes which would greatly enhance the recreational use of the coastal and countryside areas by all:

1. Current footpath access around the coastline: throughout most of the Maldon district's coast there is a "behind the sea wall" track which is used by the Environment Agency for access to the sea defences and the use of this by cyclists and equestrians would neither compromise the integrity of these structures nor be detrimental to the land use by the adjoining farm occupiers. This route therefore should be upgraded to Bridleway status which could be realised at very little cost.
2. Towpath access by horses along the Chelmer and Blackwater Navigation: there is already some bridleway access from Heybridge Basin through Maldon to Langford. It would be an excellent facility, where possible, to allow horse riders to use the towpath along the Navigation, through into Chelmsford City Council area and into Chelmsford itself. After all, towpaths were historically used by horses to pull the barges! These towpaths are already extensively used by cyclists, so upgrading to bridleway status would formalise their use by cyclists and open up a much-needed facility for horse riders. The canal is a statutory navigation and the British Waterways have already declared their tacit approval for equestrian use where it is appropriate.
3. Proposed Country Park west of Maypole Road – the Plan details its intention to create a new country park and it is reasonable to expect that the Council will extend access of this to **all** users, including those on horseback.
4. Disused Railway lines – a very good example of use is in Cold Norton where a bridleway has been created from South Woodham Ferrers to Cold Norton, also the Blackwater Rail Trail. There are several other parts of the disused track which could also be brought into use by horseriders and cyclists. Unfortunately, the link between Cold Norton and Maldon, which would address the impossibility of safe use of the Farnbridge Road, has never been fully exploited.

P	S	C					/		
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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.

The equestrian sector has been largely ignored by successive councils in the past resulting in a fragmented network of public access within the Essex area, and to some extent, countrywide.

The Essex Bridleways Association seek to redress this anomaly and would very much appreciate the opportunity to set out to the Inspector the benefits that an enhanced public right of way network could bring. This it feels can be better presented in person than relying on the written representations which are not always interpreted in the same way by all those who read them.

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.