

Great Waltham

Please see ECC and CCC report:

National Grid Norwich to Tilbury – Statutory Consultation:

I proposed a Motion at the 14th May County Council meeting, to oppose the current NGET proposal - see full text below. The motion was passed. (all groups except Labour supported it, but Labour abstained on the vote). County Council will now produce their comments based on this motion.

Chelmsford City Council will be reviewing their response at the Policy Board 11th June. I will be attending as a committee member. I have spoken to both Spatial Planning and Heritage Officer to understand the City Council response. Members of the public can attend and give their views.

I arranged for Kemi Badenoch to meet with the representatives of all my Parish Councils (plus a couple more on the route), on the 17th May. For me, it is clear that Govt are driving the timescale and criteria, therefore this is not just about objecting to NG (hence my County Council Motion seeks to lobby Govt as well). From a parochial point of view, the Waltham Gap is likely to be near the point of unacceptability and local comments need to add to the list of problems and try and take it over the edge. Whilst the alternative of AC underground may be very disruptive (120m wide trench), the newer HVDC underground technology occupies a 30m trench, but the technology is not mature. Lobbying through Govt (and our MP) may buy time for such technology to mature.

ECC Motion - National Grid's Proposed Norwich to Tilbury Project

Moved by Cllr Mike Steel and seconded by Cllr Lesley Wagland

'National Grid Electricity Transmission (NGET) have launched their third and statutory consultation, running until 18th June, following two non-statutory consultations in 2022 and 2023. ECC commented on the previous 2 consultations with a view that their strong preference was for an off-shore grid thus avoiding the harm to the local economy, environment and the health and wellbeing of their communities caused by 180km of 50m steel latticed pylons.

Following the previous consultations, little has changed in the latest proposal in terms of the route of pylons through Essex (except some minor shifting) and the addition of a new 400 kV East Anglia Connection Node ("EACN") substation, on the Tendring Peninsula.

This Council expresses its deep concern that the proposal by NGET remains unchanged given the opposition and that the latest proposals by NGET:

- Dismisses the Electricity System Operator (ESO) 2024 East Anglia Network Study that considers 9 alternative options and timescales, including off-shore and HVDC underground alternatives. All of these options are Norwich to Tilbury, and did not include an off-shore grid
- Dismisses the Hiorns Smart Energy Networks review published Nov 23, commissioned jointly by Essex, Suffolk, and Norfolk County Council and challenged the delivery date of 2030, and suggested that the need for

additional transmission capacity would be closer to 2035. Therefore, it would allow consideration of more acceptable options. All three county councils expressed their concerns that the currently proposed option will harm the local economy, environment and the health and wellbeing of their communities

- Dismisses the Offshore Coordination Support Scheme (OCSS) and reduces the consideration to just Norwich to Tilbury power transport, assuming that the power from the wind farms is already transported to Norwich, when the reality is that it isn't, but such contracts may be in place.

This Council therefore calls upon:

- NGET to reconsider their proposal of an exclusive Overhead Line (OHL) solution for Essex as presented in the statutory consultation, on the basis of the devastating effect of 50m of steel lattice pylons on residents, businesses, communities and the local environment, and that they further consider the alternative options from the ESO study and the case for delay from the Hiorns report.
- ESO and Govt widen the ESO Options report and not restrict the starting point for all options as Norwich, which has the pre-emptive effect of making the OHL solution the most economical, and restricts consideration of a strategic off-shore grid.
- ESO and Govt ensure that the OCSS is brought into consideration along with the extended timetable of the Hiorns report, which would then enable lower impact solutions for the residents, businesses, communities and local environment of Essex'

Essex Highways wraps up winter service after wettest recorded winter in 130 years

Essex Highways have wrapped up this season's winter service following the wettest recorded winter in 130 years. High levels of rainfall brought significant challenges, with frozen conditions and icy roads meaning additional work for crews. Working closely with local, city, parish, and town councils to overcome the winter conditions, including two major storms, this winter Essex Highways crews have:

- Carried out gritting runs across Essex over 80 times, spreading salt to melt away ice and stop it from forming into hazards
- used over 10,000 tonnes of salt to keep roads ice-free and safe following wet conditions
- gritted approximately 40% of the total road network in Essex, over 2,000 miles
- deployed 55 gritting lorries, including 10 new ones, along with two mini gritters
- covered each of the 51 gritter routes across Essex, ensuring critical routes remained safe and accessible for all highway users

The county's gritters will return for the 2024/25 winter season later this year. You can even track the gritters via the Essex Highways website!

Update on member Led Defects

As previously reported, I get to direct the extra defect teams for 6 weeks throughout the year. Below is a progress report on the defects I entered for the first round.

I need a photo and a Track-It ref number, if you want me to add to future work – I need to add defects for the next round by 31st May.

<https://www.essexhighways.org/track-it>

Carriageway Defects			
Writtle – junction of Lodge Road and St John's Road	2910693		Completed
Writtle outside funeral directors, opposite Rose and Crown	2910694		Completed
Writtle St Johns Road	2910695		
Writtle - Ongar Road (119) between Longmeads Close and Redwood Drive	2910699		Rejected - already going to be done under job no 2363638 on the 24/04/24.
Writtle – outside fish and chips shop – drain surround	2910701		Completed
Great Waltham Great Waltham Junction Bury Lane/Mashbury Road/Barrack Lane	2910705		Completed
Main Road, Broom field - drain and island	2910708	2910709	Both completed
Highwood The Street	2910713		
Roxwell Vicarage Road and The Street	2910714		Rejected - works are to be completed on 19/04/2024 under job no 2357502
Howe Street Mill Cottage, which is next door to Mill House	2910716		Completed
Little Waltham On Cranham Road Opposite Domsey Lane turning	2910718		Completed
Great Waltham road to Brook Mead	2911371		Completed
Pleshey Road The entire length of Pleshey Road, from the junction near Dropshots to Walthambury Farm,	2911556		
Pavements			
Broom field Berwick Avenue in front of drive of 14 Berwick Avenue CM1 4AS	2910719		Completed
Great Waltham South Street	2910720		Completed
Great Waltham Chelmsford Road – on West side	2910721		Completed
Broom field Erick Avenue, Chelmsford	2910723		
Broom field Erick Avenue, Chelmsford	2910724	2910725	

Broomfield and Writtle LHP schemes agreed for funding in 24/25

- LCHE226001 – School Lane, Broomfield – SCP –addition of wig wags.
- LCHE212007 – Chignal Smealey – implementation of gateways and 40mph marking
- LCHE212015 – LW – 20mph past school + wig wags

I have also managed to get a more costly scheme approved by the Chairman's Panel:

LCHE182070	Doctors Surgery, Lordship Road, Writtle – Bus stops Pair of bus stops, raised kerbs flags/poles	Implementation
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I have also raised the issue of the time taken to do Validations (all schemes have to go through the LHP Validation process) and I have been told that the officers are working to clear a validation backlog, and still aspire to a three weeks validation response. I have complained several times, that the Quiet Lane/signage for Ringtail Green is still awaiting validation, and have just escalated again.

Wig wags on Ford End 20mph signs

I did get these fixed, but the northern one failed again. I am pushing to get it fixed.

Chelmsford City Council:

Local Plan Preferred Options Consultation

City Council are reviewing the adopted Local Plan. The current plan was adopted in May 2020 and needs to be reviewed at least every five years. The consultation runs until 19th June 2024

This will be a full draft of the reviewed Local Plan. It includes updated and new policies and sets out proposed sites where new homes, jobs and other facilities could be located, and contains policies that we would use to decide planning applications

You can view the consultation documents on our specially-designed consultation portal at

www.chelmsford.gov.uk/planningpolicyconsult

The proposed plan includes 2 new sites in Ford End, of 20 dwellings each. I understand there are some concerns on one of the sites at Back Lane. But it seems to me that the site to the South of the school would enhance the sustainability of the village, without much of an adverse effect on traffic. In fact, it could be a means to get traffic calming and/or Average speed cameras, in the village. As such, I think the PC should be open to supporting this site, even up to 40 dwellings. Already, I have had some support for affordable housing for families that are crammed into smaller accommodation.

Parking at the Rose and Crown

I have taken practical steps towards resolution of this problem. These are confidential at the moment, but I will update for future meetings.