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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

8+7.7-5+1-3.10-4.5+

b. Policy reference

T1.T2.D2.E1.H1.S2.Aar

c. Proposals map

d. Other section (please specify)

para no 4.7+4.15-5.1+5

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.

Sustainable transport, policy T1 para 8, because of the position of the proposed garden village people will drive into the heart of Maldon causing congestion along Spital rd, Fambridge rd, The Causeway and Market Hill. for commuters the already busy A414 will become even more stagnant in Danbury, the Ldp traffic calculation has not taken into account traffic from developments outside the MDC LDP, public Transport will not escape this problem.

Commuters travelling north will cause congestion in Hatfield Peveral at the duke of Wellington junction and the LDP has not recognized the increased traffic heading through Wickham Bishops to Witham train station and the A12 causing a bottleneck at Wickham Bishops bridge. No calculation or evidence provided.

Policy T2 No 1 and 5 With the potential for 3800 new homes in Maldon and Heybridge the current car parking facilities will be insufficient for the High st, with no precise plan to solve this problem failed objective.

T1 7.7 incorrectly identified location, refer to LDP PAS Final advice 3,4.

Design and climate change, policy D2 para 3.10 No 14 the LDP plan offers no new sustainable transport options or a effective traffic congestion reduction plan for the Plume school, s.

Economic Prosperity, Employment, Policy E1 4.5 No provision, s in the LDP for a full time job centre in Maldon. E1 4.7 12 out of 15 designated employment area, s need transport to gain access to, only 3 in Maldon but only 2 in a location which has a minimal impact on traffic congestion, any expansion of the Causeway industrial area will have a negative effect on traffic congestion in both Maldon and Heybridge.

12 from the 15 designated employment area, s are not included in the LDP for new houses with 5 of those area, s with train line connections.

Affordable Housing, policy H1, 5.1 this policy has low help to buy percentage 2% compared with the social rental percentage of 28%. policy H1 5.14 looks at the term affordable housing as merely building a lot of 1 and 2 bedroom houses for rent. Policy H1 5.15 no provision, s for self build groups, lack of encouragement for shared ownership schemes.

Spatial Vision objectives, policy S2, 2.14 the development is to large and dense for the location which is also a issue in the NPPF page 22 para 95 point 1. policy S2 2.19 no new modes of sustainable transport which is also a concern in the NPPF page 9 chapter 4 para 30. policy S2 2.27 Maldon is a commuter town for a successful garden village development like Notley garden village and Beuile park good transport links are vital, LDP S3, S4 and S6 are not serious answers to the problems, LDP Appen 3 point 6 there is no green house Gas calculations in the LDP. also concern, s NPPF page 11, para 4, point 41,

APPENDIX 4 Previous Consultation page 136 - 139 lack of consultation with the Fire brigade, police and independent Professional bodies.

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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.

Policy T1 Limit the amount of new houses built in the garden villages to 500 each. A Danbury Bypass would ease congestion in Danbury , A new bridge at the foot of Wickham Bishops hill would help congestion entering and leaving Witham, in Hatfield peveral a relief road to the A12 London bound access road would ease congestion at theDuke of Wellington junction. a independent audit on the evidence and surveys used in theTransport assessment plan provided by Essex Highways , these reports do not include extended journey times or increased green house gas emissions.

Policy T2 no amount of traffic management will increase parking spaces , a minimum of a 150 new car park spaces will be needed .

Policy D2 This development is to large and dense, the number of new houses needs to be restricted to 500 on this location, the garden villages should be moved south to North Fambridge , Althone and southminster where the road links would not add to congestion inDanbury , Hatfield Peveral and Wickham Bishops.

Policy E1 Employment , do not increase the Causeway industrial area due to lack of infrastructure and increased congestion , Create a new full time job centre in Maldon .

Affordable housing Policy H1 and H9 . increase the percentage of help to buy and shared ownership allocations and provide land for self build groups .

Policy S2, a new releif road on the outside of the proposed development joining the A414 with Fambridge rd. build the garden villages a long the sustainable train line with connections to areas rich in employment.

Appen 3 point 6, provide greenhouse gas emissions calculations.

Previous consultations Appen 4, consult with the fire brigade , audit of key evidence from independent professional bodies. (building reseach establishment and RICS) .

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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.

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.