

PLEASE NOTE EARLIER START TIME OF 6 P.M.



Town Hall | 61 Newland Street | Witham | CM8 2FE
01376 520627
witham.gov.uk

AGENDA

Meeting of: **Planning & Transport Committee**

Date: **Monday, 25th November 2024** Time: **6.00 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 -

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
GK/20.11.2024

1. APOLOGIES

To receive and approve apologies for absence.

2. MINUTES

To receive the Minutes of the Meeting of the Planning & Transport Committee held 11th November 2024 (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. TACKLING SPEEDING IN WITHAM/20s PLENTY

(a) To receive details of the next 20s Plenty zoom meeting ([attached](#) at page 10).

(b) To receive a letter regarding another accident at the junction of The Avenue and Avenue Road ([attached](#) at page 11).

11. PUBLIC NOTICE – NO WAITING RESTRICTIONS

To receive a Public Notice regarding no Waiting Restrictions for Conrad Road, Hemmingway Road, Munro Road, Virgil Road and Blake Road ([attached](#) at page 12).

12. PEDESTRIANS CROSSING SPA ROAD TO THE SKATE PARK

To receive observations from Special Sergeant Simon Jesse (available on the presentation) regarding pedestrians crossing Spa Road to the Skate Park.

13. ONE HOUR PARKING IN NEWLAND STREET

To receive an email from the North Essex parking Partnership ([attached](#) at page 15).

14. CALL FOR SITES FOR THE LOCAL PLAN

To receive details of additional calls for sites (available on presentation).

15. 24/01976/FUL - BIOMASS AT BAIRDS

To receive email correspondence in relation to the above application ([attached](#) at page 16).

16. INTEGRATED PASSENGER TRANSPORT MEETING

To receive details of the Integrated Passenger Transport Meeting on 4th December 2024 and to agree which issues to task the Town Council representative to raise ([attached](#) at page 18).

**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
24/02370/HH	Howzat, Spinks Lane, Witham	Hatfield	Proposed loft conversion with a new dormer to front with associated internal alterations. 3no. roof lights to rear and 2no. roof lights to side elevations. New proposed garage to rear of property

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.

24/02387/HH	Gueth Cottage, Maldon Road, Witham	Central	Two storey side extension, single storey front and rear extensions
24/02406/HH	20 Powers Hall End, Witham, Essex	West	Demolition of existing garage and erection of a single storey side/rear extension
24/02431/TPOCON	The Well, 1 Penhaligon Court, Guithavon Street, Witham	Central	Notice of intent to carry out works to trees in a Conservation Area
24/02287/TPO	Communal Area, Whitehall Court, Newland Street	Central	Notice of intent to carry out works to trees protected by Tree Preservation Order TPO - 26/90 T8 - Mulberry Tree - Crown reduction by up to 1m and general tree maintenance

Witham Town Council – Planning Application Report

Application No:- 24/02387/HH

Address:- Gueth Cottage, Maldon Road, Witham

Ward:- Central

Proposal:- Two storey side extension, single storey front and rear extensions

Relevant Site History:- 23/00036/HH - Application refused. The Town Council offered no objection subject to no representations from neighbours, obscure glass being used in the side window and appropriate tree protection. BDC refused on the basis of scale, design and appearance would result in a material impact on the host dwelling and wider street scene.

Representations:-

Summary:- The proposal is for a two storey extension behind the existing garage to enlarge the kitchen and create a utility room and a new wc. On the first floor a master bedroom suite will be created with a Juliet balcony created from the original window overlooking the front of the building and the park beyond. The existing rear single storey extension will be demolished but rebuilt on similar footprint to create a dining room and study. The existing garage will likewise be rebuilt on a similar footprint and repurposed as a store. All external materials will match existing. Windows and doors will be white UPVC. Two off-road parking spaces will be provided

Recommendation:- This building is in the Conservation Area. The proposed two storey extension is set back from the main dwelling. There are no windows on the flank wall so there will be no overlooking issues. Would recommend no objection subject to tree protection being put in place.

Policy References:-

Witham Town Council – Planning Application Report

Application No:- 24/02406/HH

Address:- 20 Powers Hall End, Witham, Essex

Ward:- West

Proposal:- Demolition of existing garage and erection of a single storey side/rear extension

Relevant Site History:-

Representations:-

Summary:- The proposal is for the demolition of an existing garage which is currently detached from the house, to be replaced by a wider garage and utility room which would adjoin the property. The site is within a conservation area but the building itself is not listed. The proposed extension area is 7250 mm width x 6750 mm depth and will be set back from the front line of the existing dwelling. All external materials would match the existing as much as possible. There will be no impact on the amount of parking available (3 spaces) and no trees will be impacted by the project.

Recommendation:- The building in a Conservation Aea but is not listed. The one storey extension is set back from the main dwelling and there will be no overlooking issues. Would recommend no objection

Policy References:-

Witham Town Council – Planning Application Report

Application No:- 24/02431/TPOCON

Address:- The Well, 1 Penhaligon Court, Guithavon Street, Witham

Ward:- Central

Proposal:- Notice of intent to carry out works to trees in a Conservation Area

Relevant Site History:-

Representations:-

Summary:- The proposal is to fell the tree in the brick built flower bed outside The Well on the grounds that the tree is touching the overhead cables and the roots have split the wall surrounding the flower bed.

Recommendation:- I have sought advice from the Tree Warden as to whether the tree's roots have in fact caused the damage to the brickwork and if not what work would be appropriate. He has now had an opportunity to make a site visit and advises that the tree could be pruned back from the cables. There is no evidence that the trees roots are damaging the brick structure as it could have failed through the weight of the soil. He has therefore recommended that the application be refused on those grounds subject to the advice of the District Council's Landscape Officer.

Policy References:-

Witham Town Council – Planning Application Report

Application No:- 24/02287/TPO

Address:- Communal Area, Whitehall Court, Newland Street

Ward:- Central

Proposal:- Notice of intent to carry out works to trees protected by Tree Preservation Order TPO - 26/90 T8 - Mulberry Tree - Crown reduction by up to 1m and general tree maintenance

Relevant Site History:-

Representations:-

Summary:- This is general tree maintenance for the mulberry tree and the proposal is to reduce by up to 1m

Recommendation:- Whilst I have sought advice from the tree warden, as this is regular maintenance and not excessive, would suggest no objection subject to the advice of the District Council's Landscape Officer, which has now been agreed by the Tree Warden subject to reduction being limited to one metre.

Policy References:-

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Application & Address	Proposal	BDC Decision	WTC Decision	Agenda Item 9
24/00595/TPO - 25 Windsor Close Witham Essex CM8 1GH	Notice of intent to carry out works to tree protected by Tree Preservation Order 19a/02 - Removal of branches on lower trunk and thinning of the top of the tree.	Part Refused, Part Granted	Recommended refusal on the grounds of insufficient information and subject to the advice of the District Council's Landscape Officer	
24/00066/TPO - 23 Collingwood Road Witham Essex CM8 2DY	Notice of intent to carry out works to trees protected by Tree Preservation Order TPO - 18/76 - T3: Removal of diseased tree (Malus).	Application Permitted	Recommended refusal on the grounds that there was no evidence of decline and no proposal to replace the tree and subject to the advice of the District Council's Landscape Officer	
24/02087/LBC - 118 Newland Street Witham Essex CM8 1BA	Reinstate damaged ceiling joists, laths and replaster in lime in the living room	Application Permitted	No objection subject to the views of the Listed Buildings Officer	
24/01458/HH - 29 The Avenue Witham Essex CM8 2DN	Single storey & first floor rear extensions.	Application Permitted	No objection	

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Agenda Item 10(a)

The next zoom meet for Essex supporters, whether campaigners, councillors or other interested folk is **Tuesday 3 December 19:30** [Registration link](#).

[May 2025 ECC election](#): We're encouraging everyone to contact our political groups ASAP asking for an election pledge to making 20mph the default across Essex where communities want it.

Share this TEMPLATE email for use/amendment - good if writers can add locally specific info if possible. Parties' contact info below:

Dear Essex X party

re Essex County Council election May 2025

We want to ask if your candidates and party will sign up to an election promise of

'20mph limits where residents want it.'

We invite you to watch this [20's Plenty Webinar](#) where members and officers from Cornwall, Surrey, Oxfordshire and Cambridgeshire explain how and why 20mph is being rolled out across their counties, saving lives and public funds.

20mph:

Significantly reduces death and injury and saves public money.

Makes walking and cycling safer and more appealing.

Reduces the dominance of vehicles in communities, making places better.

Is low cost; in Wales [casualties are down significantly](#) without any additional enforcement or traffic calming measures.

Supports emissions and noise reduction and enhances equality.

There are evidence based briefings on the [national 20's Plenty website](#).

We look forward to hearing from you and will be delighted to promote support for pro-20mph candidates.

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Agenda Item 10(b)



19. November 2024.

Dear Mr Fleet.

The Avenue, Witham.

Again last night another accident involving two cars at the top (railway end) of the Avenue.

This is the third I have experienced/witnessed this year alone!
There are 3 dangers.

1. The speed of cars travelling down the avenue (solution speed bumps?)
2. The Island at the top of the Avenue. No space for people/parents with child buggy or mobility vehicle to stand safely. Vehicles (particularly lorries) turning into the Avenue often hit the bollard. A serious/mortal accident is waiting to happen.
3. The "Avenue Road" exit is far too near the Avenue. Can existing Avenue Road collide with cars descending down the Avenue (they cannot see each other!). Can you please take action. Love sincerely

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Public notice

The Essex County Council (Braintree District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.42) Order 202*

Notice is hereby given that the Essex County Council proposes to make the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1), 4(2), 32(1), 35(1),45, 46, 49, 53 and Parts III and IV of Schedule 9 of the Road Traffic Regulation Act 1984 (as amended).

Effect of the Order: To Implement: 'No Waiting at Any Time' Restrictions.

Road	Description
Conrad Road	South Side: (i) From a point 15 metres northeast of its junction with Hemingway Road to a point 15 metres southwest of its junction with Hemingway Road. (ii) From a point 15 metres northeast of its junction with Munro Road to a point 15 metres southwest of its junction with Munro Road. (iii) From a point 15 metres northeast of its junction with Virgil Road to a point 15 metres southwest of its junction with Virgil Road. (iv) From a point 15 metres northeast of its junction with Blake Road to a point 15 metres southwest of its junction with Blake Road.
Hemingway Road	Both Sides: From its junction with Conrad Road southeast for approximately 10 metres.
Munro Road	Both Sides: From its junction with Conrad Road southeast for approximately 10 metres.
Virgil Road	Both Sides: From its junction with Conrad Road southeast for approximately 10 metres.
Blake Road	Both Sides: From its junction with Conrad Road southeast for approximately 10 metres.

This Order will be incorporated into 'The Essex County Council (Braintree District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019' by substituting Map Tiles: TL810 162 Revision 0 to Revision 1, TL815 162 Revision 0 to Revision 2, TL815 165 Revision 0 to Revision 2.

Further details: All associated documents for the proposed scheme are available on the Essex Highways website: www.essexhighways.org/traffic-regulation-orders

If you need to view a hard copy of these documents, please call (or text) 07761 758317 to arrange a suitable time to inspect the documents quoting the below reference number. Documents can be made available for inspection 8.30am-5.30pm Mon-Thurs and 8.30am-5pm on Friday at Essex County Council, County Hall E block main reception, Market Road, Chelmsford if so required. Alternatively, documents can be posted to you upon request.

Objections: Anyone who wishes to make an objection to the proposed scheme should send the grounds for their objection via e-mail to

TrafficRegulation.Order@essexhighways.org

quoting reference TRAF8406 by 29 November 2024

Date: 07 November 2024

County Hall,
Chelmsford

Essex County Council
Network Assurance



The Essex County Council (Braintree District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.42) Order 202*

STATEMENT OF REASONS

County Councillor Ross Playle has expressed concern that congestion and poor parking within Conrad Road have reduced visibility for pedestrians and cyclists; particularly for children crossing to access one of the multiple educational facilities in the road. The issue is exacerbated by poor parking obstructing forward visibility, blocking a crossing point and hindering access to bus stops. Indiscriminate parking within ten metres of the junction contravenes the Highway Code and obstructs visibility. On-street parking also obstructs access and visibility for pedestrians attempting to cross the road at the dropped crossing point outside the Southview School.

Conrad Road is located near the northern boundary of Witham. It is classified as a Local Road, is subject to a 30mph Speed Limit, and has a system of street lighting. Conrad Road borders the Templars Estate constructed in the 1960s. There are over 400 houses in the estate, which is partitioned into courts accessed from Blake Road, Campbell Road, Virgil Road, Munro Road, Hemingway Road, and Bronte Road. Housing is separate from parking which is provided in the form of garage blocks and off-street parking.

There are a number of educational institutions on the north of the road, these are:

- Elm Hall Primary School.
- New Rickstones Academy and Sixth Form College.
- Southview School and College, and
- Honeybear House Day Nursery.

The Chatten Free School and Templars Primary and Nursery Academy are in close proximity.

Conrad Road forms part of a bus route between Halstead and Witham.

The scheme follows a commission previously funded by the Braintree Local Highways Panel (LHP) to investigate parking and travelling improvements along Conrad Road, Witham.

Conrad Road was visited on multiple occasions to observe parking and the impact on traffic flow at various times throughout the day. The initial validation site visit was undertaken on the 5th of July 2022 at around 16:25. Site visits as part of this feasibility report were undertaken on:

- 23rd of February 2023 at 16:45.
- 27th of February 2023 at 11:45.
- 6th of March 2023 from 07:30 to 09:15.

The carriageway generally measures 7.2 metres in width. Wide areas of verge measuring between 2-16 metres perpendicular to the kerb line provide a buffer between the footway and carriageway in Conrad Road, except for an 18-metre section north-east of Hemingway Road, a 42-metre section north-east of Munro Road, and a 48-metre section on another part north-east of Munro Road.

There is no footway on the western side of Conrad Road from the junction with Crossing Road to the Southview School access.

There is footway on the western side of Conrad Road which generally measures 1.8 metres in width. The footway has been designated as a Cycling Action Plan proposed route from Crossing Road to Rickstones Road.

The footway on the northern side of Conrad Road from Southview School to Rickstones Road measures 1.8 metres to 2.0 metres in width.

There are few parking restrictions other than those imposed as part of junction protection markings, 'School Keep Clear' markings, zebra crossings, and bus stops. As a result, many vehicles are parked on-street.

Several lay-bys are provided measuring 3 metres in depth. Instead of parking parallel, motorists park in a 90-degree square fashion, causing their vehicles to obstruct the carriageway.

An Option study/Feasibility report was commissioned, with one of the suggested options being the introduction of No Waiting at Any Time (NWAAT) restrictions at the four junctions. The introduction of these restrictions throughout Conrad Road would remove on-street parking and improve the passage for buses and other road users.

By adding No Waiting at Any Time (NWAAT) restrictions (double yellow lining) at the junctions of Blake Road, Virgil Road, Munro Road and Hemingway Road, it will prevent injudicious parking from hindering access to and along Conrad Road. Double yellow lines indicate a prohibition of waiting that applies at all times. You can stop to pick up or set down passengers, for loading or unloading goods but cannot wait or park there. Providing there are no further restrictions in force, a Blue Badge carrier can usually park on double yellow lines for up to 3 hours with a badge clearly on display.

The commission is supported by County Councillor Ross Playle. The Braintree LHP have chosen to fund this work in the current financial year as a Total scheme.

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Agenda Item 13

Hello Nikki

I hope you are well.

In response to your last email to us, we have discussed the content of the reply, and as a concession to our previous proposal and to allay local concerns, the installation of a payment machine could be considered for those motorists who are unable to, or experience difficulties in using the applicable payment app.

In order for to consideration to be given to our suggestion, which we consider to be a reasonable measure to cater for localised concerns, we would appreciate a response to indicate the position of the Town Council to be sent no later than Friday 13th December, to the same email address techteam@colchester.gov.uk

If there are any questions relating to this please feel free to email me.

Kind regards

Shane Taylor
Interim Engineering Manager
North Essex Parking Partnership

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Agenda item 15

Dear Geraldine

Please thank the members of Witham Town Council's Planning and Transport Committee for their consultation on our application to build a biomass plant at Baird's Maltings, Station Road, Witham.

We are pleased that the members have no problem with the building infrastructure on industrial land and them noting that the development would have no impact on town centre traffic.

We were disappointed that consultation report otherwise appears to doubt the evidence laid out in our Planning Support Statement, a document that goes beyond the normal requirements for such an application and a document put together specifically to dispel any natural fear of the unknown.

We do not primarily seek any retraction of your consultation response. However, we do think it important that as you are leaders of the community, we make a better attempt at explaining ourselves in order to work with your support in the future. We would relish the opportunity to meet with your members so we can perhaps allay any fears they may have had that leads them to not being fully supportive of this application. Being a public document, there is also a danger that their current position will be interpreted by some as a barrier to the future sustainability and viability of an important employer in the town.

I have tried to respond to the specific points made in your report in the attached document for distribution to your members in the context of your report and this email. (I have tried to be succinct and please accept that the brevity is not intended to imply any tone whatsoever).

Please do get in touch if you would like to take Dallol up on this offer. As my fellow Director has been a resident in the Witham area for over 34 years this would be straightforward for us to organise to coincide with your next or future meeting.

Kind regards

Victor Buchanan
Director – Dallol Energy Limited – agent for Bairds Malt.

Cc
Andrew Springett – Director Dallol Group.
Dr Richard Broadbent for Bairds Malt (Applicant)
Stuart Reid for AMP Clean Energy Services (Funder)
Harrison Lockwood – Braintree District Planning Office

Briefing Paper compiled in response to objections raised by Witham Town Council –
Nov 2024, RE: 24/01976/FUL

1. With regards to traffic movements we draw your attention to 3.14 of our Planning Support Statement (PSS) submitted to the Planning Authority. At roughly 3 average HGV movements a day this development is unlikely to have any impact on the background existing vehicle movements of 236 HGVs per day. Our increment equates to a change of 1.32%. which in traffic measurement terms is lower than any accepted margin for error when calculating such data.

2. With regards to Air Quality, we draw your attention to 3.7 of our Planning Support Statement and to our Appendix 5.2 Air Quality, and specifically to 7. 'Summary and Conclusion'. A professional and correctly undertaken study of emissions concludes that *"The principal conclusion of this assessment is that emissions to the atmosphere at the proposed biomass boiler's emission limits give rise to predicted ground-level pollutant concentrations that are not of concern to human health or ecosystems"* There is science based evidence within the report to support that conclusion. We respectfully remind you that the plant will be subject to the full scrutiny of the Environment Agency under a permit which would be withdrawn were there to be any unacceptable emissions. As you are aware, the Environment Agency are the public servants charged with upholding environmental law. Out of the many similar and even larger plants we have built since 2012, we have never had a failure of emissions or any prosecution or improvement notice under any Environment Permit managed in favour of such plants. It may also be interesting to note that this design of plant rarely if ever runs at its permitted emission limits the average being closer to 40%.

3. With regards to the sustainability of biomass as a renewable fuel we draw your attention to the PSS. Unlike the current UK law, we do not consider biomass to be a 100% carbon reduction technology in site terms but rather we assign it a 95% carbon reduction over fossil fuel. (see PSS 3.4, 3.5). We do not understand therefore why your members would prefer to see our client's further investment in the burning of fossil fuel (natural gas) rather than adopt carbon emission reduction technology that upholds the Paris Agreement on Climate Change (COP21 - 2015) and subsequent UK environmental law and carbon reduction targets that further its aims. As you rightly point out, environmental concerns are becoming more important with regards to material consideration in the Local Plan review and at NPPF. In Planning terms we have to rely on the published Local Plan and the reasons why our proposal furthers those aims (and those of the NPPF) are laid out in detail in the PSS at Section 2.

4. As to the origin of our fuel being from Canadian forest wood import, this simply isn't true. Our fuel is from FSC Certified UK forest and accredited under the Govt's (Ofgem) Woodsure quality control accreditation and it will come from UK forests and from as locally as possible. No biomass will ever come from outside the UK and we don't understand how your interpretation could have been formed otherwise.

5. Tilbury is a 750MW power station designed to burn dry wood pellets at the rate of 44,000 tonnes per week. Our proposal is for a 6MW biomass boiler that burns 'wet' wood chip at the rate of 288 tonnes per week and unlike Tilbury when first built, it comes with fire protection and mitigation engineering sufficient to protect the asset. Any comparison between the two plants is conjecture therefore and as such carries no demonstrable grounds for refusal in LA Planning terms. That WTC have made the comparison in writing reinforces our desire to assist you to make decisions based on the facts rather than the fears about or around our proposal.

6. It is important to stress that the future viability of any maltings that doesn't decarbonise is doubtful. Malting barley is an otherwise highly carbon intensive process where a great proportion of the product ends up in food production. Malting in general relies on a network of farms and these farms would be under further pressure were any malting customer to fail to decarbonise. Supply chain pressure to plan and deliver Net Zero always looks to the supply end first. Many of Baird's competitors (ie Simpsons and Muntons) have already invested in similar technology, the most local to Witham being at Stowmarket. Therefore the idea that the development will support ALL the jobs at Witham is important to get across and we agree with you that the new jobs created by the plant pale into insignificance when compared to the existing jobs and those farm livelihoods that would be affected by not decarbonising the maltings process at Witham. The selection by Bairds of this technology was a decision made after long and careful study of all renewable alternatives and being the technology most appropriate for the viability of this site.

END OF REPORT – 24/11/18

Agenda Item 16

Dear Council Representative,

We would like to invite you to our winter Transport Meeting, where we'll be trialing a new, open-drop-in session at County Hall. Representatives from all districts are welcome to attend, allowing for a more collaborative environment. This event will allow you to engage directly with various teams in IPTU, each stationed at their own information point. You'll have the chance to meet team members, ask questions, and discuss any transport-related matters relevant to your community.

The meeting will take place at County Hall **on Wednesday, 4th December, from 10:00 AM to 12:00 PM.**

Please register your attendance by using this link :

<https://forms.office.com/e/aKgZG2G6re> and please include your email, so we can send you meeting invites directly with all details. When registering you will also be asked to select an arrival time slot. However, feel free to stay as long as you like within the meeting timeframe. We will have handouts with any updates since the last meeting available on the day and will also send out a summary by email following the meeting.

Additionally, when you register your attendance, you'll have the opportunity to raise questions prior to the meeting.

We look forward to seeing you in December.

Lee

[Integrated Passenger Transport Unit | Essex County Council](#)

[Email: passenger.transport@essex.gov.uk](mailto:passenger.transport@essex.gov.uk)

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