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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)

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.

a) The aspiration to provide buses to tie in with rail services (item 3 on Page 104) is applauded, but there appears to be **no measurable targets or specified action to achieve this**. The policy loosely proposes this for Chelmsford, Hatfield Peverel and Witham, whereas in reality only one with frequent trains need be provided for. The frequency and reliability of connecting services are more important considerations. New targets to reflect not only the journey time from the two Maldon garden suburbs and town centre to the station (taking into account the additional traffic) but also the intended frequency of service need to be developed.

b) At present the only target (p122) refers to “new residential development to be within 30 minutes public transport time of GP, schools, employment and a major health centre.” The target does not make it clear if it includes waiting time (which at thirty minutes it should), nor does it make any reference to accessing the town centre. Yet the town centre has the majority of essential professional services such as banks, solicitors, dentists, estate agents etc apart from a good range of shops, restaurants and cafes and churches. There is rightly no intention to provide more than a few local services in the suburbs themselves. All the new residents will have therefore regular cause to use the town centre and indeed it is hoped the added numbers will keep the historic town centre thriving. It is also to be hoped these greater numbers will even encourage the development of more cultural provision such as a cinema.

Furthermore the pressure for parking in the centre (see also item 5 on p 106) dictates the need for a stronger emphasis and broader perspective for the connecting role of public transport within the whole town of Maldon.

It follows that the bus destination target therefore needs to include Maldon town centre as a specified destination.

Moreover at present **the need for a frequent circular service to connect the Maldon town communities is not mentioned**, whereas the promotion of village bus services is heavily mentioned in the document .Parts of such a route are already subject to earlier S106 requirements, not necessarily being monitored or in place.The provision of a frequent bus service connecting the different parts of the town will also help preserve the distinct character of the different parts and avoid the inclination to blur those current distinctions (e.g. the misguided attempts to promote the concept of a ‘food quarter’ on the lower High Street which will detract from the significant existing provision elsewhere, and to provide a restaurant near the prom which will damage its distinctive atmosphere from being close to the river and wildlife and therefore better reflected by its daytime only huts and kiosks).