

PART B

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

- 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.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you support the overall vision for the District set out on of the Draft LDP? <i>(please tick one box)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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.

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you support the proposed level of growth in the District ? <i>(please tick one box)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 , the following distribution is now proposed.

Do you support the proposed distribution of new housing ?

Settlement	Total number of dwellings	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Maldon	1,830	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Heybridge	1,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Burnham-On-Crouch	450	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Q3 If you disagree, is there an alternative distribution of new housing which you would prefer?

The comments below in italics were initially made in response to your Core Policy document issued in 2009 including the policy paragraph numbers for reference. It is now 2013 and HPPC believe the comments remain relevant to the current LDF document Housing Concerns 3.5.3. 'The area to the north of the Maldon Town is considered to be the most appropriate strategic location.' We have grave concerns that the infrastructure and accessibility aspects to support this proposal have not been consider

- 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 ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 ? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- Q9 The Draft LDP seeks to provide adequate land to promote employment development, job creation and to allow for the expansion of existing businesses.
- | | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Do you support the proposals for new employment development in Maldon and the extension to the Burnham Business Park ? | <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.
- | | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Do you agree with the local requirements for affordable housing provision ? | <input checked="" type="checkbox"/> | <input 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

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
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 ?	<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

	<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Do you support the production of a Primrose Meadow Planning Brief to manage the future use of the site ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13 The Council has produced an updated to support the Draft LDP which is available on the Council's website. Do you have any comments on this?

The comments below in italics were initially made in response to your Core Policy document issued in 2009 including the policy paragraph numbers for reference. It is now 2013 and HPPC believe the comments remain relevant to the current LDF document Housing Concerns 3.5.3. 'The area to the north of the Maldon Town is considered to be the most appropriate strategic location.' We have grave concerns that the infrastructure and accessibility aspects to support this proposal have not been consider

Q14 Do you wish to comment on the *proposals map* or any other policies in the Draft LDP?

If so, please enter here which *Policy / Paragraph number(s)* you refer to

Please enter your comments in the box below

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Q15 If you wish to make any other comments on the Draft LDP, enter your comments in the box below

The comments below in italics were initially made in response to your Core Policy document issued in 2009 including the policy paragraph numbers for reference. It is now 2013 and HPPC believe the comments remain relevant to the current LDF document Housing Concerns 3.5.3. 'The area to the north of the Maldon Town is considered to be the most appropriate strategic location.' We have grave concerns that the infrastructure and accessibility aspects to support this proposal have not been considered. There would be considerable compounding adverse environmental impact to local communities. Given the highly constrained road connections of Maldon to the outside world, and especially to the north of the town, we have grave concerns that attendant infrastructure and accessibility aspects do not appear to have been appropriately taken into account". 3.5.4. Heybridge has 'potential development areas which are accessible, out of the high risk flood area and with adequate sewerage capacity,

Hatfield Peverel Parish Council (HPPC) response to the Maldon District Council LDF 2013 Public Consultation

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Housing Concerns

3.5.3. 'The area to the north of the Maldon Town is considered to be the most appropriate strategic location.' *We have grave concerns that the infrastructure and accessibility aspects to support this proposal have not been considered. There would be considerable compounding adverse environmental impact to local communities. Given the highly constrained road connections of Maldon to the outside world, and especially to the north of the town, we have grave concerns that attendant infrastructure and accessibility aspects do not appear to have been appropriately taken into account".*

3.5.4. Heybridge has 'potential development areas which are accessible, out of the high risk flood area and with adequate sewerage capacity.' *We again have grave concerns that the infrastructure and accessibility aspects compounding existing negative environmental impact on local/ nearby communities to support this proposal have not been considered.*

Policy CS3. 'A total of 3,000 units (houses) 2001-2026' will be allocated by the Council. Dependent on the size (i.e. number of bedrooms) there is a likelihood of significant increase in vehicle movements. If the majority of these house are to be in the locations identified in 3.5.3 and 3.5.4 where are the traffic plans initially used to support the proposal?

Local Economy profile.

4.1.2. 'employment in the District has been growing at a faster rate (14%) than employment in the region/national (8% each).'

4.1.3 'The major employment areas are located in the Causeway area and Burnham-on-Crouch for larger industrial and distribution premises'

'Other areas with substantial numbers include Heybridge West & South, Tolleshunt D'Arcy and Althorne.'

4.1.6. 'There is a high level of out-commuting.'

'The main commuter destinations are Basildon, Braintree, Brentwood, Chelmsford, Colchester accounting for 30% of Maldon's total workforce.'

'Further afield, 11% travel to London and about 9% to the rest of the country.'

HPPC see these statements as firm evidence that car and HGV movements are currently increasing significantly and resulting in the B1019 feeder road becoming even more dangerously overloaded. (see further detail in our summary below)

4.1.7. ‘Core Retail Areas are allocated for the town centres of Maldon and Burnham’. ‘Therefore a small scale allocation of land for office use should be considered.’ (see also para 4.3.1 – ‘...the Council recognises implications on traffic generation and parking which may impact on transport infrastructure.’)

‘It is therefore considered appropriate that office development of more than 2000 sq m is located around Maldon and Heybridge which are more accessible and better serviced by existing transport infrastructure than other areas and where there is potential to stimulate regeneration.’

HPPC are very concerned that the authors of the Core Strategy seem to be of the opinion that Maldon and Heybridge are ‘more accessible and better serviced by existing traffic infrastructure’ than is actually the case. On what grounds has this statement been supported? Essex County Council already acknowledge that the B1019 feeder road is becoming dangerously overloaded. Last year's traffic census (2008) figures for Maldon Road Hatfield Peverel, taken over 24 hours, show 8.5K vehicles per day in each direction passing through the heart of the village, with detrimental effects upon the residential community and safety issues, as well as children attending both village schools. In Essex, Maldon experienced the highest proportional population growth (+23.1%) from 1981-2001. The greater majority of traffic to & from Maldon has to use the A414 & the B1019 through Hatfield Peverel. In the Essex Local Transport Plan, page 54, Essex road congestion map, the B1019 Hatfield Peverel-Maldon road appears to be the only B road in Essex to exceed danger congestion levels on the “Essex 2021 Do Nothing Scenario” map.

Hatfield Peverel is strategically at an unfortunate intersection of very dense & increasingly unacceptable traffic movement: *through traffic is already well beyond capacity, impacting upon safety, noise, pollution, infrastructure degradation and lack of physical manoeuvring space for large trucks (general issues which are enshrined within the Essex Local Transport Plan.*

Additionally 4 key issues are currently affecting the village:

A12 Slip roads at the north end are very short lead in and dangerous

The village is choked by traffic travelling to and from Maldon

There is insufficient road space for large trucks turning into and out of the junction of Maldon Road and the Street

The village is regularly choked by A12 traffic diverting when the A12 is congested or if there has been an accident

The Essex Local Transport Plan highlights “SP8 on Reducing the Impact of HGVs on Rural Communities’ and ‘The Heart of Essex Area Strategy 12 ‘Road improvement priorities’ draws attention to the need for B1019 improvements on access to Maldon’.

Policy CS13. ‘Developments within the Employment Allocations will be limited to office, industrial, warehousing’

‘Appropriate other uses will be includedincluding waste management, car dealership and vocational training’. *HPPC have concerns regarding the phrase ‘waste management’ – is this a refuse dump, incinerator or other waste control and what will be the impact in terms of pollution and heavy vehicle movements? HPPC view is that Maldon District to the north and west is already increasing in population and business but there is already insufficient*

infrastructure in place to support current levels. To further increase population and business without the provision of a sustainable Travel Plan cannot be sound policy.

Profile on Accessibility.

6.1.1 ‘Over half the District residents (approx 33,400) live in the urban areas of Maldon, Heybridge, Burnham and Southminster.’

6.1.2. ‘The rivers Crouch and Blackwater restrict north-south transport movement....and connectivity.’

‘Internally the road network comprises B & C class roads, the majority of which are single carriageway and some are particularly narrow’. *This statement is very superficial and does not address primary access to Maldon District for HGV movements. The two feeder roads are the A414 through Danbury for South movement and the B1019 through Langford, Ulting and Hatfield Peverel for East Anglia ports and North movement.*

6.1.3. ‘Maldon is the largest town in Essex without a railway station. The remaining branchline is to the south of the District and provides a service to London’.

6.1.4. ‘Bus services remain the predominant public transportprovision and frequency is limited’. *HPPC note that the bus from Chelmsford to Maldon, via Hatfield Peverel, is once every two hours during the day. Unless an operator can be found to provide a better service any expansion in north and west Maldon District is unlikely to utilise bus public transport. (See also para 6.4.4)*

6.1.6. ‘The remoteness, the lack of alternatives to the cartends to encourage high car ownership which has contributed to an increased dependency on the private motor car as a mode of transport.’

6.1.7 ‘The impact of the need to travel from isolated areas of housing (results in) residents travelling 21.21kms to work.’ *(England average is 13km in 2001 census).*

6.1.8. ‘Approximately half of the workers resident in Maldon travel out of the District to work.’

‘Two thirds of all workers drive to work.’

HPPC note the above extracts from the document which confirm that Maldon District is growing and that there are severe issues with public transport provision and road provision which already result in an extremely high vehicle users element.

6.2 Strategic Approach.

6.2.1 The Core Strategy does not determine transport policy directly. However, by guiding new development to locations that reduce the need for car journeys and the distances driven and which permit the choice of more sustainable energy efficient public transportand the possible need for costly highway improvements is avoided. *HPPC do not understand the logic used to arrive at this decision and feel that feeder route accessibility is being omitted as being too difficult.*

6.2.4. ‘Ensure reliable and efficient transport networks meet local need. HPPC agree totally with this statement and consider that a bypass link to the A12 would be to the

good benefit of the whole of Maldon District and outlying villages. We need to further emphasise that any further significant expansion of Maldon should be fundamentally dependent upon a new direct link road from the town to the A12 bypassing Langford, Ulting and Hatfield Peverel. This has considerable potential benefit to Maldon residents as well as the affected villages.

‘Facilitate movement through better land use allocation and transportation management.’ HPPC agree totally with this statement.

6.3 New Development.

6.3.1 ‘As a result of development there may be a need to provide new transport infrastructure.’ HPPC view is that this statement is the one key point in the whole of the document.

Policy CS25.

‘All new development must:

Not have a detrimental effect on the existing main road networks.

Where appropriate be accompanied by a Transport Statement.’

HPPC view is that this policy statement is also key to any future development of Maldon District. The word ‘appropriate’ must be deleted and any further development must have a sustainable Traffic Plan in place before planning approval is considered.

Public Transport Services

6.4.2. ‘14% of Maldon District households do not have access to a car or van.’

6.4.3. ‘Public transport should be the backbone of the District’s transport network’.

6.4.4. ‘Maldon has an hourly bus service to Chelmsford.’ (see also para 6.1.4)

6.4.7. ‘The possibility of re-opening the branch line to Witham has been ruled out by Network rail.’

‘Potential to increase rail patronage therefore focuses on improving .. the Southminster to London line together with ...connecting bus services...’

6.4.8. ‘Network rail has confirmed ...increasing capacity by 50%.’

There is a need for improved connectionsto the mainline stations of Hatfield Peverel, Witham and Chelmsford.’ Please see HPPC summary below regarding the above statement.

Overall comments from HPPC

In 2009 we made the above comments on your Core Policy. Living in the village we have evidence that the traffic growth from the Maldon and Dengie area in terms of HGV and commuter traffic has increased very significantly to the detriment of village life. The Parish Council major concern is that very little notice appears to have been taken with regard to infrastructure aspects raised in the original Core Policy document comments. Maldon has two routes in and out – the A414 and the B1019. The B1019

is already recognised by the Essex County Council Transport Plan as being the most congested B road in Essex. Proposals to further build in the north and west of the District will only exacerbate the B1019 problems. The Core Strategy appears to recognise in Policy CS25 that traffic is a major problem but significantly fails to address feeder road issues or the impact that outlying villages (e.g. Langford, Ulting and Danbury) will suffer as a result of proposed Maldon expansion. Currently on the B1019 there are places where two 44 tonne HGV's cannot safely pass without being dangerously close to pedestrians and yet HPPC note that Maldon already signpost the B1019 as an official route to the A12 for HGVs.

With regard to public transport HPPC note the comments in the document that the Southminster railway station and route to London could be improved. However, realistically from Hatfield Peverel to London is approx 40 minutes whereas Southminster to London is approx 1hr 15 minutes. Therefore HPPC believe that incoming north and west area residents are most likely to use Hatfield Peverel railway station via the B1019 as at present. The bus service to Chelmsford via Hatfield Peverel is only two hourly which negates commuter use to Hatfield Peverel station resulting in a significant amount of car traffic parking at the station or using 'kiss and ride' which results in double journeys morning and evening. Once more has any consideration been given to a 'Park & Ride' facility to the north of Maldon at, for example, the site of the old Essex Water premises? If there was such a facility between Maldon and Witham this would surely increase public transport usage for those commuting to Witham, Braintree, Chelmsford, Colchester and London. Para 7.7 is interesting in its naivety as to how it will seek to improve sustainable transport connections to Hatfield Peverel, Witham and Chelmsford when a new station is proposed for Boreham in currently 2019.

The above comments were mostly made in 2009. We never received any follow up then and from Hatfield Peverel point of view the volume of traffic, particularly commuters and HGV has increased tremendously so much so that we have had to impose yellow line parking regulation throughout the village. The doctors surgery is overloaded, the current schools are full, the A12 trunk road frequently has road closures due to major accidents on the Boreham to Marks Tey section and the railway has overhead line, signalling or leaf/snow delays and can't cope with current commuter levels.

We trust these comments are constructive and that the serious problem of lack of infrastructure will cause a major reduction of the LDF structure to a more realistic level to fit current and future likely circumstances.