

The meeting was preceded by a presentation to some 50 local residents by Nick Deacon of 'StopIpswichNorthernBypass'. The County Council had also been invited to present, but had declined to do so.

Minutes of Little Bealings Parish Council meeting held at the Angela Cobbold Memorial Hall, Little Bealings at 7.35pm on Monday 22 July 2019

Present: Mr I Ransome (Chairman), Mr M Garnham, Ms D Head, Mr D Hunter, Ms H Saagi and Mrs M Wilson

In attendance: Mrs C Ramsden, Clerk to the Council

Also present: some local residents (for all/part of the meeting)

1 Apologies, Declarations of Interest and Dispensation Requests

Apologies were received from Dr Hopkins who was away. It was **RESOLVED:**

- to accept the apology for absence.

County Councillor Robin Vickery had sent apologies that he was unable to attend due to another meeting. District Councillor Colin Hedgley had sent apologies that he had another meeting, but would attend after it concluded.

There were no declarations of interest.

2 Public Participation Session

Ipswich Northern Route (INR)

A resident suggested that the Council should be asked to look again at the Upper Orwell Crossing Bridge project, which was stopped last year in view of rising costs and the government refusing to meet the shortfall. The contractor WPS had prepared the reports for both the Crossing Project and the INR for the County Council, and its advice of rising costs of the former had caused the project to be abandoned. In view of the INR project it would be appropriate to see if the Crossing Project could be reinstated. It would solve traffic problems caused by the closure of the Orwell Bridge and negate the need for an INR.

The Chairman advised that the INR consultation had been published the day of the Council's last meeting, which County Councillor Vickery had attended and at which he had announced that he was in favour of an INR.

As the Council had been unable to trigger a joint approach with Gt Bealings and Playford Parish Councils, it had distributed its own INR information leaflet to every household in the parish and had invited Mr Deacon to present to residents. Councillors had also attended the SCC consultation events. The Chairman and Clerk had accepted an invitation from Dr Dan Poulter, MP to attend a meeting to explore affected parishes working together to defeat the concept of an INR, the campaign being led by 'StopIpswichNorthernBypass' ('Stop').

The purpose of the Council meeting was to consider whether to support Stop and attend a second Stop meeting arranged for 25 July, and to start to distribute to residents a INR questionnaire the Council had to gather their views about the specific impact of the proposed Inner and Middle INR routes on them and on the village. The Council's detailed response to the County Council's INR consultation would then be agreed at its meeting on 9 September (and further considered at an extra Council

meeting held before then if appropriate, in respect of the business case and the impact on rural life and the countryside).

3 Ipswich Northern Route

During consideration Councillors made the following points:

- Staff at the SCC consultation events had very little knowledge about the project, or extra information to give, made conflicting statements and there was no evidence SCC had even visited the village before proposing the routes
- There is no evidence based case for the INR, rather a perception that it is needed
- Much is made in the consultation document of a local economic and business growth case, but there is no economic growth data, eg of the impact of each of the three routes on local GDP
- If the issue is the level of CO² emissions in Ipswich, then it is better solved by encouraging electric cars than displacing the emissions to the countryside
- The CO² data shows the biggest savings in emissions comes from the Inner Route, but the projection is over a 60 year period, until 2079. It is inconceivable that the same internal combustion engines cars will be being used then, invalidating the data
- By the time the INR may be built it is likely that 50% of cars will be electric. Electric cars change driving habits and relying on 2016 traffic survey figures, as the consultation document does, when only 1% of cars were electric, is invidious
- The Orwell Bridge is only closed a few times a year and Ipswich should work within the town to alleviate the impact
- The quality of life in The Street would be ruined if it became a Key Connecting Road
- The consultation document refers to 'computer based transport modelling', but fails to give details of the national standard to which it is claimed it adheres
- Properties in Playford Road would be cut off from the village by the Inner Route, which would comprise a dual carriageway and cycle route – with an under or over pass for local traffic mentioned at the consultation events
- The Inner Route would not solve any traffic problems in Ipswich, merely deliver it to an already congested junction with the A1214 at Martlesham
- Ipswich needs major investment in its town centre to become an economic success; a road which sends people around it rather than into it is not going to bring money to the town

It was **RESOLVED** that the Council:

- opposes the principle of an Ipswich Northern Route as it does not consider that a business case for it exists
- opposes the building of any Ipswich Northern Route due to the loss of countryside and the impact on Suffolk rural life
- supports the objectives of STOP in opposing the principle and the building of an Ipswich Northern Route
- donates 20% of its reserves to the STOP campaign
- supports its Councillors attending STOP events and undertaking such other activities as they see appropriate to this resolution

- calls upon its local County Councillor, Robin Vickery, to seek and represent the views of his Carlford Ward constituents and to cease to express opinions which promote perceived benefits of an INR to Ipswich
- will gather the views of residents to:
 - advise District Councillor Colin Hedgley of three key points of concern to raise in his meeting with the Leader of ESC on 30 July
 - determine its response to the consultation in respect of the impact of the Inner and Middle Routes on the parish at its meeting on 9 September

4 Planning Applications

4.1 DC/19/2666/FUL: Construction of 2 No new buildings and use of land for vehicle and plant hire operator(s) comprising offices, workshops, associated parking, drainage infrastructure etc to allow for the hire, storage, sale, maintenance and servicing of vehicles, plant, machinery and equipment: Kesgrave Quarry, Sinks Pit, Kesgrave

The applicant had sent apologies for being unable to attend. It was noted that the application referred to, but did not include the building of an acoustic barrier on the northern boundary of the site to increase screening from noise, and also did not include noise and air pollution surveys. It was likely that there would also be light pollution from security lighting.

It was **RESOLVED**:

- that there was no objection to the application subject to:
 - the building of the acoustic barrier on the northern boundary of the site before any other development was commenced
 - noise levels at the site being limited by the standard set by BS4142:2014
 - the use of reversing beepers, including by visiting vehicles, not being permitted
 - surveys regarding air and light pollution being undertaken and satisfactory to ESC Environmental Health Officers
 - the operating hours remaining as at present, ie 7am to 7.30pm Monday to Friday and 7am to 1pm on Saturdays only

4.2 DC/19/2704/TPO: Scots pine (a) Fell due to fears it will break or fall due to distorted/weakened trunk and shallow roots in sandy soil, limbs overhanging outbuilding. Low amenity value. Replant with holly tree close proximity. Scots Pine (b) Fell due to close proximity to boundary/neighbouring property in sandy soil, with overhanging limbs causing shade and damage to roof/guttering and oil tank. Low amenity value. Holly and Laurel trees already in situ. Replace with Acacia tree in rear garden. Scots Pine (c) Fell due to fears it will fall onto property due to sandy soil and root system is damaging patio. low amenity value. Replant with Oak tree in close proximity: Holly Lodge, Martlesham Road

It was **RESOLVED** that:

- that there was no objection to the works.

4.3 Update on Applications

SCC/0048/16SC/VOC: Removal of condition 3 of permission SCC\0235\17C to allow for completion and final removal of remaining stockpiled material from temporary aggregate stockpile area at: Sinks Pit, Main Road, Kesgrave

SCC had refused this application.

DC/19/0309/FUL: Proposed Residential Development: Land east of Beacon Oaks

The applicant had appealed ESC's refusal to grant permission.

DC/19/1905/FUL: Proposed pair of detached single storey dwellings – Site at Beacons Oaks, Martlesham Road

ESC had refused this application.

5 **Kesgrave Neighbourhood Plan Consultation**

It was noted that the plan did not include any land within the Little Bealings parish boundary and **RESOLVED**:

- that the Council had no comments to make on the Kesgrave Neighbourhood Plan

6 **Finance**

6.1 **Bank Reconciliation for the First Quarter**

This had been completed satisfactorily by Mr Hunter.

6.2 **Income and Authorisation of Expenditure**

There was nil income. It was **RESOLVED** that the following expenditure be incurred:

- Clerk's expenses for printing of INR information leaflet: £52
- Thomson Page for printing of INR residents' questionnaire: £46

A schedule of the above payments was signed by the Chairman and cheques were signed by Ms Head and Mrs Wilson.

7 **Date of Next Meeting**

The next scheduled meeting of the Council would be on 9 September 2019.

There being no further business to discuss the meeting closed at 8.22pm.