



FRATING PARISH COUNCIL

Memorial Hall, Main Road, Frating, CO7 7DJ.

Clerk to the Council: Jim Morris

Email: fratingpc@hotmail.com

Website: www.fratingparishcouncil.org.uk

MINUTES of the FRATING PARISH COUNCIL MEETING held at Memorial Hall on Monday 5th August 2024 at 1900hrs.

Present: Cllr Paula Bland (Vice-Chairperson)
Cllr Terry Cuthbert (Chairperson)
Jim Morris, Clerk to the Council
Stephen Daw, Mineral Surveying Consultant, on behalf of Brett Aggregates
Two members of the public

08.24.57 APOLOGIES FOR ABSENCE

Apologies for absence were received and accepted from Cllr Jean Hynes, Cllr Veronica Morris, and Cllr Terri Philp.

The Chairperson declared the meeting inquorate. Any relevant business would be carried over and considered at the council meeting scheduled for Monday 9th September 2024.

The meeting closed at 1901hrs.

Stephen Daw, Mineral Surveying Consultant, had attended the meeting on behalf of Brett Aggregates to deliver a presentation explaining a proposal for expansion at the Lufkins Farm site.

LUFKINS FARM CONCRETE BATCHING PLANT

Stephen Daw gave a presentation detailing Brett Aggregates' plans to further develop Lufkins Farm. Mineral extraction had begun at Lufkins Farm in 2010, with materials being processed at Alresford. Planning permission granted in 2024 allowed for an increase in land area to be used for extraction, and the additional Planning Application would seek use of the site as a batching plant. Brett Aggregates would erect a processing plant, weighbridge, and associated infrastructure which would lead to the ceasing of material transfers offsite. Expansion of the site would include silos over thirteen metres in height, which would be screened by bunds. Planning Officers had suggested darker coloured silos may be more agreeable.

Mr Daw noted that noise and dust was controlled using various methods at such industrial sites. However, an increase in vehicle movements from sixty per day to an anticipated sixty-four per day would also form part of the Application. Essex County Council Highways Officers were due to meet with the Applicant to discuss concerns over potentially weak bridges, and Brett Aggregates would part-fund works needed with contributions to match the projected increase in vehicle movements. The Planning Application was expected to be submitted in September 2024.

Signed..... Date.....



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APPENDIX B

AGENDA ITEM 5 – MATTERS PENDING

05.24.29 POLICIES & PROCEDURES

Action arising: Clerk to upload reviewed Policies & Procedures to FPC website.

05.24.32 MEETING WITH TDC OPEN SPACES

Action arising: Clerk to arrange date for meeting with James Hill (TDC Open Spaces).

05.24.33 CLOSED CHURCHYARD

Action arising: Clerk to arrange War Graves Commission signage.

05.24.36 FRATING POOL

Action arising: Clerk to write to Frating Pool regarding use of Kings Arms PH car park.

05.24.38 DOG FOULING SIGNAGE

Action arising: Clerk to purchase two new signs re dog fouling.

07.24.46 MINUTES

Action arising: Clerk to amend draft Annual Meeting Minutes.

07.24.47 MATTERS PENDING

Action arising: Clerk to contact Jen Spear regarding previous actions arising.

07.24.48 CHAIRPERSON'S REPORT

Action arising: Clerk to seek contractor quotes for footpath clearing ahead of spring 2025.

07.24.51 PLANNING & ENVIRONMENT

Action arising: Cllr Cuthbert to contact Cllr Guglielmi regarding footway maintenance.

Action arising: Clerk to contact Brett Aggregates' Consultant regarding attendance at August meeting.

07.24.52 COMMUNICATION & LIAISON

Action arising: Cllr Cuthbert to forward potential grant funding opportunity to War Memorial Hall Management Committee.

Action arising: Clerk to assess new model Financial Regulations.

ECC Report July 2024

£8,000 available to Essex homeowners in flood risk zones



Residents urged to plan ahead with flood defence grant as UK Climate Projections anticipates increased winter rainfall and intensity.

At-risk residents can bolster their homes with up to £8,000 in flood protection measures offered by Essex County Council.

The Property Flood Resilience Grant (PFR) is being delivered by Lakeside Flood Solutions for Essex homeowners who have or may experience flood water entering their homes.

Eligible residents could improve their flood defences with self-closing air bricks, reinforced flood doors, non-return valves, pumps and flood barriers.

The measures are designed to help prevent water entering homes and mitigate damage in the event of a flood.

The grant comes as [UK Climate Projections](#) anticipates average winter rainfall to increase by 35% by 2070, with rainfall intensity projected to increase by 25%.

Lakeside Flood Solutions has completed installations in 196 properties across Essex since 2018. This includes an end-to-end service with flood risk surveys, product selection, design, installation and demonstration training.

Essex homeowners can [check their property's flood risk online](#) to see if they are able to apply for the PFR. This may include residents living in critical drainage areas.

Homeowners will be asked to contribute to their flood protection measures if they exceed the £8,000 afforded by the grant.

Sam Kennedy, Director for Environment & Climate Action at Essex County Council, said: “Essex has a long history of fighting floods from the sea and rivers, and heavy rain that can overwhelm drainage systems is becoming more frequent.

“This year, East Anglia saw its wettest February since 1836, while England as a whole saw its eighth wettest winter since records began.

“Extreme weather is unfortunately becoming more common, with risks of flooding projected by our [Essex Climate Action Commission](#) to double across the county. I therefore strongly encourage residents to [check their eligibility](#) for the Property Flood Resilience Grant and secure their homes for the future.”

- Essex County Council has partnered with Lakeside Flood Solutions to deliver the PFR.
- Lakeside Flood Solutions is not the sole provider, with customers having a choice between other providers following the initial survey.
- UK Climate Projections in high emission scenarios show that by 2070:
 - average winter precipitation will increase by up to +35%
 - average summer precipitation will decrease by up to -47%
 - hourly rainfall intensity will increase by 25%

This means Essex will continue to face increasing water scarcity alongside flooding in the winter [Read the Water Strategy for Essex.](#)

Further £2.9 million allocated to address SEND assessment wait times in Essex.



Additional funding will help to create more capacity within the local Special Educational Needs and/or Disabilities (SEND) system.

Efforts to address long wait times for Education, Health and Care Needs Assessments (EHCNA) in Essex are continuing.

A further £2.894 million is being allocated to deliver 'additional assistance' within the local SEND system over the next two financial years.

The aim is to address the current backlog of EHCNAs, mitigate further delays and ensure new requests are processed within the statutory 20-week timeframe.

The funding will be used, among other things, to:

- recruit additional posts into the quadrant SEND Operations Team including additional coordinators and engagement facilitators.
- increase the level of support given to schools and settings.
- develop a package of support for families who are waiting for an EHCNA.
- create additional business support and customer service capacity to undertake administrative functions that would have been undertaken within the quadrant SEND Operations Teams
- increase the capacity of specialist teaching teams for sensory impairments (hearing, visual, physical and neurological)

- create SEND-inclusive activities for families as the foundation for longer-term opportunities to be co-produced with the Essex Family Forum.

Helen Lincoln, Executive Director for Children, Families and Education at Essex County Council, said: “We are seizing different opportunities to improve Education, Health and Care Needs Assessment wait times, and the experience of families in Essex. Our aim is to do this as quickly as possible, without compromising on the quality of the service offered to families.

“The additional assistance plan is one part of our wider improvement work, and it is important we don’t make changes in isolation. We recognise there are different areas that need to be addressed across the system.

“We understand the effect that long wait times can have on families but hope the changes we are making will go some way in providing reassurance that SEND improvements remain a priority for the council.”

The £2.894 million will be drawn down from Essex County Council’s Early Intervention and Prevention holding account reserve. It will be split as follows over the next two financial years:

- £1.450 million in 2024/25
- £1.444 million in 2025/26

The additional assistance plan is one part of the council’s ongoing [SEND improvement efforts](#) It also recently announced it was allocating more than £1 million to recruit agency Educational Psychologists to help address the current assessment backlog.

As well as the additional assistance plan, the council has developed [SEND strategy](#) This sets out a five-year approach to improving the SEND system in Essex.

It has also produced an inclusion strategy. This aims to support schools, children, young people and their families at an earlier point and will, over time, help to ensure that the right support is delivered at the right time and in the right place. This will give parents and settings more confidence that children and young people’s needs can be met without the need for an Education, Health and Care Plan.

- Under the Children and Families Act 2014 and the Special Educational Needs and Disabilities (SEND) Code of Practice 2015, Essex County Council has a statutory obligation to assess children who may have SEND through the EHCNA process.
- The assessment process is coordinated by local authorities to determine a young person's education, health and care needs and whether they require an Education, Health and Care Plan (EHCP).
- If an EHCP is deemed necessary, it is written collaboratively with professionals and the family. It will specify the provision needed to meet the child or young person's needs and states the educational placement.
- Nationally, SEND needs and subsequent EHCNA requests have risen year on year since the SEND code of practice in 2015. There was a significant rise during the pandemic years.
- Alongside this increase, there is a national shortage of Educational Psychologists, which are imperative to the EHCNA process.
- Requests for EHCNAs in Essex have risen by 70% since the 2018/19 academic year prior to the pandemic, with the most recent figures outlined below:
 - o Academic year 2021/22 – 2,781 requests
 - o Academic year 2022/23 – 4,011 requests
 - o Academic year 2023/24 (Sep 23 to Apr 24) – 2,696 requests. The trend is expected to continue into the summer term.
- Not all EHCNA requests result in an assessment being completed. In these cases, an alternative approach will be discussed with the family and the child's school or setting. Parents and carers can appeal this decision.

More than 5,000 learners improve their numbers of skills thanks to Multiply



Free courses available to residents and businesses across Essex.

More than 5,000 residents have improved their numbers skills with free courses through Multiply in Essex.

Multiply has been running in Essex since January 2023. Offering bite-size training to adults aged 19 and above, over 5,000 people have so far benefitted from courses.

Delivered by a network of college and education providers, courses focus on things like:

- assisting residents to gain qualifications and progress at work
- support with managing finances
- helping children with their schoolwork

Charity 3Food4U runs both face-to-face and online Multiply courses. Subjects include everything from functional skills qualifications to cooking on a budget.

One of the participants, Jill, from Ongar, said: “I was very nervous. I was never any good at maths at school. But this was different, very relaxed and practical. I feel so happy I’ve achieved something.”

Ian, from Loughton, said: “The course is very easy to understand, and I did it online in my own time. I’ve learnt so much and feel more confident with numbers.”

The Multiply campaign is now in phase two. This will see at least 4,000 new opportunities created, including 800 specifically targeted to businesses, helping them upskill their workforce.

Multiply aims to address a skills gap in Essex, where adult numeracy ranks lower compared to the national average.

Find out more at the Essex Opportunities website:
www.essexopportunities.co.uk/multiply.

Read more about [how Multiply is benefitting residents in Essex](#)

Adult safeguarding referrals made easier with new portal



A [new online portal](#) has launched that aims to speed up safeguarding referrals and responses.

Individuals and professionals can now submit adult safeguarding referrals through a new online portal.

Around 120 safeguarding referrals come into Adult Social Care each day. Until now this has been via various channels including emails, telephone calls and website forms.

Referrals can include:

- worries about the safety or wellbeing of a member of the public, family member or friend

- suspected neglect or abuse
- reporting an incident

The new portal is a central place to make adult safeguarding referrals. It will make reporting quicker and easier with improved response times

Even though the portal is online, there will still be the option to call to discuss concerns through [Adult Social Care Connects](tel:03456037630) on 0345 603 7630.

A Council spokesman said: “In an ideal world we would have very few people wanting to register safeguarding concerns. However, as all of us know, the world is not ideal. So, while the council will always work with partners to reduce volumes, when there is a concern, it is really important that residents and professionals have an easy and quick way to submit safeguarding concerns or referrals.

“The new portal will make the process much easier and faster, which will in turn help us work more efficiently behind the scenes.”

The portal can be found here:

<https://www.essex.gov.uk/adult-social-care-and-health/report-concern-about-adult>

Outdoor activities boost children's learning



As part of our early years' recruitment campaign, we're highlighting the benefits of outdoor learning.

Our campaign, 'Make a change. Build a future.', aims to inspire people to enter or return to the early years sector.

Sue Triscott, owner of Abacus Kindergarten in Colchester, is supporting the campaign. Sue's keen to highlight how practitioners can make the most of outdoor learning.

She said: "At our setting, we encourage children to get outside every day. Especially when the weather's good.

"It's important to enable child-led play and give children the space to be creative. We offer a range of outdoor activities that some children may not get at home."

The outdoor space at Abacus Kindergarten helps boost children's learning and development. Sue added: "We teach children about nature cycles, so we help them to grow their own vegetables to have for a snack.

"Then, we guide them to use the peelings as compost and put them back in the soil in the autumn. We teach them that this will help feed the new plants for the following spring."

For Sue, a large part of outdoor learning is encouraging children to discover things for themselves. Sue continued: "We want them to understand there's no right or wrong way to play with something."

"Our practitioners could give children some shingle, a tablespoon, some spades, an old jug and a bucket. Their imagination will do the rest."

"We encourage children to take part in activities which will naturally lead to learning. We support them to discover things for themselves."

"Outdoor learning is all about exploration. We think about how children play and learn and use our outdoor space to compliment what we teach. We add to their experiences and broaden their opportunities."

Sue also wants to show how rewarding a career in early years can be. She said: "We have great fun at work, which is really important. But it's also about having meaning and feeling satisfied that you've had a positive impact on a family."

"Being with children changes your perception. It makes you reflect, and you become a better human being. I feel it's a worthwhile career."

Find out more about [a career in early years and childcare](#). Search for [current](#) early years vacancies.

Record number of Essex schools take part in Walk to School Week



A record number of Essex schools took part in Walk to School Week last month.

Our sustainable transport team worked with 97 primary schools. This saw around 29,000 pupils participate this year.

The annual walking challenge is run by [Living Streets](#). It aims to encourage more children to walk as a form of exercise.

This year's event took place from May 20th to May 24th. May also marks Living Streets' National Walking Month.

More than 25 million steps were also walked collectively by Essex residents in the [third annual safer, greener, healthier walking challenge](#). This equates to a distance of nearly 20,000kms and a saving of 2,366kg of carbon emissions.

The challenge to walk 5k steps a day or 35k steps a week was run in collaboration with Go Jauntly. The app has 100 Essex walks available to download on the free.

There are hundreds of free Essex walking routes to explore on the app. [Find out more about Go Jauntly](#).

Learn more about our [Walking Strategy for Essex](#).

Planning Decisions & Informatives

Application: [23/01699/OUT](#)

Decision: Approval - Outline

Date of Decision: 10.07.2024 Committee Decision

Applicant Name: Dalau Limited

Location: Land to The South of Colchester Road, Frating, Essex.

Proposal: Outline Planning Application (Access to be considered with all other matters reserved) for new commercial premises.

Conditions / Reasons:

01 COMPLIANCE REQUIRED: TIME LIMIT FOR RESERVED MATTERS APPLICATION CONDITION:

Application for approval of all outstanding and the final reserved matters for any phase of the development must be made to the Local Planning Authority not later than the expiration of three years beginning with the date of this permission, and the development must be begun not later than the expiration of two years from the final approval of the reserved matters for the relevant phase or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

NOTE/S FOR CONDITION: The reserved matters need to be received by the Local Planning Authority within the timeframe provided. Failure to comply with this condition will result in the permission becoming lapsed and unable to be carried out. If there is no phasing plan, this condition is considered to apply to the whole site as a single phase. If commencement takes place after the time lapses this may result in unlawful works at risk Enforcement Action proceedings. You should only commence works when all other conditions requiring agreement prior to commencement have been complied with.

02 APPROVAL OF RESERVED MATTERS CONDITION:

No development in any phase shall commence until approval of the details of:-

- the Appearance of the building(s) and place,
- Scale of the building(s),
- Layout of the building(s) and site,
- Landscaping

(hereinafter called "the reserved matters") for that particular phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and agreed order of phasing.

REASON: To enable the Local Planning Authority to secure an orderly and well designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

NOTE/S FOR CONDITION: This condition requires approval of all reserved matters as may be listed to agreed in writing prior to any commencement of the approved development. Failure to comply with this condition may result in the permission becoming lapsed and unable to be carried out. If there is no phasing plan, this condition is considered to apply to the whole site as a single phase.

The reserved matters that may be listed above are further defined under government guidance as follows:-

ACCESS: The accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network

APPEARANCE: The aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

LANDSCAPING: The treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features

LAYOUT: The way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

SCALE: The height, width and length of each building proposed within the development in relation to its surroundings.

03 APPROVED PLANS & DOCUMENTS CONDITION:

The development hereby permitted shall be carried out in accordance with the drawings/documents listed below and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard (except for Listed Building Consents). Such development hereby permitted shall be carried out in accordance with any Phasing Plan approved, or as necessary in accordance with any successive Phasing Plan as may subsequently be approved in writing by the Local Planning Authority prior to the commencement of development pursuant to this condition.

Drawing Numbers 502042-IWD-XX-ZZ-DR-A-2010 Revision P13, 502042-IWD-XX-XX-DR-C-6101 Revision P01, 502042-IWD-XX-XX-DR-C-6002, 502042-IWD-XX-XX-DR-C-6001 Revision P01, 502042-IWD-XX-XX-DR-C-6000 Revision P04, 502042-IWD-XX-XX-DR-C-6100 Revision P02, 502042-IWD-XX-XX-DR-A-2400 Revision P03, 10606-D-AIA, and the documents titled 'Planning, Design and Access Statement', 'Preliminary Ecological Appraisal Report', 'Noise Impact Assessment', 'Landscape & Visual Impact Assessment', 'Geotechnical and Geoenvironmental Interpretative Report', 'Flood Risk Assessment' dated 23rd November 2023, 'Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan', 'Transport Assessment', 'Interim Workplace Travel Plan', and 'Heritage Officer response' dated 28th February 2024.

REASON: For the avoidance of doubt and in the interests of proper phased planning of the development.

NOTE/S FOR CONDITION: The primary role of this condition is to confirm the approved plans and documents that form the planning decision. Any document or plan not listed in this condition is not approved, unless otherwise separately referenced in other conditions that also form this decision. The second role of this condition is to allow the potential process of Non Material Amendment if found necessary and such future applications shall be considered on their merits. Lastly, this condition also allows for a phasing plan to be submitted for consideration as a discharge of condition application should phasing be needed by the developer/s if not otherwise already approved as part of this permission. A phasing plan submission via this condition is optional and not a requirement.

Please note in the latest revision of the National Planning Policy Framework (NPPF) it provides that Local Planning Authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). Accordingly, any future amendment of any kind will be considered in line with this paragraph, alongside the Development Plan and all other material considerations.

Any indication found on the approved plans and documents to describe the plans as approximate and/or not to be scaled and/or measurements to be checked on site or similar, will not be considered applicable and the scale and measurements shown shall be the

approved details and used as necessary for compliance purposes and/or enforcement action.

04 CONDITION:

Concurrent with the first reserved matter a scheme of hard, soft and boundary treatment landscaping works for the site, which shall include any proposed changes in ground levels, shall be submitted to and approved, in writing, by the Local Planning Authority.

REASON: In the interests of visual amenity and the character and appearance of the area.

NOTE/S FOR CONDITION: Slab level is normally refers to the concrete slab supported on foundations or directly on the subsoil and is used to construct the ground floor of the development. In any other case, please assume slab level to be the point before any walls and/or development can be visually above ground level or seek confirmation from the Local Planning Authority for your development.

Should the landscape works include any new hedgerow, please consider the following planting for a native hedge. Native hedge: 50% hawthorn, 25% blackthorn (but beware - this can spread into adjacent fields), 15% field maple, 2% holly, 2% wild privet, 2% guelder rose, 2% dog rose, 2% buckthorn.

05 CONDITION:

All changes in ground levels, soft/hard landscaping shown on the approved landscaping details shall be carried out in full during the first planting and seeding season (October - March inclusive) following the commencement of the development, or in such other phased arrangement as may be approved, in writing, by the Local Planning Authority up to the first use/first occupation of the development. Any trees, hedges, shrubs or turf identified within the approved landscaping details (both proposed planting and existing) which die, are removed, seriously damaged or seriously diseased, within a period of 10 years of being planted, or in the case of existing planting within a period of 5 years from the commencement of development, shall be replaced in the next planting season with others of similar size and same species unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the approved landscaping scheme has sufficient time to establish, in the interests of visual amenity and the character and appearance of the area.

06 CONDITION:

Concurrent with the first reserved matter all mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal Report (Practical Ecology, August 2022) and thereafter maintained.

REASON: In order to safeguard protected wildlife species and their habitats in accordance with the NPPF and Habitats Regulations.

07 CONDITION:

Concurrent with the first reserved matter a Hazel Dormouse Method Statement shall be submitted to and approved in writing by the local planning authority. This will contain precautionary mitigation measures and/or works to reduce potential impacts to Hazel Dormouse during the construction phase. The measures and works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

REASON: In order to safeguard protected wildlife species and their habitats in accordance with the NPPF and Habitats Regulations.

08 CONDITION:

Concurrent with the first reserved matter a Biodiversity Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs or product descriptions to achieve stated objectives;
- c) locations, orientations, and heights of proposed enhancement measures by appropriate maps and plans;

- d) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter.

REASON: To enhance protected and Priority species and habitats.

09 CONDITION:

Concurrent with the first reserved matter a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

REASON: To enhance protected and Priority species and habitats.

10 CONDITION:

Concurrent with the first reserved matter a lighting design scheme for biodiversity in accordance with GN:08/23 Bats and Artificial External Lighting (ILP) shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting plans, drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. All external lighting shall then be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme.

REASON: To enhance protected and Priority species and habitats.

11 CONDITION:

Concurrent with the first reserved matter details of a surface water management scheme/plan, detailing how surface water and storm water will be managed on the site during construction and during the lifetime of the development, is submitted to and agreed in writing by the local planning authority. The scheme shall include but not be limited to:

- Details and verification of the suitability of infiltration of surface water for the development.
- Details of all discharge rates for all flood and storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change
- Provide details of sufficient on site storage to be installed and demonstrate if off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event is likely to occur.
- Provide details to demonstrate if all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.

- Provide details that demonstrate if features proposed are able to accommodate a 1 in 10 year storm events within 24 hours of a 1 in 30 year event plus climate change.
- Provide final modelling and calculations for all areas of the drainage system.
- Provide detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

Unless a timetable is agreed as part of the surface water management scheme submitted, no part of the development shall be first occupied or brought into use until the scheme is fully installed and is functionally available for use, unless alternative timing for installation is otherwise agreed in writing by the Local Planning Authority. The drainage scheme shall thereafter be maintained as approved.

REASON: To safeguard the ground water environment and minimise the risk of flooding. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm by reason of flood risk.

NOTE/S FOR CONDITION: This condition shall engage and requires details to be agreed prior to the commencement of development. This condition is imposed to ensure the potential impact on a sensitive area is considered and harm avoided that may be detrimental to amenity and the environment.

12 CONDITION:

Concurrent with the first reserved matter, a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution shall be submitted to, and approved in writing by, the local planning authority. This must include details regarding mitigation measures within the SPZ and how soil compaction will be minimised. The scheme shall subsequently be implemented in full accordance with the details as approved.

REASON: To safeguard the ground water environment and minimise the risk of flooding.

13 CONDITION:

Concurrent with the first reserved matter details of the construction methodology and timetable shall be submitted to and approved, in writing, by the Local Planning Authority. This shall incorporate the following information:-

- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
- b) Details of the loading/unloading/storage of construction materials on site, including details of their siting and maximum storage height.
- c) Details of how construction and worker traffic and parking shall be managed. This shall include routing of all traffic and any directional signs to be installed and where.
- d) Details of any protection measures for footpaths and trees surrounding the site.
- e) Details of any means of access to the site during construction.
- f) Details of the scheduled timing/phasing of development for the overall construction period.
- g) Details of measures to control the emission of dust and dirt during construction, and including details of any wheel washing to be undertaken, management and location it is intended to take place.
- h) Details of the siting of any on site compounds and portaloo's.
- i) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.
- j) Site waste management plan (that shall include reuse and recycling of materials)
- k) Scheme for sustainable construction management to ensure effective water and energy use.
- l) Scheme of review of complaints from neighbours.
- m) Registration and details of a Considerate Constructors Scheme

n) Details on the provision, location and management of any show home/s or reception, including opening times, parking and advertisements (including flags and directional signs). The said methodology as may be approved shall be implemented in its entirety and shall operate as may be approved at all times during construction.

REASON: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity.

NOTE/S FOR CONDITION: You are strongly advised to discuss this condition with the Local Planning Authority and if possible/available local residents likely to be affected by this development prior to submission of details.

14 CONDITION:

Prior to occupation of the hereby approved development, the following shall have taken place or been completed:

- a) As indicated in principle on drawing no. 502042 IWD XX XX DR C 6000 P04, a new priority junction off Colchester Road to provide access to the proposed site.
- b) A dedicated right turn lane to be designed in accordance with DMRB standards, incorporating refuge islands as indicated in principle on drawing no. 502042 IWD XX XX DR C 6000 P04.
- c) As indicated in principle on drawing no. 502042 IWD XX XX DR C 6002 P01, and where possible the existing footway to be widened to maximum 2-metres or minimum 1.8 metres on the north side of Colchester Road to the existing bus stop facilities east of the Car Auction access. The provision of a new 2-metre-wide footway on the south side from the development site to the new bus stop.
- d) To current Essex County Council specification, the upgrade of the nearest bus stop on north side of Colchester Road, and east of the Car Auction access and a new bus stop to be provided on the south side of Colchester Road (details shall be agreed with the Local Planning Authority and Essex County Council prior to commencement of the development).
- e) Where the existing 40-mph speed limit terminates west of the proposed development site the provision of a 50-mph speed limit to be provided eastwards to incorporate the new development and to include the provision of a gateway feature at the new location for the terminal signs east of the development site (details shall be agreed with the Local Planning Authority and Essex County Council prior to commencement of the development).

REASON: To protect highway efficiency of movement and safety and to ensure the proposal site is accessible by more sustainable modes of transport such as public transport, cycling and walking.

15 CONDITION:

Concurrent with the first reserved matter, details of the travel arrangements to and from the site for employees, customers, and visitors, within the proposed workplace Travel Plan shall be submitted for the approval in writing by the local Planning Authority in consultation with the Highway Authority. The workplace Travel Plan must contain but not be restricted to the following:

- a) Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by employees, customers, and visitors across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met.
- b) Appointment of a suitably qualified Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- c) A commitment to monitor the vehicular trips generated by the employees, customers, and visitors, and submit a revised Travel Plan no later than six months after occupation of the commercial premises.
- d) A commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and

approved in writing by the Local Planning Authority and Essex County Council for a minimum period of five years using the same methodology as the baseline monitoring.

e) A suitable marketing strategy to ensure that all employees on the site are engaged in the Travel Plan process.

f) Confirmation and evidence of agreement with a local taxi business to provide a free taxi home for car sharers (who have been let down) and employees that have travelled by bus to work for an evening shift and cannot access existing bus services.

g) A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area. The site shall not be occupied until the workplace Travel Plan has been agreed. The approved travel plan measures shall be implemented in accordance with a timetable that shall be included in the workplace Travel Plan and shall thereafter adhered to in accordance with the approved workplace Travel Plan.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport.

16 CONDITION:

Concurrent with the first reserved matter a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include as a minimum:-

- An electric car charging point;
- Agreement of a scheme for water conservation including greywater recycling and rainwater capture/re-use;
- Agreement of heating of each building;
- Agreement of scheme for waste reduction; and
- Provision of a fibre optic broadband connection to the best possible speed installed on an open access basis and directly accessed from the nearest exchange, incorporating the use of resistant tubing. (If the applicant is unable to achieve this standard of connection, and can evidence through consultation that this would not be possible, practical or economically viable an alternative superfast (i.e. will provide speeds greater than 30mbps) wireless service will be considered.)

The scheme shall be fully implemented prior to the first occupancy of the development unless otherwise agreed in writing by the Local Planning Authority. The scheme shall be constructed and the measures provided and made available for use as may be agreed and thereafter shall be maintained.

REASON: To enhance the sustainability of the development through reduce need, better use or savings in the use of water, energy and resources; reduce harm to the environment; and result in wider public benefit in accordance with the NPPF.

17 CONDITION:

Notwithstanding the provisions of Article 3, Schedule 2 Part 3 of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), the hereby approved development shall be used as Class B2 and E(g)(i) uses and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory instrument and re-enacting that Order with or without modification).

REASON: To enable the Local Planning Authority to retain control over the development in the interests of the amenity.

18 CONDITION:

Concurrent with the submission of the Reserved Matters, full details of foul water drainage shall be submitted to and approved, in writing, by the Local Planning Authority.

No part of the building/s shall be first occupied or brought into use until the agreed method of foul water drainage has been fully installed and is functionally available for use for that building/s. The foul water drainage scheme shall thereafter be maintained as approved.

REASON: To safeguard the ground water environment from harm.

NOTE/S FOR CONDITION: This condition shall engage and requires details to be agreed prior to the commencement of works to the building/s approved. This condition is imposed

to ensure the potential impact on a sensitive area is considered and harm avoided that may be detrimental to amenity and the environment. This condition as detailed will apply to the development at all times once agreement is obtained unless varied or removed legally.

19 CONDITION:

Prior to first use of the access, visibility splays shall be provided with a minimum clear to ground visibility splay with dimensions of 2.4 metres by 215 metres in both directions, as measured from and along the nearside edge of the carriageway, and shall then be retained in its approved form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

REASON: To ensure vehicles exiting the access would have sufficient visibility to enter the public highway safely and vehicles on the public highway would have sufficient warning of a vehicle emerging in order to take avoiding action.

Application: [24/00850/ADV](#)

Decision: Approval – Advertisement Consent

Date of Decision: 19.07.2024 Delegated Decision

Applicant Name: Mrs Adele Grogan - Clear Channel UK

Location: Bus Shelter 2512-0054, Main Road, ADJ Crossways Corner, E/O Great Bentley Road, Tendring, CO7 7GB.

Proposal: Application for Advertisement Consent - Double-sided digital displays to replace existing double-sided Internally Illuminated 6-sheet Bus Shelter advertising displays. Digital displays to portray static advertising images that change every 10 seconds.

Conditions:

01 ADVERTISEMENT (SCHEDULE 2 CONDITIONS)

CONDITIONS:

1. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
2. No advertisement shall be sited or displayed so as to:
 - (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
 - (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
 - (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
3. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.
4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
5. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

REASON: All advertisements displayed with the (express) consent of the Local Planning Authority are subject to these standard conditions by virtue of Schedule 2 to the Town and Country Planning (Control of Advertisements)(England) Regulations 2007 (as amended).

02 APPROVED PLANS & DOCUMENTS

CONDITION: The development hereby permitted shall be carried out in accordance with the drawings/documents listed below and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard (except for Listed Building Consents). Such development hereby permitted shall be carried out in accordance with any Phasing Plan approved, or as necessary in accordance with any successive Phasing Plan as may subsequently be approved in writing by the Local Planning Authority prior to the commencement of development pursuant to this condition.

The approved red line plan drawing is BLANK received BLANK

LIST ALL OTHER DRAWINGS

REASON: For the avoidance of doubt and in the interests of proper phased planning of the development.

NOTE/S FOR CONDITION: The primary role of this condition is to confirm the approved plans and documents that form the planning decision. Any document or plan not listed in this condition is not approved, unless otherwise separately referenced in other conditions that also form this decision. The second role of this condition is to allow the potential process of Non Material Amendment if found necessary and such future applications shall be considered on their merits. Lastly, this condition also allows for a phasing plan to be submitted for consideration as a discharge of condition application should phasing be needed by the developer/s if not otherwise already approved as part of this permission. A phasing plan submission via this condition is optional and not a requirement.

Please note in the latest revision of the National Planning Policy Framework (NPPF) it

provides that Local Planning Authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). Accordingly, any future amendment of any kind will be considered in line with this paragraph, alongside the Development Plan and all other material considerations.

Any indication found on the approved plans and documents to describe the plans as approximate and/or not to be scaled and/or measurements to be checked on site or similar, will not be considered applicable and the scale and measurements shown shall be the approved details and used as necessary for compliance purposes and/or enforcement action.

03 ONGOING REQUIREMENT IMPOSED: LEVEL OF ILLUMINATION

CONDITION: The maximum luminance of the sign/s shall not exceed 300 candelas/m² at night and 2500 candelas/m² during the day.

REASON: Any luminance in excess of this level would cause harm by reason of being detrimental to the prevailing character of the area, residential amenity, biodiversity and possible distraction to highway users.

NOTE/S FOR CONDITION: Candelas/m² (cd.m²) is a measure of light emitted per unit area, this unit is frequently used to specify the brightness of a display device. For example, most consumer desktop liquid crystal displays have luminance of 200 to 300 cd/m². A HDR television display can range from 450 to up to 1600 cd/m²

04 ONGOING REQUIREMENT IMPOSED: FLASHING/INTERMITTENT ILLUMINATION

CONDITION: There shall be no flashing, intermittent or recurring form of illumination to take place at any time to highlight the advertisement/s.

REASON: These forms of illumination would cause harm because the intermittent display would distract drivers and pedestrians likely to result in detriment to highway safety.

NOTE/S FOR CONDITION: For the avoidance of doubt, this condition applies to both internal lighting and external lighting sources to highlight the advertisement and any light type and source.

ÉlanCité

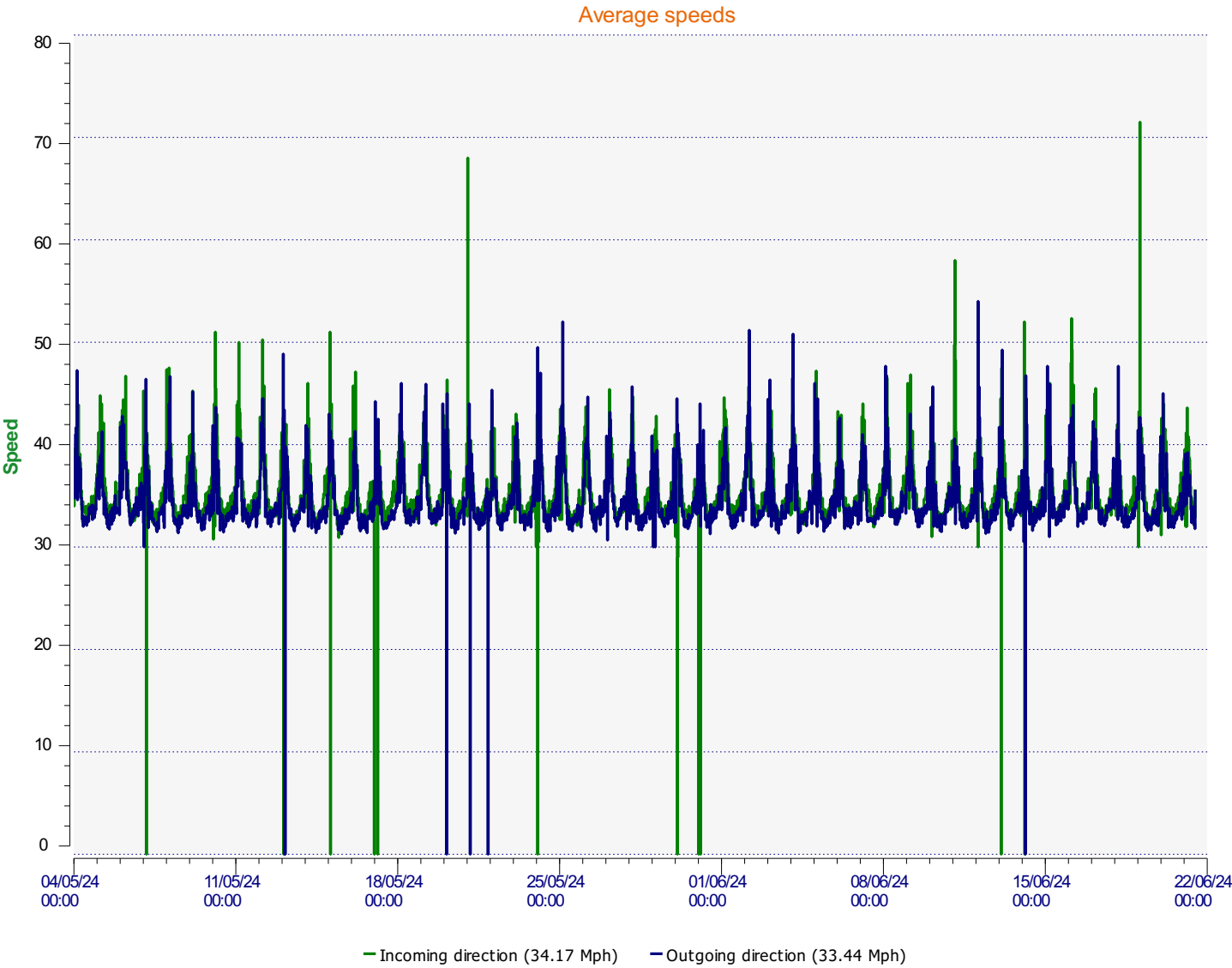


DÉTECTER • INFORMER • SÉCURISER

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End date: Friday, June 21, 2024 11:30 AM

Location:

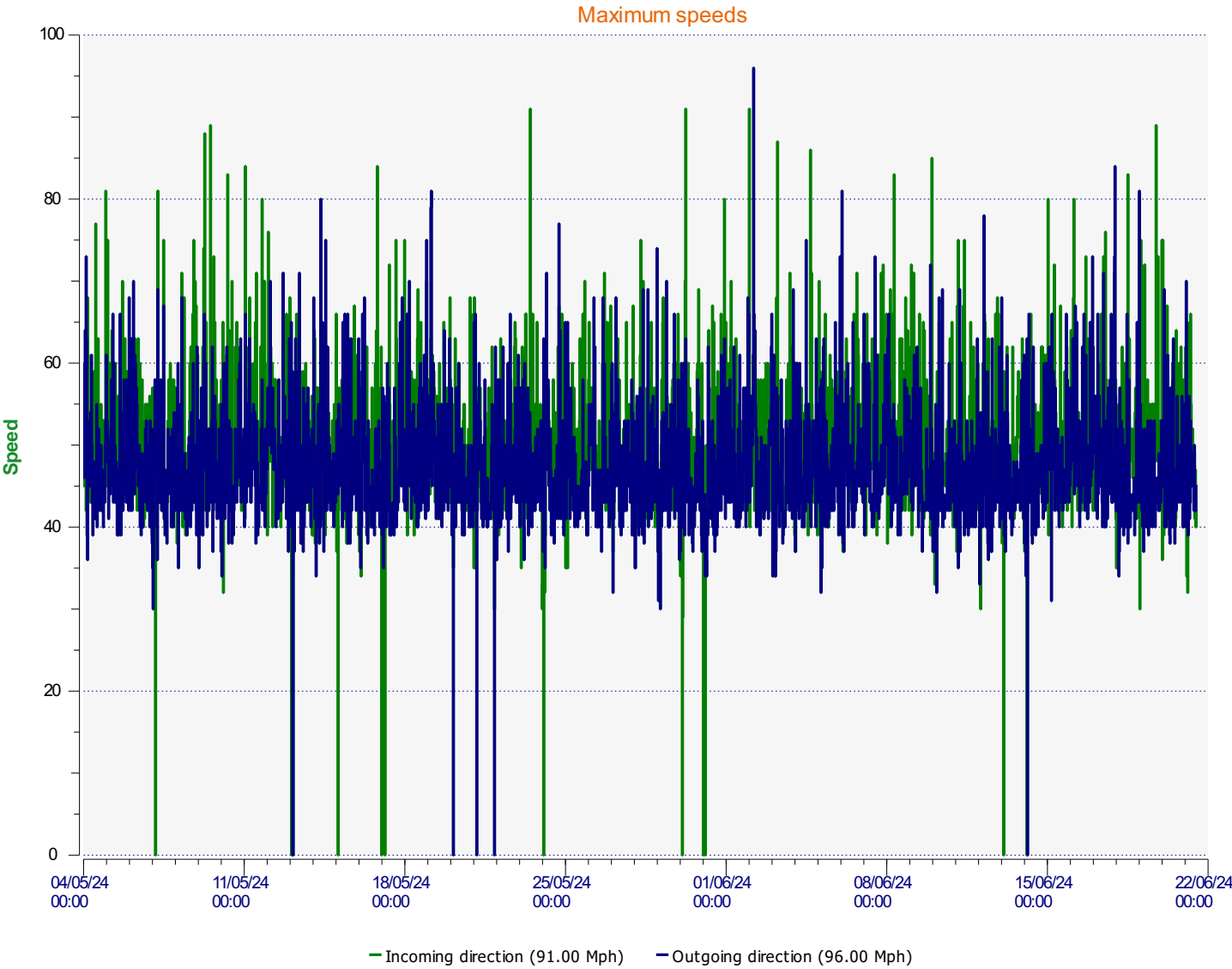
Comments:



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End date: Friday, June 21, 2024 11:30 AM

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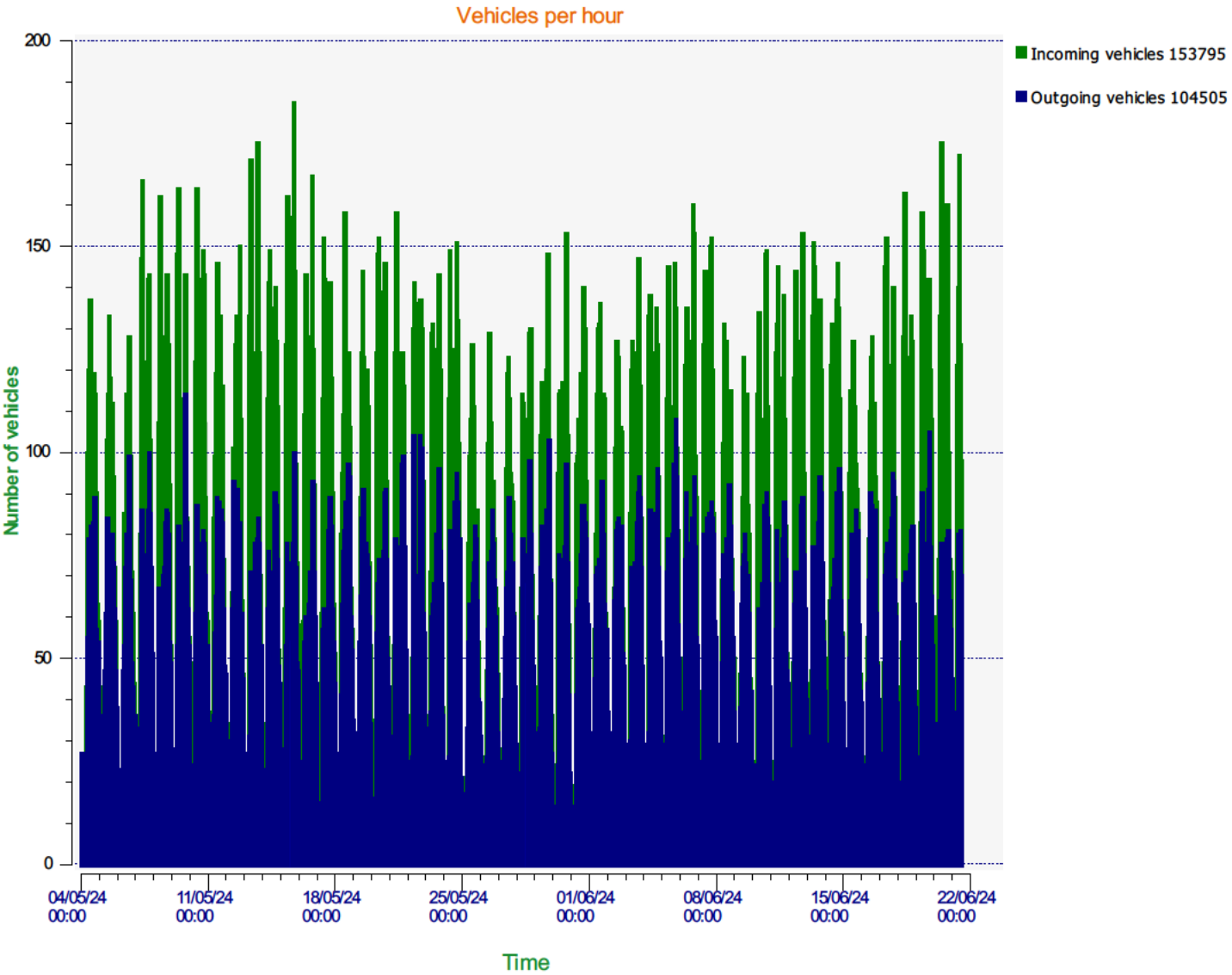
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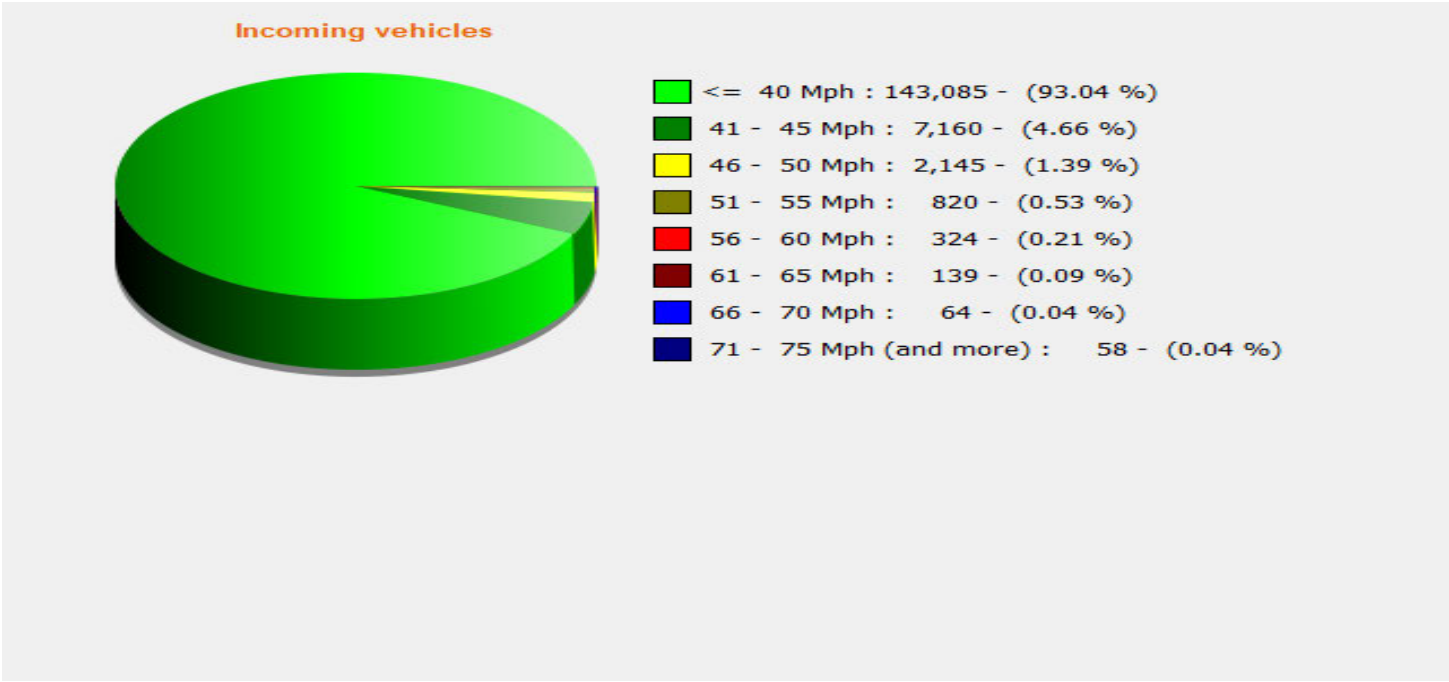
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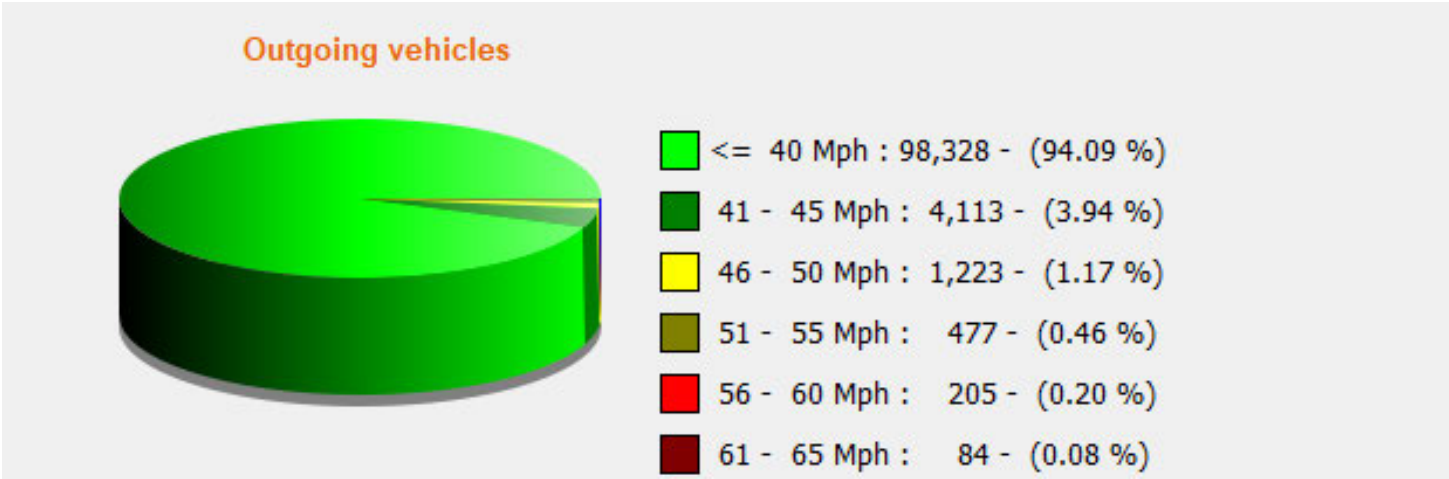
Comments:



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End date: Friday, June 21, 2024 11:30 AM

Location:

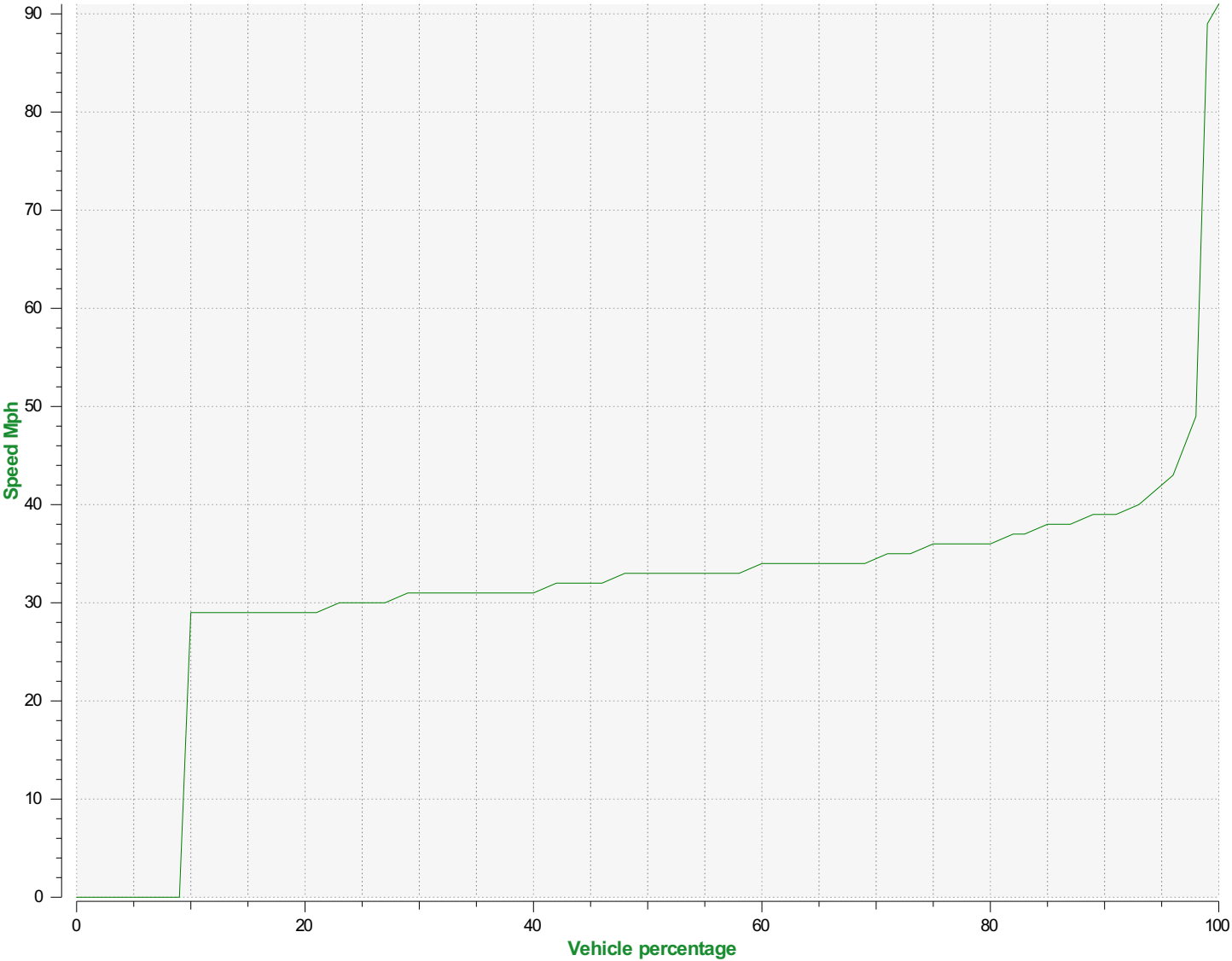
Comments:



Start date: Saturday, May 4, 2024 12:00 AM
End date: Friday, June 21, 2024 11:30 AM

Location:

Comments:



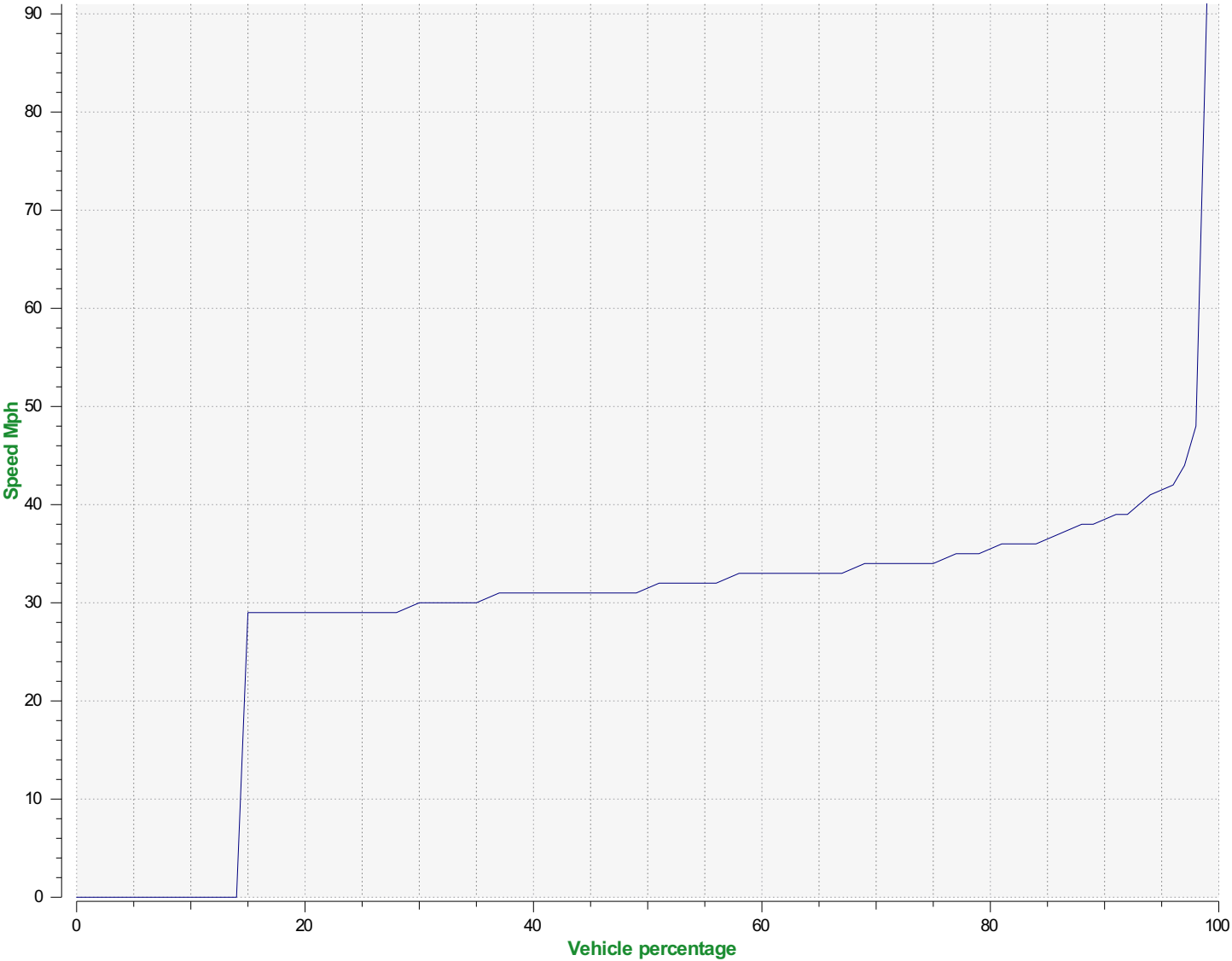
Speed percentiles (incoming)

V30: 31.00Mph V50: 33.00Mph V85: 38.00Mph

Start date: Saturday, May 4, 2024 12:00 AM
End date: Friday, June 21, 2024 11:30 AM

Location:

Comments:



Speed percentile(outgoing)

V30: 30.00Mph V50: 31.00Mph V85: 36.00Mph

Start date: Saturday, May 4, 2024 12:00 AM
End date: Friday, June 21, 2024 11:30 AM

Location:

Comments:

Cllr Giancarlo Guglielmi

Member for the Lawford, Manningtree, and Mistley Ward
Chairman of the Tendring DC's Planning Policy and Local Plan
Committee

Essex CC Member for Tendring Rural West
Chairman of the ECC's Development & Regulation Committee
Vice Chairman of the ECC's People and Family Committee

Member of Lawford Parish Council

Cllr.gguglielmi@tendringdc.gov.uk

Cllr.Carlo.guglielmi@essex.gov.uk



Email to:

Catrin.Owen@nationalgrid.com

contact@n-t.nationalgrid.com

28th June 2024

Dear Catrin Owen

Formal response to the 3rd Statutory Consultation to a proposed application by National Grid Electricity Transmission (NGET) for a Development Consent Order (DCO) for the proposed Norwich to Tilbury project.

I write in my capacity of County, District, and Parish Councillor to object in the strongest possible terms to this 3rd Statutory Consultation for the above proposal.

Please also treat this submission as the formal response from **Lawford Parish Council**

As with my previous submissions and having attended two further public meetings and two online briefings for elected members, my view and Lawford

PC's view on the project have not changed, nor have those from the many residents of Ardleigh, Little Bromley and Lawford who will be affected and directly impacted by this proposal.

The amendments that have been made to this revised version since the previous consultations, are the slight relocation of some of the pylons on the route away from Tendring in the south of the County, and the undergrounding of cables to the substation in Lawford, the East Anglian Connection Node (EACN); this does not address any of the impacts and concerns listed below to residents in Ardleigh, Little Bromley and Lawford.

I will repeat what I had stated previously that the damage you will do to the locality, environment, and many people's lives will take many generations to recover, especially when considering the unacceptable carbon output by the millions of tons of concrete needed to shore up the pylons throughout the countryside.

The Offshore Coordination Support Scheme (OCSS) is awaiting the outcome of an initial high-level study into the feasibility of coordinated options for offshore transmission infrastructure and I believe that it is essential to receive and consider these findings before any further consideration is given to any current onshore proposals, especially when two other major concurrent applications , North Falls and Five Estuaries have already agreed in principle that they will connect to the Offshore option.

You have yet again completely dismissed the underwater options as being too expensive and unviable, and nobody from NG has explained to me, to any of my colleagues, or any of my residents how the Morocco xlinks project <https://xlinks.co/morocco-uk-power-project/> which seeks to transmit power through a massive 3,800km HVDC sub-sea cables be viable?

This is 21 times longer than what you are proposing, but yet it is deemed possible.

Proper consideration to routing the powerlines around the coast or on the seabed will completely remove opposition, the permanent negative impacts on communities, the damage to the environment and the landscape, and lengthy and very costly legal disputes; this option will remove the complexities and expenses of land negotiations as well as access arrangements.

You have not fully considered the long-term sustainability of pylons and their ability to sustain extreme weather events that we have experienced and will continue to do so more and more often; you have not fully considered the loss of transported energy via the pylons against the much-reduced energy loss if transported through underwater, or underground cables.

Your considerations so far have been utterly dismissive of these options because of the cost, and you have never produced any meaningful alternatives other than pylons.

I reiterate the fact that, although everyone is committed and supportive of Green Energy, there is not one single local County, District, Parish, or Town Council that is supportive of what you are trying to force through on the pretence of Green Energy transportation; in fact all of us have been very clear and quite persistent in pointing out that as far as you are concerned, the only option you offer is 50m tall pylons, albeit you will be undergrounding small sections through sensitive zones such as AONBs.

As the Chairman of the Tendring District Council's Planning Policy and local Plan Committee I am very proud of the fact that the Council has a range of Policies to protect the rich Historic Environment, the extensive Landscape Character very unique to our District, and the Environment at large. None of these policies have been considered, mentioned, referenced, or even looked at; the proposed East Anglia Connection Node (EACN) will ride roughshod not only through our policies, but will also cause irreparable and lasting damage to our beautiful countryside, its character, and the lives of those who live along the proposed route.

The village of Little Bentley will not only have a new and permanent service access road with all the consequential problems, but it will also have to endure an inappropriate widening of Bentley Road, which will change its rural feel and character for ever.

One of the points I made in my earlier submission to you was valid then and still very valid now: how will you possibly compensate Farmers and Landowners for the land that you will take up to deliver this scheme? They will be forced to sterilise up to 10% of their land, and not only they will lose the income from lost crops in perpetuity, but what you are offering will never compensate their loss.

Another relevant point I made last year, and possibly even more so now as the scheme is progressing, is the consideration of the effects of your proposals to many of residents' mental health well-being. This has been hanging over them for a long time, and much more now going forward.

Besides all this, there is still a great deal of uncertainty within the farming community about how the proposals will affect their livelihoods. They are extremely concerned around the legacy impacts on soil quality in terms of disturbance from energy being transported through the cables and implications for land drainage as well as water extracted from historic wells; you have provided very little data on this particular apprehension.

Although you are proposing to underground cables in the Dedham Vale AONB, one of most outstanding area of natural beauty in the entire country, the harm caused by your proposal in a visual sense and the recovery span for those disrupted natural habitats will take a very long time to recover, if at all, and there are not enough justifications.

In my previous submission I expressed major concern on the impact to our Highway assets and network through the construction traffic and the lifespan of the project; the damage to these will be unmeasurable especially when every Highways authority in the land can ill afford to maintain what they need to, without the added damage that your proposal will cause to its networks.

Your proposal by itself will bring about substantial impacts, but when considered in conjunction with North Falls, Five Estuaries and potentially the Tarchon interconnector, the combined effects will be overwhelming and utterly unacceptable to our local communities.

You have not addressed the cumulative impacts of these developments, especially with regards to the landscape, transportation, land issues, and the permanent harm to our communities by environmental and blight visuals; there will undoubtedly be years of uncoordinated damaging disturbance as well as piecemeal landscaping schemes that will change the district for ever.

The several issues that I have listed, are all material consideration that a Planning Inspector must take into account during the DCO examination; these are

concerns that have been voiced by thousands and thousands of people across Essex, Suffolk, and Norfolk, so we cannot all be wrong.

In closing I will make my final and obvious comment that all these issues can be addressed and resolved through proper consideration and development of an offshore solution, and once again I would strongly urge you to do the right thing, abandon these unsustainable and unacceptable plans and change your plans to an underwater proposal that everyone will support

Yours sincerely

Cllr Giancarlo Guglielmi

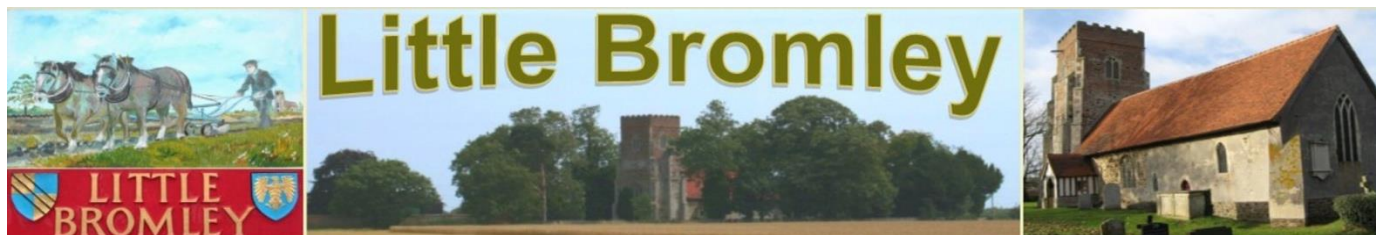
Member for the Lawford, Manningtree, and Mistley Ward

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Little Bromley Parish Council

Response to

National Grid's Norwich to Tilbury

Statutory Consultation 2024

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5. [Heritage and Archaeology](#)
6. [Impact on and Proximity to Businesses](#)
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8. [Impact on Amenities, Roads and Events in Little Bromley](#)
9. [Impact on Farming](#)
10. [Mitigation](#)
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1. Objection to Norwich to Tilbury Consultation

Little Bromley Parish Council strongly oppose the National Grid Norwich to Tilbury proposal. This proposal particularly affects the village of Little Bromley and neighbouring village of Ardleigh, with its plans for a 23 plus Hectare electric substation on the outskirts of the village of Little Bromley. The area designated for the National Grid substation is remote and rural with no major roads to allow immediate access. The associated installations and facilities such as temporary access roads, contractor facilities, equipment storage and more will be disruptive for many years.

Additionally, offshore energy providers, North Falls and Five Estuaries, will be running their onshore connections to their own new electric substations within the vicinity of the National Grid substation. This will further increase the land demand for both additional substations, and underground cable routes. In addition, Tarchon are proposing to build an Interconnector, yet to be sized, to supply electricity to Germany. There are also plans for a battery farm under consideration in the same area.

These proposals, if they go ahead, will be a permanent disfigurement of the East Anglian countryside, remove valuable Grade 1 arable land from production necessary for food security, generate significant noise, affect residents and communities' amenities and drive down property values for a large swathe of the affected area.

Much of this area will be under threat if these developments go ahead impacting on livelihoods and businesses (see case studies in paragraph 6).

The National Grid proposal needs a complete rework. You are consulting on a single solution only. When challenged as to why other approaches are not under review you state **Cost** as the only metric. There seems to be no regard for the long-term implications or environmental, ecological and sociological impact of such a scheme. There has been no consideration on the quality of life for residents and impact on our village needs to be a prime consideration.

We are advised that the proposed National Grid substation at Little Bromley is there to connect the offshore energy provider substations into the Grid. If an offshore under-sea power grid is built for transmission of electricity to areas of the country that have the greatest need, then there is no need for these developments. And if designed with expansion in mind, then further offshore

energy providers and nuclear plants can be added as they come on stream with no impact on the East Anglian countryside.

National Grid's EACN connections given to their 'customers' creates and causes the need for North Falls, Five Estuaries and Tarchon (when the details for it comes forward) to cross Tendring for landing points through to Little Bromley where all the schemes come together. The cumulative impacts of these developments are not being addressed in a properly coordinated manner to avoid years of uncoordinated disturbance and a damaging patchwork of landscaping schemes.

2. Impact on Little Bromley

Little Bromley is a village and civil parish in the Tendring district of Essex. The name "Bromley" is Old English for "broomy wood/clearing". The village lies 9 kilometres east northeast of Colchester and 3 kilometres south of Manningtree. The population was reported to be 426 in the 1941 census, 361 in the 1911 census, 289 in the 2001 census and 253 in the 2011 census. The present population is 341. The main economic activity is arable farming. The impact on the village is catastrophic.

The following is what we know of thus far:

- A minimum of 50m + Wide trenches for underground cabling across local farmland, which will be compulsory purchased.
- There will be at least 3 new substations and an interconnector added to the current substation on the edge of the village, massively increasing it in size. The National Grid substation alone is equivalent to 20 international football pitches.
- A temporary water attenuation drainage pond
- A separate permanent water attenuation drainage pond
- A temporary haul road stretching across arable farmland and near houses and the Grade II listed Church of St Mary the Virgin. The length of the construction swathe is approximately 3.9 km.
- A new permanent access road and laydown compound is proposed from the centre of the village across farmland to connect to the new substations. This is in close proximity to the village War Memorial and a

hedgerow which are both listed as a heritage monument.

- Widening of Bentley Road, which is the main access road into the village, to accommodate an estimated 424 HGVs movements per day. This will involve removing mature hedging ranging from 30 to 100 plus years old. This would cause considerable environmental damage as it is a habitat for local wildlife.
- Multiple storage compounds are to be built along Bentley Road, again destroying arable farmland.
- Many properties in Little Bromley have no mains water connection and are reliant on well water. We have major concerns on whether the National Grid development will affect the water sources in the village and affect these water supplies.
- Little Bromley has a very high water table and during wet periods, flooding and drainage problems occur frequently. We have concerns about whether the National Grid development will affect these and numerous other water supplies in and around the village and increase the frequency or scale of these events – details can be supplied on request.
- Upheaval for 4-5 years due to the construction work.

All of the above will result in the following issues for Little Bromley residents and businesses:

- Noise, dust, environmental and light pollution.
- Vibration damage to buildings with no foundations (such as the Haywain and other properties near to the routes of the HGVs)
- Access issues for everyday journeys through the village and around the area whilst the work is ongoing.
- Reduction in property values.
- Temporary construction compounds on Bentley Road and visibility splays means loss of established hedgerows/trees. There are

numerous mature trees covered by Tree Preservation Orders along the route which should be protected

- Loss of a substantial amount of Grade 1 agricultural farmland
- The landscape of the village, as we know it, will be lost forever.
- increased anguish and worry about the proposals causing residents' mental health to deteriorate
- road closures affecting bus routes and school buses being diverted and how we go about our daily lives.

This list is not exhaustive and will affect everyone.

3. Environment, habitat and species

Little Bromley parish has a rich and varied wildlife population as identified by wildlife surveys. This includes many species of waterbirds and non-waterbirds. We are very close to the Stour Estuary SSI and Ramsar site, and surveys indicate bird species present which are related to those sites. Badgers, hares, foxes, deer, bats and other mammals can be found in the parish. Grass snakes are regularly seen in the summer. These all thrive in the parish, as we have woodland, extensive hedgerows and arable margins some of which will be affected by your planned development. The migratory bird route across East Anglia, the East Atlantic Flyway, has gained Government backing to bid to become a UNESCO World Heritage Site. Major developments such as planned by National Grid and the other energy suppliers will have a serious impact. Potential exists for protected or notable species to be impacted by construction activities either physically via permanent or temporary habitat loss or by inadvertent injury or killing or from disturbance via light, noise and human presence. It is possible for permanent habitat fragmentation and species isolation to occur due to the substation construction together with the construction of the cable route. The substation construction will bring a permanent loss of an estimated 8Ha of habitat together with the additional loss of the temporary construction compound areas and the cable route during construction.

Some specific harm that will be done is:

- We have numerous Tree Preservation Orders along Bentley Road and beyond that should be protected. Your plans show that these trees will be destroyed:

TPO/92/00040	Opposite Newhouse Farm, Shop Road 1 x Holm 1 x Oak
TPO/91/00021	Welhams Farm, Bentley Road 1 x Horse Chestnut 1 x Silver Maple 3 x Oaks 2 x Ash 6 Oaks
TPO/86/00010	Badley Hall Road 1 x Sycamore 4 x Oaks 3 x Oaks

- **Hedgerows** – In order to widen Bentley Road, it would involve removing mature hedgerows that are over 100 years old. This would cause considerable environmental damage as it is a habitat for local wildlife. It should also be noted that due to the age of Braham Hall, the hedgerow which runs along Bentley Road opposite the War Memorial forms part of the original boundary and, as such, is classed as an “Ancient Monument” and must not be removed, altered or damaged in any way.
- You are proposing to build a new permanent access road and laydown compound in the centre of the village. These are serious issues that deserve careful consideration:

Location impact: Placing such infrastructure in the centre of a village can be highly disruptive. The chosen location seems to be causing significant worry for residents.

Water supply concerns: The potential impact on well water for properties in very close proximity to the new proposed access road is a critical issue. Protecting local water sources should be a top priority in any development plan.

War Memorial: Our War Memorial is in the process of being

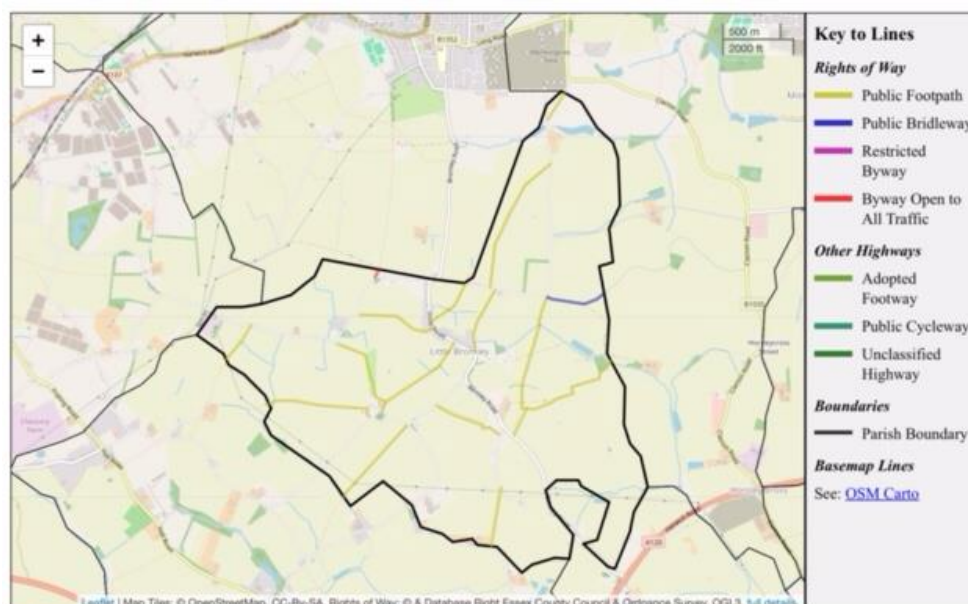
registered as an Historic Monument. Preserving such important cultural and historical sites is crucial, and increased heavy traffic could indeed pose a threat.

Heritage Hedgerow: Opposite the War Memorial there is a hedgerow that has been listed as a heritage monument. This should be protected.

Given these significant concerns, we request a full environmental impact assessment, particularly focusing on groundwater and well water impacts. In addition, we ask for a detailed traffic management plan that addresses the protection of the War Memorial. We will be consulting with local conservation groups or historical societies about protecting the War Memorial.

4. Landscape, Public Rights of Way and Green Spaces

There are numerous well-used footpaths in Little Bromley that will be impacted by the proposals. It would be interesting to know if you have carried out studies on alternative routes for these footpaths and safety measures?



Public Right of Way/Footpath	Green Space	National Grid infrastructure
POW 13 POW 14		Permanent access road proposed

Harm:

These footpaths will be totally unusable as they will be destroyed by the proposed new access road. These footpaths enable walkers to do a circular route of the village and are very well used. One of the dog bins is situated where National Grid are displaying numerous notices.

Public Right of Way/Footpath	Green Space	National Grid infrastructure
POW 16 POW 17 POW 21		Temporary haul road proposed
<p>These three footpaths are all located where the temporary haul road is proposed and will be rendered unusable due to their location for many years due to the HGV construction traffic. The closure of these footpaths will disconnect them from adjoining paths, potentially disrupting larger walking networks in the area. We have serious concerns that could significantly harm local residents' mobility and safety.</p>		

5. Heritage and Archaeology

There are a number of listed buildings and items of a historical nature at risk in this area. Here are some examples:

[Ash House](#)

OS Grid:
TM092289

[Barn Approximately 20 Metres West of Newhouse Farmhouse](#)

OS Grid:
TM097285

[Braham Hall](#)

OS Grid:
TM102283

[Chequers Farmhouse](#)

OS Grid:
TM101288

[Church of St Mary](#)

OS Grid:
TM091278

[Gig House Approximately 10 Metres North East of Newhouse Farmhouse](#)

OS Grid:
TM097285

[Grove Farmhouse](#)

OS Grid:
TM100278

Jennings Farmhouse

OS Grid:
TM088285

Newhouse Farmhouse

OS Grid:
TM096285

Pair of Cottages Approximately 10 Metres South of
the Haywain Public House

OS Grid:
TM101279

Pump at Rear, approximately 3 Metres West of Jennings
Farmhouse

OS Grid:
TM087285

The Old Rectory

OS Grid:
TM094277

6. Impact on and proximity to businesses

The joint scheme between National Grid, Five Estuaries, North Falls and Tarchon will devastate our local area and have a detrimental effect on local businesses. Every business situation is unique and will each have a different set of issues and challenges due to the proposed work. With road diversions and closures and large parts of the Parish under development our village businesses, many of which depend on local road access by customers, could be seriously affected.

Some case studies showing, in their own words, how businesses will be harmed are given below:

There follows a selection of Case Studies:

Harlequin, Shop Road

Harlequin was established in 1968 we are a specialist manufacturer making bespoke accessories and garments for couturiers, dressmakers, costumiers and the general public, based entirely here in Little Bromley. I have just this morning cobbled together the attached images which hopefully give a tiny glimpse, not just of the high-profile nature of our work, but also the urgency and immediacy of what we do, which means that we are heavily reliant on being able to access the road network at all times:



- The first picture from the left shows Her Royal Highness the Princess of Wales at the 2024 Trooping the Colour, just a week ago, which marked HRH's first public appearance in a long while; we made the belt, extremely last-minute, here in Little Bromley!
- Next picture shows HM Queen Camilla; buttons made here in Little Bromley.
- Dame Helen Mirren at the D-Day commemoration, earlier this month, with a belt we made.
- We made several belts for the Barbie movie, and all the buttons for every episode and film of Downton Abbey, amongst many others!
- The bespoke bag Catherine took with her to Belize was made of traditional fabric created by the indigenous people and we had to make and return the Bag to Kensington Palace all in the same day.

The closure of the gaps on the A120 has been problematic for us as a business; but the threat from the various National Grid, Five Estuaries, North Falls and Tarchon schemes, all of which are centred on this village will potentially be catastrophic.

We made a carefully considered strategic decision to move Harlequin to Little Bromley back in 2000. We wanted a non-urban location to build our bespoke atelier workshop, which is first and foremost a creative space, and the unspoilt setting in an ancient village has been perfect for us. We wanted direct access to the A120, just two miles to the south, as well as to the mainline railway station at Manningtree, 2.5 miles to the north.

Although our products are seen all across the world, they are all made here in Little Bromley, by our highly skilled workforce who are all local to the area. We need couriers and delivery drivers to be able to get to and from us rapidly and without delay. But more essentially, we need to be in an environment that is conducive to the creativity that is essential in our line of work.

The proposals by National Grid, Five Estuaries, North Falls and Tarchon will, by any measure, utterly destroy all that is good and precious about this place. We abhor the proposals.

Neil Stock OBE

Managing Director

Tabor Farms

I am writing with regards to the outline plans of the development of the National Grid substation in Little Bromley Essex, and the impacts on the business that this will have by taking away and damaging rich, fertile farmland and the access across the farm that will cause huge disruption and loss for the business.

The National Grid substation site will potentially take 30 acres of high-grade farmland that grows milling wheat that is used for human consumption. This equates to 120 tonnes of wheat. This amount of wheat can make 216,000 loaves of bread as an example, which will result in a loss of £31,200 of income per year. Also, within this site there are proposed plans of a boundary which could have an impact on the well water that is used for

irrigation for crops which as a business the land is rented out to other farm businesses, resulting to another loss of income as there will no longer be access to water. This site will also leave an issue of flooding which will damage the remaining farmland left to grow crops. The infrastructure of the site could cause damage to our local land drainage which will cause flooding within the fields in addition to the roads. This will have another impact on loss of revenue due to the flooding of fields which will cause crops to rot and fail.

Another issue that comes with this site is the proposed road widening of the area, Little Bromley may come across as a seemingly quiet village but at peak times of year that is far from it. Road widening and the closure of these roads whilst work is carried out will cause a huge disruption with traffic. We operate large agricultural vehicles which at times can already be a task when travelling from one side of the farm to the other. This will result to smaller roads being used by everyone which could potentially cause fatalities. If we had to divert the route to one side of the farm by assessing the main roads this would cost the business an estimated £20,000 extra in fuel and time, costs like these are not viable to the business.

On top of this site there is also the impact of the North Falls, Five Estuaries and Tarchon proposed substations. If these sites also get approved that will be an additional 50 acres that the business would lose, that's 200 tons of wheat, 360,000 loaves of bread at an extra £52,000 loss of income per year.

In conclusion the business would suffer a fundamental impact in revenue and loss of land if this proposed development goes ahead. In a time when farming is already at its hardest and food security more important than ever every bit of high-grade agricultural land is precious. This whole project will destroy generations worth of farmland and an environment that can never be replaced.

On behalf of Tabor Farms Ltd
Antony Monger

The Haywain Public House and Bouquet Garni Caterers Ltd

I am writing to express my concerns regarding the reports of new substations, underground cabling and pylons being constructed near my establishment, The Haywain in little Bromley.

There are numerous issues for the village which The Parish Council has done a brilliant job publicising. As a member of the community and business owner, I believe it is important to highlight the negative impact this development will have on my pub, my event company as well as the local area.

Firstly, the construction of substations and pylons in close proximity to my pub will significantly affect the aesthetic appeal of the surrounding environment. The Haywain is predominantly a destination pub in a charming country setting, this is a key factor in attracting both locals and visitors from the surrounding area.

The introduction of large, industrial structures and ground works will detract from the pub's ambiance, leading to a decline in customer visits and, consequently, a decrease in revenue.

Furthermore, the construction process itself is likely to cause substantial disruption. The noise, dust, and increased traffic associated with the building works will create an unpleasant environment for my customers, who visit the pub to relax and enjoy a peaceful setting. This disturbance will result in a loss of business, as customers will most likely choose to avoid the area during the construction period. There have recently been a number of small roadworks and road closures affecting Bentley Road which have had a negative effect on business. A project of this scale will be significantly worse. In the summer months many customers use the footpaths to walk from the surrounding villages, looking at the plans many of these footpaths will be destroyed by the planned works, this will again, have a negative effect on our business.

The presence of substations and pylons can lead to a depreciation of property values in the vicinity. This not only affects my investment in the pub but also has wider implications for the local community. Lower property values can result in reduced business opportunities and a decline in the overall economic vitality of the area. Throughout our business we employ up to sixty staff, who live in the village and surrounding area. With the negative impact on our business the number of staff we employ would undoubtedly reduce significantly, depending on how devastating the effect on footfall to the pub would be.

The Haywain is a Historic Building, the original part of the pub doesn't have foundations. I dread to think what damage the vibration from the constant passing of HGVs and machinery will have on the building.

We do not have mains water supplied to the Haywain, so rely on water pumped from a borehole. I have concerns that there will be an effect on the water table with an infrastructure project of this size.

In light of these concerns, please urge National Grid to reconsider the proposed location of the new substations and pylons and trenches. The offshore options have to make more sense. I understand the importance of upgrading our electrical infrastructure, but I believe it can be done in a manner that does not negatively impact local businesses and residents. I would appreciate it if you could urge them to explore alternative locations or solutions that would mitigate these adverse effects.

Yours faithfully,
Rob Staples
Bouquet Garni Caterers Ltd
The Haywain

Stow Farm Kennels

Mulleys Farm

Mulleys Farm is an historic Farmhouse in our village of Little Bromley. It is mentioned in the Domesday Book, this farm and its Farmhouse has been in generational ownership for over 200 years. The Farmhouse itself sits a mere 5 metres back from Bentley Road. As the owners and residents of this property we will suffer immeasurable emotional distress from the constant flow of construction traffic and noise generated by the 424 HGVs that will pass directly in front of our home daily. These vehicles will need to both enter and exit the site so in reality this will equate to 848 HGVs passing our door daily.

The likelihood of structural damage to our home is a source of immense concern and stress and should not be ignored

Mary and Stan Roughly
Mulleys Farm

7. Impact on residents - health and wellbeing and proximity to houses

The impact on residents is catastrophic. National Grid's plans show that many properties will be severely affected losing land and, in some cases, buildings. As mentioned previously, many properties along the proposed route of the construction works do not have substantial foundations and their properties will be at risk of being destroyed. We request that that you do a detailed survey of these properties with immediate effect. The Haywain Public House and Mulleys Cottage (which is grade 2 listed) have no foundations. Based on the proximity to each other and in turn, the proximity of the Haywain to the road, vibrations from heavy traffic and the number of traffic movements are likely to cause significant structural risk. We can provide you with further details on request.

Also, as mentioned previously, many properties in the area do not have a mains water supply or drainage system. Again more work needs to be done by yourselves to determine the damage that the construction works will cause.

The stress and uncertainty of their way of life and livelihood is totally unacceptable and extremely harmful.

Little Bromley has a very high water table and many properties have no mains sewage.

This year, with the amount of rainfall the area has received has really brought to light the severity of our drainage and flooding. This is an issue that has been reported by many residents of the area stretching back for years to our local Highways. It has proved very difficult for residents and farmers with gardens, fields and roads being under water for weeks. The local drainage issues are having a detrimental effect on farming in our area, and we foresee this getting worse with all the construction work planned.

Areas in need of investigation:

Shop Road, Little Bromley



Shop Road, Little Bromley, Rear of Harlequin



Ardleigh Road Little Bromley



This road was impassable for weeks

Ardleigh Road Little Bromley



Grange Road - Proposed field for substations

In summary, I hope this evidence is sufficient for National Grid to think seriously about what implications the construction works and high level of traffic will have, and open investigations and rectify the drainage and flooding issues in the village of Little Bromley before any works commence.

8. Impact on Amenities, Roads and Events in Little Bromley

Little Bromley is used by many running and cycling clubs and hosts annual events to raise money for Charities. The main event of the Village is the 10k Run which will be disrupted by the construction works. In previous years the Corbeau Seats Rally have used Little and Great Bromley as one of their major stages. The annual Tour de Tendring event passes through the village as does the annual Women's Ride London. This area is used regularly by the Duke of Edinburgh Awards organisation which will be under threat if your proposal goes ahead.

As well as for walking and cycling, Bentley Road and all roads through the village are used by horse owners for riding, accessing bridleways and safety led farm schemes which help keep horses off roads, such as East Anglian Farm Rides who have routes within Little Bromley. Horses are not the same as walkers or bicycles, and a cycle/walking route is not going to be suitable for mitigation in the case of horses. Horses are kept in Mulleys paddock, Braham Hall, Little Bromley Hall, as well as other properties in the village. Some with direct access onto Bentley Road for paddock access. Consideration will need to be given to provision of safe pasture, stable and yard arrangements and safe hacking routes which work for owners throughout construction of all projects.

The Tendring Farmers Show takes place once a year on the outskirts of Little Bromley and the main route to the show is from the A120 along Bentley Road and queues for miles.

We fear that all these events will not be able to run once the construction work is started which will have a massive impact on the whole of Tendring.

Although you propose a cycling and walking track along Bentley Road we understand this will not be continuous as there are properties obstructing the development of this.

The impact on the local road network around Little Bromley will be high. Bentley Road, Paynes Lane, Spratts Lane, Barlon Road, Ardleigh Road and Grange Road will all be crossed by the Export Cable Corridor and Haul Roads. With all these roads affected there will be major disruption to village, farm and business traffic flows, with the key access into the A120 severely restricted. There is a real risk of Bentley Road effectively being unusable by local traffic, such that the village and surrounding towns main link to the A120 will be severed.

There are many farms which need access to their properties and fields at all times of the year, and especially during harvest. We can foresee fatal accidents happening when being faced with heavy HGVs during harvest time.

In addition, the Village bus service runs down Bentley Road and school buses run daily during term time to take local children to their schools in neighbouring villages.

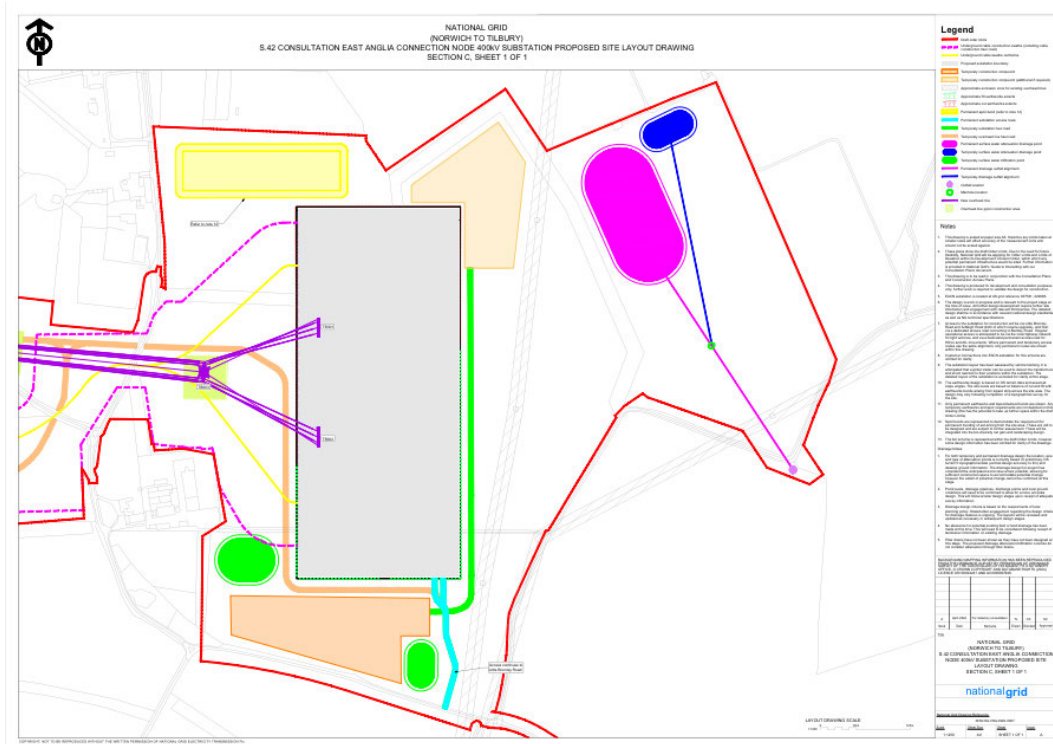
We fear that the longer-term impact of widening Bentley Road will increase traffic for people who would have previously used the B1035 as it will become a cut through.

We would interested to know if you have carried out any investigation into the long-term impact and anticipated changes to traffic behaviour based on the widening of Bentley Road. Also, have you carried out any investigations on the cumulative impact of traffic movement considering North Falls and Five Estuaries' proposed access and is there a combined traffic impact assessment for all three projects together?

9. Impact on Farming

The exact acreage is not known but the scale is shown on your drawing below. We have estimated this to be 100 acres max option within red boundary.

In addition. North Falls and Five Estuaries together want up to 75 acres in total. This has not been finalised, so we do not know the exact area but this is the max permanent option loss.



In addition, National Grid’s permanent access road also takes further acreage which we have estimated at 6 to 7 acres.

Tarchon’s plans for their interconnector are, as yet, unknown for permanent land loss.

We estimate permanent loss of farmland for substation areas due to National Grid’s EACN in Tendring (creating the need for ‘customer’ substations and interconnector but not including any permanent loss for pylon bases through Ardleigh) could be around 200 acres plus

“Unfarmable” loss of land during construction is something else entirely.

10. Mitigation

Little Bromley is in a unique situation in that the harms to the village will be caused by the heavy construction traffic and the building of haul and access roads and substations from National Grid, North Falls and Five Estuaries and Tarchon. For Little Bromley the only substantial mitigation would be for the EACN to be located on a brownfield site and that North Falls and Five Estuaries and Tarchon connect offshore

Failing an offshore solution being achieved, and if individual DCOs are approved, no construction should begin until National Grid's own DCO is approved. We would strongly suggest that an alternative route be chosen to access the substation site from the A120, rather than using the currently proposed haul road and permanent access road proposed for the centre of the village. All construction work for the schemes must be done together to keep disruption and impacts on residents and businesses to a minimum.

This suggestion is based on the unacceptable traffic impact for Bentley Road and the serious risk of structural impact properties, listed buildings and monuments, as well as the impact on amenities and safety (walking from the village to the Village pub is a prime example as we have no pavements).

11. The Preferred Solution

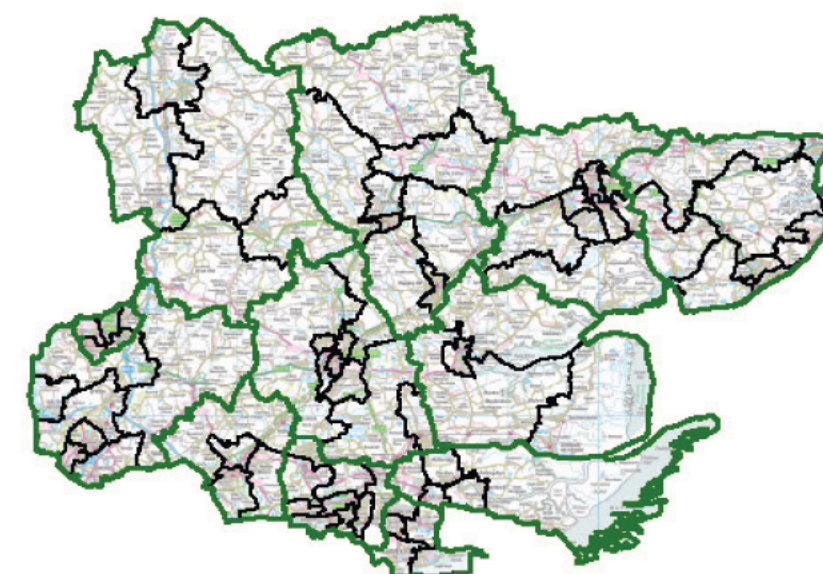
An integrated offshore grid is the only alternative to be considered and is faster, better and cheaper. It is a simple and easier approach and has no blight on landscape, no disruption and upheaval to the landscape, residents etc, they would be praised for their solution rather than hated.

We do not support HVDC undergrounding as this does not remove the need for substations.

Number	Division name	Number	Division name
1	Billericay North	40	Colchester St Johns
2	Burstead	41	Constable
3	Castledon & Crouch	42	Mersea & Tiptree
4	Gloucester Park	43	Stanway & Marks Tey
5	Laindon Town	44	Wivenhoe St Andrew
6	Pitsea	45	Chigwell & Buckhurst Hill East
7	Vange	46	Epping & Theydon Bois
8	Westley Heights	47	Loughton Central
9	Wickford NE & Bowers Gifford	48	Loughton South & Buckhurst Hill West
10	Bocking	49	North Weald & Nazeing
11	Braintree Eastern	50	Ongar & Rural
12	Braintree Town	51	Waltham Abbey
13	Halstead	52	Harlow Common & Church Langley
14	Hedingham	53	Harlow Nettleswell
15	Three Fields & Great Notley	54	Harlow Parndon & Toddbrook
16	Witham Town	55	Harlow South West
17	Witham West & Rural	56	Old Harlow
18	Brentwood Hutton	57	Burnham & Southminster
19	Brentwood North	58	Maldon Rural North
20	Brentwood Rural	59	Maldon Rural South
21	Brentwood South	60	Maldon Town & Heybridge
22	Canvey Island East	61	Rayleigh South
23	Canvey Island West	62	Rayleigh West
24	Hadleigh	63	Rochford East
24	South Benfleet	64	Rochford North
26	Thundersley	65	Rochford South
27	Broomfield & Writtle	66	Brightlingsea
28	Chelmer	67	Clacton North
29	Chelmsford Central	68	Clacton South
30	Chelmsford North	69	Clacton West & St Osyth
31	Chelmsford Springfield	70	Frinton & Walton
32	Chelmsford West	71	Harwich
33	Danbury & The Hanningfields	72	Tendring Rural East
34	Great Baddow & Galleywood	73	Tendring Rural West
35	Woodham Ferrers	74	Dunmow
36	Colchester Abbey	75	Saffron Walden
37	Colchester City	76	Stansted
38	Colchester Lexden	77	Takeley
39	Colchester Maypole	78	Thaxted

Essex County Council

Final Recommendations on the new electoral arrangements



Who we are

- The Local Government Boundary Commission for England is an independent body set up by Parliament.
- We are not part of government or any political party.
- We are accountable to Parliament through a committee of MPs chaired by the Speaker of the House of Commons.
- Our main role is to carry out electoral reviews of local authorities throughout England.

Electoral review

An electoral review examines and proposes new electoral arrangements for a local authority, including:

- The total number of councillors representing the council's electors ('council size').
- The names, number and boundaries of wards or electoral divisions.
- The number of councillors for each ward or division.

Why Essex?

- The Commission has a legal duty to carry out an electoral review of each council in England 'from time to time'.
- Essex County Council has not been reviewed since 2004 and the Commission has therefore decided that it should review Essex in advance of the elections in 2025.

Our proposals

- Essex County Council currently has 75 councillors. Based on the evidence we received, we recommend that 78 councillors should serve the council in the future.
- We believe our final recommendations meet our statutory criteria to:
 1. Deliver electoral equality for electors
 2. Reflect community interests and identities
 3. Promote effective and convenient local government

Summary of our recommendations

We have considered all the submissions we received during our consultation on our draft recommendations.

The final recommendations propose that Essex County Council should have 78 councillors, an increase of 3.

Essex should have 78 divisions, an increase of 3. The boundaries of most of the existing divisions should change.

The 78 councillors should represent 78 single-member divisions across the county.

An outline of the proposals is shown in the map to the right.

Find out more at <https://www.lgbce.org.uk/all-reviews/essex>

- view the map of our recommendations down to street level.
- zoom into the areas that interest you most.
- read the full report of our recommendations.
- find more guidance on the review process

Stage of Review	Description
28 March 2023 - 31 July 2023	Public consultation on division arrangements
28 November 2023 - 19 February 2024	Public consultation on draft recommendations
9 July 2024	Publication of final recommendations
2025	Subject to parliamentary approval - implementation of new arrangements at local elections

Overview of final recommendations for Essex County Council

View this map online and explore it in more detail at: <https://www.lgbce.org.uk/all-reviews/essex>

Follow the review on Twitter: [@LGBCE](#)

