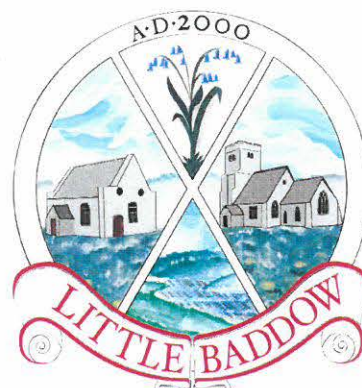


**Q**  
**QUALITY**  
**PARISH**  
**COUNCIL**



Chairman Mr R J Shepherd MBE

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

October 8, 2013

**Maldon District Draft Local Development Plan Consultation - Response from Little Baddow Parish Council**

In your letter of 27<sup>th</sup> August you invited our views on the Draft LDP. The following represents the views of our Parish Council. We are not using the pro-forma for responses, as for most of the questions therein we would have no comment.

We understand that you need to provide both the additional housing and employment land as set out in the Draft LDP. We also accept that there is logic in concentrating the bulk of the development around the main conurbations of Maldon, Heybridge and Burnham-on-Crouch.

However, the Draft LDP is, in our view, deficient in that it does not properly consider and assess the impact of the proposed development upon the surrounding transport infrastructure.

- One of the principal arterial links between Maldon & Heybridge is the A414 towards Chelmsford, running through Danbury. That road already suffers from persistent congestion at peak times, and the additional load that the proposed development will place upon that road is in our view unsustainable.
- This will be the case *before* taking account of the additional pressures that will be generated when the development at Boreham, including the additional housing in North East Springfield and the new rail station. That development will include the creation of a new arterial route around the east side of Chelmsford, and together these will place traffic load upon the entry and exit slip roads to and from the A12 at Boreham. The consequence will inevitably be that vehicles travelling to or from Maldon and Heybridge either via the A414 or north to the A12 near Witham will face unreasonable congestion, unless your development coincides with radical Highways solutions.

- Without such solutions, regular traffic will inevitably resort to “ratruns” down minor roads, including some that are unsuited to through traffic – rural roads serving local farms, and residential roads such as the back roads through Little Baddow.

Accordingly, Little Baddow Parish Council would argue that the Maldon District Council Local Development Plan does not pass the test of sustainable development within the terms of the National Planning Policy Framework, without full traffic studies that –

- integrate their findings with the prior studies addressing Boreham and the A12 in the light of proposed development including the rail station there
- and in particular take account of the implications for increased and unsustainable congestion in Danbury.

Yours sincerely,



Robert Shepherd MBE  
Chairman

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