



MINUTES
Held via Teams
Tuesday, 14th May 2023 at 2pm – 4:30pm

Present members:

Katherine Evans – Chair
 Ray Booty
 Louise Fuller
 John Victory
 John Buchanan
 Martyn Towns
 Martin Crisp
 Rowena Macaulay
 Vernon Glashier
 Jan Arthur
 Geoff Fletcher

Apologies:

Sam Iddison
 Malcolm Lees - Vice Chair

LA Officers present:

Shirley Anglin (SA)

Minute Taker:

1	Chairman's Welcome	Action
	<p>The attendees agreed for the Minute Taker to be present for the next ELAF meeting. She welcomed everyone to the meeting.</p> <p>To send a photo and paragraph of themselves to Shirley, for her to upload on the members website.</p>	<p>GF, MC,JB</p>

<p>2</p>	<p>Minutes of the previous meeting held on 13th February 2024 and matters arising.</p> <p>The previous minutes were not discussed.</p> <p>John B attended a meeting with the Local Nature Partnership, who look at nature associated issues in Essex. There were primarily discussions around attempts to enthuse local groups to help support Community Nature Initiatives.</p> <p>Shirley noted that there was no feedback on the Nature Recovery Group's future strategy however, they may be information gathering.</p> <p>To hold the next LAF meeting on site in Maldon. Nature Reserve where John had been a part of improving access. 06/08/2024 - The site meeting will be held next to Tesco's in Maldon, and Katherine clarified that there will be a site address provided to the group.</p> <p>There was success in raising £70,000 - £80,000 in grants for the access improvements on this reserve.</p>	<p>JB</p>
<p>3</p>	<p>Circulation of Definitive Map Modification Orders</p> <p>Katherine mentioned that she was involved with the Ramblers, and there was an interesting definitive map modification process with Wethersfield footpath twenty-seven. Katherine became unaware of who got the definitive map modification orders, or to whom they were circulated. Shirley clarified they comply with paragraphs 2 and three of schedule 15 of the wildlife and Countryside Act 1981 and schedule six of the wildlife and Countryside Regulations in 1993. Shirley Summarised that there would be a served notice in the local newspaper of the definitive map modification order. They would serve a notice to the owner or occupy of any land affected, and to anybody who requested and paid to be notified.</p> <p>Martyn questioned whether the Parish Council should be issued an updated version of the definitive maps. Shirley mentioned that there have been definitive maps reissued to the Parish Council, as they have received the 53, 63, and 2002 copy of the definitive map. Shirley was not aware of any prescribed timings of when the definitive maps need to be reissued. There were attempts to get the digital version adopted as the definitive, as it was the most up to date version, but this was not passed with the deregulation act. Shirley shared that it was possible to request copies of the definitive maps from the Records team.</p> <p>Shirley informed that the Highways Act Orders require consultations with the emergency services and various other authorities.</p>	
<p>4</p>	<p>Ramblers Accessibility Fund.</p> <p>Rowena explained that she was successful with her application to the Ramblers, regarding a small project. The application had to be on a public right of way. The</p>	

	<p>Rambler’s wanted to fund several projects, which meant they were looking at smaller projects. Rowena’s project would focus on Cymbeline Meadows, as there were various issues in the park. There was currently only one entrance to Cymbeline Meadows for wheelchair users. There were four public rights of way in the park, but the main right of way runs across significantly wet ground, and it was a nonstarter for access.</p> <p>The land would soon come into the Council’s ownership and would become a countryside park.</p> <p>The Kissing Gate will be replaced by a self-closing two-way gate.</p> <p>There will be drainage improvements on the ground by the kissing gate.</p> <p>There was a debate around widening the hogging path however, this would not be possible for environmental reasons. Rowena plans on revisiting this with the park rangers and environmental groups, to see if the path could be made slightly wider.</p> <p>Rowena’s proposal went down from £8,500 to £6,000, as the widening of the path was taken out of the proposal, which would have been expensive.</p> <p>The Charter Wood entrance would be taken out, and there would be a gap instead of a kissing gate.</p> <p>The kissing gate at the entrance to the tunnel, will be removed entirely.</p> <p>Within Charter Wood, there was a boardwalk, and there would be improvements made on the access onto the boardwalk, and the exit off of it.</p> <p>There were 57 applications received by the Ramblers, and Rowena’s project was the first to be funded.</p> <p>Rowena highlighted that there were issues around timing for this application, but it was worth it in the end.</p> <p>Rowena noticed that some people were not in favour of replacing the barriers with gaps however, Rowena will continue to make resources for people to understand the issues around the barriers.</p> <p>Rowena would forward her PowerPoint slides to the group.</p> <p>Jan questioned whether the fund was accessible to all public rights way, and Rowena believed so, as the project’s aim was to improve accessibility generally, not just on footpaths.</p> <p>To circulate the criteria of the Ramblers accessibility fund.</p>	<p>RM</p> <p>KE</p>
<p>5</p>	<p>National Grid: Norwich to Tilbury Project.</p> <p>Martyn attended the exhibition at Chelmsford Racecourse.</p> <p>The latest presentation identified that there would be temporary infrastructure implemented, while the row of Pylons was being put in place. There would be a</p>	

<p>temporary roadway consisting of six to eight meters wide, which would destroy hedges in the process.</p> <p>There will be Faraday cages put in place to protect other services from the electrical cables.</p> <p>Martyn expressed that it would be unfortunate to have a wide road going through the countryside.</p> <p>Katherine mentioned the Haul road, which was twenty-one meters wide, would destroy various trees and hedges just to implement the road. Katherine recognised that the vegetation would be replanted, but it would not be the same as the previous fifty/sixty-year-old vegetation.</p> <p>Katherine attended a meeting in Witham on the morning of 14/05/2024, to get a better understanding on the keys on the plan. Katherine was told that the Haul road was shown on the top of the line of the public right of way.</p> <p>There was a hedge and tree survey being conducted however, it would not be publicised until the development consent order was completed.</p> <p>Martyn mentioned that once the temporary road works were finished with, the landowner may be questioned whether they want the temporary roads to remain open, which may be beneficial to the landowner. This meant that there would be a large track of hardcore road in what was a rural area.</p> <p>Martyn heard that the Haul road would be made of crushed concrete, but this was not a written down fact.</p> <p>Katherine questioned whether Martyn could feedback any information to LAF, regarding public rights of way and access. Martyn mentioned that he will attempt to get permission to circulate the official document once he receives it.</p> <p>Martyn informed that the current thinking was underground, as they would be on direct current, which would be more economic by the year 2032/2034.</p> <p>Katherine received an e-mail consisting of Ed Dixson's views on being opposed to the land route and believed it would be better to go via the sea.</p> <p>Vernon shared that the sea route would be more expensive and believed that this would not happen.</p> <p>John V explained that the 400-volt DC links were being implemented in other areas of the UK, but Scotland are doing the same, but through a sea route. Katherine believed that the land route was less economic in Scotland, as it had to go up and down hills.</p> <p>John V explained that the sea route would not destroy the seabed, and it would lay on top of the seabed. John V highlighted that a technical check can be completed to clarify how the DC links are implemented on the Seabed.</p> <p>Katherine mentioned that the LAF members collectively believed that the sea route was a preference however, there will be comments made on the land route.</p>	<p>MT</p>
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	<p>Rowena concerned over the presentation on the Web Creator Page, as there were many moving pictures, which could confuse people.</p> <p>Shirley clarified that Adobe Web Creator Page was free to use.</p> <p>Geoff mentioned that the online version looked useful, and it would go well on the Visit Essex website.</p> <p>The Web Page would be mobile compatible.</p> <p>Geoff highlighted that the Web Page would attract other generations, and the smartphone may be the easiest way for people to access the information, in the future.</p> <p>Katherine suggested to have both a PDF version, and a Web Page version.</p> <p>Ray informed how he would rather an app version however, there may be issues with phone signal in the countryside.</p> <p>John V reiterated that technology could easily fail, and this would prevent people from accessing the information.</p> <p>To have a PDF version, as well as some sort of app for a smartphone to access Rowena’s guide. Shirley would introduce Rowena to the new system software.</p>	<p>SA</p>
<p>8</p>	<p>Items for next Agenda</p> <p>N/A</p>	
	<p>Dates of next meetings:</p> <p>Tuesday 6th August 2024 – site meeting in Maldon – details to follow.</p> <p>November 12th 2024.</p>	