**UNITED DENGIE COUNCILS**

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**PRESS RELEASE**

The Dengie Parishes have concerns about the proposed changes to the Burnham Road. Under the existing plans, South Woodham will lose its existing bypass - the Burnham Road B1012 - which will be 'demoted' to an 'Urban Street' with a 40mph speed limit and numerous impediments to traffic flow (6 new signalised pedestrian crossings and two new roundabouts.)

There are no plans to replace the existing bypass so, given that the town will extend over a considerable area North of the Burnham Rd, traffic will have to find its way through the town via one of two routes (B1012 or the Ferrers Road) or, if both are blocked, via a narrow winding country lane (Edwins Hall Rd). Given that the Burnham Road is the main route for traffic entering and leaving the Dengie and the road is already over capacity, this will result in the local highways being gridlocked for substantial periods of time on a regular basis.

**The Parish and Town Councils in the area that will be most adversely affected by the plans for highways are joining forces as The United Dengie Councils. These 11 councils have been battling individually to ensure that traffic flow in and out of the Dengie is not seriously impaired by the changes that are planned for the Burnham Road (B1012) in the aftermath of the new housing development North of South Woodham Ferrers and other developments elsewhere in the Dengie.**

The problem is that the decision makers have turned a deaf ear to their approaches - which is why we are now working at getting a representative number of Councils to adopt a unified approach given that there is strength in numbers. Acting as one representative body we will carry much more clout than individual councils doing their own thing.

**A specific complaint is that the cumulative effect of traffic from both SWF and the Dengie has been ignored** despite repeated representations. This is the Achilles' heel - development can be prevented or refused on highways grounds if there would be "an unacceptable impact on highway safety, or **the residual cumulative impacts on the road network would be severe**.” So it's no wonder that the decision makers are turning a deaf ear when the parish and town councils in the affected areas are pointing out again and again that there is massive pressure on the roads at present - and that this is bound to get by worse when all the new developments are completed. It is hoped that by uniting as 'The United Dengie Councils' we will create pressure to obtain a workable solution that is fair to all. So far seven councils have signed up with more awaiting decisions to be made at their formal meetings.

**THE LATEST DEVELOPMENTS**

1) Chelmsford City Council has been accused of trying to manipulate the referendum on the SWF Neighbourhood plan to make it appear that a vote for the NP would be a vote for the existing plans for highways. Fortunately CCC was outmanoeuvred in this instance.

Although the neighbourhood plan contained references to highways that affect the Dengie (for example the Burnham Rd B1012 is mentioned with a recommendation that the speed limit should be reduced to 40mph) **all those living in the Dengie were, of course, excluded from voting** so this appeared to be another attempt to marginalise us.

2) LAND NORTH OF THE BURNHAM ROAD. SWF “HYBRID” PLANNING APPLICATION. Countryside has released a press release which says they have submitted an OUTLINE Planning Application for development North of the Burnham Road (B1012) - see [https://focuspp.com/wp-content/uploads/2021/11/Focus-1012web.pdf](https://focuspp.com/wp-content/uploads/2021/11/Focus-1012web.pdf  )  (page 11).

What wasn't made abundantly clear is that the application is a HYBRID one, which means the section dealing with changes to the Burnham Road is a FULL application and, if agreed by Chelmsford City Council, the plans in their present form will be implemented which will be disastrous for the Dengie.

At that time those adversely affected only had until the 26th November to submit comments to Chelmsford City Council. Given that there were over 100 documents in the application, and that they are badly assembled, riddled with errors, unnecessarily long and very hard to make sense of, it was felt that this time limit was unreasonable. Complaints were lodged and the deadline has now been extended until January 7th.

Countryside/ECC's HYBRID planning application is available at:

<https://planning.chelmsford.gov.uk/planning/planning-documents?SDescription=21%2F01961%2FOUT>

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We are encouraging those drivers who will be affected by what is planned can write to their MP: john.whittingdale.mp@parliament.uk (see also https://members.parliament.uk/member/39/contact) and copy their email/letter to their Parish or Town Councils so that the local representatives remain fully aware of the views of the public.

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**For further information contact:**

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United Councils Administrator - Sarah Sayer: clerk.stowmariesparishcouncil@gmail.com

**Online information - proposed changes to the Burnham Road (B1012)**

SOUTH WOODHAM FERRERS TOWN COUNCIL - RESPONSE TO STAGE 2 MASTERPLAN Consultation for Site 10 – Land North of South Woodham Ferrers

SEE SECTIONS RELATING TO ROAD INFRASTRUCTURE

(pages 1 and pages 3 to 8 with a conclusion on age 8)

https://www.southwoodhamferrerstc.gov.uk/\_UserFiles/Files/Masterplan%20Site%2010%20stage%202%20MC%20final%20comments.pdf

PLANNING - NORTH OF SOUTH WOODHAM FERRERS (APPROVED)

9 Aug 2021 — The site promoters, Countryside Properties, Essex County Council Property and Bellway/Speakman have submitted their Masterplan proposals

DOCUMENT ARCHIVED BUT AVAILABLE ON REQUEST

https://www.chelmsford.gov.uk/login/?returnurl=%2fbeta%2farchiving%2fplanning-and-building-control-archive%2fmasterplan-submission-for-strategic-growth-site-10-north-of-south-woodham-ferrers-approved%2f

BRADWELL B POWER STATION - PROPOSALS

SEE MAP ON PAGE 1 (You will note that the roads that will service the new PowerStation during and after the construction phase coalesce just before they reach South Woodham. There are expected to be some 700 HGV journeys per day (involving some very large slow moving lorries) and the 'pinch point' is expected to cause considerable problems to those drivers who rely on being able to enter and exit The Dengie by road.

[https://bradwellb.co.uk/wp-content/uploads/2020/03/CGN-BRB-Exhib\_Boards-NO-CROP.pdf](https://bradwellb.co.uk/wp-content/uploads/2020/03/CGN-BRB-Exhib_Boards-NO-CROP.pdf )

Bradwell has been dropped from the list of sites for nuclear fusion plant (https://www.maldonandburnhamstandard.co.uk/news/19660402.bradwell-dropped-list-sites-nuclear-fusion-plant/) but is still in the running for an alternative nuclear reactor (such as this: https://www.theguardian.com/business/2021/oct/15/uk-poised-to-confirm-funding-for-mini-nuclear-reactors-for-green-energy)

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