

## 20/00002/MAS Area 10 South Woodham Ferrers

### Questions / Statements for Cabinet Meeting

#### Submitted by Resident

Peter Brewerton

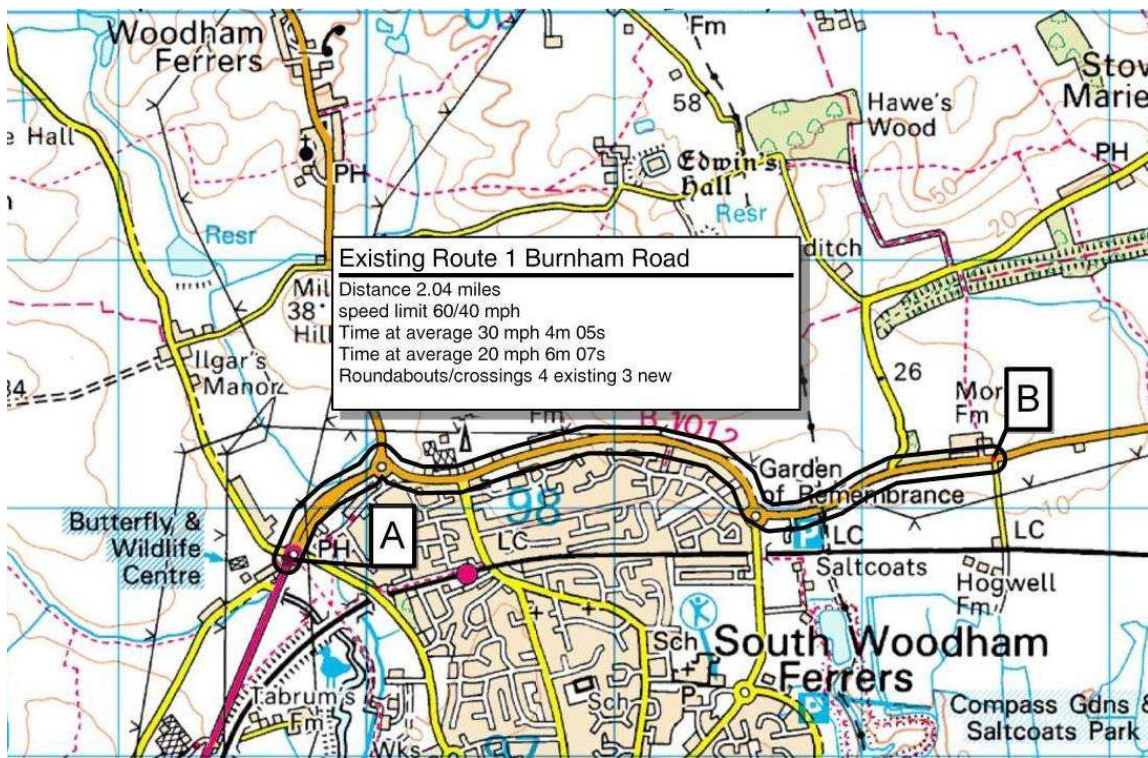
Context – I understand the need for the Northern Development and broadly support the plan. It is my understanding that in any Planning Approval Process, (albeit outline at this stage) the goal is that it **should not be detrimental to** existing residents, those carrying out business (HGV, Taxi, Bus, Emergency Vehicles), commuting or passing through the B1012 Burnham Road, currently the main route to and from A132 in the East and B1010 to the West.

The B1012 is currently a National Speed Limit 60 MPH until just before the Hullbridge Road junction where it reduces to 40 MPH.

Essex Highways always insist that feeder routes (e.g. Ferrers Road SWF) are set at 40 MPH to give the efficient egress and ingress of traffic from residential areas

Current B1012 through route calculated optimum journey time average 30 mph from Woodham Road/Hogwell Chase in the East to Shaw Farm in the West is **4mins 05 secs** to cover a distance of **2.04 miles**

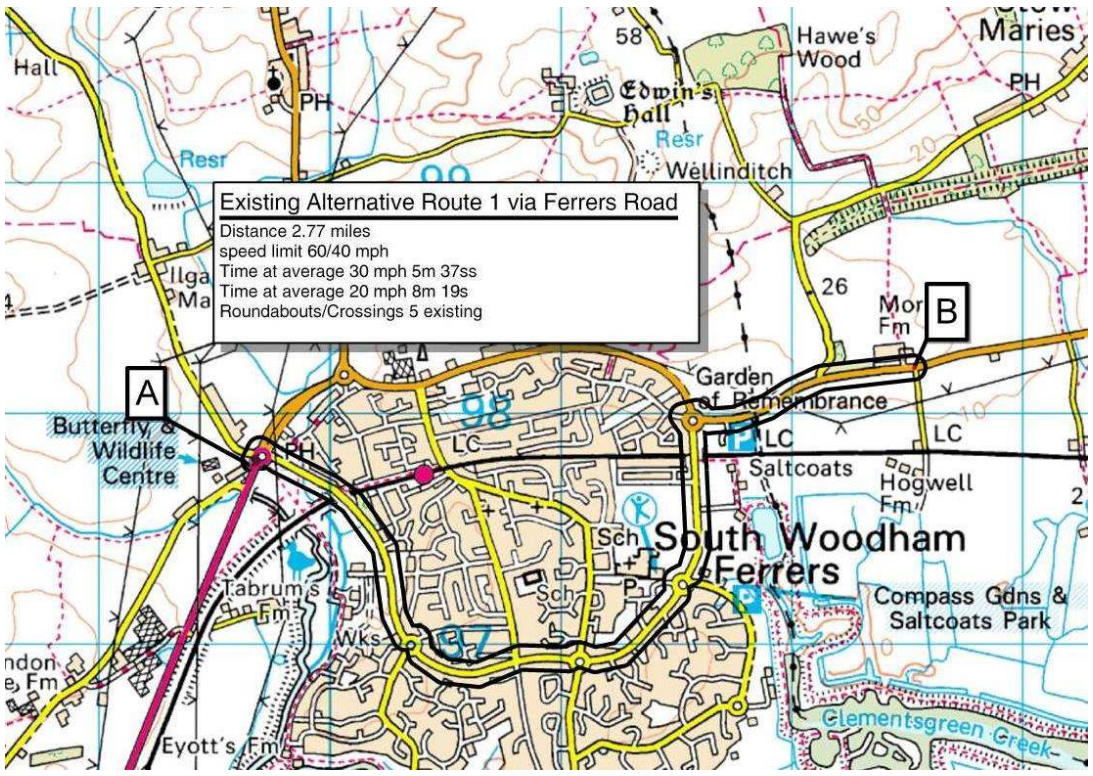
The current plan of additional roundabouts and extra pedestrian crossings I calculate will **increase the journey time by at at least 2 mins 2 secs to 6mins 7secs** even assuming a very optimistic **20 mph average speed low traffic scenario.**



**Question 1. How with these extra crossings and junction will the road be an efficient through route, with no detriment to existing users?**

The next shortest existing through route is via **Ferrers Road which is 2.77miles** between the same two points with an optimum 30 mph journey time of **5mins 37 secs.**

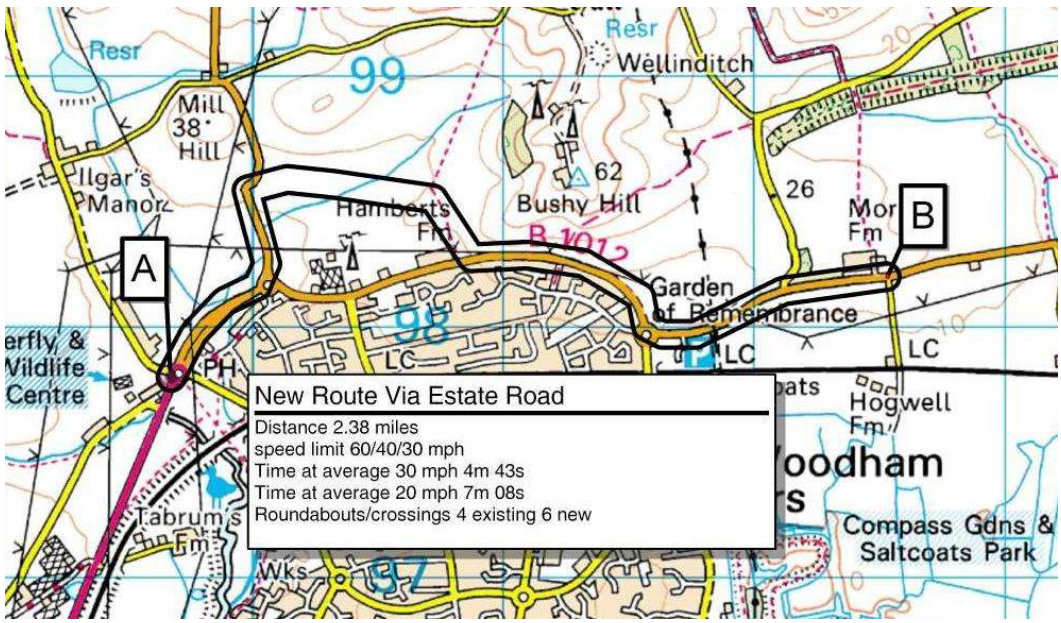




**Question 2. How will traffic be deterred from using Ferrers Road as an alternative route ?**

The plan shows a new road NORTH ACCESS Road which is designed to currently serve as the bus route and feeder route to the new development, but clearly not designed as a through route at present.

**New North Access Road 2.4 miles - 4mins 43 secs at 30 mph**



**Question 3 Can this road be upgraded to a road suitable for all through traffic and its eastern access roundabout moved closer to the existing roundabouts at East Ferrers Road B1012 & Ind Estate**

The West access point roundabout on B1418 would appear to be in a good position.

**Question 4 CAN WE MAKE THIS THE THROUGH ROUTE – THE NEW B1012, thus allowing the existing B1012 to be the feeder with its crossings and vehicle access points?**

This solution ensures that the new development is not particularly detrimental to those groups mentioned at the beginning in my context statement but is contained within its construction.

## **Flood Management**

### **Context**

The existing rainwater and sewage system in the Eastern edge of town Old Wickford Road near the Whalebone PH and Shaw Farm PH and some of Fennfields Road is a medium to high flood risk. This does regularly flood since 2016 with rain water and raw sewage at times of high rainfall. Many household in Fennfields Road suffer from WC “back up” and often are unable to use the WC for some hours.

This is well documented and the fact these floods have not been far more serious involving property damage and health issues, is that fortunately the water rush has not coincided with a HWS tide and an Easterly gale.

Anglia Water are looking into corrective measures.

### **Question**

*Given the close geographical proximity and the use of existing drainage streams for the Development, how will the developers flood management plans take this into consideration and ensure that the situation is not worsened and ensure that Anglia Water is on board at the pre planning stage – can the developers fund a joint study and be held to account to act upon its findings?*