

Burnham Chamber of Commerce

Thursday, October 27, 2016

Attention Adrian Tofts

Strategic Planning Manager

Maldon District Council

Reference – Maldon District Council Development Plan Consultation

Dear Mr Tofts

I refer to your letter of 15th September and outline below the response of the Chamber of Commerce in Burnham-on-Crouch to the latest LDP.

Firstly the Chamber recognizes the work of the District Council as contained in the documents referred to in your letter, and which include the changes made to the LDP since the findings of the Planning Inspector at the hearings held during January/February 2015 . There is much in the documents that the Chamber recognizes as constructive and would concur with, recognizing that local district developments are as a direct result of the government's national, and regional housing policy.

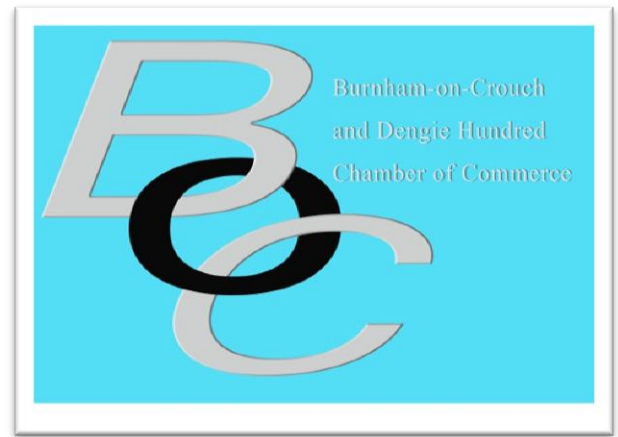
The aspects of the LDP with which the Chamber would take issue with, and has major concerns are summarized thus;

Road Network

a) Major routes

Since August 2012 the Chamber has maintained the view from its original and numerous responses held on file, prior to, and following the hearings attended above that the main weakness of the plan is the road infrastructure out of, and into, the district. We draw this conclusion because of calculations and observations we have made in regard to traffic movements from within and out of the district, and from documents released by MDC (2013 Economic Strategy) and Essex County Council (2008 County Highways Report).

The District Council in its latest documents outlines its "duty to co-operate" with contiguous authorities, and the meetings that that have ensued as a result of that responsibility. Like the district and other councils, we recognize the areas of the road network that have been highlighted as requiring attention - notably at Eves Corner on the A414 and at the Junction of the A12/B1017. What is missing from these considerations is the area of the B1010/12 and the A132 to the south of the district where it adjoins the Chelmsford City Councils road network. This last part particularly of the road network has been described in EEC's County Highways report as "unreliable" – this from a report which is now 8years old! We do not understand why this issue has not been taken up earlier by our elected



representatives and it appears, not raised by local councillors or officers in their numerous meetings with the authorities mentioned above. As a regular user of this route the writer of this correspondence is incredulous as to why this should be the case. Furthermore the quality of the B1010/B1012 is unsuitable for the type of heavy traffic now using the road, and by the time that the planned local developments begin to take shape (should they be accepted) the common sense realization is that traffic jams along the route will become intolerable for commercial and commuter traffic particularly in the areas of the immediate vicinity of Burnham-on-Crouch, North Fambridge, and South Woodham Ferrers at peak periods particularly. Fortunately the writer will have reached a well earned retirement before this point is reached.

b) Town Access point.

The junction of the B1010/B1021 – Maldon Road and Church Road, is a pinch point, which since the construction of the Turncole Wind Farm has become very congested and gives a clue as to how this junction will fare during, and following, the first five year construction phase of the LDP in this area. The outlook is not good, with currently traffic backing up to half a mile in length. The LDP highlighted this problem which was raised again locally by objectors to the S2(j) development for Charles Church, which was passed unanimously by district councillors. We understand that a revision of the junction is planned using CIL/126 contributions to improve traffic flows. The eventual plan for this junction will need to be a good one, which we look forward to seeing the plans of in due course. Our instinct is however that an alternative route will eventually need to be found, so that road connectivity between the various developments contained within the LDP, (particularly S2i, and S2j) and town access, can be afforded to the satisfaction of the travelling public.

Commerce / Employment

The current and former LDP earmarks an expansion of the Business Park at Springfield Road Burnham-on-Crouch which the Chamber considers a minimum requirement for home grown jobs. The encouragement currently offered to businesses via the district council is very welcome and should be applauded. However in view of the road accessibility problems highlighted above, there is a current need to encourage further home grown employment. For this reason and the increased traffic flows brought about by local developments and the need for employment within the dsitric, The Chamber would very much look forward to an increase in land supply which can be afforded in any review of the LDP and within the lifetime of the plan.

Housing numbers

The main point to highlight here is that the inclusion of the numbers of **in-fil house development** given in the bar chart for this area is inaccurate currently. The numbers of homes currently in the planning pipeline (outside of the reserved sites) is estimated to be approximately 140 (within the boundary of the old 1995 plan, according to figures compiled by our associates.) This excludes the reserve sites which are now cancelled in the current LDP. This figure of 140 represents a much larger percentage than is estimated in the development phase of the LDP and should be considered when the district council come to assess their LDP targets in any future review for the area of Burnham-on-Crouch.

The above represents the main views of the compilers of this report for the Burnham Chamber of Commerce. Further related evidence to the views expressed is available on request.

Yours sincerely

Robin M Bassil MRSPH/ MloH
Acting Chairman

