



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

Meeting of: **Planning & Transport Committee**

Date: **Tuesday, 21st February 2023** 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: Councillors:

J.	Goodman	(Chairman)
A.	Kilmartin	(Vice Chairman)
K.	Atwill	
P.	Barlow	
P.	Heath	
S.	Hicks	
C.	Jay	
C.	Lager	
M.	Lager	
T.	Pleasance	

**1. APOLOGIES**

To receive apologies for absence.

**2. MINUTES**

To receive the Minutes of the Meeting of the Planning & Transport Committee held 6th February 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 regarding any item on the Agenda.

*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. PARKING AT SCHOOLS – 3PR SCHEME**

To receive a report regarding parking at Holy Family School ([attached](#) at page 3).

**6. A12 WIDENING**

(a) To note that the written Representations Report has been submitted and the Statement of Common Ground signed.

(b) To receive the Applicant's Response to Relevant Representations ([attached](#) at page 6).

**7. PLANNING OFFICER'S REPORT**

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

**8. 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.*

**9. PART 2 APPLICATIONS**

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

**10. REVISED PLANS**

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

**11. DECISIONS**

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

**12. ENERGY INFRASTRUCTURE IN EAST ANGLIA**

To receive a letter from the Minister of State for Energy and Climate ([attached](#) at page 19).

**13. LOCAL HIGHWAYS PANEL**

To receive an extract from the Local Highways Panel meeting held 12th January 2023 and the Parking and Highways Report ([attached](#) at page 22).



Nikki Smith  
Town Clerk  
GK/31.1.2023

**Officer Report: Parking at Schools – 3PR scheme**

**Issue:**

At Minute 219 of the Planning and Transport Committee Meeting, the problems with dangerous parking in Maltings Lane was raised by a resident.

Investigations had shown that the 3PR scheme, run by the North Essex Parking Partnership (NEPP), is an educational programme for schools hoping that school children would encourage their parents to park considerately. However, there was another scheme whereby cameras are positioned so that motorists can be monitored as to where they park and tickets issued accordingly.

Following the Meeting further contact has been made with NEPP and the following response received –

*Static CCTV cameras have been trialled over the last 12-18 months over a small number of sites within the Colchester and Tendring districts and have proved to be successful at changing parking behaviours of road users at school drop off and collection times. The scheme aims to set up cameras within resources available at priority sites for approximately 6-12 months dependant on the parking behaviours being observed, and the need for the cameras at any particular location being continually reviewed. Our projects team are in the process of having the cameras moved to four new sites by the end of February 2023. These site locations consist of two cameras being moved to schools in Earls Colne, one in Colchester, and finally another in Braintree. The length of time the cameras stay in place will depend on the parking behaviours observed.*

Contact has also been made with Holy Family School who have welcomed the opportunity to discuss the problems with parking at drop off and pick up times and the following emails have been received –

I have just received this message from you via our office. Parking has been on ongoing issue forever. When the development of houses all around the school was in the planning stages I attended many meetings of the Maltings Lane Development Forum, and raised all the issues with parking that I could foresee. Sadly, no-one listened. The ideas shown to us of car drop off areas (loops) were all swept away and more houses built instead. We voiced our concerns.

We have tried so many things over the years. I have stood beside a traffic warden who informed me that he could not give a person a parking ticket because the lines that they were parking on permitted them so many minutes. Even though i said that they would have moved off by then, there was nothing he could do.

I have sent out flyers to parents about safer journeys to school. We have spoken to families directly over many years.

We ran a walking bus for many years, until it folded due to lack of interest.

The way highways and planners have constructed the roads and road markings around the school have exacerbated the issue. I have asked so many people, over so many years to help and look at road markings again, or to send regular wardens to patrol but nothing ever happens. It is up to Highways and the council to act. I cannot do more than I have done over the past 20 years - including going through parking at parental induction, sending out regular reminders in the newsletter, speaking to people in person.

My ideas for your consideration

- Road marking need to be changed to empower traffic wardens.
- Council consideration for the lack of parking for an area that contains three schools in close proximity (we were told many, many years ago that walking to school should be encouraged. It is but many parents drop children and then drive straight to work)
- Highways/Council (not sure) who speaking to parents (i've done this so many times, but i have no jurisdiction outside of the school gates).

I ask you what you are doing as Witham Town Council? What are Highways going to do? What are Braintree District Council going to do?

I am happy to take part in the latest version of what we have done previously. I will action this for our Governors.

I've spent the past 20 years of headship doing my best with this, and encouraging people to be safe when they drop/collect. I look forward to all the help we will at last get, and the changes made to alleviate all of this. It would be good to have someone listening at last.

Regards

Ann Kelliher

Headteacher  
Holy Family Catholic Primary School  
Maltings Lane

The Head of Holy Family School, Mrs Kelliher, has shared with me your correspondence and I have personally seen all the various initiatives and time spent by the school to put measures in place to try to solve this problem. As Mrs Kelliher said, the school has been advising parents for 20 odd years on what they should and should not do but they have no ultimate control over them.

This issue should be addressed by Essex County Council who are the road authority for this area. As Mrs Kelliher rightly said, about 20 years ago when the new developments were being planned, she suggested a turning loop which would help alleviate the perceived problems on Maltings Lane. This was turned down with the lame excuse that pupils should be encouraged to walk, and I notice the same excuse is now being given on the Redrow estate. Highways are well aware of the current problems faced by EVERY school and they know pupils generally do not walk to school as parents more than often drop off en route to their workplace or somewhere else.

It is my understanding that Witham Town Council could themselves put in a Local Highways Scheme via Cllr Derrick Lewis, who is the Essex County Councillor for this area. It is not in the school's remit to be able to solve this problem without Highways intervention.

I can see that you are also trying hard to find a solution to this problem and I would be very happy to work with you on this. My husband, Bob Wright, is also a Governor of the Holy Family School and a Braintree District Councillor. Would it be possible for him to attend the next Planning and Highways meeting to discuss the problems and see if there are any solutions. If he can have permission to attend, can you please let me know the date.

I look forward to hearing from you and hopefully we can help resolve this very emotive problem.

Kind regards

Anne Wright  
Chair of Governors

**Advice:**

**To receive the information and to discuss possible solutions to the parking problems outside Holy Family School.**

GK/14.2.2023

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 Applicant's Response to Relevant Representations



**RR-084 - Witham Town Council**

<b>Sub-Part Reference</b>	<b>RR-084-001</b>
<b>Sub-Part</b>	National Highways have been consulting fully with Witham Town Council throughout the process.
<b>Response</b>	The Applicant acknowledges the engagement with Witham Town Council and will continue engagement and keep the interested party informed during the DCO process.
<b>Sub-Part Reference</b>	<b>RR-084-002</b>
<b>Sub-Part</b>	The following are some of the issues as we see them- -Loss of land at Whetmead Nature Reserve. -Proposed replacement land is inadequate for a nature reserve.
<b>Response</b>	<p>National Highways has sought to provide replacement land as close to the loss of the existing open space as is practicable.</p> <p>The parcels identified are both currently woodland adjacent to the existing A12 and would replace the existing woodland strip adjacent to the A12 in the Whetmead Nature Reserve.</p> <p>The plots identified as replacement land for Witham Town Council either border the existing Whetmead Nature Reserve or connect with an existing Public Right of Way (PRoW).</p> <p>Land for the purpose of mitigating ecological effects due to loss of land within Whetmead Local Nature Reserve and Local Wildlife Site has also been proposed to the south of the River Brain as detailed in Chapter 9: Biodiversity, of the Environmental Statement [App-076] and as shown on part 1 of the Environmental Masterplan (Figure 2.1 of the Environmental Statement [APP-086]).</p> <p>National Highways believes the proposed replacement land meets the requirements of s131 of the Planning Act 2008 in terms of area and being of equal advantage to the land</p>

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Applicant's Response to Relevant Representations

	being acquired for the proposed scheme. National Highways will continue to engage with the Town Council to address its concerns.
<b>Sub-Part Reference</b>	<b>RR-084-003</b>
<b>Sub-Part</b>	- Understanding that agricultural traffic will not be permitted on the A12 and the implications this will have on Witham town centre traffic
<b>Response</b>	<p>National Highways has undertaken a Programme-level Safety Risk Assessment (SRA) to document the safety impacts of Slow Moving Vehicles (SMVs) such as tractors and combine harvesters, as they are affected by design approach set out in document GD 300 within the Design Manual for Roads and Bridges. The SRA process balances risks to users of trunk roads and users of local roads in rural and urban areas, as well as risk to workers and other people affected.</p> <p>That SRA evaluates both options ie</p> <ul style="list-style-type: none"> <li>• retaining SMVs on A12 following scheme construction</li> <li>• prohibition of SMVs from trunk roads to local roads following scheme construction</li> </ul> <p>On high-speed dual carriageway roads, vehicles travelling at a much lower speed than other vehicles affect many aspects of safety such as merge and diverge manoeuvres, and the likelihood of shunt collisions when drivers fail to anticipate a slow-moving vehicle. Motorcyclists can be especially at risk in primary incidents, for example a collision with a tractor. They are also vulnerable to secondary incidents, for example a car driver suddenly changing lanes to avoid a collision with a slow tractor may fail to see an adjacent motorcycle.</p> <p>Alternative routes can also have a complex pattern of risks such as in areas of pedestrian and cyclist activity. In urban areas the SRA also considers other vehicles present. For example, in towns such as Witham and Kelvedon there are many delivery vehicles including heavy goods vehicles supplying shops, pubs and other businesses, often in larger numbers than those of SMVs.</p>

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Applicant's Response to Relevant Representations

	<p>The default approach evaluation concluded that prohibition of SMVs from the strategic route (A12 in this case) was the safest option taking all aspects of risk into account.</p> <p>In addition to that programme-level SRA, two project-specific evaluations of safety risk are undertaken.</p> <ul style="list-style-type: none"> <li>• An outline evaluation of potential SMV route options within Witham has been partially drafted but cannot be completed without details of number and timing of affected journeys, and details of vehicle types/sizes/speeds. This will be completed in the detailed design stage.</li> <li>• In addition, a detailed SRA of SMV options will also be undertaken for all affected known routes/vehicles used by affected agricultural businesses. This will be undertaken during the detailed design stage once all required information is available.</li> </ul> <p>The Applicant has sought full details of number and timing of journeys, and the affected vehicles (length; width; height; weight and other relevant information) from the three known affected agricultural businesses. Following the completion of the two evaluations and resulting reports set out above, National Highways would take the final decision as to whether the approach set out in GD300 is used ie, to prohibit SMVs from the A12, or whether the balance of safety risk suggests that retention of those vehicles on A12 is safer when considering workers, road users and others affected.]</p>
<b>Sub-Part Reference</b>	<b>RR-084-004</b>
<b>Sub-Part</b>	- Overall traffic issues for Witham during the course of construction.
<b>Response</b>	The traffic management philosophy of the proposed scheme, as set out in Section 1.1 - Purpose and Objectives of the Outline Construction Traffic Management Plan (OCTMP) [APP-272], is to minimise disruption to all road users, business and communities. This is delivered through developing traffic management designs based on strategies to keep as much traffic as is practical on the existing A12, to avoid the desire for road users to divert

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	<p>onto local roads such as through Witham, and through proactive communication with local authorities, communities and wider road user groups. This is secured through the OCTMP, which is secured through Requirement 9, sets strategies including</p> <ul style="list-style-type: none"> <li>• Maintaining a minimum of two lanes of traffic in each direction throughout the length of the A12 affected by traffic management during weekday daytime, thereby reducing the desire for vehicles to divert onto local roads and minimising disruption for local communities.</li> <li>• Coordinating the works so as to, where reasonably practical, maximise the works that are carried out within lane, carriageway and total closures, thereby reducing the numbers of closures required.</li> </ul> <p>Further to this, the proposed scheme has the following mitigation measures to minimise the traffic impacts on the town of Witham.</p> <p><u>Strategic diversion route</u></p> <p>A strategic diversion route would be in place for the proposed scheme for any closures of the A12 mainline. For further details please refer to section 4.3 of the OCTMP.</p> <p><u>Local diversion routes</u></p> <p>Information on local diversion routes can be found in section 4.4 of the OCTMP. Plans of proposed local diversion routes can be found in the OCTMP Appendix A: Proposed Diversion Routes Part-2 [APP-274].</p> <p><u>Permitted, permitted with restrictions and excluded routes for construction vehicles</u></p> <p>Information on permitted, permitted with restrictions and excluded routes for construction vehicles can be found in section 7 of the OCTMP [APP-272]. Plans of these routes can be found in the OCTMP – Appendix B: Permitted and Excluded Routes for Construction Vehicles (plans) [APP-275].</p>
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<b>Sub-Part Reference</b>	<b>RR-084-005</b>
<b>Sub-Part</b>	- Problems with noise.
<b>Response</b>	The predicted impact of the proposed scheme for the Witham area is presented in paragraphs 12.11.34 to 12.11.36 of Chapter 12: Noise and vibration, of the Environmental Statement [APP-079]. This describes a significant beneficial effect at 49 dwellings and also a general reduction in noise throughout the area. This is illustrated on Sheets 4 and 5 of Figure 12.8 [APP-235]. These reductions in noise are due to the proposed surfacing of the A12 being constructed with a surface that has better noise reducing properties than a conventional low noise surface.
<b>Sub-Part Reference</b>	<b>RR-084-006</b>
<b>Sub-Part</b>	- Loss of mature trees and shrubs.
<b>Response</b>	<p>The Applicant acknowledges that construction of the proposed scheme would result in adverse impacts to Whetmead Local Nature Reserve and Local Wildlife Site through the permanent loss of 0.89ha of semi-natural broadleaved woodland habitats adjacent to the A12 on the western boundary of the nature reserve. This loss would occur during site clearance to enable widening of the existing A12 carriageway and construction of a retaining wall. This would be mitigated through provision of approximately 2ha of new habitats in an area immediately south of and outside the site as detailed in Section 9.10 of Chapter 9: Biodiversity, of the Environmental Statement, [APP-076].</p> <p>For the wider proposed scheme, it is acknowledged there would be a loss of mature trees and shrubs including woodland and five potential veteran trees. Vegetation loss and retention is illustrated on the Retained and Removed Vegetation Plans [APP-035 and AS-017]. The loss of 44.78ha of lowland mixed deciduous woodland as a result of construction would be mitigated through the planting of replacement woodland. This would be planted at a ratio of 1.95:1, resulting in an overall net gain of 42.52ha of</p>

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	<p>woodland and forest. There would be a temporary moderate adverse level of impact on a nationally important receptor while newly planted woodland matures, and therefore the significance of effect is moderate adverse in the short term. Once planting has matured, the level of impact would reduce to minor adverse and therefore the residual significance of effect is slight adverse (not significant).</p> <p>Where practicable, the design of the proposed scheme was refined to avoid impacts (see Chapter 3: Assessment of alternatives, of the Environmental Statement [APP-070]), however, loss of five potential veteran trees was unavoidable. The Applicant acknowledges that loss of veteran trees cannot be mitigated due to the time period over which a veteran tree matures. Section 9.10 of Chapter 9 [APP-076] states the measures to compensate for the loss of the five potential veteran trees (as committed in the Register of Environmental Actions and Commitments within the first iteration Environmental Management Plan [APP-185]) in accordance with the latest guidance from Natural England and the Forestry Commission. The significance of effect with respect to the five potential veteran trees is assessed as slight adverse (not significant) given that 93% of all potential and verified veteran and ancient trees within 15m of the Order Limits would be retained.</p> <p>Loss of vegetation is also considered within Chapter 8: Landscape and visual, of the Environmental Statement. In line with the Design Manual for Roads and Bridges LA 107 Landscape and Visual Effects, Revision 2, the assessment of impacts on landscape components such as trees and woodland are considered within the overall assessment of impacts on landscape character. Landscape and visual mitigation, including woodland planting of trees and shrubs, is illustrated on Figure 2.1 of the Environmental Statement [APP-086, APP-087 and APP-088].</p>
<b>Sub-Part Reference</b>	<b>RR-084-007</b>
<b>Sub-Part</b>	- Loss of access to nature reserve during construction.

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Applicant's Response to Relevant Representations

<p><b>Response</b></p>	<p>PRoW 121, Footpath 101 is used as access into the Whetmead Local Nature Reserve. The Whetmead Local Nature Reserve is a Local Nature Reserve in Witham, Essex. The only public access to the nature reserve is from Blackwater Lane and under the River Brain Bridge. As part of the proposed scheme, the River Brain Bridge which carries the A12 mainline over the river needs to be widened to accommodate the additional lanes of traffic. During construction of the bridge widening, access into the nature reserve would be restricted during certain construction activities. Due to the large plant, lifting activities and excavations it would not be safe to maintain public access through the works area and into the nature reserve.</p> <p>The Applicant has confirmed to the Town Council's representatives that subject to suitable Health and Safety and any practical requirements, trained staff from Witham Town Council would be permitted access to carry out ongoing maintenance activities of the nature reserve.</p> <p>The Applicant would endeavour to programme works to minimise restricting access and egress to the nature reserve via Blackwater Lane, however closure periods would be for approximately three months at a time, up to a total of approximately 12 months.</p> <p>The Applicant acknowledges the concerns of Witham Town Council with regards to this matter and will work with the council to minimise impacts on access into Whetmead Local Nature Reserve.</p>
<p><b>Sub-Part Reference</b></p>	<p><b>RR-084-008</b></p>
<p><b>Sub-Part</b></p>	<p>- Whetmead was used as a translocation zone.</p>
<p><b>Response</b></p>	<p>The Applicant acknowledges the presence of reptiles within Whetmead Local Nature Reserve and the surrounding area. Mitigation proposals include the creation of an ecological mitigation area south of the River Brain (as shown on Figure 2.1 Environmental Masterplan (Part 1, Sheet 8) [APP-086]), which would most likely be the receptor site for</p>

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Applicant's Response to Relevant Representations

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	<p>any reptiles captured from the construction footprint from within Whetmead Local Nature Reserve.</p> <p>The Applicant would welcome discussions with the interested party regarding the creation of ecological and other environmental enhancements where appropriate by agreement within the existing nature reserve, such as hibernacula and log piles to increase carrying capacity for reptiles.</p>
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**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](http://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.

23/00195/FUL	11A Cypress Road, Witham, Essex	North	Erection of external bin enclosure
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## 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](http://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.

22/03100/TPO	11 Hollybank, Witham, Essex	Central	Notice of intent to carry out works to tree protected by Tree Preservation Order - 6/76
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## Witham Town Council – Planning Application Report

**Application No:-** 22/03100/TPO

**Address:-** 11 Hollybank, Witham, Essex

**Ward:-** Central

**Proposal:-** Notice of intent to carry out works to tree protected by Tree Preservation Order - 6/76

**Relevant Site History:-**

**Representations:-**

**Summary:-** Ash (T1) - Reduce tree by 3m in height and reduce sides by 1.5m. Remove all ivy from main stems. Remove major deadwood (over 3cm in diameter).

**Recommendation:-** The Tree Warden has made a site visit and recommended no objection

**Policy References:-**

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Application & Address	Proposal	BDC Decision	WTC Decision
22/03416/HH 52 Rickstones Road Witham Essex CM8 2NF	Single storey rear extension	Application Permitted	No objection
22/03343/HH 31 Avenue Road Witham Essex CM8 2DT	Proposed alterations to roof from hip to gable end to enable loft conversion with rear dormer.	Application Permitted	No objection subject to no representations being made by neighbours
22/02879/LBC Howbridge Hall Howbridge Road Witham Essex CM8 1DA	Demolition of exiting loggia, erection of single-storey extension to create link between main dwelling and existing outbuilding and erection of front porch. Upgrading and insulation of existing outbuilding.	Application Refused	No objection
22/02878/HH Howbridge Hall Howbridge Road Witham Essex CM8 1DA	Demolition of exiting loggia, erection of single-storey extension to create link between main dwelling and existing outbuilding and erection of front porch. Upgrading and insulation of existing outbuilding.	Application Refused	No objection

22/03156/FUL Land Blackwater Lane Witham Essex	Change of use to ecological mitigation area (linked to the A12 widening scheme) including the creation of 4 ponds, 257metres of ditches, creation of 5 bunds and one area of wider re-grading of land from on-site excavated material, perimeter fencing and associated landscaping.	Application Permitted	No objection subject to access to Whetmead being retained and mud etc removed from the underpass and access route.
22/02684/FUL 3 Freebournes Road Witham Essex CM8 3UN	Proposed widened entrance and installation of security fence to north and east boundaries.	Application Withdrawn	No objection

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Agenda Item 12



**Rt Hon Graham Stuart MP**  
Minister of State for Energy and Climate

**Department for Business, Energy & Industrial Strategy**  
1 Victoria Street  
London  
SW1H 0ET

16 January 2023

To East Anglian communities and interested groups,

Thank you for your continued engagement on the topic of energy infrastructure development in East Anglia. This letter outlines work underway to incentivise the coordination of infrastructure in the region as well as upcoming consultations on relevant proposals, which I am sure you will wish to engage with.

Delivering our ambition of secure, home-grown energy for the country, including 50GW of offshore wind by 2030, will inevitably require more network infrastructure, both onshore and offshore, than today. I am committed to finding ambitious solutions within this energy transformation, minimising negative impacts on communities while building a cheaper, greener and more secure energy system for Britain. I am sure that you recognise that almost all of our heating and transport needs are currently met by fossil fuels, many of them imported, and we need to move away from that situation permanently. A green, electrified system will require more electricity generation, and more transmission, distribution and storage.

Many people have written to their MP asking for a review to be launched regarding the planned electricity transmission infrastructure in East Anglia. In most cases, offshore wind developers in the region already have connection contracts in place with National Grid Electricity System Operator (ESO) and the Government will not, and cannot, force changes to these contracts; any attempt to mandate changes to connection contracts at this stage would be open to legal challenge by developers. Therefore, I do not think a review is the best approach. However, I recognise the concerns, and agree that we need to find ways of improving the situation.

Communities and MPs have also raised concerns relating to the East Anglia Green transmission project. National Grid Electricity Transmission (NGET) is developing this project and will provide opportunities for communities to share their views on the project in 2023. NGET has also published information on the wider consideration of offshore alternatives.

We are working on a range of policy enablers to ensure a coordinated approach is the starting presumption for projects yet formally to enter the planning system. Our proposed changes to National Policy Statements (which set out the expectations against which planning proposals are tested) will strengthen emphasis on the coordination of transmission infrastructure and include the need to demonstrate a reduction in environmental and community impacts through coordination. Communities will be able to respond to the consultation on these changes in early 2023. Following the consultation, the revised documents will also need to be approved by Parliament, ensuring full democratic accountability both locally and nationally.

In recognition of the significant volume of infrastructure planned for development in East Anglia, my Department is working closely with developers to encourage voluntary coordination of connections for projects that already have grid connections. This could reduce

landing points in East Anglia, and we have already seen progress. National Grid Ventures has confirmed it is investigating an alternative brownfield connection point for their Nautilus multi-purpose Interconnector, on the Isle of Grain in Kent, as an alternative to Friston, Suffolk.

To provide financial support for the additional work needed to pursue new coordinated solutions, on 12<sup>th</sup> December I launched the Offshore Coordination Support Scheme. This is an open competition grant scheme with up to £100m available, targeting well advanced offshore wind and certain offshore energy assets (such as interconnectors) in Great Britain. It will provide funding to successful applicants to develop feasible coordinated designs for their transmission infrastructure, which could reduce connection infrastructure. We are engaging with developers in East Anglia who we hope will apply. The scheme will close for applications in February 2023, with funding allocated by the middle of 2023.

Such potential coordination could reduce, remove or alter landing points in East Anglia, impacting the original assessments of some projects. Given this, the Electricity System Operator (ESO) is exploring how it could undertake a study into the implications of co-ordination on the network, onshore and offshore, in and around East Anglia. This study would be independently conducted by the ESO. It is important to note that this would follow on from the conclusion of the OCSS grant scheme.

I encourage communities to continue to engage with developers on their plans through the consultation processes. A list of open and upcoming consultations is listed below:

- Eurolink<sup>1</sup> Multi-Purpose Interconnector and the Sealink<sup>2</sup> Bootstrap finished their initial consultations on the 18<sup>th</sup> December. They will seek to consult again in 2023.
- North Falls Offshore Wind Farm finished its initial consultation on 9<sup>th</sup> December but will consult again on the project in the first quarter of 2023.<sup>3</sup>
- Five Estuaries wind farm will also consult in the first quarter of 2023.<sup>4</sup>
- East Anglia Green infrastructure project will consult again in 2023.<sup>5</sup>

While steps are being taken to coordinate and reduce infrastructure where possible, new infrastructure will be needed. Communities that host network infrastructure are playing a vital role in enabling a cheaper, cleaner and self-sufficient energy supply for Britain and it is only right that they benefit from this. A consultation on gov.uk is planned in the first quarter of 2023 on community benefits for communities hosting onshore transmission network infrastructure.

Last month I met with East Anglian MPs and separately with developers of projects in the region, to understand community concerns and encourage efforts to reduce infrastructure. I will be meeting with both groups again on this matter early in 2023.

Applications for all these projects will be considered on their merits, applying the law and policy and the independent report of the examining authority at the appropriate time. It is a fundamental feature of this planning process for nationally significant infrastructure that the final decision on whether to grant consent or not is taken by a Government Minister based only on relevant and publicly-available planning evidence. Given my intention to engage actively with local MPs, developers, and other interested parties on all of the issues here, I

<sup>1</sup> <https://www.nationalgrid.com/national-grid-ventures/eurolink>

<sup>2</sup> <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/sealink/document-library>

<sup>3</sup> <https://www.northfallsoffshore.com/consultation/>

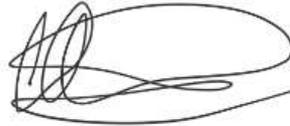
<sup>4</sup> <https://fiveestuaries.co.uk/consultation/>

<sup>5</sup> <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/east-anglia-green-programme-and-next-steps>

should make clear that I will not be the decision-taking Minister for these forthcoming planning applications in East Anglia.

I wish to reassure you that your representations are being heard and considered and as we move forward there remains an open and fair planning process for each project, enabling communities to share their views and for projects to be evaluated impartially.

Yours faithfully,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the end.

**Rt Hon Graham Stuart MP**  
Minister of State for Energy and Climate

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Agenda Item 13

Extract from the Local Highways Panel Meeting held 12<sup>th</sup> January 2023

Possible Introduction of 20mph Speed Limit Zones Across Essex Action: - Dan Maclean, Essex Highways, had been requested to circulate to Members of the Panel a copy of an article published 3 in The Times newspaper on 30th September 2022 regarding the experience of other towns and cities across the Country where a 20mph speed limit had been introduced. Update: - The article had been circulated on 20th October 2022.

Funded Schemes 2022/23:

Consideration was given to a report on the Panel's Funded Schemes for 2022/23, which had been recommended for approval. The report provided an update on the current position of all schemes in the 2022/23 programme of work. Members of the Panel were reminded that funding of £407,600 had originally been allocated to Braintree Local Highways Panel 4 for the year 2022/23. Subsequently, further sums of £100,000 in 2021/22 and £200,000 in 2022/23 had been allocated, together with a sum of £177,594 following the re-profiling of schemes in 2021/22. It was reported that £656,000 of the Panel's budget had been allocated to various schemes within the programme of work and that £59,612 had been allocated specifically to casualty reduction schemes. This meant that a total of £169,582 was available for expenditure in 2022/23. In an update to the report, Members of the Panel were advised that the allocation of £200,000 in 2022/23 might not be available as Essex County Council was considering if this could be identified as a saving when setting the budget for 2023/24. No decision had been made to date. If supported, the proposal would result in the Panel's budget being overspent by approximately £30,500, but it would still be possible to deliver all the schemes in the 2022/23 programme. In discussing this Item, it was noted that the report referred to the estimated completion time for the following schemes as 'Quarter 3'. It was agreed that Kandice Louis and Dan Maclean, Essex Highways would clarify if the report should refer to 'Quarter 4' instead and amend the report if required.

Schemes Awaiting Funding:

Consideration was given to a 'Schemes Awaiting Funding' report, which included details of requests received for funding from the Panel's budget for the year 2022/23. It was noted that a sum of £169,582 remained in the capital budget for 2022/23 and that the total value of unallocated schemes on the 'Schemes Awaiting Funding' list was £90,500. Members of the Panel were not required to recommend which schemes should be included in the Panel's programme of work at this time, as this would be considered at a future meeting of the Panel. However, it was proposed that Members should endorse removal from the list of potential schemes some which had been assessed as having a 'red' status as they did not meet Essex County Council's criteria. In discussing this Item, specific reference was made to salt bins and it was agreed that information setting out Essex Highways' criteria for the provision of salt bins should be circulated to Members of the Panel. Action By: Dan Maclean - Essex Highways. To circulate to Members of the Panel information setting out Essex Highways' criteria for the provision of salt bins. Reference was also made to schemes for the provision of bus shelters, which were currently on hold pending the completion of a County-wide audit. Essex Highways' Passenger Transport Team had indicated that terms were being finalised with a bus shelter contractor and it was anticipated that the contractor would start delivering schemes with effect from 1st April 2023.

DECISION: (1) That it be recommended that the following schemes, the status of which have been assessed as 'red' as they do not meet the criteria, are removed from the list of potential schemes:-  
Traffic Management

LBRA212009 – Traffic management improvements, Blunts Hall Road, Witham Estimated Cost:- Not known

LBRA212018 – 7.5 tonne weight restriction, Maltings Lane, Witham Estimated Cost:- Not known

LBRA222039 – Speed reduction, Maltings Lane, Witham Estimated Cost:- Not known

LBRA222045 – Speed reduction, Holst Avenue, Witham Estimated Cost:- Not known

LBRA222052 – Speed reduction measures, Forest Road, Witham Estimated Cost:- Not known

That the following schemes be subject to the specific comments denoted:-

Traffic Management

LBRA212023 – Request to investigate speeding in the area, Maldon Road, Witham (Witham Southern Division) Estimated Cost:- Not known 9 (Note:- (Classified as ‘red’).

D Maclean to advise Councillor R Playle, Essex County Councillor for Witham Northern Division, if this scheme incorporates a similar proposal for the section of Maldon Road, Witham which falls within Witham Northern Division. The scheme requests for both stretches of road had been submitted at the same time)

LBRA192062 – Improvements to road layout close to mini-roundabout, B1018 Braintree Road, Witham Estimated Cost:- £10,000 (Note:- (Classified as ‘green’). K Louis to discuss the purpose of this scheme with Councillor R Playle, Essex County Councillor for Witham Northern Division)

Witham Town Council Planning and Transport Committee: Parking & Highways Report.				
HIGHWAY / PARKING ISSUE	RAISED	FIRST RAISE	CURRENT STAGE	MIN. REF
Collingwood Road - Speed Survey	PA&T	2.9.2019	LHP request submitted 9.9.2019	92.2/9/2019
Avenue Road - Speed Survey	PA&T	2.9.2019	LHP request submitted 9.9.2019	92.2/9/2019
Pelly Avenue parking	PA&T	10.02.2020	Public consultation completed 27.03.2020. Liaison with Greenfields commenced	204.10/02/2020
Guithavon Valley parking issue	PA&T	03.08.2020	LHP request for safety audit applied for	03.08.2020 delegated decision
Maltings Lane	P&T	1.6.2021	In validation	19.1.6.2021
Rickstones Road Speed survey prior to VAS	P & T	29.3.2022	LHP request	267
Maldon Road Speed Survey prior to VAS	P & T	29.3.2022	LHP Request	267
20 mph limit on all residential roads	P & T	21.4.2022	Request via RP & DL.	
Chipping Hill Bridge - withdrawn (See HGV routing below)	P & T	26.4.2022	LHP request for weight limit on grounds of amenity	286
HGV routes for Witham	P & T	7.6.2022	In validation	23
Speed Survey - Cut Throat Lane	P & T	4.7.2022	LHP	46
Pedestrian Barrier - Spa Road/Highfields Road	P & T	25.8.2022	LHP request	82

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