**Bradwell with Pattiswick Parish Council**

**Minutes of the Parish Council meeting held at 7.30pm on Monday 9 December 2024 at Bradwell Village Hall, Church Road, Bradwell**

**Present:**

Cllr. Tony Dunn (Chair)

Cllr. Glenn Lockey (Vice-Chair)

Cllr. Adam Deighton

Cllr. Antony Harding

Cllr. Michael Turner

**In attendance:**

Mrs. Nicki Watkins, Clerk & RFO

Nigel Allsopp, National Highways Route Manager in Essex

Nijantha Kirupakaran, National Highways Engineering Team Manager (Road Safety)

Alan Lindsay, Transportation Planning & Infrastructure Manager

Cllr. Playle, County Councillor for Witham Northern

Cllr. Tom Walsh, District Councillor, Coggeshall Ward

Six members of the public were in attendance

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| **24-5/189** | **WELCOME AND APOLOGIES**  The Chair declared the meeting open at 7.30pm and welcomed those present. Apologies were received and accepted from Cllrs. Evans and Kinder. |
| **24-5/190** | **DECLARATION OF INTERESTS**  Members of the Council are subject to the LGA Model Councillor Code of Conduct 2020 (The Revised Code), adopted at the Annual Parish Council Meeting on 13 May 2024. Appendix B requires Councillors to register and disclose pecuniary and non-pecuniary interests.  Cllr. Turner declared a non-pecuniary interest in agenda items 24-5/198 and 24-25/199 as a member of the Village Hall Management Committee, where a request was made to consider contributing to defibrillator training as well as considering potential grants to the Village Hall.  Cllr. Harding declared a non-pecuniary interest in agenda item 24-5/199, as family member of the grass cutting contractor. |
| **24-5/191** | **PUBLIC PARTICIPATION SESSION WITH RESPECT TO ITEMS ON THE AGENDA AND OTHER MATTERS THAT ARE OF MUTUAL INTEREST**  The Clerk had received an e-mail from a resident regarding concerns about the increased parking on The Street. The Parish Council was aware of this issue and the Chair would raise this under the next item with discussions with National Highways and Essex Highways.  The landowner of Bridge Hall Barn was in attendance as he wanted to present his case for proposing his land in the recent “Call for Sites” exercise. The Chair advised that he had three minutes to speak in line with the Parish Council’s Standing Orders. This would also be discussed under item 24-5/201.  Firstly, the landowner was unaware of the initial “Call for Sites,” hence his recent submission and was aware that his submission might not be approved. He considered the village to currently be “disjointed” and that Bradwell remained “untouched” with “no pub or no shop.” He considered his proposal to offer the land for development would assist with linking Hollies Road to the rest of Bradwell village, creating housing and an extended, thriving community, able to support a shop and pub. He thought the Parish Council and residents “short-sighted” in rejecting the use of the land for housing, be it affordable housing or housing for families, and they had not considered the benefits this could bring to developing a community.  The Chair responded by saying that villagers currently had access to a restaurant (previously a pub), a convenience store in the BP garage and that the Village Hall offered a number of social events and activities that villagers could enjoy. Responses from the Neighbourhood Plan questionnaire suggested that villagers and residents did not want expansion in the village.    In order to justify building a Drs surgery, the population in Bradwell would have to increase significantly (to over 3,500), which would then put pressure on other areas such as roads. All traffic from the proposed development would have to enter/exit via Hollies Road, which was on a blind bend. School children needed to use public transport, to get to school requiring children to walk across Hollies Road to the A120 bus stop, where the speed limit is 60 mph and there is no safe crossing.  He noted that, BRAD2407 (the land west of Bridge Hall Barn) was too small for the Local Plan and that it had been proposed that the land behind Rectory Meadow could be used for biodiversity net gain. The Parish Council had prepared a response to these latest “Call for Sites” locations, which he would talk to under agenda item 24-4/201. |
| **24-5/192 &**  **24-5/193** | **NATIONAL HIGHWAYS & ESSEX HIGHWAYS**  The Parish Council had invited representatives from National Highways and Essex Highways to present residents’ questions and concerns collated from the Neighbourhood Plan questionnaires, which had been circulated to Mr Allsopp and Mr Lindsay ahead of the meeting. The Chair talked through each point in turn:   * **Speed limit on the A120 to reduce to 30mph**   Mr Allsopp said this would not be possible as it was a trunk road, but the plan was to reduce the speed limit along the A120 to 50mph, dropping to 40mph. Ms. Kirupakaran said there were plans to introduce speed cameras to the entry of Bradwell village.   * **Speed limit through Bradwell village** Mr Lindsay thought this might be possible if raised with the local highways panel. Cllr. Playle thought it was more likely to be considered once the Speed Management Policy was completed later in 2025. * **Re-routing of the A120 away from Bradwell village** Mr Allsopp confirmed there were currently no plans for this. Cllr. Walsh thought this should be a matter for discussion at some point and was aware there was currently no funding or clarity for this incentive. Mr Lindsay added there were a number of strategies being looked at currently but that speed management & pace of movement on the A120 was a priority * **Traffic controls at The Street and A120 - possible roundabout or extending the yellow lines** It had been brought to the Parish Council’s attention on more than one occasion that the number of vehicles parked along The Street by Waduds had increased, restricting visibility for cars coming into the Village, and impacting residents crossing the road or using the pavements. It was thought a car paint spraying business was being run by a resident on Coggeshall Road who used The Street to park his cars. Mr Lindsay noted this and would ask whether consideration could be given to extending the yellow lines. The Clerk would contact the Planning Enforcement Team to report the impact of the business on the village. * **Junction at Hollies road and Bridge Hall Road** Residents raised the danger of this junction and the difficulties in crossing. Where the speed limit out of the village increases from 40mph to 50mph and the dual carriageway allows overtaking, residents did not consider it safe to use and the speed limit too high. Children used public transport to get to school and needed to cross to get to the bus stop, as did residents (including cyclists and horse riders). Mr Allsopp agreed to ask about reducing the speed limit here. Residents also raised the dangerous junction at Kings Lane going towards Stisted, where there had been a recent fatality. Mr Allsopp confirmed that work at the round about was planned to improve the road markings for drivers and that he would ask about reducing the speed limit here. * **Restricting HGV traffic through the village** Mr Lindsay said it was not possible to ban all HGVs as there would be occasions when they were required by residents (i.e. removal/deliveries). He noted there was some signage that discouraged HGVs from entering the village. * **40mph speed limit on Church Road from Bradwell to the Church** In addition to residents’ request to reduce the speed limit at this point, a younger resident had suggested installing a mirror at Brunwins Cottages where the cars come via Tippett’s Wade and to improve the visibility. Mr Lindsay would ask about both these points. * **Lack of and improvements to public footpaths and cycle paths** The footpath at Forge Crescent needed improvement. There was no pavement at Hollies Road, yet there was planning permission for some new homes and children used the road to access the bus stops. Mr Allsopp/Mr Lindsay would raise this as part of the on-going work.  The cycle way to Coggeshall and Colchester needed improvement. Mr Allsopp confirmed they were currently looking at a 4ft wide cycleway, but it would not be possible to widen the whole stretch as some sections were not that wide. Cllr. Walsh noted that the Greenways North Essex Cycle Unit had campaigned for, and been granted, improvements to cycle paths which did not require paving over the paths. Mr Allsopp added that National Highways were also looking to extending the footpaths to Marks Farm.   Cllr. Lockey asked whether the issue of installing White Gate at the entrances to the village could now be considered. Mr Allsopp had no objection to this and given there was a new funding scheme for cameras as part of speed limit measures, thought it could be considered and funded as part of that. He would raise this but would have more information early in the new year and was willing to attend the February meeting to update Councillors. Ms. Kirupakaran added that this could be looked at as part of the feasibility study. Cllr. Turner asked whether cameras at the traffic lights could also be considered as part of this. Ms. Kirupakaran would revert back on this.  **Mr. Allsopp, Ms. Kirupakaran and Mr. Lindsay left the meeting at 8.25pm** |
| **24-5/194** | **A120 BRADWELL TO MARKS TEY - SPEED LIMIT ORDER**  National Highways are consulting on the proposed speed limit order along the A120 Bradwell to Marks Tey. The Parish Council conveyed their support to National Highways of all speed limiting proposals under item 24-5/192. |
| **24-5/195** | **COUNTY AND DISTRICT COUNCILLORS**   1. Cllr. Playle reported on the following:  * Essex County Council had submitted its white paper on devolving the County Council and moving to a unitary system across the county. This would be a substantial change for Essex, but there would be no change to Parish Councils. * The repairs to Hollies Road were outstanding but in hand. * He was awaiting the Parish Council’s application for the Locality Fund. The Clerk noted that the Parish Council had agreed to apply for £1,000 to contribute towards the cost of improving the path to the Playing Field. She awaited two further quotes, but the ones received to date were not cheap and, as the Parish Council needed to ensure they were getting the best value, depending on the quote, they would need to decide whether to go ahead. Cllr. Playle agreed to note the Parish Council’s request for £1,000 and the Clerk would provide him with the supporting information of the cost of installing the path once the other two quotes were received. The Parish Council agreed to advise Cllr. Playle should they decide not to proceed with the path, to enable him to reallocate the funds.  1. Cllr. Walsh reported on the following:  * Cllr. Abrams had been released from hospital and making good progress, he had been pleased to receive all the good wishes. * The deadline for Braintree District Council’s Call for Sites exercise had been extended. 309 sites had been submitted across the district which Gabrielle Spray, Cabinet Member for Planning, and Infrastructure at BDC, had called “alarming”. It was important to remember that not all sites would be approved, and it was anticipated that site allocations and policies would be considered by the Local Plan Sub-Committee from May 2025. Councillors would communicate the outcome to Parish Councils. * With references to the new Government’s deregulation of the planning process, he noted that BDCs Local Plan was extended to 2041, and the proposed 35% increase in housing, totalling approximately 10,000 new houses across the district. This would equate to 1098 houses a year across the wholes of Braintree. * BDC would be undertaking an 8-week consultation on major changes to waste and recycling collections for both residents and businesses. This was in response to the changes in Government regulations, with one of the proposals to include a new bin for glass collections. Announcement to changes would be made after the consultation.   **Cllrs. Playle and Walsh left the meeting at 8.40pm** |
| **24-5/196** | **MINUTES OF THE PARISH COUNCIL MEETING HELD ON 11 NOVEMBER 2024**  Councillors received and considered the minutes of the Parish Council meeting held on 11 November 2024 and resolved to approve them as a true record.  The minutes were signed by the Chair.  **Proposed: Cllr. Lockey; Seconded: Cllr. Turner; All in favour, RESOLVED.** |
| **24-5/197** | **FINANCIAL REPORTS**   1. Councillors received and approved the financial statements to 30 November 2024. There were no queries.   **Proposed: Cllr. Lockey; Seconded Cllr. Dunn; All in favour, RESOLVED.**   1. Councillors approvedpayments for November 2024. There were no queries.  **Proposed: Cllr. Lockey; Seconded Cllr. Dunn; All in favour, RESOLVED.** |
| **24-5/198** | **DEFIBRILATOR TRAINING** At the November Parish Council meeting, Councillor Turner advised that the Village Hall would be organising defibrillator training for all residents of the Parish. This had now taken place on 25 November at £10 per head, and 19 residents had attended. It had been exceptionally well received and the Village Hall were looking to hold another session later in 2025. With that in mind, and given that the defibrillator was owned by, and an asset of, the Parish Council, the Village Hall asked whether the Parish Council would consider contributing to half the cost of the training. Councillors considered the training to be of great benefit to the village and unanimously agreed to contribute to half the cost of the training that had taken place and any future training events arranged by the Village Hall.  The Clerk would send a grant claim form to Cllr. Turner to complete and return, along with the receipts from the training.  **Proposed: Cllr. Dunn; Seconded Cllr. Lockey; All in favour, RESOLVED.**  **ACTION - CLERK** |
| **24-5/199** | **BUDGET 2025/26**  The first draft of the budget had been discussed at the November meeting (24-5/175) and the Clerk had updated the spreadsheet accordingly. She advised Councillors that the precept request form had arrived that day and would need to be discussed and considered at the next meeting. She thought Councillors might want to finalise the budget at that point. Councillors agreed to carry this item forward to the next meeting. |
| **24-5/200** | **PLANNING MATTERS**  **For Information**   1. **Rivenhall Integrated Waste Management Facility. Application to vary (change) Environmental Permit, EPR CP3906LP** Indaver Rivenhall Limited outline a summary of the proposed changes within their application as follows:  • The phased construction and operation of the IWMF.  • Introducing an emission point to water to allow for the discharge of uncontaminated surface water run-off from Upper Lagoon.  • Removing the electricity generation limit as required by Table S1.1, to align with the ongoing application for a Development Consent Order.  • The processing of additional non-hazardous EWC codes within the CHP Plant.   Indaver are in the process of developing a Citizens Space page to allow consultation to commence allowing the documents to be viewed by interested parties. They will provide a further briefing to confirm that the page and information regarding the application is available, ready for comments. The briefing will also provide further information regarding the consultation process, which they will advertise within 30 days on their website and within the local papers. Individuals and organisation will also be invited to comment on the application which will be placed on their public registers.  **New Applications/Variances:**   1. **24/02460/HH - The Old Rectory, Rectory Meadow Bradwell Essex CM77 8EX** Demolish the existing detached two car garage and construct a new two storey three car garage with study over.   **The Parish Council had no comments and did not object to the application**  **Applications determined:**  **None advised** |
| **24-5/201** | **FURTHER SITES SUBMITTED TO THE “CALL FOR SITES” FOR THE LOCAL PLAN REVIEW**  The “Call for Sites” exercise had been extended and two further sites had been identified in the Bradwell with Pattiswick Parish. The Chair had prepared a draft response from the Parish Council which had been received by Councillors ahead of the meeting for consideration. Councillors had heard from the landowner (24-5/191) and considered this, along with the draft response. The Parish Council unanimously agreed that it would not support the applications.  Draft response:   |  |  |  | | --- | --- | --- | | **Ref:** | **Proposed Use** | **Address** | | **BRAD2407** | Housing/Employment/Special housing/Mixed use/shops/self-build/Affordable Housing | Land West of Bridge Hall Barn, Hollies Road, Bradwell, Essex | | **Comments**  Planning permission for more than one dwelling on land adjacent to BRAD2047 has already been refused (see the Planning history for BRAD2407).  The design capacity of the A120 is 16,500 vehicle movements per day. The current load is in excess of 25,000 vehicle movements per day. DfT Circular 1/2020 makes clear that no new junctions will be permitted onto the A120 until a relief road has been built (unlikely in the life-time of the revised Local Plan - 2041).  All traffic from the proposed development would have to enter/exit via Hollies Road. Hollies Road is used as a rat-run by motorists trying to avoid the Marks Farm and Galleys Corner roundabout. Access to Hollies Road would be too close to the junction with the A120 for safe use.  Hollies Road has no pavement and there is no safe crossing on the A120 at its junction with Hollies Road / Bridge Hall Road. Essex County Council do not provide free transport for Bradwell young people to get to school. Children will have to walk along Hollies Road to the A120 bus stop to catch the bus to school. They will have to cross the A120 where the speed limit is 50mph and there is no safe crossing.  There are no amenities within walking distance, no shops, no schools, no doctor’s surgeries, no dentists, only a restaurant on the other side of the A120. There is no mains drainage and no gas supply.  While there is an infrequent and unreliable bus service connecting Bradwell to Colchester and Braintree, residents would need to use cars for transport to go shopping and for employment. Bradwell residents have an above average car ownership as a result of the poor public transport.  Bradwell dwellings typically have large back gardens, and this is to be encouraged in a rural location and for food security. Planning permission for one dwelling on land adjacent to BRAD2047 **23/01026/FUL** (4,500 sqm) was granted on condition that an orchard and an area for growing vegetables would be provided in line with the Neighbourhood Plan Design guidelines.  Accordingly, BRAD2047 would accommodate at most two dwellings, which is below the threshold to go in the Local Plan.  **The site is not suitable for sustainable development.** | | | | **BRAD2408** | Housing/Employment/Special housing/Mixed use/shops/self- build/Affordable Housing | Land South of Bridge Hall Barn, Hollies Road, Bradwell | | **Comments**  **Background**  It has been suggested by the developer that the land between Rectory Meadow and Hollies Road should be developed to join up the Village and the Hollies Road/Bridge Hall Road Communities. These sites (BRAD2047 and BRAD2048) do not fulfil that objective – they merely create isolated developments.  It is suggested that expansion of the village through these sites would justify employment, special housing, mixed use, shops, self-build, affordable housing, and a doctor’s surgery.  **Population statistics (2021 Census)**   |  |  | | --- | --- | | Bradwell with Pattiswick | 555 | | Stisted | 661 | | Tye Green | 1415 | | Cressing (inc. Tye Green) | 1987 | | Coggeshall | 3765 | | Silver End | 3915 |   **Geographic area**   |  |  | | --- | --- | | Tye Green | 0.7362 sq. km | | Coggeshall | 1,569 sq. km | | Silver End | 5.047 sq. km | | Bradwell | 9.734 sq. km | | Cressing | 10.52 sq. km | | Stisted | 12.39 sq. km |   **Discussion**  Cressing does not justify a doctor’s surgery, while Coggeshall and Silver End do. The population of Bradwell would have to increase to over 3,500 to justify a doctor’s surgery.  The proposed development would therefore need to provide homes for at least 3,000 people.  Tye Green is urban in character – its population is 1415 and the area covered is 0.73 sq. km  To accommodate 3,000 people, an area of > 1.5 sq. km is required  The proposed area for development is less than the current development envelope for Bradwell Village, which accommodates only half of the Parish population i.e. 100 dwellings and 250 people.  The proposed area cannot justify the population required for a doctor’s surgery.  The proposal is for employment, special housing, mixed use, shops, self-build, and affordable housing.  Bradwell has a shop within the garage/service station at the East end of the village, which is too far to walk from this proposed site.  Stisted has a Community Shop in the centre of the village  The shop/Post Office in Tye Green has just closed. There are no other shops in Cressing.  It is unlikely that the proposed development would justify a viable shop, let alone shops..  This leaves employment, special housing, mixed use, self-build, and affordable housing.  **Impact on the A120**  The design capacity of the A120 is 16,500 vehicle movements per day. The current load is in excess of 25,000 vehicle movements per day. DfT Circular 1/2020 makes clear that no new junctions will be permitted onto the A120 until a relief road has been built (unlikely in the life-time of the revised Neighbourhood Plan).  All traffic from the proposed development would have to enter/exit via Hollies Road. Access to Hollies Road would be on a blind bend.  Due to the poor public transport services available in Bradwell, residents are forced to use cars for transport. 92% of households have at least one car. 28.19% have one car; 36.56% have two cars and 27.13% have three or more cars.  16.22% of the Bradwell population are not old enough to drive a car.  If accommodation for 250 people is to be provided……  92% of 250 people will want to drive a car – 230 cars, which suggests an additional 400 vehicle movements onto the A120 every day. [Context: The IWMF is restricted to 850 vehicle movements per day.]  All of this traffic would have to access the road network via Hollies Road  Such an increase in A120 traffic is unacceptable.  **Road** **Safety**  Hollies Road has no pavement and there is no safe crossing on the A120 at its junction with Hollies Road / Bridge Hall Road. At least 15% of the population will be of school age. Essex County Council do not provide free transport for Bradwell young people to get to school.  40 children will have to walk along Hollies Road to the A120 bus stop to catch the bus to school. They will have to cross the A120 where the speed limit is 60mph and there is no safe crossing.  **Design**  Bradwell dwellings typically have large back gardens, and this is to be encouraged in a rural location and for food security. Planning permission for one dwelling on land adjacent to BRAD2047 **23/01026/FUL** (4,500 sqm) was granted on condition that an orchard and an area for growing vegetables would be provided in line with the Neighbourhood Plan Design guidelines. Similarly, BRAD2047 would accommodate at most two dwelling or two semi-detached dwellings, which is below the threshold to go in the Local Plan.  This requirement lowers the housing density below that of an urban settlement (i.e. Cressing Tye Green) and means the provision of additional services would not be viable for BRAD2048, increasing dependency on car transport to Braintree and Coggeshall on the very busy and accident-prone A120.    **Conclusion**  **This site is not suitable for sustainable development.** | | |   **Proposed: Cllr. Dunn; Seconded Cllr. Lockey; All in favour, RESOLVED** |
| **24-5/202** | **NEIGHBOURHOOD PLAN REFRESH**  The Chair had incorporated the feedback from residents and data provided by RCCE in the draft Neighbourhood Plan document which had been received by Councillors, summarising the changes. He sought approval from Councillors of the changes and once agreed would formulate an Action Plan.  **Proposed: Cllr. Lockey; Seconded Cllr. Deighton; All in favour, RESOLVED**  The Chair would be meeting Alan Massow on 12 December to discuss the housing policy as there was no evidence that more housing was required in the Parish. He noted that the age profile had shifted since the last Plan was compiled in 2019 and there was now an older population.  He referred to the earlier discussion with National Highways and Essex Highways which would be helpful to formulate the Action Plan. The Clerk had previously contacted PC James Draper and Clive Stewart (Neighbourhood Watch Co-ordinator for the Parish) but had yet been able to secure a date when they were able to attend a Parish Council meeting. She would contact them again and invite them to the January meeting.  The Clerk reminded Councillors that the Parish Council had received a grant from Groundsworks UK for the Neighbourhood Plan refresh exercise and that any unspent funds would be refunded.  **ACTION - CLERK** |
| **24-5/203** | **PLAYING FIELD**  Cllr. Kinder had advised the Clerk that there was nothing to report other than the Playing Field looked good after its recent cut. She said the Contractor was keen to cut the brambles to the side of the path. Cllr. Lockey said this was something that the individual who laid the path could do at the time. |
| **24-5/204** | **PATH TO THE PLAYING FIELD**  As noted in item 24-5/195, the Clerk had still not received all of the quotes. It was agreed to move this item to January for discussion and consideration along with the budget, and to approve whether or not to go ahead with the work and whether the Locality Fund was required for this project. |
| **24-5/205** | **FOOTPATHS**  There was nothing to report from the Footpath’s Officer. |
| **24-5/206** | **A120 FOOTPATHS & POSSIBLE PSPO REQUEST**  The Chair referred to the ongoing complaints to the Parish Council in increased “activity” in the various laybys and footpaths. He said that, in order to request a PSPO (Public Space Protection Order), the Parish Council needed to build a body of evidence to present to BDC for consideration.  Cllr. Lockey advised of a recent incident near to his property whereby a parent was collecting her daughter and had parked outside, only for someone to attempt to get into her car. She was naturally very shaken and upset, and he had advised that she report this to the police. The Chair asked that details of this incident be forwarded to the Clerk to contribute towards making a case.  The Chair asked Councillors to consider other legal ways in which evidence could be obtained. |
| **24-5/207** | **LINKS SOLAR FARM**  The Clerk reported that she had sent a further e-mail to Low Carbon on 25 November, requesting payment of an invoice for reimbursement of legal fees, and answers to the following:   * When the panels will be energised; * When the Parish Council could expect its first payment and how much would this be; * When the e-doc could be expected for signature   To date there had been no response (previous e-mails had been sent on 10th, 16th, and 28th October) so she would write a formal letter advising that the Parish Council would be seeking legal advice should if they not receive a reply.  She would also contact the Parish Council in Royden who were using Low Carbon to install their solar farm to see if they were also experiencing problems with the lack of contact.  **ACTION – CLERK** |
| **24-5/208** | **CCTV/FLY-TIPPING IN BRADWELL VILLAGE**  The Clerk has been trying to progress the installation of the CCTV camera at the recycling bank and had received a form from BDC requesting the landowners sign to discharge BDC from any expense, liability, or claims. Ceres Property Management (acting for Bradwell Estates) are content for the pole and CCTV to be installed but not willing to accept any liability for the camera, pole or anything relating to it. Councillors agreed that the Parish Council should accept this providing this is covered under its insurance. The Clerk would seek confirmation and complete this section of the form.  **ACTION - CLERK** |
| **24-5/209** | **PARISH NEWSLETTER**  The Chair confirmed that, from January 2025, the parish newsletter would be jointly owned with Stisted Parish Council. The first issue would be produced in February and be delivered free to every resident in the Parish. With regards to delivering the newsletter, there had been welcome offers from some residents in Bradwell but also an offer from a younger member of the village would be prepared to undertake this as a paid role. The Parish Council would discuss this again in January and when it would be better placed to consider whether there was a requirement to employ someone to assist with delivering this. |
| **24-5/210** | **ANGLIAN WATER FREE WATER SAVING PRODUCTS**  The Clerk had received information from Anglian Water offering free water saving products such as bath buoys (a blow-up devise that fits in a bath to help reduce the amount of water needed for children’s bath times) and reduced flow shower heads to assist with reducing the amount of water coming from the shower without effecting the “showering experience”.  The Clerk agreed to advertise these products to residents via Facebook and the Parish Council website, encouraging those residents who would benefit most to e-mail her so an order could be placed.  **ACTION - CLERK** |
| **24-5/211** | **RECTORY MEADOW**  The Chair updated Councillors on the Friends of Rectory Meadow Ltd, which was **separate to the work of the Parish Council.** This relates to a dispute between the residents of Residents of Rectory Meadow and a claimed Right of Way for Motor Vehicles to access Land South of Coggeshall Road via Rectory Meadow, leading to High Court action which is being defended by residents of Rectory Meadow on behalf of the Village. |
| **24-5/212** | **VILLAGE INFRASTRUCTURE**  Cllr. Harding reported on the following:   * There were still potholes at the recycling bank, which had been previously reported, so he would raise these with Cllr. Playle again. * The cracks in the road at Five Ash Lane and Keepers Lane had still not been repaired, this is something else he would report to Cllr. Playle. * Cllr. Harding had undertaken an inspection of the bus shelters and there was nothing requiring urgent action and proposed to discuss his findings at the January meeting. |
| **24-5/213** | **INFORMATION EXCHANGE & AGENDA ITEMS FOR THE NEXT MEETING**  **Future agenda items**:   * 2025/26 final Budget/Precept considerations * Bus shelters in the Village * Distribution of the Parish Newsletter * Quotes for path to the Playing Field |
| **24-5/214** | **NEXT PARISH COUNCIL MEETING**   1. The next **Parish Meeting** will be held on **Monday 13 January 2025** at 7.30pm in the Village Hall, Bradwell 2. Items for inclusion in the agenda to be sent to the Clerk no later than 12 noon on **Friday 3 January 2025.**   **The meeting closed at 9.15pm** |