

PART B -

Reference is made to the appropriate Policy/Appendix numbers in the Draft LDP.

2042

Q1 The overall vision is to improve the quality of life for people living and working in the District and to provide the new homes, jobs and infrastructure required to meet identified needs and support the local economy, whilst protecting the District's heritage and environment.

Do you support the overall vision for the District set out in the Draft LDP? (please tick one box)

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2 In order to ensure the LDP will meet the requirements set by Government, the Council has reviewed the amount of development required to meet identified housing and employment needs over the next 15 years. As a result, it has been necessary to increase the proposed number of new homes from 3,000 to 4,410 and to allocate 8.4 hectares of additional employment land.

Do you support the proposed level of growth in the District (Policy S2)? (please tick one box)

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Q3 The main urban areas of Maldon, Heybridge and Burnham-on-Crouch are considered to be the most appropriate locations for new housing. Following consideration of alternative options which are detailed in the Draft LDP (Appendix 6), the following distribution is now proposed.

Do you support the proposed distribution of new housing (Policy S2)?

Settlement	Total number of dwellings	(please tick one box per line)				
		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Maldon	1,830	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heybridge	1,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Burnham-On-Crouch	450	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you disagree, is there an alternative distribution of new housing which you would prefer? [Please use BLOCK CAPITALS]

I SIMPLY DISAGREE ON THE BASIS MY WIFE AND I HAVE LIVED 40 YEARS - SINCE MARCH 1973:
PUBLIC SERVICES - WHETHER IT BE CENTRAL, COUNTY OR DISTRICT IN VARIABLY SAY ONE THING IN DOCUMENTS - THEN DO THE OPPOSITE AS WE CURRENTLY OBSERVE IN THE "CLUELESS ARROGANT MEDDLERS" OF CAMERON, CUEGG AND MILWARD:
I HAVE NO PROBLEM WITH THE PROPOSED DEVELOPMENTS IN HEYBRIDGE PROVIDED THE "INFRASTRUCTURE" IS IN PLACE BEFORE ANY ADDITIONAL HOUSES ARE BUILT - HEYBRIDGE IS ALREADY A NIGHTMARE AROUND HOUSINGS ROUNDABOUT (GOLDHANGER ROAD AND CENTRAL JAM) GET THE IMPRESSION COUNCILS IN ESSEX STILL THINK WE ARE IN THE 1760'S IN HEYBRIDGE - USING HORSE AND CART TRANSPORT:

3042

Q4 It is proposed to develop two Garden Suburbs in Maldon and Heybridge which will be comprehensively planned to ensure the provision of a mix of housing, community and educational facilities, open space and new transport provision.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you agree with the proposals for development in Maldon and Heybridge (Policy S4)? <i>(please tick one box)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q5 The distribution of new housing in Burnham-on-Crouch has been reviewed in response to comments received during the last consultation. It is now proposed to distribute the new housing between three smaller sites instead of one large site.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you support the strategy for housing development in Burnham-on-Crouch (Policy S6)? <i>(please tick one box)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 In response to comments made during the last consultation, the number of new dwellings to be accommodated in North Fambridge has been reduced from 300 to 75.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you support the strategy for housing development in North Fambridge (Policy S7)? <i>(please tick one box)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q7 In order to provide for local housing needs and support local services, it is proposed to make provision for a total of 345 new dwellings in other rural villages in the District. A Rural Allocations Development Plan Document will be produced after completion of the LDP in consultation with local communities to identify appropriate sites for development.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you support the strategy for housing development in other rural villages (Policy S7)? <i>(please tick one box)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8 A policy has been included in the Draft LDP to ensure that the use or display of advertisements do not have an adverse impact on amenity and public safety.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you agree with this approach (Policy D6)? <i>(please tick one box)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

copy

Q9 The Draft LDP seeks to provide adequate land to promote employment development, job creation and to allow for the expansion of existing businesses.

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Do you support the proposals for new employment development in Maldon and the extension to the Burnham Business Park (Policy E1)? (please tick one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10 Increasing the supply of affordable housing is one of the Council's key priorities.

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Do you agree with the local requirements for affordable housing provision (Policy H1)? (please tick one box)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 The Council is committed to working with our partners to improve healthcare facilities within the District

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Do you support development on an appropriate greenfield location at the edge of Maldon if it were to deliver a new Community Hospital or similar healthcare facilities (Policy I2)? (please tick one box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q12 Primrose Meadow is an area of green space situated off Mundon Road, Maldon

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Do you support the production of a Primrose Meadow Planning Brief to manage the future use of the site (Policy I3)? (please tick one box)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13 The Council has produced an updated Sustainability Appraisal to support the Draft LDP which is available on the Council's website. Do you have any comments on this? [Please use BLOCK CAPITALS]

AT 249 PAGES WAS THIS AN EXERCISE IN INTERNAL "POSITIVE STROKING"
 NOW I KNOW WHERE ALL MY COUNCIL TAX HAS GONE THESE LAST 40 YEARS;
 TO PLOUGH THROUGH THIS IN RELATION TO THE DRAFT LDP IS "A DIME TO
 FAIR" EVEN THOUGH I SPED READ THE DOCUMENT:
 A SHORT VERSION WOULD HAVE SUFFICED:
 EVEN THE 6 PAGE NON-TECHNICAL SUSTAINABILITY REPORT: 1.1.13 IMPROVED
 ACCESSIBILITY COULD LEAD TO AN INCREASE IN PHYSICAL EXERCISE AND IMPROVE
 HEALTH LEVELS: NOT I THINK UNLESS YOU BAN COMPUTERS AND CONSOLES -
 I HAVE BEEN RUNNING A BIKER FOR 57+ YEARS - TODAY'S GENERATIONS ARE MADE
 HAPPY IN FRONT OF SCREENS: - WASTFUL THINKING:
 I SPENT:

Q14 Do you wish to comment on the Proposals Map or any other Policies in the Draft LDP?

Please enter here which Policy Number / Paragraph number you refer to

Please enter your comments in the box below [Please use **BLOCK CAPITALS**]

NONE - ALL VERY CLEAR.

Q15 If you wish to make any other comments on the Draft LDP, enter your comments in the box below [Please use **BLOCK CAPITALS**]

IN RESPECT OF THE PROPOSED ROAD BETWEEN LANGFORD AND BROAD STREET - THE ESSEX HIGHWAYS DOCUMENT ASSUMING TRAFFIC WILL USE RATHER THAN COME THROUGH HEYKIDGE FROM TIPTRICE / ST TOHAM IS AT BEST GUESSWORK - ESPECIALLY AS THE BROAD STREET GREEN IS A "LAT RUN" IF TROUBLE ON THE A12: AFTER LIVING HERE 40 YEARS WE GET NOTHING FROM M.D.C. IN ADDITION DESPITE ASKING ESSEX COUNTY COUNCIL FOR A SMALL ROUNDABOUT AT BENTALL'S TO REDUCE CONGESTION ESPECIALLY NOW ASDA HAS MOVED IN WAS DISMISSED - PROBABLY AS THEY HAVE NEVER BEEN IN THE HERE IN OAD TIMES - EVEN THOUGH THE HOUDWICK / GOLDHANGER ROUNDABOUT OFTEN GETS CLOGGED UP - COMING OUT OF LAWING AVENUE THE QUEUES HAVE BEEN BACK FROM THE HOUDWICK / GOLDHANGER ROUNDABOUT AND THE 30MPH TO 40MPH SPEED LIMIT JUST AFTER LAWING AVENUE IS THE DUMBEST THING ESSEX HIGHWAYS HAVE EVER DONE WITH THE VOLUME OF ~~CARAVAN~~ TRAFFIC TO THE CARAVAN SITES ETC HEAVY IN SUMMER AND MOSTLY 40MPH: GET THE INFRASTRUCTURE SORTED FIRST OR YOU WILL HAVE A DISASTER IN HEYKIDGE

Thank you for taking the time to complete this questionnaire. Your comments are important and will be fully considered. Please see Maldon District Council's website for future information about the progress of the LDP.

If you need further assistance please contact the Planning Policy Team by email at policy@maldon.gov.uk or by telephone on 01621 876202

This document can be made available on request in larger print, braille and audio and in languages other than English. To obtain a copy in an alternative format please contact the Planning Policy Team on 01621 876202.

6 Impact of Heybridge and South Maldon Development

6.1 Introduction

This section sets out the junction assessment results for Heybridge and Maldon following the reassignment of Heybridge traffic detailed in Section 5, and the addition of traffic from the proposed South Maldon development. It considers each junction where issues were identified in the December 2010 study, and as detailed in Section 2.2, two additional junctions near the South Maldon development along Limebrook Way. **It does not include details of the B1022 Colchester Road / Scraley Road / B1022 Broad Street Green Road junction (the previous study identified no capacity concerns at this location and this study has confirmed those findings) or the A414 Oak Corner junction, which is considered in detail in Section 8.** In each case, the flows have been compared to the December 2010 study so that the full impact of the South Maldon development, in addition to the Heybridge development, can be understood.

This section will also consider how the junctions connecting the proposed southern relief road to the A414 (referred to in Section 2.2) should perform if the South Maldon development should proceed as proposed.



ON WHAT BASIS - A series of computer statistics of traffic flows based on what base :
 Or is this another "job-off" to do as little as possible re "INFRASTRUCTURE" : ??
 If there are problems on the A12 between Witham & Colchester inevitably the B1022 becomes a "LAT-RUN" road at with SAT-NAV's even more so.

DS

3042

There are significant congestion issues 2013 especially Summer -
 state camera - + AM - PM
 School Run -
 complex and BONTAC
 multi roundabout
 to keep traffic flowing as in Hollow

6.6 B1022 Colchester Road / B1026 Goldhanger Road Roundabout

This is another junction where the December 2010 study identified as having significant congestion issues in 2026 and where mitigation measures were not feasible due to spatial constraints. However, again, the previous study showed that the introduction of a link road around the Heybridge development would allow a 'nil detriment' situation to be achieved compared to the 2026 Background Traffic scenario. This situation remains following the Heybridge reassignment and the addition of the South Maldon traffic. As indicated above, the impact of South Maldon trips on this part of the network is minimal and therefore RFCs, although notably high on B1026 Goldhanger Road in the AM peak and B1022 Colchester Road South in the PM peak, are slightly lower than the 2026 Background Traffic scenario. Table 6.5 below demonstrates the results.

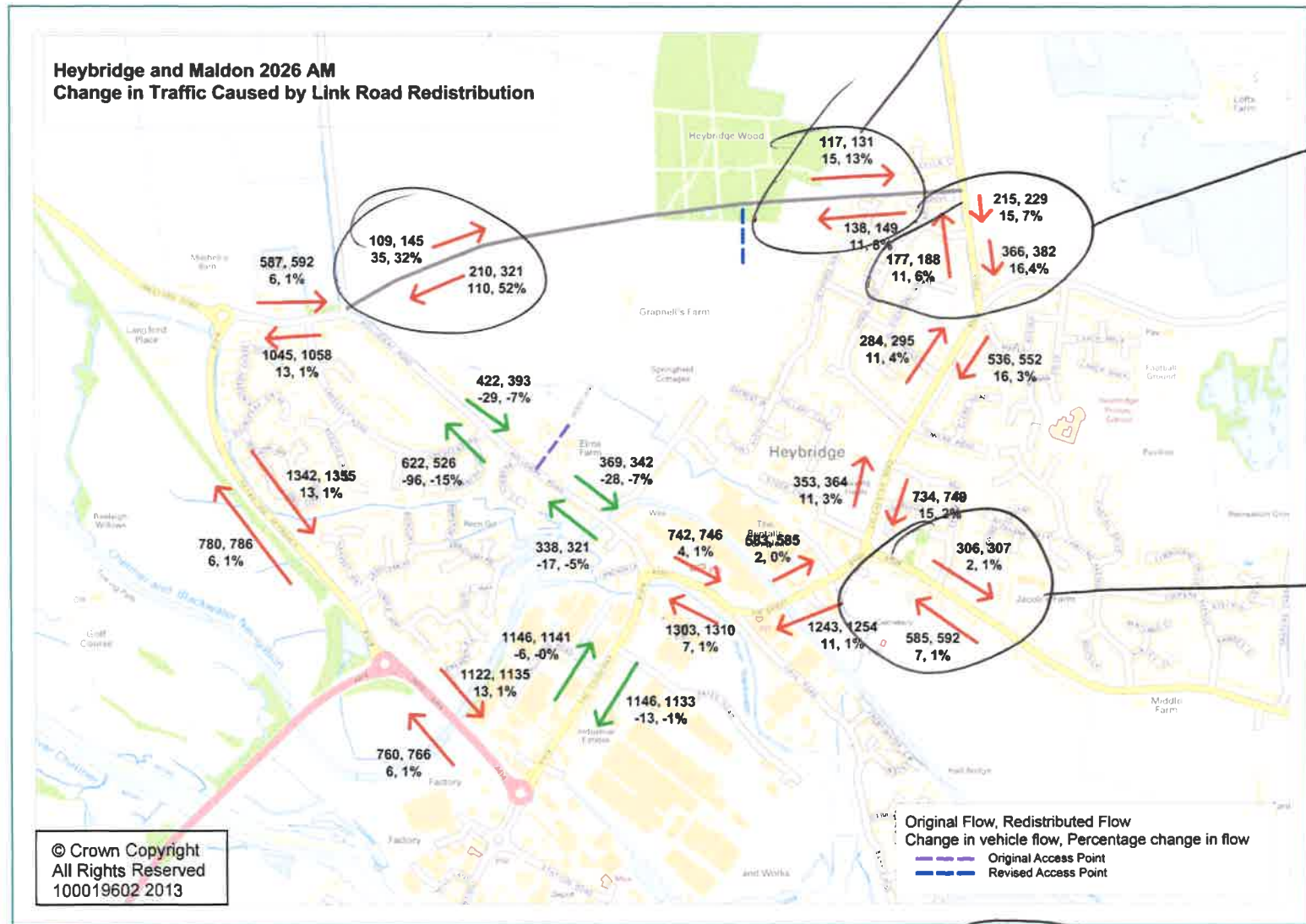
Total guesswork
 no guarantees
 link road would be used - depends where traffic is coming from and link road will not solve the Goldhanger roundabout issues in 2013
onwards

	Base Year		2026 Background Traffic		2026 with 1,000 Heybridge Dwellings		2026 with 1,000 Heybridge Dwellings plus Reassignment to Link Road and South Maldon	
	RFC	Q Length	RFC	Q Length	RFC	Q Length	RFC	Q Length
AM Peak								
B1026 Goldhanger Road	0.89	7	1.12	39	1.03	21	1.06	28
B1022 Colchester Road South	0.41	1	0.47	1	0.41	1	0.43	1
B1022 Colchester Road North	0.86	6	1.02	26	0.91	8	0.95	12
PM Peak								
B1026 Goldhanger Road	0.42	1	0.48	1	0.45	1	0.47	1
B1022 Colchester Road South	0.91	9	1.06	62	1.01	32	1.04	47
B1022 Colchester Road North	0.63	2	0.75	3	0.64	2	0.69	2

Table 6-5: B1022 Colchester Road / B1026 Goldhanger Road Roundabout Junction Performance

Meaningless Drive -
 residents want clean info not computer geek info -

Most residents will not understand one iota of this table or is that DELIBERATE to confuse.



*Equally compute assumption
 Pedestrians - Computers
 are not the test or
 programmes?*

*No This is
 assuming the by-pass
 road will be used??*

*No
 What about
 summer and
 weekend peaks
 re Stake Caravan
 sites etc.??*

Figure 9. Heybridge Redistribution of Traffic Following Link Road Reassignment - AM Peak

2012

Refuse Sack Delivery

The annual delivery of refuse sacks is taking place from now until mid-October. Please contact us before 1st November if you have not received your supply.

[Contact us](#)




Local Development Plan Consultation (2013)

Draft Proposals Map

The Draft Proposals Map for MALDON DISTRICT DRAFT LOCAL DEVELOPMENT PLAN 2013 PUBLIC CONSULTATION.

Policies shown on the map are detailed in the LDP Policies and Annex 5.

Postcode:

Zoom to

- Langford
- Latchingdon
- Little Braxted
- Little Totham
- Maldon
- Mayland
- Mundon
- North Fambridge
- Purleigh
- Southminster
- St. Lawrence

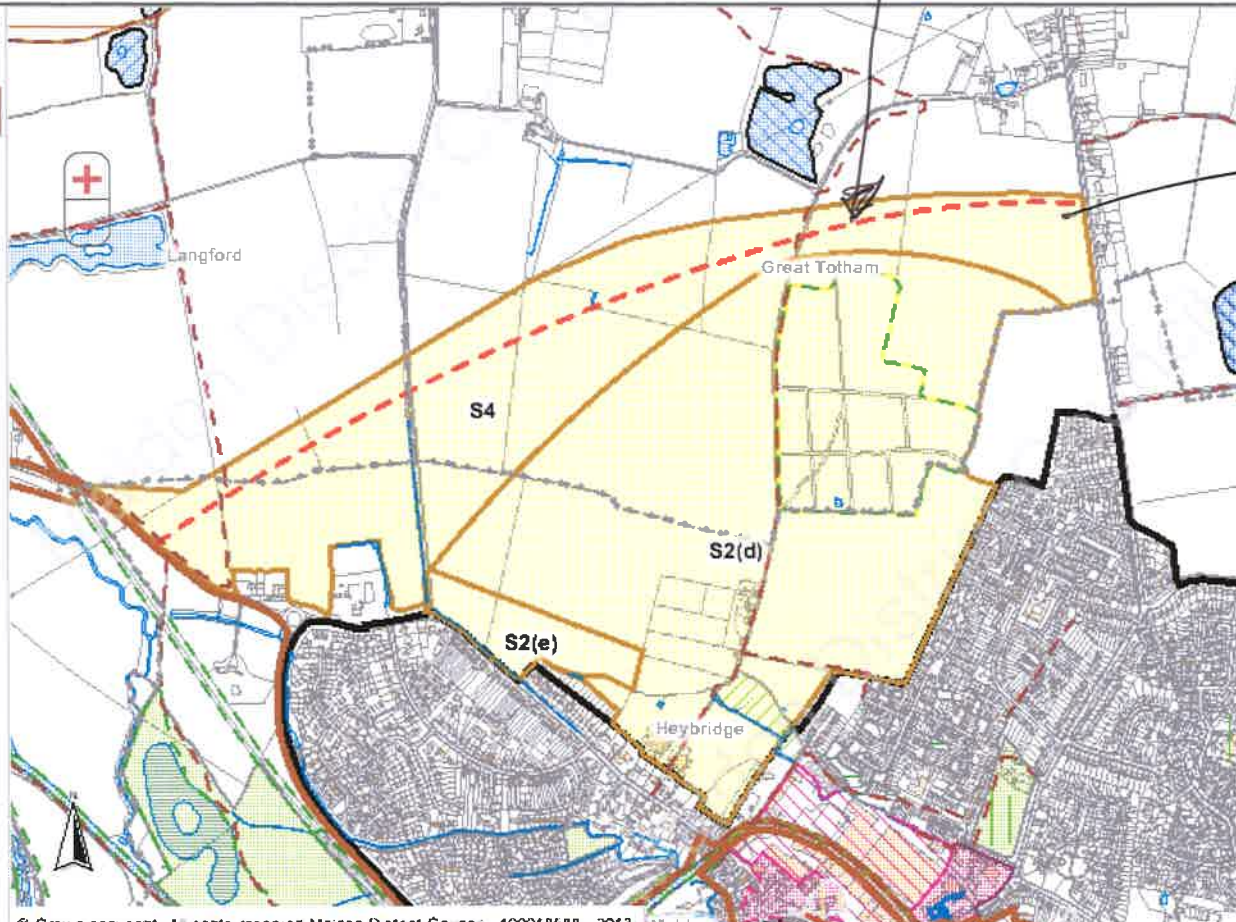
Strategic Growth Areas

- S2(a) South of Maldon
- S2(b) South of Maldon
- S2(c) South of Maldon
- S2(e) North of Heybridge
- S2(f) South of Maldon
- S2(g) Heybridge Swifts
- S2(h) West of Burnham-on-Crouch
- S2(i) North of Burnham-on-Crouch
- S2(j) North of Burnham-on-Crouch

Maldon District Replacement Local Plan 2005

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Touch Screens: Unfortunately some of the tools designed for this map will not work using touch screen devices.



A When would this road be investigated? before 2026 or after - re A120 and Stursted Airport - which was not in place at time of expansion.

2042

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Zoom to

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- Latchingdon
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- Little Totham
- Maldon
- Mayland
- Mundon
- North Fambridge
- Purleigh
- Southminster
- St. Lawrence

Strategic Growth Areas

- S2(a) South of Maldon
- S2(b) South of Maldon
- S2(c) South of Maldon
- S2(d) North of Heybridge
- S2(e) North of Heybridge
- S2(f) South of Maldon
- S2(h) West of Burnham-on-Crouch
- S2(i) North of Burnham-on-Crouch
- S2(j) North of Burnham-on-Crouch

Maldon District Replacement Local Plan 2005

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2012