

**SOUTH WOODHAM FERRERS TOWN COUNCIL  
PLANNING COMMITTEE**

**MINUTES** of an online Meeting held on Wednesday 28<sup>th</sup> October 2020  
at 7.30p.m.

**Present:**

Councillor Roberts as Chairman

Councillor Ferry  
Councillor Burman  
Councillor O'Brien

Councillor Sismey  
Councillor Birch  
Councillor Eley

In attendance: Town Clerk Assistant

**P214 Apologies for Absence**

Apologies received from Councillor John.

**P215 Dispensation Considerations**

None received.

**P216 Declarations of Interest**

No declarations of interest received.

**P217 Confirmation of Minutes**

The minutes of the meeting held on 30<sup>th</sup> September 2020 were agreed as a true record of the meeting.

**Proposed:** Councillor Eley

**Seconded:** Councillor O'Brien

**Vote:** **Carried**

**P218 Public Questions**

A member of the public was present and was invited to speak at agenda item 10 regarding the proposed Puffin Crossing on the B1012.

**P219 Previous Planning Difference Decisions Considered**

Two planning differences were noted.

**P220 Current Planning Applications**

**20/01503/FUL 106 Hamberts Road**

Proposed two storey rear extension.

It was agreed that the Planning Committee has **NO OBJECTION** to this planning application.

**20/01493/FUL 32 Leighlands Road**

Rear extension and part conversion of garage.

It was agreed that the Planning Committee has **NO OBJECTIONS** to this planning application.

**20/01421/FUL 4 Bushey Close**

Proposed single storey rear extension with air conditioning unit on flat roof.

It was agreed that the Planning Committee has **NO OBJECTION** to this planning application however have concerns re the noise and visual impacts to the neighbours regarding the air conditioning unit and that the reduction in garden will result in a very small amount of outside space for the property.

**20/01515/FUL 1 Hawthorn Walk**

Proposed loft conversion with rear dormers and raise hipped roof to gable roof to frontage.

It was agreed that the Planning Committee has **NO OBJECTIONS** to this planning application.

**20/05226/TPO 12 Blackwood Chine**

3x Horse chestnut trees - located in adjoining gardens - crown reduction by up to 7m - Reason: Causing excessive shading.

It was agreed that the Planning Committee has **NO OBJECTION** to this planning application although would suggest a reduction of 4m rather than 7m.

**20/05232/TPO 5 Millars Close**

T1 - Oak - Reduce crown by 3 metres. Cut clear of neighbours' house by 2 metres. Crown lift to 5 metres. Reasons: Concerns from neighbours the tree is getting too large and touching a neighbouring property.

It was agreed that the Planning Committee has **NO OBJECTION** to this planning application.

**20/05243/TPO 11 Blackwood Chine**

T1 - Silver birch - Fell. Reason: due to the size, proximity to neighbours' house, possible damage to pavement and our wall. Proposed replacement planting.

South Woodham Ferrers Town Council Planning Committee have **NO OBJECTIONS** to this application on the basis that a replacement tree is planted.

**20/05259/TPO 53 - 63 Thornborough Avenue**

T3 - London Plane - reduce by 2m and raise the crown to a height of approx. 3m. Reason: recent excessive growth is causing health and safety concerns

It was agreed that the Planning Committee has **NO OBJECTION** to this planning application.

**P221 Statement of Community Involvement**

It was noted that this document was adopted by Chelmsford City Council.

**P222 Essex Coast Recreational disturbance Avoidance and Mitigation Strategy Supplementary Documentary**

It was noted that this document was noted by Chelmsford City Council.

**P223 Installation of Puffin Crossing on B1012**

A member of the public was given 15 minutes to give a presentation of his views.

A statement of reasons, location map and documents were considered with an agreed that a final response to be agreed by The Chairman, Vice Chairman and the Town Clerk assistant before submission to Essex Highways before their deadline on 13<sup>th</sup> November as attached to these minutes.

**P224 Making Places Supplementary Planning Documents**

This document was considered with a response agreed to be submitted by the Town Clerk assistant before their deadline on 12<sup>th</sup> November as per attached to these minutes.

**P225 Planning Obligations Supplementary Planning Documents**

This document was considered with a response agreed to be submitted by the Town Clerk assistant before their deadline on 12<sup>th</sup> November as attached to these minutes.

**P226 Bradwell B Environmental Impact Assessment Scoping Consultation**

These documents were considered with viewpoints formed with an agreed response to be finalised by the Chairman and Town Clerk Assistant and submitted by the Town Clerk assistant to the Planning Inspectorate before their deadline on 6<sup>th</sup> November as attached to these minutes.

**P227 Report to Council**

The response and submission to the Planning Inspectorate to Bradwell B. The response and submission to the proposed Puffin Crossing on the B1012.

**P228 Media Coverage**

No items to report.

**P229 Next Meeting**

The next meeting agreed as 25<sup>th</sup> November 2020.

EK

There being no further business to discuss, the Chairman closed the meeting at 9.33pm.

Signed .....

Chairman of the Meeting

Date: 25th November 2020

# **SOUTH WOODHAM FERRERS TOWN COUNCIL'S response to Bradwell B Environmental Impact Assessment Scoping report of October 2020**

## **Introduction**

This document sets out the response of the South Woodham Ferrers Town Council to the Environmental Impact Assessment (EIA) Scoping Report, Appendices and Figures report published October 2020.

South Woodham Ferrers is the largest town in the Chelmsford District and will be significantly impacted throughout the construction of Bradwell B and its ongoing operation.

The Town Council is pleased that this consultation has recognised the emerging Chelmsford Local Plan (adopted on 27 May 2020) and the South Woodham Ferrers Neighbourhood Plan (currently at stage regulation 16), which both outline definitive plans for a substantial growth area to the Town of up to 1,600 homes and supporting infrastructure to the North of the B1012. This highlights the impracticality (if not impossibility) of using the B1012 as a route for construction and commuter traffic and provides evidence that the Bradwell project team need to thoroughly research their proposals. The B1012 is not a bypass and will be reduced in capacity by the proposed housing development introducing multiple pedestrian crossing points, roundabouts and speed restrictions.

South Woodham Ferrers Town Council must be considered a key stakeholder for issues which affect residents as negotiations on the project move forward.

Comments on specific areas covered by the EIA consultation are outlined in the following paragraphs

## **1. Environment**

1.1. The proposals do not sufficiently consider the impact of Bradwell B on the environment. The design of the power station does not minimise the impacts on the sensitive marine environment of the Blackwater Estuary nor is it sensitive to the distinctive landscape and seascape character of the Dengie peninsula, considerations follow:

1.2. The area is an important habitat for wildlife and the Blackwater, Colne, Crouch and Roach Estuaries are essential ecologically and support commercial fisheries. The mudflats and saltmarshes provide foraging for many thousand wintering water birds, as well as providing a breeding habitat. The sites are Special Protection Area, Ramsar, National Nature Reserve and Site of Special Scientific Interest areas and are protected under national and international law, it is therefore not sufficient for the design to "minimise" the impact. (BRB Stage 1 Cons Doc pages 41 and 43)

1.3. The Borrow Dyke which flows next to the proposed site is also designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site. It may also support water voles, a protected species. The proximity of the Borrow Dyke to the proposed Power Station is shown in the Main consultation document on page 40 Figure 3.12.

1.4. Although the main development site benefits from the existing flood embankment, this is insufficient to protect Bradwell B power station from flooding, over the lifetime of the plant, considering foreseeable climate change. The site must be raised, and new larger sea defences constructed. On page 39 of the

main consultation document, Figure 3.11 Flood Zone Map for planning, shows the whole site apart from 2 irrigation reservoirs (Flood Zone 2) are in Flood Zone 3. This is not mentioned in the Summary document.

1.5. The carbon footprint for the construction of the power station must be considered in addition to any perceived benefits. There appears to be a lack of a strategy to reduce carbon emissions during the construction of the power station and the resultant huge carbon footprint is highly likely to significantly outweigh the benefits of the small footprint of the energy produced once the power station is operational. Appropriate monitoring and reporting must be put in place, and a clear strategy, with the aim of reducing the carbon emissions during the construction phase for the benefit of all. (Chelmsford Local Plan – May 2020 Page 222, Policy DM19)

1.6. The new connection to the National Grid will have a major and detrimental impact on South Woodham Ferrers, particularly in respect of the proposed development to the north of the B1012, it is essential that Bradwell B works closely with the National Grid to align proposals and to allow impacts to be fully assessed, before the 2<sup>nd</sup> consultation stage. (Chelmsford Local Plan Strategic Growth Site 10 North of South Woodham Ferrers, Page 169)

## **2. Transport**

2.1. There is a high level of car ownership in the area and consequently of vehicle movements on the road network. There is already significant traffic congestion on the B1012/A132/A130/A12 and A414 corridors - all routes that construction and ongoing commuter traffic will need to use to access the Bradwell B site. Congestion will increase when the Chelmsford Local and the South Woodham Neighbourhood plans have been delivered. Further housing developments in Maldon District will also lead to more traffic on South Woodham Ferrers roads and will only be compounded by the additional Bradwell B traffic.

2.2. The Town Council has major concerns about the detrimental effects of the massive increase in road transport on air quality and the increased noise pollution in South Woodham Ferrers. This will have a significant impact on residents, especially in relation to prevailing wind direction and the proposed new development. There is currently a Health Centre, school, garden of remembrance, homes and listed buildings along the proposed route on the B1012. This will be exacerbated by the development of another 1600 homes on the north side of the B1012 and therefore the construction and ongoing works traffic will be directed through the middle of our South Woodham Ferrers. The traffic generated by the Bradwell project needs to be separated from the sensitive residential areas along the B1012, which will bisect the town as planned development progresses.

2.3 We are concerned that the vibrations from the high level of HGV's will affect listed buildings and residential properties abutting the B1012.

2.4 The surveys prepared for the Local Plan by Essex Highways ( Preferred Option Strategic & Local Junction Modelling – January 2018), stated on pages 112 and 113 that road junctions in South Woodham Ferrers are already near capacity, at capacity or over capacity. The document informs us that “In terms of highway mitigation investigated, only what might be reasonably affordable and could be delivered within the land available around the junction has been looked at”. One very important junction on the B1012 which already carries a large volume of traffic from the Maldon District and which would see a great increase generated by the Bradwell B Project, has been discounted for mitigation. Robust traffic and highway capacity research must be carried out to ensure that the environment is protected by appropriate infrastructure and is fit for purpose.

2.5 There are proposals for road improvements, including bypasses, throughout the proposed routes in the Maldon District, but no proposed improvements to the B1012 and A132 in the Chelmsford District. A bypass of South Woodham Ferrers to the A130 is essential for traffic to and from Bradwell, because the B1012 is not a bypass and will become more integrated into the urban area as the planned housing development progresses.

2.6 Working from home is going to free up capacity on the rail network, so more use of the railway would help reduce the need for road transport and lessen the impact on the environment.

2.7 The increased use of marine transport for carrying materials would also protect the local environment

### **3 People and Jobs**

3.1 Need to consider the impact on the local area environments in both the Maldon and Chelmsford Districts of new housing developments as a result of the Bradwell B project.

3.2 This part of Essex is a low unemployment area and acquiring staff from outside of the community will have an increased effect on house demand.

3.3 A local employment policy should be set up to reduce the effects on the environment of reliance on commuting and long distance travelling to Bradwell B.

### **4. Major Accidents and Disasters**

4.1 Flooding is a real risk in the future with climate change causing rising sea levels and extreme weather events and the need for an evacuation of the site and local area need to be considered as there are only two main exit routes from the Dengie

4.2 Other major incidents, such as terrorism, fire, cyber-attacks will also mean there is a clear need for contingency evacuation and resilience plans to protect both residents and the environment

### **5 Conclusions**

5.1. In conclusion, the proposals for transport modes, environmental protections and housing impacts must be taken seriously in the next stage of the project. The proposals need to consider international environmental law and known housing development plans, impacting on South Woodham Ferrers and other major conurbations in the area.

5.2. The adopted Chelmsford Local Plan and the South Woodham Ferrers Neighbourhood Plan (which has reached inspection stage) are both relevant and must be considered because they determine the future South Woodham Ferrers road infrastructure.

5.3. Given the status of the Chelmsford Local Plan, including the large housing development North of South Woodham Ferrers and the Town's Neighbourhood Plan it appears that the current Bradwell B proposal needs further work to conform to these plans.

**END**

## **Planning Obligations Supplementary Planning Document**

South Woodham Ferrers Town Council believes this document covers most issues required for developments and just has the points below that may need to be considered and have clarification.

- To clarify the maintenance contributions for open space and leisure areas facilities discussed on page 33 and 37 of the document and whose responsibility these will be after the maintenance by the developer ceases.
- The physical infrastructure regarding flood protection and water management is discussed on page 31 of the document and we need clarity as to whose responsibility these are.
- It is important that the planning process is open to the public and that relevant facts are published and available. Therefore, in relation to this Masterplan, it is necessary that traffic measurements and predictions should be published prior to decisions taken. Our understanding is that Essex County Council do not intend to publish their results until a later stage in the planning process. If this is correct we believe the decision should be amended and available results published soon.

## **Making Places Supplementary Planning Document**

South Woodham Ferrers Town Council believes this document covers most issues required for new developments and just has the points below that may need to be considered and have clarification.

- Page 18 of the document discusses Car Club schemes and would like to know where these are to be located. Within the proposed development North of Burnham Road at South Woodham Ferrers it was noted that the developer had not been requested to provide areas for such facilities. The present Covid-19 restrictions would obviously hinder such schemes.
- Page 25 of the document quotes that "lighting should be positioned on buildings where possible" and needs clarification whether this is on privately owned properties.

# **South Woodham Ferrers Town**

## **Council**

### **Installation of Puffin Crossing on B1012 Burnham Road, South Woodham Ferrers, Chelmsford Ref. TRAF/7403**

South Woodham Ferrers Town Council believe that there are several issues which need to be addressed before implementing the proposed crossing to ensure the safety for all and that the installation is in accordance with the current Road Traffic regulations.

The following matters are of concern to the Town Council and we need to be assured that this crossing will not endanger pedestrians and highway users, or indeed cause further congestion on Willow Grove, B1012 , A132 and other local roads.

1. The Consultation Drawing is missing a lot of relevant information, that had been included in the KFC planning application, so we cannot compare. Why is this?
2. There is no pavement shown on the South side of carriageway which needs to be rectified and made continuous along the carriageway towards Ferrers Road and Hullbridge Road.
3. The hedges need reducing or removing in the centre of the carriageway to give both pedestrians and vehicle drivers a wider view.
4. The turn off lane into the BP garage too close to the proposed crossing and not long enough to allow vehicles time to slow down.
5. Drivers leaving the BP and KFC premises into Willow grove and back to the A132 do not have a proper line of sight
6. Traffic travelling East on the A132 from Rettendon Turnpike, approaching the Roundabout will not have a sufficient view of the crossing. (needs to be 100m)
7. Vegetation on roundabout needs reduced or removed to allow visibility from the direction of the A132 towards the crossing.
8. The distances quoted in the Public Notice appear not achievable and are smaller than quoted in application details. Are distances quoted as per the appropriate Traffic Regulation?

9. Traffic and in particular, large lorries, stopping at the crossing will cause traffic to back up around the roundabout and along the A132.
10. For health & safety reasons the crossing needs to be built before the K.F.C.
11. Rumble strips may be beneficial to slow traffic approaching the crossing.

**END**

---