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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

S2

c. Proposals map

d. Other section (please specify)

EB004b

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.

We consider the housing proposed within the LDP to have consequences for the wider infrastructure, and specifically road traffic implications, which are unacceptable, and where the consequences have not been properly considered. The full explanation of our reasoning is set out in the attached letter. We consider that the impact is sufficiently serious that an effective solution is essential BEFORE the LDP is approved for adoption.

We are not arguing that the housing allocation is intrinsically unacceptable, only that the projected impact of it is unsustainable and therefore not in accordance with the National Planning Policy Framework.

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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.

We consider that radical alternative solutions need to be found for the impact of the additional transport movements through Eves Corner in Danbury. Our full reasoning is as set out in the attached letter and associated diagrams. The part of the LDP submission documentation to which we refer is the document entitled "Technical Note - Impact of Proposed Development Sites in Heybridge and South Maldon on Wider Highway Network" dated December 2013, which we understand carries a reference EB004b.

We cannot identify a solution other than the development of a bypass for the A414 around Danbury. This is something that, while it has substantial cost implications, will also resolve pre-existing congestion in Danbury, and traffic pressures elsewhere that will arise as a consequence of the housing proposed within the LDP.

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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.

Little Baddow Parish Council wishes to send a representative to attend the hearing, not to add additional information but to hear what consideration has been given to our representation, to hear any discussion related to it, and to have the opportunity if we then feel it necessary to ensure the significance for our community of the impact of the LDP is fully appreciated. We would of course be ready to answer any questions.

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.

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Chairman Mr R J Shepherd MBE

D. Coleman,
 Strategic Planning Policy Manager,
 Maldon District Council,
 Princes Road,
 Maldon,
 Essex CM9 5DL.

24 February 2014

Dear Mr Coleman,

**Response to Consultation regarding Maldon's Local
 Development Plan**

On behalf of Little Baddow Parish Council, I wish to comment specifically on the conclusions of your document "*Technical Note – Impact of Proposed Development Sites in Heybridge and South Maldon on Wider Highway Network*" dated December 2013 under reference EB004b (hereafter called "The Report").

In The Report, you set out the proposals developed by Essex Highways in respect of the impact of your LDP upon the A414 junction at Eves Corner. In particular, the preferred option is one involving "pre-signals" to be placed on Little Baddow Road and Mayes Lane in an effort to reduce the congestion on the A414 at that junction.

First, we find it unacceptable that a proposal is put forward where no modelling is offered as to its impact. Little Baddow as a community has a total dependence on its access to Danbury and the A414 –

- To get to and from work, especially when, as occurs frequently, the 2 northern exits from the village are unusable due to flooding

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- To get children to and from schools,
- To get to the Doctor, Dentist or Veterinary Practice – between 10,000 and 11,000 patients alone are registered with the Doctor's practice
- To access the local shops in Danbury or onwards into Chelmsford or Maldon
- To get to the local bank and Post Office
- To get to the local library and Sports Centre

To propose a solution without adequate consideration of its potentially disastrous effect on a whole village community suggests that in this respect at least your LDP **does not pass the test of sustainable development within the terms of the National Planning Policy Framework.**

Secondly, it would appear from the preferred solution that has been proposed in The Report that Essex Highways has not studied the potential problem that will inevitably arise in Little Baddow Road - **gridlock that will cause congestion backing up onto the A414. This will occur with all of the options considered.**

At present, there are 2 areas in Little Baddow Road where on-road parking reduces the available road to a single lane –

- The first of these starts some 50 yards from the mini-roundabout junction, where residential on-road parking on the west side of the road already makes it difficult for cars travelling from Eves Corner towards Little Baddow to proceed in the face of oncoming traffic. It extends up to, and sometimes beyond, the point where Butts Lane joins Little Baddow Road. This can be exacerbated by short-term (illegal) parking of cars even nearer to Eves Corner on the double yellow line outside Barclays Bank, and by cars negotiating entry to and exit from the parking area in front of the shops opposite the bank on the short road called "Eves Corner".
- The second area often reduced to a single lane extends between the junctions with Little Baddow Road of Butts Lane

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and Hay Green, caused by a large number of cars parking on the east side of Little Baddow Road for the "school run" and other school activities at different times. There is no alternative safe parking solution for parents.

The areas in question are as set out in [Diagram A](#).

Given that the modelling of standard signalling at the junction indicates a peak load of 36.9 pcu's (personal car units) queuing towards the A414, then unavoidably the queue which would form would completely block vehicles attempting to proceed down Little Baddow Road **away** from Eves Corner. This would be exacerbated by traffic struggling to pass through or park in the road called "Eves Corner" between the parade of shops and the Village Green.

Inspection of the traffic count data for the junction readily reveals that even now, before any increase caused by development under Maldon's LDP, there is a heavy volume of traffic exiting Eves Corner onto Little Baddow Road. Furthermore, this is a sustained flow, arising not just at peak times but throughout the period of the traffic count that ran from 0700hrs until 1845hrs. Throughout that period the **average** traffic volume of traffic entering Little Baddow Road from Eves Corner was 59 vehicles per 15 minutes, or 4 vehicles per minute.

The morning peak was 71 vehicles, there were further, higher peak loads around the afternoon school run times, and the **evening peak was of 93 vehicles, or 1 every 10 seconds**. The **minimum** load in any 15 minute interval after 0730hrs throughout the day was 40 vehicles.

These exit flows from Eves Corner onto Little Baddow Road were occurring alongside similar averages and peaks flowing towards Eves Corner. We conclude, therefore that if traffic flowing towards Eves Corner is held up by traffic lights or "pre-signals" then –

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- As vehicles enter Little Baddow Road from both directions on the A414, extensive queues facing the A414 would cause congestion backing onto the A414 both am and pm
- As there are significant volumes throughout the day, this calls into question the assumption within The Report that a significant proportion of the vehicles flowing towards Eves Corner from Little Baddow Road are "rat runners" from the A414 diverting because there are queues on that road, and
- Given the existing traffic volumes, it is difficult to understand how a model proposing standard traffic lights at the Little Baddow Road entrance to Eves Corner can deliver a peak queue of 36.9 pcu's while giving a high priority to A414 through traffic.

We turn now to the question of "rat-running". The Report suggests that, at present, a proportion of vehicles attempting to join the A414 at Eves Corner are through vehicles that have diverted into back roads in order to jump the queues on the A414.

The suggested routes are as shown on [Diagram B](#).

This may be true, though we see little evidence of it and it is not validated. However, The Report concludes that if access to the A414 from Little Baddow Road (am) and Mayes Lane (pm) is made more difficult due to traffic lights and the consequent queues, then these vehicles will be encouraged not to divert from the A414. This is wholly unjustified. What is far more likely is that such vehicles will continue on additional back routes that do not return to the A414 at Eves Corner, but proceed instead through Little Baddow at both am and pm peak times as shown in [Diagram C](#).

These rat-runs will include Protected Lanes – specifically Spring Elms Lane, Tofts Chase, Riffhams Chase, Holybread Lane and Church Road. These and other *single width* roads such as Colam Lane, simply cannot sustain commuter through-traffic safely. Chelmsford City Council's Policy DC15 states inter alia that "*Any proposals which would give rise to a material increase in the*

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amount of traffic using Protected Lanes will not be permitted".
Given the increase in congestion modelled or assumed under every scenario considered in The Report, significant increases in traffic on Little Baddow's Protected Lanes must be assumed, and this would breach the City's Planning Policy.

Next, we note a reference to bus priority opportunities where in Section 4.3 of the "Technical Note" document of December it is stated "*The options have also considered that each of the four arms of the junction have bus services and therefore such movements need to be accommodated in any proposals.*" We fail to see how any of the proposals offer any opportunities to give any priority to either public transport buses or school buses trying to proceed in either direction on Little Baddow Road. This was acknowledged in the Essex Highways' Report "*Maldon Local Development Plan - Further Assessment of Impact of Proposed Development Sites in Heybridge, and South Maldon on Highway Network, November 2013*" which stated in Section 6.2 that "*...as all four arms of the junction are existing bus routes, it would not be possible to provide bus priority measures which accommodate all required movements.*"

Finally, it is acknowledged by Essex Highways that "pre-signals" suffer from a potential problem in that they are ignored by drivers if they can see no reason for them. Bearing in mind that a significant proportion of drivers are only trying to access the doctor, pharmacist, dry cleaner or bread shop, none of which at present involves access to the A414, we anticipate that driver frustration will be greater than would occur at "pre-signals" generally, and the probability of drivers ignoring the lights is therefore materially higher than in other locations.

In short, we consider that the preferred solution is simply **not viable given the specific circumstances of the location involved**, unless (a) all residential on-road parking in the first 300 metres of Little Baddow Road is successfully prohibited and (b) the parking at St John's School is resolved -

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- If 300 metres of residential on-road parking were prohibited, this would place substantial additional pressure on the limited parking spaces at the Eves Corner shops, which would back into Little Baddow Road and so exacerbate the potential for congestion and gridlock. We anticipate that illegal on-road parking would probably continue to some extent, while other vehicles would be forced to park nearer St John's School, or join the A414 to attempt parking in the library/Post Office/Sports Centre area, causing additional hold-ups.
- In any event, queues would be long enough in Little Baddow Road facing towards the A414 to cause gridlock around St John's School.

A solution that avoids creating additional pressure on traffic flow along the A414 through Danbury is essential. The Eves Corner junction has been a notorious congestion point for many years, and we can see no realistic solution that accommodates the housing development proposed within the Maldon LDP without the inclusion of a bypass around Danbury.

If that were created, the resulting traffic flows would encourage **all** peak time through traffic from Maldon to use the re-routed A414, which would also resolve the congestion currently anticipated at Hatfield Peverel and the Boreham Interchange from the proposed additional development at Maldon.

Yours Sincerely,

Original signed by R J Shepherd, MBE

Chairman

c.c. Danbury Parish Council
Chelmsford City Council Planning Department

Diagram A



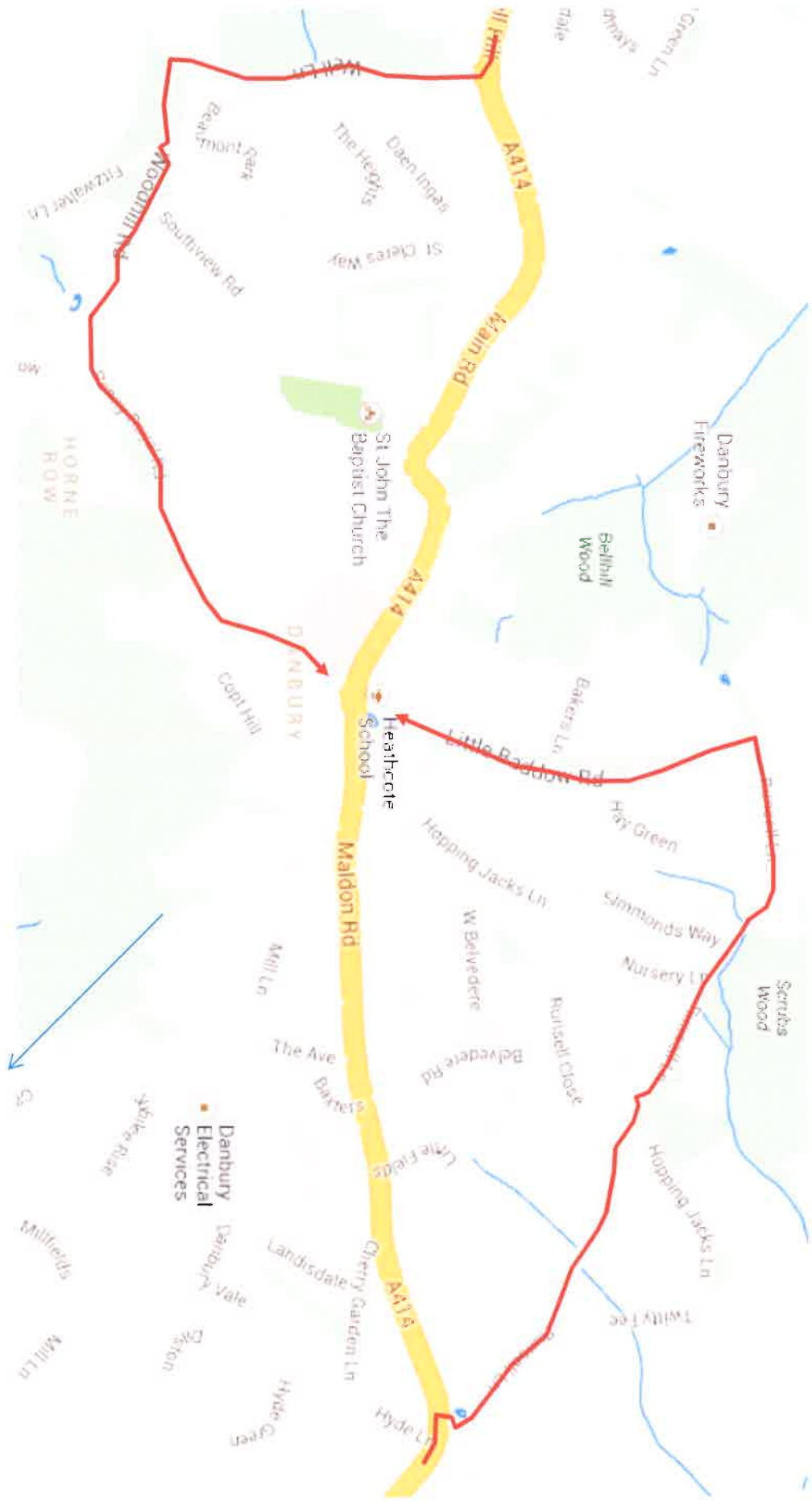


Diagram B

Diagram C

To/from
Boreham

To/from
Hatfield Peverel

