



Town Hall | 61 Newland Street | Witham | CM8 2FE
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AGENDA

Meeting of: **Planning & Transport Committee**

Date: **Monday, 8th January 2024** Time: **6.30 p.m.**

Place: **Town Hall, 61 Newland Street, Witham, Essex**

Members are hereby summoned to attend the above Meeting to transact the following business. Members are respectfully reminded that each item on the Agenda should be carefully examined. If you have any interest, it must be duly declared.

To be present:

P.	Barlow	(Chairman)	T.	Hewitt
J.C.	Coleman	(Vice Chairman)	J.	Martin
E.	Adelaja		R.	Ramage
J.M.	Coleman		A.	Sloma
L.	Headley		E.	Williams

Nikki Smith
Town Clerk

NS/GK/3.1.2024

1. APOLOGIES

To receive and approve apologies for absence.

2. MINUTES

To receive the Minutes of the Meeting of the Planning & Transport Committee held 12th December 2023 (previously circulated).

3. INTERESTS

To receive any declarations of interests that Members may wish to give notice of on matters pertaining to any item on this Agenda.

4. QUESTIONS AND REPRESENTATIONS FROM MEMBERS OF THE PUBLIC

Members of the press and public will be invited to address the Meeting.

Order Note: A maximum of 30 minutes is designated for public participation time with no individual speaker exceeding three minutes unless otherwise granted an extension by the Chairman under Standing Order 3(F) & 3(G)

5. PLANNING OFFICER'S REPORT

To receive a verbal report from the Planning Officer on any matters arising from previous Meeting.

6. PART 1 APPLICATIONS

To approve officer 'no objection' recommendations for applications listed under [Part 1](#) without debate. *Applications may be moved to Part 2 where Members are in disagreement with recommendations by giving 24 hours' notice to the Planning Officer.*

7. PART 2 APPLICATIONS

To consider applications in [Part 2](#).

8. REVISED PLANS

To consider any revised plans received by Braintree District Council that have previously been commented upon.

9. DECISIONS

To receive and note decisions on planning applications pertaining to Witham which have been received from Braintree District Council ([attached](#) at page 9).

10. A12 WIDENING

To receive the Notes from an officers' meeting with the National Highways, Essex County Council and Braintree District Council in relation to proposed Public Rights of Way and boundary treatments ([attached](#) at page 10).

11. NATIONAL GRID'S NORWICH TO TILBURY POST CONSULTATION UPDATE, DECEMBER 2023

To receive an update ([attached](#) at page 11).

12. CYCLING DEVELOPMENT GROUP

To receive the Minutes from the Cycling Development Group Meeting held 15th December 2023 ([attached](#) at page 16).

13. PROPOSED STOPPING UP OF HIGHWAY AT THE VICTORIA PUBLIC HOUSE, POWERS HALL END, WITHAM

To receive a draft Order regarding the stopping up of Highway at the Victoria Public House ([attached](#) at page 20).

PART 1
APPLICATIONS WITH OFFICER ‘NO OBJECTION’
RECOMMENDATIONS TO BE CONSIDERED “EN BLOC” WITHOUT
DEBATE.

Applications Received:

The following applications have been made to the District Council for planning permission under the Town & Country Planning Acts and referred to the Town Council as a statutory consultee. Copies of the applications and accompanying plans may be seen at the Planning Department Causeway House, Bocking End, Braintree or online at www.braintree.gov.uk

PLEASE NOTE: Under the Local Government (Access to Information) Act 1985, representations cannot be treated in confidence. Witham Town Council is not responsible for issuing planning decisions.

APPLICATION_NO	ADDRESS	WARD	PROPOSAL
23/02937/HH	47 St Nicholas Road, Witham, Essex	North	Two storey rear extension

PART 2 APPLICATIONS FOR MEMBERS' DEBATE

Applications Received:

The following applications have been made to the District Council for planning permission under the Town & Country Planning Acts and referred to the Town Council as a statutory consultee. Copies of the applications and accompanying plans may be seen at the Planning Department Causeway House, Bocking End, Braintree or online at www.braintree.gov.uk

PLEASE NOTE: Under the Local Government (Access to Information) Act 1985, representations cannot be treated in confidence. Witham Town Council is not responsible for issuing planning decisions.

23/02912/HH & 23/02913/LBC	58 Powers Hall End, Witham, Essex	West	Conversion of garage and stables to habitable accommodation, including replacement external walls, replacement of fenestration, installation of walls to cartlodge, removal of walls. Creation of accommodation above existing cartlodge, including insertion of rooflights. Conversion of basement to habitable accommodation including increase in size of lightwells, replacement flooring, removal of walls and construction of stud walls, insertion of boiler and associated flue. Erection of gates to driveway access
23/02988/FUL & 23/02996/LBC	Witham Town Council, Town Hall, 61 Newland Street, Witham	Central	Refurbishment of existing toilets and creation of new external door entrance with ramp
23/03011/HH	1 The Stables , Howbridge Hall Road, Witham	South	Loft conversion with dormer at the rear
ESS/42/23/BTE	Colemans Quarry	Rivenhall	Relocation of plant site

Witham Town Council – Planning Application Report

Application No:- 23/02912/HH & 23/02913/LBC

Address:- 58 Powers Hall End, Witham, Essex

Ward:- West

Proposal:- Conversion of garage and stables to habitable accommodation, including replacement external walls, replacement of fenestration, installation of walls to cartlodge, removal of walls. Creation of accommodation above existing cartlodge, including insertion of rooflights. Conversion of basement to habitable accommodation including increase in size of lightwells, replacement flooring, removal of walls and construction of stud walls, insertion of boiler and associated flue. Erection of gates to driveway access

Relevant Site History:- 23/00364/HH which was considered by this Committee in March 2023 and had no objections. That application dealt with the demolition and replacement of the existing garage/stable building.

Representations:-

Summary:- The proposal is to link the garage and store to the existing building. The existing kitchen will become a sitting room leading into the dining room in the infilled undercroft and a kitchen in the converted garage. There will also be a utility, bathroom and study in the existing stores and a staircase leading to a mezzanine floor. The boiler will be relocated in the basement and there will be new twin flue pipes at low level to the front of the house. The floor in the basement will be lowered in parts and a cavity drain membrane to resolve damp issues. An existing lightwell in the basement will be enlarged and a glass door fitted as a means of escape. In addition it is proposed to install metal gates across the driveway entrance.

Recommendation:- This is a Grade II Listed Building set in extensive gardens. The existing garage is in a poor state so will need to be reconstructed to current standards and will match existing. Enclosing the cart lodge or undercroft will require part of the kitchen wall to be removed. The proposed work to the front of the building i.e. flue pipes and glass door will be screened by existing vegetation. Would suggest no objection subject to the Listed Building's Officer being satisfied with proposed materials.

Policy References:-

Witham Town Council – Planning Application Report

Application No:- 23/02988/FUL & 23/02996/LBC

Address:- Witham Town Council, Town Hall, 61 Newland Street, Witham

Ward:- Central

Proposal:- Refurbishment of existing toilets and creation of new external door entrance with ramp

Relevant Site History:-

Representations:-

Summary:- This is for information only. A grant was given to allow for a Changing Places Toilet to be created in the Town Hall. There have been problems gaining access by large disability scooters into the new facility, which will be created in the ground floor gents and ladies lavatories which is in the 20th century rear addition to the Town Hall. To allow access avoiding the tight turn it has been considered that the best option would be to have direct access from the car park using a RADAR key. An existing window in the gents' toilet will be made into a door accessed by a ramp. The Historic Buildings Officer considers that there will be no impact on the Conservation Area.

Recommendation:-

Policy References:-

Witham Town Council – Planning Application Report

Application No:- 23/03011/HH

Address:- 1 The Stables, Howbridge Hall Road, Witham

Ward:- South

Proposal:- Loft conversion with dormer at the rear

Relevant Site History:-

Representations:- 3 objections from neighbours regarding their concerns about over-looking

Summary:- The proposal is to extend into the loft area to create an ensuite bedroom and a further bedroom, shower room and a store.

Recommendation:- The two bedrooms in the attic will be to the rear of the property and will directly over look the neighbouring properties in Gershwin Boulevard. Recommend refusal on the grounds of the adverse impact on neighbouring amenity, i.e. privacy.

Policy References:- LPP 36 d - unacceptable adverse impact on the amenities of adjoining residential properties, including on provacy, overshadowing of light or an overbearing impact.

Witham Town Council – Planning Application Report

Application No:- ESS/42/23/BTE

Address:- Colemans Quarry

Ward:- Rivenhall

Proposal:- Relocation of plant site

Relevant Site History:-

Representations:-

Summary:- The Town Council first considered this application in June 2023 when a decision was made to recommend refusal. The Town Council had taken a decision previously that all applications for the quarry would be refused until all traffic from the site was directed on to the adjacent A12 rather than go through the town. Members will remember that the proposal was to relocate the plant site to the northern side of Braxted Road and to have a field conveyor over this road, some 9 m high. Processed material will be stored up to 5 m in height. A new access onto Braxted Road, used by motorists between Tiptree/Maldon and the A12, will be created with up to 50 lorry movements a day. The period of operation would be ten years.

Recommendation:- The Town Council should continue to recommend refusal for this application which will have adverse impact on neighbouring residents, be a safety issue onto the busy A12 and impact on landscape.

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Application & Address	Proposal	BDC Decision	WTC Decision	Agenda Item 9
23/02645/LBC - 19 Home Bridge Court Hatfield Road Witham Essex CM8 1GJ	Proposed replacement of 7no. windows and an entrance door	Application Permitted	No objection subject to the advice of the Listed Buildings Officer	
23/02103/LBC & 23/02102/HH - Barnardiston House 35 Chipping Hill Witham Essex CM8 2DE	Proposed detached garage. Installation of new fireplace within drawing room. Alterations to landscaping to include the removal of decking, extension to existing terrace and pergola.	Application Permitted	No objection subject to the advice of the Listed Buildings Officer	
23/02673/HH - 49 Chipping Hill Witham Essex CM8 2JT	Replace timber bay window with PVCu	Application Refused	Recommended refusal in line with policy LPP53 and subject to the advice of the Listed Buildings Officer	
23/02417/HH - 22 Armond Road Witham Essex CM8 2HA	Single storey rear extension	Application Permitted	No objection	
23/00361/FUL - Witham Public Hall Collingwood Road Witham Essex CM8 2DY	Installation of 4 No. air-conditioning units on flat roof at side of building.	Application Permitted	No objection	
23/02775/VAR - Land North Of Colchester Road Witham Essex	Variation of Condition 2 (Approved Plans) & Condition 12 (Solar Panels and Air Source Heat Pumps) of approved application 22/02283/FUL granted 27.04.2023 for: Erection of two B8 (storage / distribution) units with office space and associated infrastructure.	Application Permitted with S.106	No objection	

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Agenda Item 10

Notes of the A12 Meeting held 12th December 2023 at Causeway House

Andy Goodwin	Costain DCO Manager
Helen Mullin	Jacobs Landscape Lead
Chris Bandy	ECC Senior Estates Manager
Shirley Anglin	ECC PRoW Officer
Rick Sargeant	BDC Street Scene Manager
Gary Sung	BDC Senior Planning Policy Officer
Julia Watts	BDC Senior Landscape Architect
Grace Allman	BDC Graduate Landscape Projects Officer
Becky Baines	Climate Change Project Manager
Hayley Andrews	Deputy Town Clerk, Witham Town Council
Geraldine Kennedy	Planning Officer, Witham Town Council

Andy had called the meeting to discuss replacement land, landscape design and boundary treatments.

BDC would be given replacement land to the south of the A12 off Howbridge Hall Road. BDC officers spoke of possible use of the land either for recreational sport or creating a wild flower meadow but it had still to be decided. Care would be needed so as not to cause a nuisance to residents in Maldon Road who were used to open farmland. BDC said that bunds would be used at the edge of their land with a hedge.

Andy spoke about proposals to create a new PROW running from the footbridge by Gershwin Boulevard along the south of the A12 to Maldon Road. There would need to be a detour as it would not be possible to create a PROW through the Church car park. The PROW would then continue along the A12 past Whetmead to the north. Andy said that hedging and fencing the PROW could be set 3m back to prevent vegetation encroaching on the path. Andy said that the A12 would be fenced.

Concern was expressed in relation to cyclists and particularly trail bikes using Whetmead which is a nature reserve. The land is uneven and would be unsafe for wheelchair users who could topple into the river and there were steps at the northern end of the circular route. Andy said that Whetmead would be fenced (post x 4) and possibly hedged along its boundary with the PROW and that it would be possible for the Town Council to design an entrance to prevent access by bikes possibly using a RADAR key.

Andy was asked whether the underpass to Whetmead could be improved as it becomes very muddy when wet and liable to flooding but he said that the height of the A12 prevented such improvements.

HA/GK/20.12.2023

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The Great Grid Upgrade

Norwich to Tilbury

Agenda Item 11

Connecting East Anglia's offshore wind energy: What you told us

Post consultation update

December 2023

nationalgrid

Inside:

- 2 A greener future for East Anglia: The Great Grid Upgrade
- 3 What is happening in East Anglia?
- 3 How we consulted
- 4-6 What you told us
- 7 The planning process
- 7 What happens next

A greener future for East Anglia: The Great Grid Upgrade

Bringing offshore wind energy to the UK's homes and businesses will deliver long-term benefits for all

The government has set a target to increase the energy from UK generated offshore wind to 50 gigawatts (GW) – and deliver 18GW of electricity interconnector capacity – by 2030. Once delivered, this will generate enough electricity to power every home in the country with cleaner, more affordable energy.

Several wind farms are already in operation or in construction off the coast of East Anglia. By the end of the decade, we could see as much as 18GW of new, cleaner electricity – enough to power around 15 million homes – connected into the East Anglian network alone.

Ensuring this energy can reach the homes and businesses that need it does however require a significant amount of improvement to the country's onshore electricity infrastructure, much of which was originally built to meet a significantly lower demand.

Across the UK, we will need to build five times more electricity transmission infrastructure over the next seven years than we have built in the last three decades. This is the Great Grid Upgrade – a programme of new infrastructure proposals across England and Wales which will help deliver jobs, energy security, low carbon electricity and lower prices.

Not only will this help lower bills and ensure our country is more self-sufficient, if we get this right, it will fuel a green jobs boom across the UK, supporting up to 130,000 jobs and adding an estimated £4-11bn (GVA) to Britain's economy by 2030.

Researchers at the University of Oxford have reported that the UK has enough wind and solar resources to generate 2,296 TWh a year by 2050, or almost ten times today's electricity needs, with 73% from offshore wind farms. (Source: University of Oxford's Smith School of Enterprise and the Environment)



What is happening in East Anglia?

The existing network in East Anglia was developed in the 1960s. Though it has been successful in meeting demand to date, achieving government targets for renewable and low-carbon energy will require a significant overhaul and upgrade, along with many other regions across the UK.

We are already carrying out work to reinforce and upgrade the existing network in East Anglia, but even with these upgrades, the network will not be sufficient for the amount of new electricity connecting to it.

So, as an important part of The Great Grid Upgrade, we are developing proposals for a new overhead electricity line between existing substations in Norwich (Norfolk), Bramford (Suffolk) and Tilbury (Essex), as well as a new substation in Tending (Essex) to connect to new offshore wind generation and an interconnector.

In summer 2023 we invited communities to share their views in a second public consultation on our proposals for this important new connection between Norwich and Tilbury, which will connect enough clean, green wind energy to power six million homes in East Anglia and beyond.

Ongoing consultation is important in helping us refine our proposals and understand the issues and concerns that communities have. While your latest feedback is being assessed and considered by our team, we wanted to take the time to provide an initial update on some of the big issues that have been raised.

We acknowledge that there are real concerns and we have listened carefully to them. Since National Grid is regulated by Ofgem and the government, which protects the interests of consumers and governs our operations, we have a commitment to present facts relating to our operations and proposals. In this Update you can read about the facts relating to the big issues that communities have raised.

How we consulted (27 June to 21 August 2023)

Promoted to **3.1m** residents across East Anglia*

Wrote directly to **50,000** properties along the 183km route

12 community events

4 community information webinars

4,000 feedback responses received

* We promoted the consultation via social media and in newspapers across Norfolk, Suffolk and Essex, covering an area with a population of approximately 3.1m (2021 Census data).

What you told us:



#1

Why didn't you consider all the options, including a sea-based connection?

Ahead of consultation, we conducted a full backcheck of the options for reinforcement of the East Anglia electricity network to meet the future needs of net zero and increasing demand for electricity. This was published in June 2023 and can be found on the project website. We considered the issues associated with the subsea option.

On cost

Due to the infrastructure required for a sea-based connection, the cost of building an offshore, under sea connection would be around £4 billion. When you compare that to the estimated £895m cost to build an onshore connection, this is an important consideration.

As a regulated business, we need to consider a range of factors to put forward the right solution and ensure good value for UK bill payers. We believe the current proposal provides this solution and is appropriate and consistent with Government policy.

A question on comparable cost has also been raised on National Grid's Sea Link project, which as a sea-based connection, presents costs as being relatively similar to an onshore connection. There are many technical reasons why the

two projects are not comparable, including capacity. The Norwich to Tilbury connection will connect around three times more electricity than that of Sea Link, which would have a significant impact on the cost to build and operate.

On technology

It is technically possible to connect the offshore wind generation to Tilbury.

However, subsea links have a maximum capacity of 2000 MW, so to match the 6000 MW that the overhead lines can carry, we would need to propose three new offshore cable links.

An offshore connection would also need new infrastructure on land, including cables from Norwich out to the coast, as well as converter stations at each end of the cables.

When we assess options, there are times when we feel a subsea connection is the most appropriate proposal, but this is not the case for Norwich to Tilbury. We are also planning to build a sea connection, Sea Link, to carry power out of East Anglia. Sea Link would carry 2,000 MW between Kent and Suffolk and, in this instance, a subsea option was assessed as the most cost-efficient option.

#2

Why aren't you going offshore as an integrated offshore grid is cheaper, greener and quicker?

The Electricity System Operator (ESO) – a separate part of National Grid – published a preliminary report in December 2020 on various strategic options (Offshore Coordination Phase 1 Report). This preliminary analysis only considered issues at a high-level and has been comprehensively superseded by subsequent assessments, which clearly indicate that an onshore connection would provide best value to consumers.

The ESO has since given this project the go ahead through its Network Options Assessment process (NOA). ESO's NOA process assesses the costs and benefits of reinforcements and provides recommendations on which project should receive investment – and when. It is also incorrect to assert that an offshore grid is 'greener'.

All developments have environmental impacts which need to be assessed, managed and mitigated.



It is our responsibility to identify the option which reduces the impact on the environment and the costs to consumers as much as possible.

That option, for Norwich to Tilbury, clearly points to an onshore solution.

#3

Why not build an offshore grid?

There is no fully offshore solution to connect offshore wind to the Grid. We have to bring the power onshore somewhere. Our job is to carefully consider the most feasible options and present proposals for public consultation, which go as far as possible to address impacts on local communities and the environment, and also deliver for electricity consumers.

The electricity grid built in the 1960s wasn't designed to transport renewable energy generated offshore from different sources, so it has to be upgraded.

We continue to consult with local communities and will always endeavour to reduce impacts as much as possible so that we can deliver this vital infrastructure, which is essential for the country as a whole.

The Great Grid Upgrade, including the Norwich to Tilbury proposals, will bring huge long-term benefits for consumers, including low-carbon power, energy security and lower prices.

#4

Why haven't you followed The Treasury Green Book guidance?

The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. This does not apply to us. We follow national guidance, primarily the National Policy Statement EN-5 (National Policy Statement for Electricity Networks Infrastructure), which does not specify application of the Treasury Green Book.

We follow a robust assessment process which we believe is appropriate for projects like this. Our assessments, strategy, plans and recommendations all come under Ofgem regulation and approval. Ultimately our processes will be assessed and tested by the Planning Inspectorate and the relevant Secretary of State. The Treasury Green Book guidance has never been used for any DCO and is not applicable to this project.

#5

Why won't you underground the full length of the route?

The Government's National Policy Statement EN-5 clearly states that overhead lines should be the strong starting presumption for electricity networks developments in general, except where proposed development will cross part of a nationally designated landscape (for example, a National Park or Area of Outstanding Natural Beauty).

Undergrounding cables is significantly more expensive and has environmental and engineering considerations too.

That said, we've looked carefully at where undergrounding is the best solution and our current proposals include sections at Dedham Vale Area of Outstanding Natural Beauty (AONB), Great Horwesley and close to Tilbury.

Wherever undergrounding is being considered, we need to ensure we're carefully considering the local environment too. This includes looking at local habitats, heritage, and other factors such as watercourses and rivers in order to reduce impacts.



#6

You don't listen and nothing will change.

This is not the case. We have delivered two public consultations along the length of the connection route, inviting communities to talk to us about our proposals.

We have listened and we understand concerns about the project. You have given us a significant amount of information on local issues which will help our technical design team with decisions they need to make.

Every piece of feedback received will be reviewed and considered by our team. Once our process is complete, we will make changes to the design where appropriate and present our proposals for a further statutory consultation next year.

A range of other questions that you asked us can be found at nationalgrid.com/norw/ct-to-tilbury

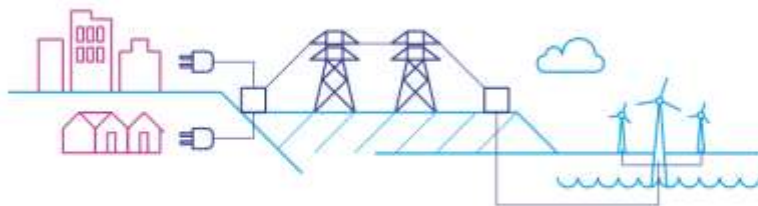
#7

Why are there people working on the project already?

As part of our work to develop our proposals, you might see some activity in the area of our current proposals. This includes our Ground Investigation (GI) studies, which cover a range of study types including borehole drilling, trial pit digging and monitoring activities, as well as environmental surveys and traffic assessments. We need to carry out these surveys to help us better understand the local conditions and any potential effects of future work.

For large, complex projects like this, we often need to undertake survey works to inform our proposals in advance of any consenting decision. Doing so does not in any way predetermine our proposals, but will help to make them as accurate as possible when we present them for consultation.

Where we do need to undertake important survey work, we will always make sure landowners are aware of site activities in advance.



The planning process

If the proposed development is classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, we will need to prepare and submit a Development Consent Order (DCO) application to The Planning Inspectorate. We expect this to be the case and are following processes and timescales to ensure that we are compliant and deliver against the requirements of the Act.

The Planning Inspectorate would consider our proposals and make a recommendation to the Secretary of State for Energy Security and Net Zero, who would decide whether development consent should be granted. Local planning authorities, communities and a wide range of other expert bodies and interested parties remain important consultees in the process.

What happens next

Following our recent consultation, we are reviewing your comments and suggestions. These are being carefully considered as we develop our project design in more detail. We are also continuing with our surveys and assessments.

At that consultation we will also publish a Consultation Feedback Report to explain how we have considered your previous comments, along with a Preliminary Environmental Impact Report (PEIR) to explain how we are assessing potential environmental impacts.

We will publish any changes to our proposals at our next public consultation. This will be our statutory consultation and we expect to hold it in spring 2024.

At our next round of consultation, we will ask for further feedback on the design before we finalise our proposals. More information on the future timeline is available on the project website.



Stay in touch
We will publish regular updates on our project website.

Links

- [The Great Grid Upgrade: \[nationalgrid.com/the-great-grid-upgrade\]\(https://nationalgrid.com/the-great-grid-upgrade\)](https://nationalgrid.com/the-great-grid-upgrade)
- [Norwich to Tilbury Project Background Document: \[nationalgrid.com/electricity-transmission/document/149151/download\]\(https://nationalgrid.com/electricity-transmission/document/149151/download\)](https://nationalgrid.com/electricity-transmission/document/149151/download)
- [Green Energy Network: \[nationalgrid.com/electricity-transmission/what-if\]\(https://nationalgrid.com/electricity-transmission/what-if\)](https://nationalgrid.com/electricity-transmission/what-if)
- [Strategic Options Backcheck and Review: \[nationalgrid.com/electricity-transmission/document/149261/download\]\(https://nationalgrid.com/electricity-transmission/document/149261/download\)](https://nationalgrid.com/electricity-transmission/document/149261/download)
- [National Policy Statement for Electricity Networks Infrastructure \(EN-5\): \[assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147384/NPS_EN-5.pdf\]\(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147384/NPS_EN-5.pdf\)](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147384/NPS_EN-5.pdf)
- [Ofgem: \[ofgem.gov.uk\]\(https://ofgem.gov.uk\)](https://ofgem.gov.uk)



Contact us

If you would like to contact the community relations team, please get in touch via:

0800 151 0992
FREEPOST N TO T
contact@n-t.nationalgrid.com
nationalgrid.com/norwich-to-tilbury



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MINUTES OF THE CYCLING DEVELOPMENT WORKING GROUP MEETING HELD 15TH DECEMBER 2023

Present: Councillors R. Playle, L. Barlow, J.C.Coleman and P. Heath
G. Kennedy (Planning Officer)

9) MINUTES

The Minutes of the Meeting held 8th September 2023 were agreed.

10) DECLARATIONS OF INTEREST

Councillor Playle declared a non-pecuniary interest as a Member of Essex County Council and Councillor Heath declared a non-pecuniary interest as a Member of Braintree District Council.

11) LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Members were concerned that the flyer advertising the consultation did not state walking and cycling in the heading and only mentioned this in the second paragraph.

Members looked at the routes shown in the Consultation.

Members agreed that every route should be as safe as possible. Local cyclists would have their own routes depending on how confident they were and some unlit routes would not be used at night as they would be unsafe.

Members considered that all light controlled junctions should have 'cycle boxes'.

Experimental Route

Members considered this to be not the most ideal route to get from Witham to Braintree as it crossed the busy B1018, however it was considered that all routes to Braintree would be dangerous.

Route 1

This is the north/south route running along the B1389, Hatfield Road along to Colchester Road.

This would benefit people but it was disappointing that the proposed off-road route mooted by Witham Town Council running adjacent to the railway line was not considered.

Route 2

This route along Maldon Road, using the B1018, through the town centre to the junction with Rickstones Road.

It was thought that this route was not the most obvious or safest as there were other options not explored.

Route 3

This is a circular route running down Rickstones Road, Conrad Road and Cressing Road.

It was considered that this route was as safe as it could be and could be used by school children and families.

Route 4

This was a stretch running from Newland Street down Guithavon Street to Spa Road.

It was understood that when the town centre improvements are made there would be a no right turn for traffic into Guithavon Street. Concern was stressed about the slope down from Spa Road with potential for children in particular to cycle straight across Highfields Road and was therefore considered dangerous. This had been subject to a LHP request.

Route 5

This was a route along Spinks Lane into Spa Road to Powers Hall End.

Some sections were already part of a cycle route and some off-road. There were wide footpaths to allow for a dedicated cycle lane and would benefit school children.

Route 6

Powers Hall End from roundabout to Chipping Hill.

It was agreed that this was not a safe route and local cyclists would use the River Walk.

Route 7

Cut Throat Lane to Albert Road using part of a new cycle way.

Members agreed that this was an obvious route.

Members considered that there was inadequate secure cycle parking at the station. Thefts of cycles at Witham Station was the highest in the district.

Route 8

Along Cypress Road, Motts Lane to Eastways.

This was a daytime route as Motts Lane was not lit at night. Members spoke about the tight bend near the footbridge where it met the cycle path from Fleming Road. Overgrown vegetation and lighting would be an issue.

Route 9

This route was The Avenue, into The Grove and along Maldon Road.

Members questioned why Collingwood Road, which is a wider, safer road, was not used.

More secure cycling parking was needed in the town centre for workers and the suggestion was made that contact should be made with The Grove Centre to see if cycle parking could be increased.

Route 10

From Laurence Avenue to Bridge Street, mainly along the River Walk.

Route 11

Howbridge Road to Maltings Lane.

Members agreed that cyclists should not be encouraged to use Howbridge Road which would be dangerous especially at school times. There were many better routes available.

Route 12

Route from Howbridge Hall Road along Gershwin Boulevard and then across the Maltings Lane Estate back to Gershwin Boulevard.

Some of this route was on an existing cycleway.

Route 13

Along the River Walk from Bridge Street linking up with Chipping Hill and also at Powers Hall End.

Members welcomed this proposal as it would formalise the cycle route at Moat Farm Chase.

Route 14

Along Mill Lane and Guithavon Valley to Collingwood Road.

Members agreed that this was an unsafe road and lots of work would be necessary. A suggestion was made to remove the pavement on one side to enlarge the footpath to provide an off-road alternative.

Route 15

A short stretch of cycle route along Easton Road.

Proposed secondary cycle routes

Members considered that the primary routes would be most likely to receive funding but any additional cycle paths would be welcome.

Completing the Survey

All Members were urged to complete the survey.

Question 1 - Agree

Question 2 - Agree

Question 3 - Missing routes

- To include a route adjacent to the railway line from south Witham to the railway station.
- An upgrade of Whitehorse Road
- A route from Armond Road to Spa Road
- What defines a primary from a secondary route?
- More use of the Blackwater Rail Trail

12) ACTIONS

It was agreed to invite a Greater Anglia representative to the next meeting to discuss secure cycle parking at the station.

Councillor Coleman agreed to hand out the flyers to cyclists at the station.

The Chairman closed the Meeting at 11.03 a.m.

Councillor R. Playle
Chairman

GK/19.12.2023

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PUBLIC NOTICE

DEPARTMENT FOR TRANSPORT

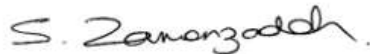
TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a northern part width of Terling Road and an irregular shaped area of highway to the north of Terling Road at Witham in the District of Braintree.

If made, the Order would authorise the stopping up only to enable development as permitted by Braintree District Council, under reference 19/00788/FUL.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Witham Library, 18 Newland Street, Witham, CM8 2AQ in the 28 days commencing on 28 December 2023, and may be obtained, free of charge, from the addresses stated below quoting NATTRAN/E/S247/5577.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **25 January 2024**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.



S Zamenzadeh, Casework Manager

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