

# Asheldham & Dengie Parish Council

Parish Clerk / RFO: Kelly Andrews

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Minutes of the Extraordinary Asheldham & Dengie Parish Council Meeting held on Monday 22nd. December 2025 at 6.30pm in Dengie village hall	ACTION
<p>Present: Cllrs R. Griffiths, S. Russell, A. Snowdon, G. Chandler and Kelly Andrews (Parish Clerk). Three members of the public were also present.</p> <p><b>190/2025 Apologies for Absence</b> Cllr L. Brown (Prior Engagements) Agreed. Unanimous decision.</p> <p><b>191/2025 Declaration of Interest</b> None.</p> <p><b>192/2025 Dispensations</b> None received.</p> <p><b>193/2025 To approve the Minutes of the last Council meeting of Asheldham &amp; Dengie PC</b> RESOLVED: To receive and agree the minutes of the last A&amp;DPC meeting held on 1st. December 2025. Cllr B. Griffiths proposed to agree the minutes received. Cllr G. Chandler seconded this motion. Agreed. Unanimous decision.</p> <p><b>194/2025 Questions from the Press and Public –</b> <b>(This session will not exceed 15 minutes – unless otherwise directed by the Chair - no individual to speak for longer than 3 minutes on any one issue)</b> An opportunity for members of the public and press to speak about items on the agenda and to raise other issues. There were no questions or comments raised from the public.</p> <ul style="list-style-type: none"> <li>- A resident and ARG representative read out a statement received from resident A. Fluker which reported that Southminster parish Council had formerly objected to the planning applications 25/00976/VARM and 25/01022/FULM at their council meeting on Monday 15<sup>th</sup> December. In summary, the reasons for objection were the size of the turbines, which are 200metres, the number of turbines, impact on the landscape and the impact on the road network. It has been confirmed that even though that the components for the turbines will be brought in by sea and batch concrete on site, there will still be 60,000 lorry movements through Asheldham, Dengie and Tillingham, using roads through Latchingdon, Green Lane, Foxhall Road, Asheldham, Hall Road, Keelings Road, the Dengie Straight and back to Asheldham. Why not use the routes from Southminster to Burnham and spread the load? There will also be an impact on the amenity of residents and those using the using local footpaths, including the Saltmarsh path, noise, light pollution from night lights and flicker. There is also concern for the falling house values during construction and afterwards, when the shear scale of the project becomes known. To understand what 200 metres looks like, the council should ask the developer to fly a balloon at 200 metres. So far, the developer has refused even though Southend Airport and the Ministry of Defence have no objections if it is carried out during daylight hours and they are informed. The report continued to comment on planning application 25/00897/FUL, the erection of a 100m to tip wind turbine at Dengie Crop Dries, in which he commented that to understand the impact of the noise go to St. Peter's on the Wall during a southerly wind. Another resident and treasurer of ARG commented that concrete batching made on site makes no difference one way or the other, if the aggregate and cement came by road as if they use concrete lorries.</li> <li>- <b>With agreement from Dengie Parish Councillors, Tim Hancock delivered a presentation to the councillors and public.</b> Tim Hancock explained that he is the Town Planner and Head of Planning at Naseby Energy, which is one of the parties behind the Dengie Marshes Wind Farm. The company that has been set up is Naseby Energy in partnership with three local landowners, Parkers of</li> </ul>	

Leicester, Mees Farms, Fisher Farms in addition to Strutt and Parkers who will provide the access to the existing hard standing by the River Crouch to bring the turbines in.

Tim further explained that he has been responsible for coordinating the preparation for the planning application and liaising with Maldon District Council regarding the project as well as delivering public consultations throughout the past Summer.

To summarise, Tim explained that the proposal is for 15 turbines which will generate 108 megawatts of power which is equivalent of generating the power needs for a population of 100,000.

In answer to the point made regarding the increase of 9 turbines to 15 turbines, Tim was unsure where this figure came from but explained that during the scoping stage the initial number of turbines was 20 and this has now been reduced to a proposal of 15 turbines. Tim confirmed that the turbines are 200 metres in height, this compares with the 125-metre tip height of the existing turbines at Turncole, Middlewick and Bradwell wind farms. The proposed turbines will be further away from properties, and the nearest property will be a kilometre away and nearer to the coast, which makes them look the same size.

There is a commitment to use the existing hard standing and access tracks to bring in heavy equipment coming in by barge from the River Crouch. Therefore, a lot of disruption to road users would not take place.

Tim continued to explain the residual traffic, which would be for a peak period of three months when the laying of concrete foundations for the turbines when there will be 200 lorries per day over the three-month period during weekdays. There is a water supply on site and therefore concrete will be made on site, which will reduce the number of lorries to just aggregate lorries. Naseby Energy has been in communication with the local quarry to discuss the possibility of them supplying the aggregate and making the concrete.

In accordance with local government, the project brings a community benefit with a proposal of £5,000 per megawatt, which is equivalent to half a million pounds per year over the lifetime of the project of 40 years. When consulting with the local community, it was identified that residents expressed favour towards discounted electricity. Therefore, those properties closest to the project will get a 100% discount and dropping down to 50-20% the further the property is away.

Addressing the concerns of environmental impact, Tim explained that a comprehensive environmental impact assessment has been undertaken by specialist consultants that has covered landscape visual, noise and shadow flicker to name a few. Tim explained that the modern wind turbines are installed with a sensor which identifies when the sun is behind them and turns the turbine off, making sure that shadow flicker does not occur.

The economic benefit and capital investment of the project is estimated at 200 million and are looking to work with local companies where possible. The turbines will be sourced from national suppliers.

The turbines are larger, compared to the existing turbines, because the blades are larger to capture more wind to generate more power. Each turbine will generate 7 megawatts of power in comparison to 2 megawatts, therefore less turbines are required.

Maldon District Council are auditing the information and consultants' reports, including the King Charles Coastal Pathway. Further information regarding birds will be submitted at the end of March, so it is anticipated that Maldon District Council will not be making a decision before Summer 2026. Therefore, there is still time for further consultation and questions from councils and the public.

In England, the government has a Clean Power Action Plan 2030. The Dengie Wind Farm project is only one of two on shore wind farm projects and so there will not be a lot of these projects going forwards. The Dengie is particularly well suited to this technology, and farmers do not like solar as the turbines offer a small footprint, enabling farmers to continue farming the land around the units.

There is an outstanding objection from the Ministry Of Defence (MOD) and Southend Airport regarding the height of the turbines and the potential impact to the flight path. However, the balloon technique suggested by Mr Fluker is not recommended as best practice guidance by the Landscape Institute and there are very strict guidelines in place for carrying out studies. The pictures used in the consultation documents have been prepared with a particular camera to comply with these guidelines.

Tim Hancock concluded his presentation by explaining that Naseby Energy have been communicating with Essex Highways who suggested using the heavy lorry route as explained in the diagram used at the consultation and in the planning application. It was suggested that a one-way system is put in place.

- Cllr G. Chandler commented that the wind turbines turn at a constant speed and it does not matter how big the blades are.
- Tim explained that the blades capture more wind per rotation generating more power.
- Cllr G. Chandler added that the tractor movements from the Dengie Crop Dries during Summer months had not been included in the figures and the one-way system will not work for them.
- Tim added that this can be included in the Construction and Traffic Plan and consult with the landowners to discuss using the one-way system.
- Cllr G. Chandler explained that there is a particularly narrow point in the Highway through Asheldham Village where two large vehicles cannot pass each other.
- Tim commented that a Construction and Traffic Plan will be covering this with Essex Highways.
- Cllr A. Snowdon commented that there is not a lot of faith in Essex County Council Highways when they have not been compliant during the installation of the solar park. Cllr Snowdon pointed out that there are ten blind bends on the proposed route and single-track roads. Cllr Snowdon asked what residents are expected to do when meeting the larger vehicles and mentioned that Foxhall Road is already suffering subsidence.
- Tim explained that solutions need to be looked at, for example working with the local quarry to attempt to reduce the lorry movements.
- Cllr G. Chandler explained that the local quarry does not have enough materials on site and would be transporting aggregate in, which would increase traffic movement.
- Tim answered that as a legal part of the project, Essex Highways request that surveys are carried out before and after the installation of the project and if the route intended is not fit for purpose, then repairs need to be made to bring the highway up to standard.
- Cllr R. Griffiths pointed out that there is a large amount of discontent between the local quarry and parishioners due to the ongoing operation of GB Finch and numerous extensions for continuous mineral extractions. Parishioners were looking forward to the cessation of activities at the quarry, as the activity has been going on longer than the original planning application. Cllr Griffiths continued that it is difficult to balance as she understands the need and want to use a local business, but doing so will assist them with licence to continue beyond the existing deadline.
- Tim explained that the wind farm planning application is ahead of the quarry expansion plans that they are aware of and committing to just one source of supply as it would not be commercially viable. The public consultation is important for these concerns and to be able to put in place solutions.  
Another option for traffic control is a traffic light system for a temporary time during the lorry movements and passing places.
- Using the road network map provided for the planning application, Cllr Griffiths pointed out the areas of limited scope and passing restrictions for HGV vehicles.
- Tim advised that they are open to suggestions and engagement to investigate alternative possibilities.
- Cllr Chandler suggested using fewer charts to report vehicle movements.
- Cllr S. Russell questioned, if Naseby Energy were aware that in regard to the size of the turbines, the increase in size of the proposed turbines will interfere with the existing radar and solar system of Southend Airport.
- Tim advised that Naseby Energy were aware and that they have consulted with the airport, which will require to upgrade to their radar system which Naseby Energy would have to pay for if planning consent was given.
- Cllr Russell also added that the impact on migrating birds is also a concern.
- Tim advised that two years of bird surveys have been carried out and they are now entering into the third year of reports. Turbines have been moved from the Crouch Estuary end to protect the birds' activities with habitats there. There are also plans with landowners to create wetlands and more habitats to create feeding areas, attracting them away from the wind turbines. Collision surveys will also be carried out and barn owl boxes will be situated.
- Cllr Russell enquired what will happen with the footprint of underground cables.
- Tim advised that there will be no new footprint created from cables. The cable will need to run to Rayleigh and there are two options either by sea or along the highways using existing trunking.
- A resident questioned where the substation and cables will be laid at Middlewick.
- Tim showed the position on a visual diagram and explained that the substation was on an existing track.
- Cllr Snowdon questioned the signal flicker interfering with television transmissions.

- Tim advised that a survey has been carried out, necessary due to the Port of London radar system.
- Cllr Snowdon asked if drones with strobes at night could be used to represent to residents the blade height. Cllr Snowdon also raised concern for the horses stabled at the livery yard and the permissive rides which have routes going past the construction area.
- Tim advised that there will wardens on site to advise traffic to stop when a horse or walkers approach that particular area.
- Cllr Griffiths invited councillors, should they wish, to view the supporting diagrams and visuals that Tim had provided to move the meeting along to discussion of the planning applications.

**195/2025 Planning – including any Current Planning Applications requiring a response**

Applications received from Maldon District Council. To respond as a consultee.

**25/00976/VARM**

Variation of conditions 2 (plans), 15 (visibility splays), 16 (construction traffic management plan and 17 (route mitigation plan) of approved planning permission 25/00406/VARM (Variation of conditions 2 (plans), 15 (visibility splays), 16 (construction traffic management plan, 17 (route mitigation plan) and 18 (arboricultural method statement and tree protection plan) from approved planning permission 23/01236/FULM (Erection of a 19 MW Solar PV Array, comprising ground mounted solar PV panels, with co-located 5 MW battery energy storage system (BESS), vehicular access from Keelings Road, internal access tracks, landscaping and associated infrastructure including security fencing, CCTV cameras, and grid connection infrastructure including transformers, substation compound buildings and cabling route to the point of connection) - Revisions to the surface material of the access track.)

Land to The South of Keelings Road, Dengie

RESOLVED: Asheldham & Dengie Parish Council supported this planning application.

Agreed. Unanimous decision.

Clerk

**25/01022/FULM**

The construction, operation (including maintenance) and decommissioning of an onshore wind electricity generating facility and associated infrastructure, comprising up to 15 Wind Turbine Generators (WTGs), onsite substation, access tracks, underground cabling, temporary construction compounds, temporary concrete batching plant, and landscape and ecological mitigation and enhancement.

Land East of Bridge Wick Lane Dengie

RESOLVED: Asheldham & Dengie Parish Council did not support this application.

Agreed. Unanimous decision.

Clerk

**25/00897/FUL**

Erection of 100m to tip wind turbine for 25 years, substation unit, hardstanding, access track, temporary construction compound and associated infrastructure.

Land Rear Of Dengie Crops Hall Road Asheldham.

RESOLVED: Asheldham & Dengie Parish Council did not support this application.

Agreed. Unanimous decision.

Clerk

With condition that: concern was raised regarding the widening of two bends in Asheldham, which was mentioned in the applicants transport report, and that any such alterations be permanent, not temporary as the PC has been contending for years to get road improvements to the bends.

**196/2025 Date of Next Full Council Meeting – Monday 2<sup>nd</sup>. February 2026 at 6.30pm**

**197/2025 Closure of the Meeting**

To close the meeting having considered and determined all items of business at 7.46pm.

Asheldham & Dengie Parish Council took this opportunity to wish everyone a very Merry Christmas and a Happy New Year.

Signed

2<sup>nd</sup>. February 2026

**Cllr Rebecca Griffiths  
Chairperson**