MARGARETTING NEWS

August 2012

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**ST MARGARET’S CHURCH SERVICES IN AUGUST**

 Sunday, 5th August 10am - Parish Communion

 Sunday, 12th August 4pm - Family Worship

 Sunday, 19th August 10am - Parish Communion

 Sunday, 26th August 11am - Matins

ST MARGARET’S CHURCH

There are many people travelling abroad for their holidays to avoid the Olympic hustle and bustle whilst some are staying here as they have tickets to go and watch the various events. Others, like me, will be content to watch events on the television as I am not good in large crowds – perhaps this is because I was brought up north of the border where we could go to lovely beaches and spend the day more or less on our own. We could also take peaceful walks in the Pentland Hills and not meet another soul.

 For all who are on holiday at home or abroad, this can be a time for refreshment, to re-charge your batteries. I know there are people who take their holidays outside the school holiday time. Perhaps they are fortunate to find some quiet places to visit and enjoy.

 We all need some time in our busy lives to be able to find time for ourselves – a time to still our busy minds, to re-connect with who or what is important to us.

 There are also occasions when forward planning is required. It sounds strange to think that the PCC need to begin planning the next Christmas, Lent and Easter services at this time.

 I hope and pray that whatever you do during the month of August you are able to enjoy yourself and spend precious time with those that are important to you.

 During August the areas of the community to be prayed for are;

5th August – Writtle Road

12th August – Bell Ringers

19th August – Flower Ladies

26th August – Groups using the Village Hall.

 *Revd Jean 01277 354359*

THANK YOU

The Margaretting Fun Day and Horticultural Society committee would like to say a huge thank you to everyone who came along to our day on July 14th. We so appreciate those that helped setup, those that came along and joined in and those who stayed afterwards and helped clear up. Especially, as the weather was so awful to us....all day long!

 We don't think it is possible to get any wetter.

A special mention should go out to John, Sam, Andy, Nick, Paul, Tim, Darren and Philip, who, kept going despite the torrential downpours.

 Lets hope next year the sun comes out for us.

MARGARETTING FRIENDS

The weather may have been wet outside but the atmosphere inside the village hall, the marquee, and the Chelmer Room was definitely bright and cheerful.

 This photo taken in the Chelmer Room by Rosemary Carter shows the variety of cakes baked by Margaretting Friends which were served up with a cup of tea and a cheery smile at the Fun Day and Horticultural Show.

 Margaretting Friends is a women’s social group which meets every third Monday in the month at 7.30pm in the Chelmer Room in the village hall.

 One of the aims of the group is to promote and support projects for the benefit of the local community.

 For further information please telephone Rosemary Carter on 01277 350553

PARISH COUNCIL - JULY MEETING

**DEMOCRATIC TIME**

Four members of the public present. Chelmsford Flood Alleviation Scheme

A number of concerns were expressed about the traffic management scheme for Swan Lane. We confirmed the parish council would be consulted fully on the final scheme.

We were questioned about how many people in the village had said they were in favour of the scheme and why the Environment Agency had not produced a 3D impression of how the flood area would look when the scheme is completed. Some of the answers given by Chelmsford Council and the E.A. to the questions raised by the community at the public meeting were criticised. In particular, the E.A’s explanation why the scheme would not affect local flooding in the vicinity of the Red Lion. We agreed to seek further clarification on the local flooding issue and follow up the request for an artist’s impression in 3D of the flood area.

Questions were also asked about the environmental enhancement aspect of the scheme which may include enhancements to Whites Bridge. An offer of financial assistance to cover the cost of the replacing the walk boards (if the flood alleviation scheme does not go ahead) was made by one of the members of the public present

**QUEENS DIAMOND JUBILEE**

We agreed in principle to purchase and install a five seat teak commemorative bench in the village hall playing field. This will replace two existing benches which are in a poor state of repair. Thanks were recorded in the minutes to everyone who gave a donation towards the village celebration and especially to the local businesses for their generous sponsorships. Photographs of the 2nd June village celebration will be on display at the village Fun Day and Horticultural Show.

**PARISH COUNCIL OFFICE**

The results of the tenders were received. Tom Green Construction Limited, the lowest quotation of the four tenders, was approved.

**ACCOUNTS**

We agreed the following expenditure:

£528 - MD Landscapes (grass cutting)

**VILLAGE SITES**

Repairs and Maintenance

It is proving difficult to obtain quotes for the repairs to the iron railings for the garden opposite the school.

Bus Shelter opposite Black Bull

We noted it is the vegetation surrounding the two cherry trees that needs cutting back not the cherry trees.

Maldon Road, Uneven Path

We were given the names of several residents who are finding the path difficult to walk on. We agreed to obtain estimates to install a hand rail.

Main Road, Overgrown Hedges

We agreed to ask Highways to cut back the hedges, brambles and trees on both sides of the road.

Maldon Road, Blocked Drains

Highways will be contacted again to confirm that flooding in the road by the entrance to the yard used by Network Rail’s contractors is still occurring and causing problems.

Black Bull Bus Shelter

In response to complaints made about the size of this shelter a request will be made to Chelmsford Council to replace the shelter with the style of shelter we originally requested.

**MALDON RD PLAYING FIELD**

There have been no reported incidents.

A fifth quotation to provide and install concrete ramps which are suitable for BMX bikes as well as skateboards has been received. We will now start applying for funding.

**PLANNING**

The following decisions were noted:

*12/00796/CLOPUD - Wells Farm, Ivy Barn Lane:* Detached garage and cart lodge. Refused Planning Permission

*12/00763/FUL - Berwyn, Maldon Road:* Two storey side and rear extensions.

Application Withdrawn

*12/00668/FUL - Fristling Hall, Swan Lane, Stock:* Erect two sheep rearing barns with shepherd’s hut and resurface and extend access track

Refused Planning Permission

*12/05104/TPO - Land adjacent to Chalksfield, Margaretting Tye:* T1 Willow adjacent to the village pump - to crown lift annually for a management period of 5 years. Trim branches as necessary. Granted Planning Permission

**ENVIRONMENTAL ISSUES**

There is nothing further to report on when we can expect to see the rubbish removed from Little Tressels Farm. The Environment Agency has confirmed that the results of tests carried out on the pond indicate the pond water in which some of the rubbish was dumped does not present a health risk.

The E.A. is currently seeking legal advice as to the ownership and responsibility for the farm.

**DATE OF NEXT MEETING**

Thursday, 12th September at 7.30pm in the meeting room in the village hall.

ESSEX POLICE - HELP BEAT THE BURGLAR

 Is your home as safe as it can be? There are simple steps you can take to ensure it is. Don’t give thieves a chance! Tips to beat burglary:

Fit 5 lever mortise locks on external doors

For all other doors and windows, fit secure locks and take extra care when locking up.

Make your property look occupied at all times - use automatic light timers.

Consider installing an alarm - homes with alarms rarely get burgled.

Consider installing external lighting.

When leaving the property remove keys from locks and place out of sight.

**New trend alert:**

 Burglars break into properties to steal car keys - to deter this, follow the same safety precautions as above and in addition consider the following:

Avoid leaving car keys near a door or window where they can be seen.

Lock your car in a garage or behind a locked gate if possible.

Consider purchasing a tracker device for your vehicle.

 For further security advice, contact Essex Police on 0300 333 4444

**EMERGENCY: 999**

**NON EMERGENCY: 0300 333 4444**

**WEBSITE ADDRESS: www.essex.police.uk**

SCHOOL NEWS

Well, the end of term came very quickly for us all at school. We had a lovely talent show for the older pupils in the school which was very good and the children did very well. The Year 6 had a leavers assembly at the church with Rev. Jean, where she wished them luck in their futures. This was attended by the whole school and afterwards we all went for a lovely time in the woods, investigating nature through pond dipping, storytelling, painting and mini beast hunting.

We shall all miss the Year 6 children and wish them the best of luck for their futures and hope they come back and visit from time to time.

After a long term we are hoping the summer will be long and enjoyable for everyone.

BEST KEPT VILLAGE COMPETITION

 The parish council is delighted to let everyone know that the village received a Merit Award in the Best Kept Village 2012 Competition.

 Thank you to everyone in the community for your support for village projects and help in keeping the village litter free, clean and looking attractive.

200 CLUB

The results of the July draw which took place on Saturday, 14th July at The Horticultural Show and Fun Day are:

£100 Mr A Wreathall; £50 Mr P Philp; £30 Mr N Cant

£20 Mrs S Taylor; £15 Mr Peters; £5 Mrs E Baldock

SPREADEAGLE SIGN

Questions have been asked about the future of the pub sign which is located on the forecourt of Larmar Engineering. Comments have been made that although it is now redundant it is part of village history and as such should be saved and a new home found for it. The parish council would welcome your views.

OVER 60S CLUB

Following a magical display by Jack Bailey at our last meting, we look forward to our summer garden party at The Martins, Main Road on Wednesday, 8th August (or divert to the Village Hall if raining). The focus of attention will be on the ‘giant matchstick model competition’ and there will also be a prize for the best summer bonnet (ladies only)!

On the 22nd August we meet as usual at 2pm for an afternoon of tea, chat and party games.

AUGUST COLLECTIONS

#### Black bin and food waste

####  every Tuesday

#### Brown bin, paper sack and

#### bagged plastics & cartons

#### Tuesdays 7th and 21st

**Green box and card sack**

#### Tuesdays 14th and 28th

Margaretting Tye

#### Black bins and food waste

#### every Wednesday

#### Brown bin, paper sack and

#### bagged plastics & cartons

#### Wednesdays 8th and 22nd

**Green box and card sack**

Wednesdays 1st, 15th and 29th

VILLAGE SHOW PHOTOGRAPHS



One of the cup cake entries



MARGARETTING HORTICULTURAL SHOW & FUN DAY

Margaretting Horticultural Show and Fun Day is the day where the village comes together to celebrate summer and all things British. The day is currently organised by a group of optimistic young locals who, this year planned an amazing array of patriotic things to do and enjoy at this year’s show.

 Unfortunately, on Saturday 14th July, it rained. I can tell you now, if standing dressed as if ready for a summer BBQ in the rain counted as having a shower, I’d be alright for the month at least. The whole day was a wash out. Puddles soon developed into ponds and the village hall field looked as though a rugby match had just taken place. Luckily, an executive decision was made and a marquee was hired. Awkwardly, the marquee was only big enough for the stalls and so the classic cars, fairground rides and bouncy castles had to be cancelled. The field was so water logged that the normal parking arrangements had to be changed and the poor ice cream man barely made a tenner!

 Despite the wetness, over 150 adults walked through the gate! The normal horticultural competitions were filled and an overall profit was made ready to be spent on next year’s fun day.

 The children enjoyed face painting, nail painting, sweet stalls and scruffy dog competitions whilst the adults enjoyed the BBQ and glasses of Pims from the bar. Members of the village came together brilliantly, with an outstanding attitude towards the terrible weather. Nothing could have been done to prevent the rain and so a huge thank you should be sent to all those who came along to support the village, even if you did come by boat.

 All that can be said is sorry if you got wet; hopefully you had fun and let’s hope next year is just as successful, but minus the water falling from the skies!

*Jordanne Wood*

CHELMSFORD FLOOD ALLEVIATION SCHEME

The parish council has received the Environment Agency’s response to the community’s questions about the scheme and the comments made at the public meeting. A copy has been posted on the village website.

Copies of the E.A.’s response are also available from Mrs Kochan, Clerk to the Parish Council. Contact details are:

Telephone: 01277 353181 or e-mail: parishcouncil.margaretting@virgin.net

See last page of this newsletter for copy of questions and anwers

SAMARITAN’S PURSE

Operation Christmas Child is the world’s largest children’s Christmas appeal. Every year Operation Christmas Child is made possible through the amazing support of thousands of children and adults in the UK and Ireland. Operation Christmas Child works by taking your gift filled shoebox - packed, wrapped and taken to a local drop off point - and hand delivering it to a child in need. Information about this year’s Operation Christmas Child campaign will appear in next month’s newsletter.

NEIGHBOURHOOD WATCH

Recent incidents reported to the Police.

17 July - 18 July - Margaretting Tye. Oil stolen from outside tank.

FOOD WASTE BAGS

 The parish council has been made aware that some properties in Margaretting did not receive their allocated supply of food waste bags.

 Arrangements have now been made for a supply of bags to be held at a central point in Margaretting (The Martins, Main Road - telephone 01277 356182) for collection by those residents who said they have not received a delivery.

 Meanwhile, if waiting for a supply of bags, your waste food can always be wrapped in newspaper and placed in the green box for collection.

DOG WASTE BAGS

These are available from Keith Young.

Telephone 01277 354516

PLASTIC SACKS

Additional bags can be picked up from Julie Jones.

Telephone 01277 354504

**MOBILE LIBRARY**

Fortnightly on Thursday afternoons

9th and 23rd August at 3.20-3.35pm in Maldon Road in the lay-by opposite the playing field.

**SHOPPER BUS**

Margaretting to Asda Supermarket, Chelmer Village - Tuesday mornings

Margaretting to Tesco Supermarket, Wood Street, - Thursday mornings

leaving Orton Close at 11.00am, Maldon Road at 11.02am, Main Road at 11.04am.

**TRUST BUS**

Margaretting to Ingatestone, Friday mornings

leaving the Pond, Main Road at 9.55am, Orton Close at 10.00am

and returning from Ingatestone at 11.15am

VILLAGE HALL - ACTIVITIES IN AUGUST

WEEKLY UNLESS OTHERWISE INDICATED

Mondays **Pilates** 9.30-10.30am 10.45-11.30am & 7.00-8.00pm **in the Main Hall**

 **Margaretting Friends** 20th 7.30pm **in the Chelmer Room**

Tuesdays **Stitch and Chat 7**th and 21st 9.30-12.00 noon **in the Meeting Room**

 **M/S Society** 28th 7pm i**n the Main Hall**

Wednesdays **Bingo** 1st, 15th and 29th 7.30pm **in the Main Hall**

 **Aerobics** 15th 7-8pm **in the Chelmer Room**

 **Over 60s Club** 8th and 22nd 2-4pm **in the Main Hall**

Thursdays **Pilates** 9.30-10.30am and 7.30-8.30pm **in the Main Hall**

Fridays **Stitch and Chat** 9.30-12noon **in the Main Hall**

Saturdays **Pilates** 4th and 18th 9.30 - 11am **in the Main Hall**

 **Cricket Club 4**th, 18th and 25th 1pm **in the Chelmer Room**

Sundays **Yoga Workshop** 5th9.30am-1pm **in the Main Hall**

 **Pilates** 12th and 26th 9.30 - 11am **in the Main Hall**

 **Cricket Club** 26th 1pm **in the Chelmer Room**

F*or further details or queries for private functions please contact April Nixon on 07794 187741*

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**PUBLIC MEETING SATURDAY, 16 JUNE 2012 and**

**MARGARETTING COMMUNITY’S QUESTIONS AND COMMENTS**

The following questions were asked by the community at Margaretting Parish Council meetings and also at the public meeting held in Chelmsford on 16 June. The answers have been provided by the Environment Agency and where appropriate Chelmsford City Council. We hope that you find them useful.

Swan Lane and construction lorries

Comments made:

Chelmsford Borough Council says it will ensure that the protected Swan Lane (one of only two Protected Lanes in the whole of Essex) is restored. This is being interpreted as there will be considerable damage done to the lane.

Swan Lane is not wide enough to take lorries. There is only just enough room for one car. This has prompted a fear that hedges over one hundred years old will be ripped out and verges will be concreted over.

**Question**

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**Answer**

Swan Lane is typically between 3.5 - 4m wide, and although traffic volumes are low, it is presently used by commercial and large farm vehicles. To allow a lorry to pass a car we will provide a series of passing places, these will be 5.5m wide these are located at areas which are already used as informal passing places. This will limit the damage to the verges and we will not need to remove hedgerows to construct these. All of the passing bays will be removed upon completion of the works in consultation with the local community

Some minor tree pruning maybe required at trees with low head room.

**Question**

How will the safety of the many pedestrians, cyclists and horse riders who use Swan Lane every day be assured during the construction works?

**Answer**

The safety of pedestrians, cyclists and horse riders is paramount. It will be formally assessed as part of the traffic impact assessment; the assessment will be undertaken in accordance with current national guidelines. This will be submitted as part of the planning application for Essex County Council’s approval.

There is an existing remote bridleway that runs parallel with Margaretting Road and Swan Lane. The bridleway allows pedestrians, cyclists and horse riders using the route not to have to walk within the carriageway. Signage will be provided indicating alternative access for pedestrians and cyclists.

At the location of the crossing points of the public footpath, additional temporary warning signs shall be established.

We will also provide a cut and reinforced section of Verge between Margaretting Tye and Martins Farm, to provide an alternative to walking on the road.

All delivers will be placed with special instructions relating to using Swan Lane as an access. The British Horse Society has provided some guidance for our contractors which we will include in our instructions to them.

**Question**

What training will be given to lorry drivers to ensure that they safely pass pedestrians, cyclists and horse riders?

**Answer**

During the placing of orders of materials, special instructions will be given relating to deliveries on Swan Lane, identifying the requirement to be considerate of all other road users. The British Horse Society has also offered to have a joint meeting with contractors and local horse riders to cover safety.

**Question**

Will the lorries be subject to speed restrictions in Swan Lane?

**Answer**

The physical constraints on the lane, including the width of the lane and available visibility will restrict the speed of lorries using the lane.

**Question**

Who will employ the drivers of these lorries?

**Answer**

Drivers using the lane will be employed by a range of companies and organisations. However the Environment Agency’s contractor will be given specific instructions relating to site access and how they are expected to manage traffic.

**Question**

For what period will construction lorries be using Swan Lane?

**Answer**

Construction lorries will be using Swan lane throughout the duration of project (estimated to be 6 months)

**Question**

What size lorries will be using Swan Lane i.e. what is the length, width and weight of the lorries.

**Answer**

A range of lorries will be used during the construction, the bulk of the lorries which will use Swan Lane will be around 8m long, and 2.5m wide, up to 18t in weight. They will be the approximate size of a refuse lorry. We estimate that around 30 of these lorries per week will be required to make deliveries.

We will need to undertake the delivery of certain items by articulated lorry these will be up to 16m long and 2.5m wide. This will form around 10% of the total number of deliveries, at present we estimate around 60 deliveries by articulated lorries will be required over the 6 month construction period. These lorries will weigh up to 40 tonnes.

We will need to undertake around 25 – 30 deliveries of large items of construction plant, these will be delivered generally at the start and end of construction and will be delivered on articulated lorries. These will be escorted along the lane by special arrangement.

**Question**

How and who will monitor and manage the traffic using Swan Lane?

**Answer**

Traffic will be monitored and managed on a day to day basis by our contractor. The Environment Agency will appoint an independent site supervisor who will ensure that the contractor meets our requirements.

On our major projects we arrange for our contractors to register for a considerate constructor’s scheme which provides independent audits on the community impact of the project. These results are used to assess our contractor’s performance which has an impact on their ability to undertake future Environment Agency projects.

**Question**

Does the Environment Agency have a traffic management plan in place?

**Answer**

We have developed a traffic management plan; this will be submitted to the local planning authority. Prior to the start of the construction we require our contractors to produce a traffic management plan.

**Question**

Can we provide oak bollards to protect the green at the bottom of Swan Lane?

**Answer**

Yes

**Question**

Will you reinstate Swan Lane after the work and make good any damage?

**Answer**

Yes, any damage will be repaired to Essex County Council’s requirements.

**Question**

Can you improve the footpath on London Hill, Galleywood where the lorries will be passing?

**Answer**

There is an opportunity to improve the footpath and we are presently discussing this with Galleywood Parish Council.

Impact on Margaretting's environment and landscape:

Detrimental changes are being made to Margaretting in terms of the existing landscape and the environmental impact i.e. flooding of farm land.

The only beneficiaries are some private and business properties in Chelmsford that have been built on the flood plain and though sympathetic to their position this scheme seems out of all proportion to the risks involved. This has prompted the view that there is more to this scheme than the protection of existing properties and the £6 million which comes from a growth fund could be better used elsewhere.

The scheme will safeguard businesses and hundreds of homes from flooding, the majority of which lie in the older parts of central Chelmsford. It is a vital piece of infrastructure needed to protect people’s lives and to limit damage to property.

By itself, the flood scheme will not deliver development in Chelmsford. At best it helps by reducing but not removing flood risk from a number of sites in the city centre. For example, the land at the old gas works and canal side does not become released by the FAS – it has other constraints, principally road access. Contamination has to be removed before development and there are trunk sewers. And all development is still hampered by loan finance and viability. So reducing flood risk will not necessarily generate investment. Other sites are not affected by flood risk (Marconi for example) and there are those that gain no benefit, such as East of High Street, the location for the new John Lewis store, which have provided their own flood defences on site as part of their scheme.

**Question**

Why should my village be flooded in order to protect properties in Chelmsford that were built and purchased with the knowledge that they were in a flood plain?

**Answer**

The main area of benefit in central Chelmsford are those properties either side of the River Can, principally the residential areas around Moulsham Street, one of the historic parts of the city, where settlement is not recent and occurred many years ago. Any development which has occurred since 2006 has been subject to a flood risk assessment which has required the assessment of the impacts on flooding to development.

**Question**

Why can't Chelmsford's existing flood defences be improved instead?

**Answer**

This option has been investigated. It would have comprised some 6km of new flood defence (primarily walls) up to 2.0m in height. It was discounted on cost and created a poor riverside environment, severing the city from one of its best assets, its rivers. The estimated cost of this is over 4 and a half times more than the cost of the flood storage area at Margaretting. (£24 million).

**Question**

Who initiated this scheme and what are the plans for future building on the flood plain?

**Answer**

The first part of the flood alleviation scheme, known as stage A was initiated by the Environment Agency in 2006.

There are no plans for future building in areas of existing flood plain in Chelmsford; there are however plans to re develop derelict sites in the town centre which are subject to flooding. Later stages of the flood alleviation scheme will be required to fully address the flood risk in these areas. Additional information on the sites identified for development are included in the city councils town centre area action plan proposals. Details can be found at http://www.chelmsford.gov.uk/ctcaap.

**Question**

Why, in the middle of an economic depression and hose pipe bans, do we need to start this flood alleviation scheme right now?

This is an important piece of public infrastructure that will be a positive addition to investment in the city. From initial assessment of the flood risk problem, through securing government approval, design and construction takes some years to complete, irrespective of the economic cycle.

What does Margaretting gain?

**Answer**

As well as providing improved flood risk management outcomes one the Environment Agency’s corporate aims is to provide better local environments, enhance people’s lives and support sustainable communities. As part of this aim each project is normally tasked with delivering environmental outcomes.

At Margaretting this has been focused on the environmental area upstream of the dam, as it was considered that this could provide both biodiversity and landscape improvements within the river valley.

Following feedback from the public meetings and drop in sessions, a number of environmental issues which need addressing in the village have been raised, examples of these include: the Walkboards at Whites Bridge, protection of the grass verge at the Tye, localised surface water flooding on Roman Road, improved signage at the ford at Buttsbury and improvements to the footpath at London Hill.

Since obtaining this feedback we are proposing to reduce and revisit the size and location of the environmental area and are working with the local parish council to provide funding towards local parish projects which will be developed with the parish council as the scheme progresses.

**Question**

Can the Environment Agency disclose and justify their reasons for abandoning perfectly sound alternatives

**Answer** A range of alternative options have been investigated in accordance with government guidelines relating to the assessment of flood risk management schemes. Alternative options have been assessed against the overall economic return to the taxpayer, environmental impacts and technical outcomes.

Options such as providing flood storage on the other rivers and undertaking channel dredging did not provide the required reduction in water levels within the city to mitigate the flood risk to acceptable levels required for government funding.

The construction of raised flood defences within the town could not be justified on economic grounds.

Of the three rivers entering Chelmsford the River Wid is the most flashy of the rivers, due to the more urban areas upstream, this has the biggest impact on peak water levels within the city, the wider floodplains of the river Chelmer help to reduce the amount of peak river flow entering Chelmsford. Therefore flood storage on the river Wid presents the best technical solution, as this has the biggest impact of reducing flood levels within the town centre.

Margaretting was selected as the location for the flood storage area for the following reasons:

The flood storage area provides sufficient capacity to reduce the risk of flooding in Chelmsford to a 1:75 standard of protection

The flood storage avoids the impacts on listed building and important landscaping features, which other sites such as Hylands Park would affect

Of the locations investigated the flood storage area has an impact on the lowest number of residential properties.

The flood storage area has the lowest environmental impact of the feasible options investigated, and is considered the most appropriate location for the flood storage area.

The flood storage at Margaretting provides the best return for the taxpayer for the investment required to reduce the impact of flooding to the city.

The selection of the option has been subject to review by a national independent team of experts in the Environment Agency in order to approval to be given to progress the project and also by independent experts during the development of the Chelmsford local development framework

**Question**

Does the Council admit that the main reason they want this alleviation scheme, which will spoil our environment, is to make money for Chelmsford and not to protect the environment?

**Answer**

The purpose of the flood alleviation scheme is to protect people, their homes and livelihoods.

Also, please see the answer to question 2.

**Question**

When can we see an artist’s impression of how the Wid valley will look when the scheme is completed?

**Answer**

These are included on the website [www.chelmsford.gov.uk/fas](http://www.chelmsford.gov.uk/fas)

Brook Farm Embankment:

Comments made:

Horse riders use the track here on a daily basis. Horses are easily frightened by loud noises and heavy machinery, putting themselves and their riders at risk of injury.

**Question**

How and where will the track affected by the embankment be diverted during and after the construction works?

**Answer**

There are no public bridleways around Brook Farm and horse riding is subject to private agreement by the landowner. At certain points during construction the tracks will be closed, we estimate that a closure will only be required for 3 to 4 weeks, whilst works are undertaken on the bridge crossing Margaretting Brook. Prior to these works will provide advance notification of any works.

Any public rights of way which require diverting will have the diversion route agreed with Essex CC.

Following construction of the scheme the existing farm track will be diverted to the north and the south to provide continued access to the fields and railway.

**Question**

What measures will be taken to prevent horses being 'spooked' by the construction works?

There are very little measures that can be taken to prevent horses from been spooked? **Answer**

Construction working areas will be fenced off to prevent access from the public. Suitable warning signs will be placed if noisy activities are underway.

At the approach to the working areas a set of demounting blocks will be provided to enable horse riders to dismount and remount before entering / leaving the working area.

Footpaths / tracks / bridleways generally:

**Question**

Will residents of Margaretting be offered free horse riding access to Hylands Park in compensation for the disruption and potential risks caused by the construction works?

**Answer**

We have looked into this option, but horse riding is no longer allowed in Hylands Park. This has been the case for a number of years.

**Question**

Are there detailed maps showing any diversions to tracks, footpaths and bridleways during and after the construction works?

**Answer**

The only impact on the public footpath network will be the temporary closure of St Peters Way; this will be required for public safety during construction. The diversion route will require to be agreed with the county council

**Question**

Fristling Hall bridleway will be closed for several months and will make the route many horse riders currently use unavailable. Riders are of the view that the bridleway will turn into a tarmac road for the lorries then it will not be a bridleway.

**Answer**

The construction of the scheme will not require the closure of any Bridleways.

Local Flooding

Comments made:

The E.A. website gives a clear description of flood plains in Margaretting. It shows the river Wid and Margaretting Brook are liable to flooding and includes the properties around The Red Lion and extending to Ivy Barn Lane but not the houses by the railway at the end of parsonage Lane. However those two houses require protection hence the complaints from the residents. So, the logic of this is that if the Wid floods so does the Red Lion.

This stretch of Roman Road (in the vicinity of The Red Lion) floods regularly – twice badly in the past 30 years yet the scheme is going ahead in case Chelmsford floods once in a hundred years.

There are concerns that the scheme will increase local flooding in this part of Margaretting. When this area floods it affects the sewage drains in Pennys Lane.

**Question**

Has the E.A. taken into consideration the effect the scheme will have on Margaretting Brook?

**Answer**

The impact on the Margaretting Brook has been investigated. The top water level within the flood storage area is 40.2mAOD, at which point the flood storage area starts to overtop.

The lowest lying property is at a ground level of 42.6mAOD and the lowest point of Roman Road is at 43.5m AOD, therefore all of the properties are well above the maximum level of the flood storage area.

The construction of the flood storage area will not change the frequency of flooding of these properties.

Combined with this due to the expected timing of the peak floods on the watercourses flows along the Margaretting Brook are expected to peak prior to the flood storage area starting to fill.

We are in the process of investigating the location of the sewerage system outfalls with Anglian water and will update this response once we have obtained the relevant information.

**Question**

What will happen to this area if the Wid is dammed and the water builds up even more?

**Answer**

The embankment needs to be designed to overtop once it reaches the maximum capacity. This is at a level of 40.2mAOD. The lowest lying property is at a ground level of 42.6mAOD and the lowest point of Roman Road is at 43.5m AOD, therefore all of the properties are well above the maximum level of the flood storage area.

**Question**

Does the scheme include any protection for the houses in Roman Road?

**Answer**

The scheme does not include any protection for the houses in Roman Road for the reasons stated above.

**Question**

Can you address surface water flooding issues in Margaretting as part of the scheme?

**Answer**

If requested by the Parish Council our environmental outcome funding could be used to address these issues.

Essex Clay

Comments made:

The superficial geology of this area is clay and local gardens get flooded when there is heavy rain. Residents are concerned that the scheme could raise the water table, when flooded, which would make it harder for the water to drain away properly.

**Question**

Has the E.A. taken into consideration the geology of the surrounding area and how the scheme will affect the water table?

**Answer**

Yes. During the design of the scheme we have taken recordings over a number of months of the ground water levels around the area. These are been used in the development of design of the scheme.

Individual Impacts on Properties

**Question**

Will we meet with individual householders, over and above those already know to us, to discuss specific concerns?

**Answer**

Where people have raised concerns that are specific to their personal circumstances, we will speak or meet with them to discuss their concerns.

Dredging

**Question**

If you dredged the rivers would this significantly reduce flood risk and mean that we do not need to build this scheme?

**Answer**

Dredging river channels doesn't make them big enough to contain the river during a flood. When a major flood occurs, water soon fills the river and enters the floodplain. Even major dredging will not free up enough space in the river channel to stop this from happening.

Floodplains form naturally as a response to flooding. The idea of dredging to try and tackle extreme flooding is similar to the thought of trying to squeeze all of the water held in a floodplain back into the river. Since the floodplain volume is usually many times bigger than the river channel volume, this would cause massive environmental change.

Dredging can be effective for improving land drainage, but very rarely helps to stop flooding.

Investigation in the initial phases of the project undertaken in 2006 addressed the option of undertaking dredging works and channel improvements along the whole river. The results of these investigations identified that the areas which most benefit from regular maintenance

works are through centre of Chelmsford, where the flood plain is constricted. Channel improvements however do not sufficiently reduce the water levels to provide the required level of flood protection. (Providing 100mm reduction in the peak water level) compared to 400mm following the construction of the flood storage area.

The investigation in 2006 identified that by dredging the entire river this would actually increase peak water levels in Chelmsford. Water is held back in the upper catchment less, so it passes down to the lower reaches of the river more quickly and causes slightly higher peak water levels

**Question**

If we dredged the rivers to increase the rivers' capacities, and increased maintenance generally, would that mean we could build a smaller scheme?

**Answer**

No, within Chelmsford City centre the size of the river channel and its floodplain is constricted around the Moulsham Street area. This area of the channel is currently receives the majority of our maintenance activities.

Increased maintenance in other areas along the rivers would not change the size of scheme required. The flood storage area has been designed to utilise the existing flood plain in Chelmsford as much as possible.

**Question**

What is the Environment Agency's justification for doing less maintenance and dredging than before?

**Answer**

Dredging is, and presents a massive cost to the taxpayer with very little return. To make matters worse, dredging would need to be repeated after every major flood.

Dredging is also not a sustainable option as the river will simply deposit new material to replace any dredged material until it finds it own natural balance.

Any silt removed would need to be treated on site before been sent to a tip for disposal; this adds significant costs to dredging operations due to charges for waste despoil (around £70/ tonne.)

There is another reason that we don't recommend dredging. Removing trees and shrubs from the river bank can actually make the bank less stable, as well as disturbing the natural habitat of river dwellers like otters and voles. Removing gravel also means removing spawning grounds for fish.

**Question**

How do the elevated silt levels in the Chelmer & Blackwater Navigation affect flood risk, and would dredging this make a difference to the need for the scheme?

**Answer**

During a 1:75 year flood event the peak river flow in the river Chelmer at Barnes Mill is 150m3/s, whereas the current channel capacity is approximately 32m3/s. In major floods all rivers are reliant on their flood plains for the discharge of the flood flows and the river channels only carry a small proportion of the overall flow.

Dredging would not make a difference for the need for the scheme.

Other comments

**Question**

What commitments will the Agency give to maintain the flood storage area in future? How will the public hold you to account to make sure you do maintain it?

**Answer**

The flood storage area embankments are classified as large raised reservoirs under the 1975 reservoirs act as part of these requirements the Environment Agency will be required to appoint an independent engineer. If the engineer recommends work the Environment Agency will have a legal obligation to undertake these.

**Question**

The scheme is supposed to be a priority. Why has it taken so long from the flooding in 2000/ 2001 to come forward with this scheme?

**Answer**

The flood alleviation scheme has required to be assessed against a list of national projects to ensure that it could obtain funding. In order to obtain this a number of options required assessing in detail and investigating to produce a business case for the project. We have also had to obtain the necessary funding and approvals for the flood alleviation scheme.

If you have any questions that we haven’t covered in this document please email corporate.services@environment-agency.gov.uk