



# LITTLE CORNARD PARISH COUNCIL

Clerk: Kevin B. Money 7 Roach Vale, Colchester, Essex. CO4 3YN  
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## Annual Parish Meeting

will be held on  
**Tuesday 16<sup>th</sup>. May 2023 starting at 7pm**  
**at the Village Hall**

Little Cornard's registered electors, the public and press are invited to attend with the Agenda as follows:

1. Apologies for absence
2. Welcome from the 2022-2023 Chairman (Nick Hammond)
3. Confirmation and signing of Minutes of Meeting held on 14<sup>th</sup>. April 2022
4. Matters arising from the Minutes

### **Reports**

5. James Finch (County Councillor)
6. Lee Parker (District Councillor)
7. Little Cornard Parish Council Annual Report (Nick Hammond)
8. Village Hall (Nigel Monk)
9. Update from Nick Hammond on the Little Cornard Neighbourhood Plan
10. Update from Mark Irwin on Little Cornard's Quiet Lanes
11. Update from Ruth Adams on the Speed Watch
12. Update from Nick Hammond on the Bramford to Twinstead electricity network reinforcement project

*Nick Hammond*

Chairman  
Little Cornard Parish Council

2<sup>nd</sup>. May 2023



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materials for the scheme. Whilst the quarry has unexploited mineral reserves, these lie under agricultural land to the south of the quarry and would not be impacted by the siting of the CSEC.

We urge NG to bring this option back to the table.

**Mitigating Environmental Impact**

We are pleased that priority is to be given to Environmental Mitigation. We would ask that local communities be consulted by NG and its advisers over proposed environmental enhancement schemes and sites with a view to finding alternatives that provide a greater capacity for expanding habitats whilst also providing opportunities for residents and visitors to enjoy the natural environment.

**Electric & Magnetic Field (EMF) Exposure Risks**

Many residents are concerned about the risk to health from the passage and adjacency of two largely parallel 400kV lines in proximity to dwellings. We note that this issue has been scoped out of the environmental impact assessment on the basis of assurances provided by NG.

We urge NG to publish the data on which those assertions are made so we can be certain that this issue is appreciated by those charged with approving the Draft Consent Order.

**Cumulative Impacts**

We welcome the announcement from NG that, regardless of future network enhancement schemes, the Bramford to Twinstead route will not be considered for future reinforcement by means of a third overhead line.

However, we remain extremely concerned that NG is not evaluating the cumulative impacts of this project in relation to future related developments. We believe this to be its obligation, originally inscribed in EU directive and confirmed in case law.<sup>8</sup> Since the end of UK's post-Brexit transition period, the High Court has confirmed the retention of the relevant directive into UK environmental (EIA) law, highlighting an earlier set of principles established by the Court of Appeal that confirmed a promoter's duty to properly consider and weigh cumulative impacts.<sup>9</sup>

We are concerned that NG has not set out the full list of planned power transmission projects and will continue to resist attempts to assess their cumulative impacts on the region, notably on tourism, as part of its Draft Consent Order. We believe that NG has a duty to incorporate the likely impacts of all forthcoming infrastructure projects in its assessment of this scheme, and we strongly request that all be scoped in.

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<sup>8</sup> R (Pearce) v Secretary of State for BEIS [2021] EWHC 326 (Admin). The essential principle (at ¶120): "*The effect of Directive 2011/92/EU, the 2009 Regulations and the case law is that, as a matter of general principle, a decision-maker may not grant a development consent without, firstly, being satisfied that he has sufficient information to enable him to evaluate and weigh the likely significant environmental effects of the proposal (having regard to any constraints on what an applicant could reasonably be required to provide) and secondly, making that evaluation.*"

<sup>9</sup> R (Larkfleet Limited) v South Kesteven District Council [2016] Env. L.R. 76, which includes: "*But the mere fact that two sets of proposed works may have a cumulative effect on the environment does not make them a single project for the purposes of EIA. They may instead constitute two projects the cumulative effects of which must be assessed ([36])*".

Signed \_\_\_\_\_

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**Cost Transparency**

We strongly believe that more granular cost data should be published, to allow for independent assessment of the incremental costs of measures to improve the scheme, for example the proposal to underground through Section F, as well as other environmental mitigation measures, in order to allow the Secretary of State to balance this cost against the economic impact on tourism to our communities, and the disbenefit to residents, visitors and local businesses in terms of visual amenity, impact on wildlife life, and the tranquillity of the rural landscape.

Both the Dedham Vale AONB and the Stour Valley Project Area produce 'Volume & Value' surveys to quantify the impact of tourism on the local area. For 2019 these identified 952,300 (Dedham Vale) and 934,100 (Stour Valley) tourist visits, with a combined total tourism value of £117.7m to the local economy and supporting 1,988 full-time equivalent jobs. The impact of the proposed line, both in construction and operation, should be evaluated in the context of this vitally important driver of the local economy.

**Concerns over Temporary (Construction) and Permanent (Maintenance) Access Arrangements**

Construction and maintenance traffic is a major concern for all our communities. Rural lanes are mostly narrow, and often have high banks. Traffic volumes have increased over the past decade, with significant numbers of walkers, cyclists, horse-riders and local business users including agricultural vehicles. Many of our lanes have been, or are about to be, designated 'Quiet Lanes' under a recent Suffolk County Council initiative including Harrow Street in Leavenheath, Barracks Road & Marshalls Green in Assington and Upper Road in Dorking Tye. Construction traffic would add to the existing danger for road users and increase both the volume and size of vehicle traffic. NG must work to improve road safety and avoid damage to minor roads as a result.

We support NG's proposal to use 'haul roads' along the length of the undergrounded sections, which should be accessed exclusively from major roads such as A134, avoiding the use of narrow lanes. We believe that the haul roads should also be used for the construction of CSECs, and any remaining overground sections where appropriate.

We are pleased that discussions are taking place regarding suitable locations for permanent access roads, but are concerned that, to date, no formal proposals have been made with regard to the Stour Valley East CSEC in particular. We would ask that councils be consulted as early as possible to avoid causing unnecessary anxiety to residents. An example would be the proposal to put a construction access road from the top of Spout Lane in Little Cornard which we now understand has been removed.

Where possible, routes must be sited away from narrow lanes carrying significant vehicle traffic. In many instances there are existing tracks from main roads which could be used, depending on the weight of traffic. We also note that undergrounding the section through Leavenheath and Assington would create the opportunity to extend the haul road through this section, provide direct access from the A134 and avoid significant impacts on local rural roads.

**Location of the Dedham Vale East CSEC**

Whilst we acknowledge that NG has moved the compound from two possible locations closer to the AONB boundary, the currently proposed location is still prominent, and the suggested mitigation scheme of tree planting would take a generation to be effective.

From as early as 2012, Polstead Parish Council has advocated the use Layham Quarry for the Dedham Vale East CSEC. This brownfield land is a dormant quarry previously used for the extraction of sand and gravel. It enjoys low-lying topography and mature natural tree-screening that would mask an industrial compound. Using this site would require an additional kilometre of undergrounding, which would be justified by improved amenity value to the surrounding communities, both within and outside the AONB. The site also benefits from excellent road access from the B1071, is purpose built for HGVs carrying aggregates, and would serve as an ideal construction site and possible source of

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of a protected landscape, as described in comprehensive detail by the Dedham Vale AONB Position Statement (November 2016) which takes the view that (i) the setting of an AONB does not have a geographical border, and (ii) in national policy terms, adverse impacts such as the blocking or interference of **views out of the AONB** carry the same weight as adverse visual impacts from developments **within the AONB**.<sup>4</sup> This is also recognised by the BEIS Draft National Policy Statement which explicitly states that, even in locations where part of a proposed development sits outside of a designated landscape, *“a high potential for widespread and significant adverse landscape and/or visual impacts may nonetheless recommend undergrounding the relevant segments of the line.”*<sup>5</sup>

It is our joint opinion that the entire length of Section F falls within this description, as demonstrated by the fact that the existing 400kV and 132kV transmission towers form a very obvious skyline interference when viewed from parts of either the Dedham Vale AONB or the Stour Valley Project Area, to the extent that the pylon lines constitute an adverse impact on the baseline characteristics of the settings of both protected areas.

We apply similar reasoning to promote undergrounding of the section of route immediately to the east of the proposed Dedham Vale East CSEC, which should be further relocated to within Lower Layham Quarry (see below).

At each of these locations, we assert that the introduction of new and more intrusive overhead lines with much higher towers, sited further from the existing 400kV line than the existing 132kV one, would create widespread and significant adverse landscape and/or visual impacts on highly sensitive visual receptors<sup>6</sup> out-from and in close proximity to nationally designated landscapes.<sup>7</sup> It is our contention that, in each instance, the visual and landscape conservation benefits accruing from undergrounding in these two further areas will clearly outweigh any additional economic, social or environmental impacts.

The additional undergrounding proposals outlined above would enjoy overwhelming support from residents and businesses along the entire western half of the route. By way of example, a December 2018 survey of Assington residents undertaken in preparation for its recently approved Neighbourhood Plan found 95% approval for undergrounding of new power lines through the parish, underlining the importance of the issue. Similarly, in its own Neighbourhood Plan survey of November 2019, Leavenheath Parish Council found that over 98% of households regarded the preservation of the AONB as important, and it is the Parish Council’s aspiration to seek extension of the AONB into its area. Overgrounding of the new line through Leavenheath could be prejudicial to this.

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<sup>4</sup> Dedham Vale AONB Position Statement (2016), Development in the setting of the Dedham Vale Area of Outstanding Natural Beauty

<sup>5</sup> BEIS Draft National Policy Statement for Electrical Networks Infrastructure (EN-5) (Sept 2021); ¶ 2.11.14

<sup>6</sup> As defined by Landscape Institute’s Guidelines for Landscape and Visual Impact Assessment and referenced in BEIS Draft National Policy Statement for Electrical Networks Infrastructure (EN-5) (Sept 2021); ¶ 2.11.14

<sup>7</sup> BEIS Draft National Policy Statement for Electrical Networks Infrastructure (EN-5) (Sept 2021); ¶ 2.11.14

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**Appendix E – Joint response Bramford to Twinstead**

**The Parish Councils of Assington, Bures St Mary, Leavenheath, Little Cornard, Polstead & Stoke by Nayland**

**Combined response to the statutory consultation on National Grid's proposed Bramford to Twinstead Reinforcement**

As the representatives of six communities covering a continuous stretch towards the western end of the proposed development, the Parish Councils seek to offer their feedback in response to the statutory consultation. **The views expressed in this document are shared by all six Parish Councils.** Each Council may also add further views on localised issues not covered by this combined response.

The Parish Councils would like to begin by emphasising their understanding of the need for the project in the context of the UK's predicted energy requirements and strategy for decarbonising. While we accept the strategic importance of the proposed reinforcement, we believe it is vital that the effect of the new line on our parishes, both in construction and operation, be fully managed and mitigated where possible. Three key areas of the proposal have strong support from this group:

- **Undergrounding through the AONB and Stour Valley Project Area (Sections E and G):** the natural beauty of the whole of our area is highly valued both by residents and visitors, providing economic foundations to the large number of businesses that support tourists who visit the area. For this reason, we support the decision to underground these elements of the line. We are also pleased to note in the latest proposals that National Grid (NG) plans to pull the new power cables through pre-install ducts, rather laying those cables in open trenches in the underground sections.
- **Location of the proposed Dedham Vale East CSEC (Section D/E):** we are pleased that this facility has been moved to an improved location to the east of its previous positions, although we believe that further improvements to the location should be considered.
- **Location of the proposed Stour Valley East CSEC:** we believe this is well considered, being in a natural depression and therefore largely hidden from the Stour Valley landscape.

However, we also share serious and meaningful concerns about other aspects of the development, which we appeal to have taken into account in the preparation of the Draft Consent Order.

**The Case for Further Undergrounding**

We understand and support the proposals for undergrounding the new 400kV cables through Sections E and G of the scheme, and recognise that this is consistent with the presumption contained in the recently published policy statement from BEIS "*when proposed developments cross part of a designated landscape*".<sup>1</sup> However, we believe that strong justification exists for expanding the undergrounding proposals to include (i) all of Section F through Leavenheath and Assington and (ii) moving the Dedham Vale East CSEC in Section E in an easterly direction to a location within the existing quarry in Lower Layham.

The National Planning Policy Framework gives designated landscapes such as AONBs the highest status of protection. It asserts that great weight should be given in relation to conserving and enhancing the landscape and scenic beauty.<sup>2</sup> In particular, the framework provides that planning decisions should protect and enhance natural landscapes whilst recognising the intrinsic character and beauty of the countryside.<sup>3</sup> Central to this policy is the concept of the "setting"

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<sup>1</sup> BEIS Draft National Policy Statement for Electrical Networks Infrastructure (EN-5) (Sept 2021); ¶ 2.11.13

<sup>2</sup> MHCLG National Planning policy Framework (2021), ¶ 176

<sup>3</sup> MHCLG National Planning policy Framework (2021), ¶ 174

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the Nayland exhibition and Twinstead has told us that it is not required. We are, however, concerned as it would run from a very narrow and steep lane with four-metre-high banks which is an established wildlife corridor.

**Environmental mitigation sites:**

LCPC believe there is an opportunity to provide an exciting and beneficial site on the east side of the valley and that the suggested position, ENV12, close to the Sealing End Compound is only one option. If funding were available, a site closer to the river could provide several benefits; this is a field with existing pylon 4YL068, a couple of hundred metres to the north where the Essex to Suffolk footpath runs. It would create a wildlife corridor from the river to the existing corridor running up Spout Lane from the B1508. It would also link with Daw's Hall Environmental Centre on the Essex side of the river. Attracting more visitors to the area is important to support the rural economy. The site, close to the river, is low value agricultural land which frequently floods. The benefit to both the environment and residents/visitors would be very positive. The current position of ENV12 is used by the local shoot and already contributes to the local economy and would benefit from wildflower planting. If funding were available, these environmental sites could have a significant positive impact.

**Conclusion:**

The Little Cornard Neighbourhood Plan, which is undergoing final examination, makes it very clear that residents of Little Cornard do not want any more pylons and if more electricity transmission is required it should be underground. Meetings for residents have strongly endorsed this view.

In the event this NG proposal is taken forward, LCPC would expect to be consulted on any changes and developments. LCPC will work with NG to identify best options but also any mitigation to reduce disruption of a physical nature but also to protect the well-being of a worried community.

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While LCPC is pleased that money has been committed for undergrounding in the Stour Valley Project Area, it would strongly support further undergrounding to the east of Little Cornard; with one caveat which is covered in the next section on Sealing End Compounds.

LCPC is delighted that at least the proposal is for the existing pylons carrying 132,000 volts to be removed. LCPC would also strongly support the future removal of the existing 400,000 volt cables/pylons to be replaced by further undergrounding.

**Stour Valley East Sealing End Compound:**

LCPC believes the proposed position of the Sealing End Compound takes advantage of the topography and will be reasonably well screened from the majority of residents on the north side of the structure. It is to be hoped that the last pylon before the compound is also carefully positioned with regard to its visual impact. In discussion with a senior engineer at the Twinstead 'ask an expert' session, we were pleased an engineering solution would mean pylon RB49, next to the Sealing End Compound, would be moved approximately 400 metres east. This would also provide a reduction of one pylon across this valued landscape.

The construction of a permanent access road needs to be carefully planned to avoid visual intrusion. It is important that it runs from the B 1508 to eliminate the need for maintenance traffic on lanes in Little Cornard. (see below).

LCPC would strongly support additional undergrounding to the east if extra funding was available. If this happens, and a new Sealing End Compound location is required, it is important this should be in a visually unobtrusive location and ideally positioned close to a main road to minimise permanent access problems. It is hoped this will run up an existing track beyond Walnut Tree Cottage, which would result in no need for a permanent road which would be an intrusion in the open countryside to the north along the B1508.

**Construction access and traffic:**

LCPC believe that it should not be necessary for large construction vehicles to use the Little Cornard lanes. These lanes are very narrow, single-track roads many with banks up to four metres high on each side. Vehicle traffic is already significant, local residents, local businesses including a popular children's nursery plus agricultural traffic. Three stables/equestrian centres in the immediate area mean riders use our lanes regularly and, together with walkers and cyclists, make for a challenging environment where safety is often compromised. Any additional construction traffic would be dangerous. Extra heavy vehicles would also contribute to additional damage to roads and drains and increase the risk to animals, both dogs and horses; and, for example, badgers, deer and otters which are seen in this area.

It is important to note that all the Little Cornard lanes are designated as Quiet Lanes under the Suffolk County Council initiative, providing a safer and more pleasant, environment for residents and visitors. Non-vehicle users will have priority which will mean large vehicles will have to slow down and may have to reverse to allow people/horses to pass safely.

LCPC believe 'haul roads,' running from either end and along the undergrounding route, will provide a safe and practical option for construction traffic.

A particular concern, which has been reported to NG, is the possible temporary construction road from the top of Spout Lane running southwards close to existing pylon 4YL065. An NG engineer at

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**Appendix D – LCPC response - Bramford to Twinstead Reinforcement**

*Little Cornard Parish Council is also a signatory to a joint response by a number of local Parish Councils but has chosen to provide more detailed information relating to Little Cornard.*

**Introduction:**

The Little Cornard Parish Council LCPC response will be focussed on the area within the Parish of Little Cornard but also on the wider Stour Valley Project Area. In preparing this response, LCPC has taken into account recent views expressed by residents, together with the results of a Parish Questionnaire completed in preparation for the production of the LCPC Neighbourhood Plan. LCPC has also reviewed its response to the earlier proposals which were put on hold.

LCPC understands and accepts the national requirement for additional electricity. It is disappointed that national infrastructure planning for transmission of this electricity has been slow and has not taken account of public concerns regarding an over-reliance on overland routes through East Anglia.

In the current situation, LCPC accepts that there is a need for additional transmission routes and that the proposed, 'Bramford to Twinstead,' route is probably the best option in this region. LCPC would also like to put on record that any further transmission through the Stour Valley would be unacceptable and the appropriate authorities must plan, at an early stage, to use undersea grids to reduce the reliance on overland routes.

**Undergrounding:**

LCPC are very pleased that National Grid NG has stated the route through Little Cornard and the wider Stour Valley Project Area has been confirmed as **underground**. The addition of additional pylons and cables would have had a very negative impact both for residents and visitors to the area. Visitor numbers have been increasing, evidenced by 'wear and tear' on our popular footpaths, and it is disappointing that the value of tourism was screened out of the 'impact assessment.' In particular, the route through Little Cornard lies close to the important footpath linking Essex to Suffolk across the River Stour which takes advantage of the extremely high landscape value and views. It is worth remembering that this is a relatively unspoilt landscape which has changed very little since world famous painters including Constable and Gainsborough created masterpieces.

It is also important to recognise that undergrounding will eliminate further deaths of birds striking cables in the air. The data from the NG bird surveys was somewhat incomplete so it should be stressed that the Stour Valley has a significant population of birds of prey, for instance, buzzards, red kites, kestrels and owls can be seen daily. The river is also a flight path for swans and migrating geese. It is sad that a number of deaths have been observed under the existing 400,000 volt lines.

LCPC are satisfied that the suggested undergrounding route through Little Cornard and across the river is probably the best option. LCPC is not qualified to comment on the route on the Essex side of the river, although it would appear to take advantage of the topography. LCPC is also aware that Stour Valley Underground have been considering modifications to the route on the Essex side which may be advantageous.

Signed \_\_\_\_\_

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**Appendix C – C Johnson - Chairman's Report**

Welcome everyone to this year's annual parish meeting.

Doesn't time fly!

It seems like only yesterday that we were having the 2021 annual parish meeting.

It is nice this year to be able to have the meeting in person, now that the COVID restrictions have eased.

I must thank all the residents for their support to one another during the pandemic. Without this support network I fear that a number of our residents would not have managed as well as they have.

As some of you are already aware, Little Cornard Parish Council's Clerk of 7 years, Dave Crimmin has retired from his role. I would like to thank Dave again for all his assistance and wish him the very best for the future.

On that note, I would like to welcome Martin, who has stepped into the role of Clerk. I have no doubt that he will be a real asset to the Council and to the Parish.

During the past year the council has met on 7 occasions and reviewed 12 planning applications.

We hope that you, like us, are still happy with the ongoing footpath maintenance by our contractor, who we have been able to employ with the aid of an annual grant from Suffolk County Council.

Due to the costs of the Neighbourhood Plan, the costs of employing a new Clerk, the operating costs for the SID and to ensure that the council has sufficient reserves during this coming year, the council has set a Precept in 2022 / 2023 of £7,940, which means an increase of 12 pence per week for a Band D taxpayer.

In other, exciting news, the village sign on bures road has now been replaced. Thank you to all parties involved in arranging the installation and thank you to James Finch for his contribution towards the cost.

Finally, I must thank both James Finch and Lee Parker for their attendance at our meetings and their support in helping to resolve issues. I must also thank my fellow councillors for all their support and commitment during the last year.

Signed \_\_\_\_\_

Date \_\_\_\_\_

**Council Tax Rebate**

The Government is providing funding for occupiers of properties in Council Tax Bands A-D to receive a one-off 'energy rebate' of £150.

**Neighbourhood Planning**

I am delighted that both Assington and Newton now have formally adopted Neighbourhood Plans. The efforts and determination of the NHP team cannot be overstated as the volunteer hours needed to complete the task is significant. I am sure that all residents of Assington will be grateful for those efforts which now give you all a statutory say in the Planning process. Leavenheath and Little Cornard are coming to the finishing stages of their own plans and, When completed, Assington Ward will be the first Ward in the District to have all Parishes within it covered by Neighbourhood Plans.

Signed \_\_\_\_\_

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### **Climate Change**

Last year we told you about the work to identify areas where the Council could reduce its 'carbon footprint'. The refuse collection fleet was identified as the largest element of the Council's carbon emissions, so we have changed to using Hydrotreated Vegetable Oil (HVO) for all refuse freighters. A project to recover backwash water at Kingfisher Pool has been completed which reduces both energy and water consumption. Work has also started on the 'solar carports' in Sudbury's Kingfisher car park which will generate electricity not only to charge the car parked in the shade below but also to provide additional energy to be used in the running of the Leisure Pool itself..

### **Waste and Recycling**

Covid continued to present challenges, affecting collection crews and Household Waste Recycling Centres (HWRC) staffing. Fly tipping incidents have returned to pre-covid levels, but contamination of dry recyclables is still a problem. The Suffolk Waste Partnership has embarked on an awareness campaign to reduce the amount of glass in both blue and black bins. Glass is currently recycled via 'bring sites' – bottle banks and HWRCs.

### **Council Tax**

Babergh's element of Council Tax has gone up by £3.48 per year for an average (Band D) dwelling.

As a comparison, Mid Suffolk are the lowest in the County at £171.59, East Suffolk £176.22, Babergh £177.34, West Suffolk £187.11 and Ipswich (Borough) £384.21.

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**Appendix B – L Parker - BDC Report**

**2022-23 Budget**

The 2022-23 budget process was helped by a rise of over 4% in Council Tax Base and a better than expected Government settlement. Council Tax has been raised by 2% for 2022-2023, with council house rents increased by 4.1% in line with Government guidance. Sheltered housing charges and garage rents remain at 2021-22 levels.

**Car Parking Charges:**

Whilst the decision to introduce revised charges still stands, the implementation date has been deferred indefinitely.

**Belle Vue Park and House:**

A planning application has been submitted for conversion of the house and new build to provide retirement accommodation. The new entrance proposals are also at the planning stage, with both decisions expected soon.

**Planning.**

The new Babergh and Mid Suffolk Joint Local Plan was submitted to the Secretary of State for an Independent Examination last year. Following the Inspector's suggestion, the Plan will now progress in two parts. Part one will concentrate on the various Development Control policies and is expected to be complete by the end of 2022. Part 2 will address Settlement Hierarchy and allocations and we are hopeful it will be ready for adoption late in 2023.

**Council Housing.**

Over the years Right-to-Buy has gradually reduced BDC housing stock. The Affordable Housing Programme looks to increase that with acquisitions and new build. During 2021-22 the overall total BDC housing stock increased by 82 to 3677.

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OffSET supports the government's commitment to meet the target of Net Zero by 2050, and the aspiration to deliver 40GW of Offshore Wind, by 2030. *However, this will result in a succession of electricity generation and connection projects in Norfolk, Suffolk, and Essex, over the coming decades, which will have significant impacts on the environment and communities of the region.*

The group believes that these ambitions and targets cannot be met, on an "at any cost" basis. Therefore, the further development of the onshore transmission system, and the connection of offshore wind farms, and interconnectors, will require a new deal for communities and the environment. It remains a key priority that we speed up the Government's timetable to transition to the offshore transmission system, in order to protect our communities from the damaging effects of multiple cable corridors.

➤ **National Grid informal and Statutory Consultation on the Bramford – Twinstead Reinforcement of the Cables and Pylon connection through South Suffolk and the AONB**

Much time has been spent by many in preparing for these important consultations during 2021 and early 2022. Enough has been said and written. Suffice to say my thanks go to all the work that individuals within the parishes have put into this important consultation for the area and my thanks also go for the support we have all received from the planning and technical team in Suffolk County Council. After much of a battle, I was pleased to have the opportunity of having face to face discussions with the National Grid Team which were most productive.

➤ **Annual Public Health Report focuses on Mental Health impact of Covid-19**

Suffolk County Council, in December 2021, endorsed far-reaching recommendations to improve Suffolk people's mental health and wellbeing. This includes the creation of a dedicated fund of £2.5m and the development of a cross-system group to support community wellbeing in Suffolk.

The strains of the Covid-19 pandemic have meant that the issue of mental health has been in the public consciousness like never before. The unprecedented measures required to reduce the spread of the virus, have placed extraordinary pressures, and demands on the whole population, with around 1 in 5 adults in Britain experiencing some form of depression in the first three months of 2021.

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- The follow up to Test and Trace and now recently totally co-ordinated at the local level since March 2021.
- Local co-ordination of the Vaccination programme with Clinical Commissioning Groups via the Director of Public Health – Stuart Keeble.
- We have all learn to handle the technology to enable on line virtual meetings
- We have saved travelling time and as a result become more productive.
- We should all thank each other for the collaboration that has been achieved.

➤ **Leaders earmarked major investment on road to Covid recovery**

It was announced in late June 2021 that a significant investment of £6.238m was approved to support Suffolk's long-term recovery beyond the Covid-19 pandemic.

Suffolk Public Sector Leaders (SPSL) approved a significant investment of £6.238m towards a range of strategic, community focussed projects and programmes that support efforts in Suffolk's long-term recovery beyond the Covid-19 pandemic. This money will be used to increase the offer for young people and families, to improve access to housing, to help local businesses get back on track, to address the climate emergency commitment and to drive future public engagement plans. This includes - £2.6m to invest in future housing projects, improve literacy levels, identify families most in need of support and strengthen the local care offer for young people.

➤ **99% of pupils receive a preferred primary school on National Offer Day**

In April 2021, 99 % of children were offered a place at one of their parents' three preferred schools and 95% were offered a place at their first preference school.

➤ **State-of-the-art vehicles join Suffolk Fire and Rescue Service's fleet**

In May 2021, Suffolk Fire and Rescue Service unveiled three new vehicles, packed with the latest technology, to support firefighters at emergency incidents. The Command Support Vehicles will typically be used as a hub at large, complex incidents, from which officers can manage operations and work with other emergency services.

Some of the new features on the vehicles include:

- Dedicated WiFi, enabling officers at the scene to quickly stream and share data, images, footage and plans with colleagues who are based remotely, for example at the Combined Fire Control Room
- LCD display built into the side of the vehicle, allowing officers to share content with other agencies attending an incident, such as live drone footage and plans
- Latest communications and computer technology with access to live information, weather reports, data on substances and chemicals, and direct contact with other agencies and services

Suffolk Fire and Rescue Service has invested £360,000 in the new units, which replace the three existing Command Support Vehicles. Suffolk Fire and Rescue Service have also unveiled state-of-the-art rescue vehicles and equipment to provide firefighters with the latest technology for rescues.

➤ **HRH The Duke of Gloucester officially opens The Hold**

On September 15th 2021, His Royal Highness The Duke of Gloucester officially opened The Hold, a new archives and heritage centre on Ipswich's Waterfront. The Duke was given a tour of the £20million building, a partnership between Suffolk County Council and the University of Suffolk, which is home to more than nine centuries of history safely preserved by Suffolk Archives. The Duke was shown treasures from the Suffolk Archives collections spanning 900 years of Suffolk's history, including the oldest document - a Charter of King Henry I granting churches and property to the monks of Eye Priory from around 1119.

➤ **MPs from Norfolk, Suffolk and Essex and County Councillors, unite to protect the countryside and communities from the worst impacts of new pylons and cables**

In October 2021, the Offshore Electricity Grid Task Force (OffSET) was set up to review and respond to the Government's Offshore Network Transmission Review (OTNR).

A new group of MPs from across the region, under the chairmanship of Sir Bernard Jenkin, and including County Councillors from the region, has been set up to ensure that the emerging proposals of the Government's Offshore Network Transmission Review (OTNR), and proposals to change the Nationally Significant Infrastructure Planning regime, are effectively scrutinised.

Signed \_\_\_\_\_ Date \_\_\_\_\_

**DRAFT    LITTLE CORNARD ANNUAL PARISH MEETING**  
**Minutes of Meeting held on Tuesday 12<sup>th</sup> April 2022 at 7:15pm in the Village Hall**

**Appendices**

**Appendix A – J Finch - SCC Report**

➤ **Children’s Services & Adult Care at the heart of Suffolk County Council’s 2022/23 budget.**

In December 2021, Suffolk County Council outlined how it plans to spend more money on public services in 2022/23.

- **More money to support children with special educational needs and disabilities (SEND) with an increase of £1.1m in the revenue budget.**

This follows a review carried out by a team from Lincolnshire, including Lincolnshire County Council and a parent carer network. The review made nine recommendations and they used these to draft an action plan, which can be read online. One of the recommendations made in the review was to work with a third-party organisation to deliver improvements. The council has since secured Impower as a strategic partner, who will bring capacity and extensive experience of working on SEND systems across the country.

There is an £45.1m capital programme agreed in 2020 to create an additional 870 specialist education places over a 5-year period to 2024. At the moment, more than 6,000 children in Suffolk currently have a health and care plan to identify what support they need to help with their special educational needs. The number has nearly doubled from 3,000 in 2014. A further 12,000 pupils have special educational needs and do not require a health and care plan. Currently, there are 2,000 places at either special schools or specialist units for those with more complex needs. We continue to increase the number of places. Children’s education and welfare is fundamental.

- **Extra resources for adults in need of care launches the new Cassius service for an improved home care service.**

In early June 2021, it was announced that SCC are partnering with Alcove, Rethink Partners and Provide CIC to deliver their innovative care technology service to people in Suffolk over the next 3 years. From July 2021, the Cassius service gave our social work practitioners, occupational therapists and other front line professionals, new ways to support people to live better and independent lives. Initially the service launched with a high impact, targeted range of technology that will continue to grow into the full Cassius collection. This means that the technology can be customised to meet people’s needs and to address individual challenges which will help them live independently at home for longer. More details on the Suffolk Website here.

- **Additional funds to prevent flooding and fix footpaths**

In December 2021, the Council committed an extra £20 million over the next three years into further improving Suffolk’s highway drainage systems and footpaths.

In recognition of the increasing maintenance demand on these areas, councillors approved the use of £10 million to specifically deliver an increasing number of drainage schemes that deal with problems that affect larger numbers of people, and a further £10 million to improve footpath quality and access.

Under the proposals, the council’s budget for 2022-23 would rise by 4.5% (from £598.2 to £625.4m).

This additional money is generated by a 2.99% increase in Council Tax, and an increase in grants received from the Government. The proposals were presented for approval by councillors in February.

➤ **Another Year of COVID 19 but with restrictions easing – however still be aware !!**

23rd March 2020 marks the 2<sup>nd</sup> anniversary of the first lockdown. We have all learnt a lot to manage this prevalent virus and man of us learnt to avoid it. Last year I said *“my belief is that there is always good that comes out of bad”*.

Here is some of the good we have learnt to overcome the unprecedented incident of Coronavirus throughout the year.

- The collection and dissemination of local data and advice to guide the local policy for best practice control.
- The organisation of Home Schooling with the local authority in maintained schools with
- The introduction of “Home but not Alone” free phone line for the lonely.

Signed \_\_\_\_\_

Date \_\_\_\_\_



**DRAFT    LITTLE CORNARD ANNUAL PARISH MEETING**  
**Minutes of Meeting held on Tuesday 12<sup>th</sup> April 2022 at 7:15pm in the Village Hall**

**22/011 Quiet Lanes**

Mark Irwin updated the meeting on the plans for Quiet Lanes in the Parish - 20 'Quiet Lanes' signs were collected from the Highways depot in Ipswich on 31 March in readiness for installation across the designated lanes in Little Cornard. We still await Highways to erect two new poles and extensions to two existing poles which hopefully will be completed within the next couple of weeks. Little Cornard and Highways have jointly signed an agreement which falls under Section 101 of the Local Government Act 1972 which covers the delegation of functions to other local authorities and has been prepared by SCC's legal team to facilitate the installation of Quiet lanes Signs by Community Volunteer's acting on behalf of Parish Councils. Signage can now be installed at the 'Council's convenience'.

We still await sight of an invoice from the Quiet lanes Project team in respect of Little Cornard's contribution towards costs. No change to the financial provision is suggested at this time.

**22/012 SID Scheme / speed watch**

SID - Karen Gilbert updated those attending on the recently introduced SID scheme in the 30mph zone of Bures Road. Collected speed data was shown to members of the public (available on the parish website). Karen confirmed there has been some improvement in the amount of speeders and hopefully we are moving in the right direction.

The positive impact of the chevrons on chapel lane and the new sign on bures road was noted.

Speed watch – Ruth Adams updated those attending on the effectiveness of the speed watch. It was noted how there are now only 2 volunteers working with Janice – **Janice is hopeful that there will be some more volunteers to assist with the scheme.**

Everyone agreed that Janice does a brilliant job and everyone wishes to give their thanks.

**22/013 Bramford to Twinstead electricity network reinforcement**

Nick Hammond updated those attending with details of the National Grid consultation to upgrade the electricity supply along this route. Little Cornard Parish Council's response, along with a joint response from 5 other Parish Councils has been submitted to National Grid (appendix D and E respectively).

**Clive thanked Nick for all his hard work and time spent preparing a response to National Grid on behalf of Little Cornard Parish Council**

**22/014 Any other Business**

There were no further items raised.

**The meeting closed at 8:40pm**

Signed \_\_\_\_\_

Date \_\_\_\_\_

**DRAFT LITTLE CORNARD ANNUAL PARISH MEETING**  
**Minutes of Meeting held on Tuesday 12<sup>th</sup> April 2022 at 7:15pm in the Village Hall**

**Attending:** Clive Johnson (Chairman), James Finch (Suffolk County Councillor), Lee Parker (Babergh District Councillor), Martin Quinton (Clerk) and 14 residents including LCPC councillors Karen Gilbert, Mark Irwin, Nick Hammond, Ruth Adams, Cheryl Crane and Nigel Monk.

**22/001 Apologies for Absence**

None received.

**22/002 Chairman's Welcome**

The Chairman welcomed guests and residents.

**22/003 Minutes of Meeting held on 13<sup>th</sup> April 2021**

The minutes of the meeting were approved by the meeting and signed by the Chairman as a correct record.

**22/004 Matters arising from Minutes**

No issues were raised.

**22/005 Suffolk County Council Report**

James Finch gave the residents the Suffolk County Council report for 2021 / 2022 (appendix A)

**22/006 Babergh District Councillor Report**

Lee Parker gave the residents the Babergh District Council report for 2021 / 22 (appendix B)

**22/007 Police Report**

No representative was available to attend this evening and the Police do not have the resources to produce an annual report for the parish.

**22/008 Parish Council Report**

Clive Johnson gave the Parish Council report for 2021 / 2022 (appendix C).

**The councillors thanked Clive for chairing them at Parish Council meetings during the year.**

**22/009 Village Hall Report**

Nigel Monk gave the village hall report discussing the improvement / maintenance work completed during the year, including a new roof, replacement window and the acquisition of land adjoining the carpark. It was noted that the financial position of the village hall is healthy due to the Covid support grants from the government. As of 10 April 2022, the village hall had funds of £15,719 available.

Nigel confirmed that there is still a lot of work to be done to the hall, including painting and much needed upgrades to the toilet facilities.

As with last year, hall hire income was poor, largely due to the impact of Covid. However, Lapwing are going to continue to hire the hall for small sessions going forward.

Nigel mentioned the plan to plant a tree in aid of the Queen's upcoming Platinum Jubilee.

No fundraising activities were undertaken during the 2021 / 2022 year due to covid.

**22/010 Neighbourhood Plan**

Nick Hammond gave a report on the Neighbourhood Plan and confirmed that it is nearly complete and hopefully a referendum will happen soon.

Signed \_\_\_\_\_

Date \_\_\_\_\_