

**Emily Hall**

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**From:** [REDACTED]  
**Sent:** 10 March 2014 11:38  
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I wish to comment on the Maldon Local Development Plan which is currently in its consultation phase.

I am not a resident of Maldon District, but rather of Hatfield Peverel which would be severely affected by your Plan. You propose to add 4410 new dwellings - presumably at least 10,000 new residents and possibly many more - to Maldon. They are to be split between the two main routes out of Maldon from where I understand it has been proved that at least half of the residents leave the town every day to get to work. Despite this there is no plan to reinstate railway facilities in the town. Public transport is very poor and virtually all the people leaving the town do so by private motor car.

One of the planned housing developments is to the west adjacent to the road to Danbury and Chelmsford. However traffic to Chelmsford along this route will go through the existing bottleneck of Danbury where I understand there will be traffic lights installed, and this poor road will become even more congested to the point where I believe Maldon residents will avoid this route at all costs. They are likely to take the other road to the A12 and a railway station, along with the residents of the other major housing development of 1235 homes at Heybridge, through Langford to Hatfield Peverel for immediate access to the A12 and the main line railway station. It is naïve to suggest that Maldon residents who need to get a train to London will drive through town and beyond to Southminster for a longer train journey. They will go to Chelmsford or Hatfield Peverel stations.

The B1019 to Hatfield Peverel is already the busiest B road in Essex and is quite inappropriate for this level of traffic. It has many sharp and dangerous bends, is prone to flooding in winter (and not only at Langford), has soft verges for most of its length and travels through a residential area at Hatfield Peverel, ending at a T junction at The Duke of Wellington pub. It has been proved that this junction is already used beyond its capacity at peak times and the thought of another several thousand cars per day trying to turn left or right at the junction is awful. Cars would queue for hundreds of yards on all approaches and the current mini roundabout would no doubt be the scene of many accidents. Due to the space restraints the mini roundabout is not safe and daily I see angry motorists who feel that their right of way has been denied.

Even worse for the location of my property is the probability that many motorists would avoid the mini roundabout and cut through Church Road Hatfield Peverel, which has a 90 degree bend, it too narrow at one point for two large vehicles to pass safely and passes directly in front of the gates of the Infant and Junior Schools which have the usual problem of cars parking to drop off and collect children.

If your plan is to be agreed you MUST include in your LDP, and put your weight behind, a plan to build a bypass to the B1019 for at least the part where it passes through Hatfield Peverel. A by pass could join the A12 either to the west or east of the village and allow motorists a safe, fast and convenient journey to work. Without such a plan your proposal will exacerbate an already very unsatisfactory situation and I strongly oppose it.