

Mr Adrian Hunter  
Lead Member of Examining Authority  
National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol, BS1 6PN

Served via Portal and email:  
[A12chelmsfordA120@planninginspectorate.gov.uk](mailto:A12chelmsfordA120@planninginspectorate.gov.uk)

# MALDON DISTRICT COUNCIL

Princes Road  
Maldon  
Essex CM9 5DL

[www.maldon.gov.uk](http://www.maldon.gov.uk)



12 June 2023

Your Ref: PINS Ref: TR010060

Our Ref: MDC/A12/PINS/120623

Dear Sirs,

## RE: 20033123 - PROCEDURAL DEADLINE 6 SUBMISSIONS

I write on behalf of Maldon District Council (MDC) with regards to Deadline 6 and its request for the above.

### Response to ExQ3

MDC welcomes the questioning of the traffic modelling data and would like to re-emphasise its position previously set out in written submissions **[REP2-068, REP3-051, REP4-077]** and the most recent written submission **[REP5-043]**. ISH3, Agenda Item 4 specifically sought to 'progress with a plan for monitoring and management of wider impacts on the local highway network'. MDC has focussed on the current Level of Service D at the Maldon Road junction with the Duke of Wellington mini roundabout in Hatfield Peverel based on the 2019 traffic modelling data and if the current Level of Service D can be sustained in the short term. Coupled with the project's 'changing traffic patterns' and 'increased queue lengths' at the Maldon Road junction with the Duke of Wellington mini roundabout, MDC feels there is a justifiable need for traffic monitoring at this specific location on behalf of its residents, businesses and visitors who use this junction, but in acknowledgement of ECC as the highway authority, who will carry out the monitoring and evaluation.

### Comments on the dDCO?

As stated in MDC's deadline 5 submission **[REP5-043]**, MDC is awaiting specific arboricultural advice regarding the powers afforded to National Highways through the dDCO concerning trees. MDC remains concerned that the broad treatment of trees in the dDCO that are subject to a Tree Preservation Order within Blue Mills Nature Reserve, in particular the female Black Poplar, could be negatively impacted through lopping and pruning, particularly to any root systems determined as necessary for the diversion of the Cadent Gas Pipeline.

MDC re-emphasises its Deadline 5 submission **[REP5-043]** in support of ECC's Deadline 4 submissions **[REP4-044]**, paragraph 2.9 that the dDCO should ensure monitoring at 'specific locations' on the local highway network, including the Maldon Road junction with the Duke of Wellington mini roundabout.

## Any Further Comments

### *Blue Mills Nature Reserve*

MDC would like to draw the ExA's attention to the individual component parts within Blue Mills recommended Local Wildlife Site (LoWS), as stated and annotated within **REP5-048**, elements of which are included in the LoWS citation in Annex K of MDC's LIR [**REP2-068**]. These component parts form the 'ecological value' (to reference the term used by the ExA in ExQ2 – Q2.7.1) of the site and highlight the seven primary habitat types within the nature reserve as detailed in National Highway's Supplementary Botanical Report [**REP2-027**] which are:

- Aquatic Marginal Vegetation;
- Other Swamp;
- Other Neutral Grassland;
- Wet Woodland (UK Biodiversity Action Plan priority habitat);
- Other broadleaved woodland types;
- Line of trees; and
- Built linear features.

In addition, the Report notes them to be in a 'moderate condition' and makes a specific reference to the female black poplar in the northwest of the nature reserve, which MDC has previously drawn to both the Applicant and the ExAs' attention through a Tree Preservation Order survey and Local Wildlife Site review. The Report also notes mature oaks being present along the eastern boundary and two hedgerows which both qualify as Hedgerows priority habitat; the latter which are of national importance to biodiversity.

### *Little Braxted Lane – Signage*

MDC notes the Outline Construction Traffic Management Plan (OCTMP) published on the 8<sup>th</sup> June 2023 [**AS-093**] aims to reduce the impact of construction on the businesses and residents of Little Braxted and reduce the likelihood of HGV's/unsuitable vehicles from using Little Braxted Lane. This is welcomed and has been an area of active discussion with the Statement of Common Ground (SOCG) process. It is however noted that whilst paragraph 2.7.7 of the OCTMP outlines the techniques proposed to be used to achieve this, the signage will be considered under the *Temporary Traffic Regulations Order* through the dDCO and therefore any signage provided will only be for the duration of construction. MDC have raised continuously through its SoCG with National Highways that significant improvements to signage at the Junction 22 access to Little Braxted Lane are also required to deter HGV's/unsuitable vehicles from accessing the narrow lane with 2m width restrictions, Grade II listed bridge and 3T weight restricted bridge once the scheme is in operation as well. MDC do not consider temporary signage to be adequate as there would be no deterrent to drivers of HGV's/unsuitable vehicles from accessing the lane post construction and therefore the locale is not getting any betterment locally despite Junction 22, which is very close by, facing significant remodelling.

## SoCG

MDC continue to engage with National Highways on the SoCG to meet deadlines and to address areas that currently remain as 'under discussion' and 'in disagreement', with a view of moving as many into 'agreement' as is possible.

## ISH5

MDC officers have registered to speak at ISH5 on the 27<sup>th</sup> June and await the ExA's agenda with interest.

The Council trusts this information is to your satisfaction.

Yours sincerely,

Paul Dodson  
Director of Strategy, Performance & Governance