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Part 2 - Regulation 19 and 20 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
(please specify paragraph number) | <u>2.27 page 19</u> | b. Policy
(please specify policy reference) | <u>S1</u> |
| c. Proposals Map | <u>S2 (i) (j) (k)</u> | d. Other section
(please specify) | <u>S6</u> |

2.2. Do you consider the Maldon District Pre-Submission LDP to be (tick 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 LDP to be unsound because it is not (tick 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 based on your representation at this stage, 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.

The LDP paragraph 2.27 talks of infrastructure constraints. As it is a legal requirement for these matters to be addressed we make the following observations.

We cannot come to an informed opinion as to the various merits of much of the required infrastructure, apart from Road Infrastructure and Drainage.

These two items are very contentious and it would appear have not yet found their way to the LDP in any meaningful way for the Burnham area. This is disappointing as they feature (particular in the case of roads) as the top concerns reported by the local populace in the Draft LDP consultation in 2013?

We would refer to the drainage and now almost annual flooding at Creeksea Lane.
(Please see relevant photos and explanations below) Further explanation follows below.

In the case of road infrastructure again we outline our concerns in more detail below. Whilst the stated improvements at the junction of Church Road and Maldon Road are welcome, Green Lane does not appear to have had any suggestions as to any planned enhancements which is worrying map ref S2 (j).

Additionally the road network out of the district does not appear to feature anywhere in the LDP i.e. relating to Burnham. Again we detail our concerns relating to this further aspect in this representation form as set out in 2.5.

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.

Creeksea Drainage - We consider there would need to be a thorough survey and engineered plan, as to the measures required, in order to alleviate the flood risk to the road system, and for residents, especially for those living at the riverside end of Creeksea Lane, and those further inland i.e. in the area of the current caravan site. This refers to the run-off which would be produced by any development of map ref S2 (i)

Although mentioned in Policy S6 item 9) page 36 states "appropriate surface water management mitigation measures are incorporated into the development". The danger is that the area referred to, is not within the mapped development area S2(i), and problems caused we feel would be consequential as a result of this development and so we feel it appropriate to draw attention to it here.



Local Road Network - We are alarmed that no mention has been made with regard to the upgrading/enhancement of the local road network - apart from the junction of Maldon Road with Church road in Burnham which will be most welcome. However, Green Lane as indicated above which under the current plans would be a key route out of the area known as S2 (j) is not referred to in the LDP for improvement?

Our main concern however is the main road west of Burnham-on-Crouch which is a B road. The B1010 meets the B1012 at North Fambridge. During winter especially, there are stretches of these roads where it is impassable for large lorries and school buses, especially where such vehicles meet, going in opposite directions. The road verges are commonly mounted by these vehicles causing mud to be strewn over the carriageway. There are also regular accidents during the summer and winter months, and the ever attraction of motor bikes at the weekend wishing to experience the "Burnham Bends"

The by-pass at Woodham Ferrers is a notorious bottleneck for daily commuters getting to their places of work.

There is a high % of self employed persons who have to use works vehicles so that public transport is not an option for them.

We would employ the District Council to liaise with County Highways dept of Essex County Council in order to facilitate a full report and feasibility study as to how these roads can be widened in places and generally up-graded.

Should Essex County Highways not wish to carry out this work we suggest that the District Council undertake to engage an independent road engineer. We feel that a mini roundabout of the junction of the B1010 and B1012 would be a starting point for improvement, as there are regular delays and accidents here, especially during the morning rush.

[Empty rectangular box for handwritten notes or responses]

2.6. Do you consider it necessary to attend and give evidence at the hearing part of the examination? (tick 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.

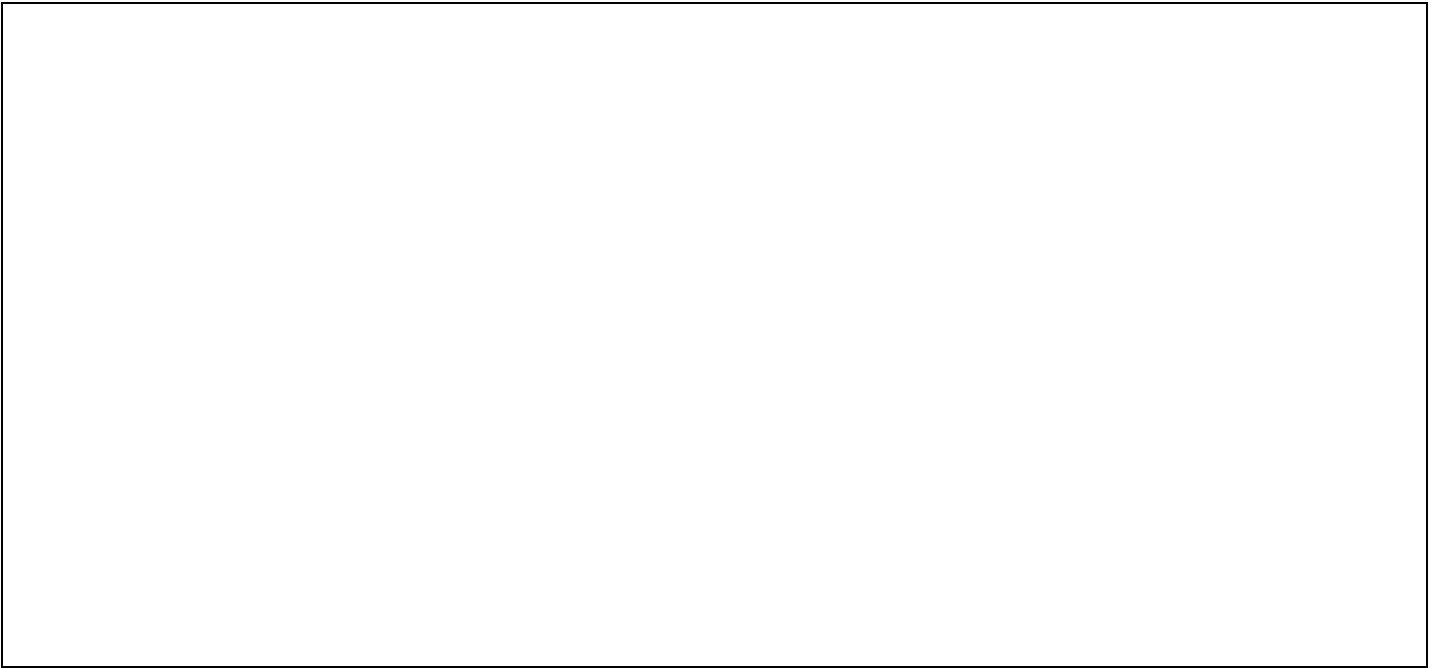
We are concerned that at present the road infrastructure is inadequate to support planned business and population growth. This particular infrastructure concern relates to both inside and outside the district. This has been our mantra throughout the consultation period. Having read minutes of meetings and reports on the DC's website, we have seen nothing thus far to indicate that the concerns expressed here are fully understood by the DC, nor that their proposals (as far as they exist) are designed to meet the natural aspirations of the local population in this regard. Residents and business people who go out of the district to work on local roads are still local residents and deserve consideration. Thus far we cannot see these aspirations being planned for in the term of the LDP up to 2029. If this issue is not addressed we believe that the DC will not be meeting its stated aim of improving the quality of life for its residents.

We do recognize the good work done on the LDP and accompanying documents by the DC in most areas, and generally accept the "premises" on which most of the work has been founded. We also accept the vision put forward by the D.C. for the area in general and Burnham in particular, that they are trying to mitigate any so called negative effects of planned growth, and appear to be adhering to government legislation and guidance. We would for instance totally concur with the aspiration for better and faster broadband connection speeds for businesses especially.

Returning to our fears regarding road infrastructure, we consider these to be valid as expressed above in section 2.4/2.5. These fears are founded on the personal experience of our members. We have not undertaken extensive statistical evidence in forming our view. Like now our members will have to live with the results of this expansion, and so we feel it appropriate to draw attention to what we consider to be very foreseeable problems in the coming years.

The results of the planned expansion will not of course all be negative for the business community. On the contrary many will look forward to having a higher local customer base, with the economic benefits which this should accrue.

In the light of the foregoing we would welcome the opportunity to air our views to an Inspector conducting the Examination-in-Public.



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.