



MINUTES OF NEWTON PARISH COUNCIL MEETING
Held on Wednesday 9th March 2016 in Newton Village Hall at 7.30pm

Present: Councillors Paul Presland (Chairman), Russell Bower, Sue Crawte, Lee Parker, Colin Poole and Rita Schwenk.

Attending: Lee Parker (Babergh District Councillor), James Finch (Suffolk County Councillor), D Crimmin (Clerk) and 1 resident.

16/036 Apologies for Absence

Cllr Taylor (commitment) sent his apologies.

16/037 Declaration of Interests and Requests for Dispensation

Cllr Schwenk declared a pecuniary interest in item 16/044a and left the meeting while this item was discussed. No request for dispensation had been received.

16/038 Minutes of meeting held on the 10th February 2016

The minutes of the meeting were approved by the councillors and signed by the Chairman as a correct record.

16/039 Public Forum

James Finch updated councillors on his previously circulated report on the annual SCC Budget, Adult Social Care, Ofsted review of SCC's Children's Services and the Fire Service consultation. He also confirmed to councillors that the Transport Assessment modelling for the Chilton Woods scheme was now to include the breakdown of the vehicles using the A134 / Valley Road junction. Councillors pointed out that in order for NPC to respond to the Chilton Woods planning application they had to make a decision this evening so the revised modelling could not be taken into account in the response. James would look at providing Newton residents with an update on the Better Broadband rollout as it affects Newton residents. Lee Parker updated councillors on his previously circulated report and the status of Belle Vue House. Mr Baldwin gave councillors an updated copy of the proposed scheme for his land at Red House Farm.

16/040 Community Led Planning

As neither Babergh officer was able to attend this evening this item was postponed till a later meeting.

16/041 Correspondence (Appendix A)

Following a review of the Correspondence and the emails circulated by the Clerk the councillors there was no further action required of the Clerk.

16042 Clerks Report (Appendix B)

Following a review of the Clerk's Report the Clerk was asked to provide an update on the status of the planning application for 15/069.

16/043 Finance

- a. All cheques signed and due for signing, as itemised in Appendix C, were authorised by the councillors. The councillors also noted the income received since the last meeting and reviewed the Statement of Accounts against the budget and the bank reconciliation against the bank statements.
- b. With no grant applications being received from organisations outside of the village, no donations were considered.
- c. The councillors agreed for the following Earmarked Reserves to be carried forward to the next financial year:

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Asset Replacement	10,000.00
Village Hall	1,500.00
Legal Fees	1,000.00
Election Costs	1,500.00
Speed Watch	465.00
Clerk Gratuity Fund	1,107.00
Total Earmarked Reserves	15,572.00

16/044 Planning

- a. The councillors reviewed **Planning Application B/16/00131 Farm Shop, Wheldons Fruit Farm, Newton Leys** - Change of use of existing farm shop (Class A1) to dwelling house (Class C3) including parking, gardens and access and resolved that they supported the application.
- b. The councillors reviewed **Planning Application B/16/00172 Marks Meadow, Rectory Road** - Application for Certificate of Lawfulness of an Existing Use - Erection of storage building. The councillors resolved that they considered that the use of the site:
 - i. had been carried out over the entire site
 - ii. had intensified over the past couple of years.
- c. The councillors reviewed **Planning Application B/15/01718 Chilton Woods Mixed Use Development, Land North of, Woodhall Business Park, Sudbury** – Outline application (with all matters reserved except for access) - Erection of up to 1,100 dwellings..... and resolved to object to the application. The response to BDC is contained in Appendix D.
- d. No further planning application had been received since the agenda was posted.
- e. The status of previous applications and appeals were reviewed and it was agreed that Cllr Parker would represent NPC at the site meeting for the appeal regarding Rogers Farm.

BDC Ref	Application	NPC Ref	NPC Response	BDC Response
	Enforcement enquiry on the expected completion date of building works at Motts Farm.	12/118d		
B/15/00178	Enforcement enquiry with regard to change of use on land west of Sudbury Garden Centre.			Ongoing.
APP/D3505/A/14/2218072	Appeal against refusal of Planning Application B/13/01107 - Rogers Farm, Rogers Lane - Change of use of agricultural land to use as solar farm for generation of electricity from solar energy together with associated works comprising solar panels mounted on frames, security fencing, inverters, transformers and a switch gear cabinet as amended by revised plans received on 19 November 2013 including amended project layout plan, updated tree survey and root protection plan, additional information pack, construction access plans and hedgerow and tree impact report, cross section views from Church of St Mary the Virgin, amended plans of proposed structures. As further amended by agent's submission of amended Construction Management Plan (received 2 December 2013) and amended Habitat Enhancement and Screening Plan (No.104 Rev.1) received 18 December 2013.	16/009	Did not support appeal	

16/045 Local Housing Needs Scheme

Hastoe had met with parish councillors to update them that land had been identified for the proposed affordable housing scheme and it was hoped that the necessary legal papers for the land would be completed within 3 months. If this is achieved, a public meeting to look at a proposed scheme is likely to be held in September.

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16/046 Playground and Asset Maintenance

The working party to review the play equipment will meet on Wednesday 4th May 2016 at 7pm.

16/047 Village Hall and Trust representative updates

No update for the Village Hall Committee. The Trust had met on the 2nd March with Russell Bower now appointed Chairman. Further clarification is needed for the Fete to be able to use the practice green on the afternoon of the Fete.

16/048 Local Community Achievement Award

Councillors resolved to award 2 long service awards at this year's Annual Parish Assembly.

16/049 Suffolk Year of Walking

After reviewing Babergh's proposal for a walk within the Ward, coordinated between Newton, Little Cornard and Bures Parish Councils, the councillors expressed their interest in Newton talking part.

16/050 Annual Parish Assembly

Councillors agreed for the APA on the 20th April 2016 to continue in its traditional format this year.

16/051 Questions to the Chair

Cllr Poole raised the question of the staging date for NPC with regard to the automatic enrolment for workplace pensions. The Clerk advised that it was the 1st May 2017 and that the necessary work for the set-up would be undertaken later in 2016.

16/052 Next Meeting

The next scheduled meeting is on Wednesday 13th April 2016 starting at 7pm.

The meeting closed at 8.50pm.

Appendix A Correspondence

Ref	Date Received	Raised by	Regarding	Agenda	FYI
CL16004	16/02/16	Babergh District Council	Planning Application for Farm Shop, Wheldons Farm	√	
CL16005	16/02/16	Babergh District Council	Planning Application for Marks Meadow, Rectory Road	√	

Appendix B Clerk's Report

Minute	Action	Complete ✓
14/109	SCC Highways are reviewing hedge at Valley Road / A134 junction	
15/021	Valley Road markings and hedge at junction with A134 raised with SCC Highways.	
15/069	Update from Mr H Wheldon regarding regulating change of use at barn.	
15/126	Arranging to meet S Scammel for quotation.	
15/144	J Finch has arranged for NPC to have representatives at the next Chilton Woods Place Shaping Group meeting.	
16/021	Draft & Approved Minutes published on website and in newsletters.	✓
16/025 a	Cheques distributed to suppliers.	✓
16/026	Planning response sent to Babergh.	✓
16/030	Response sent to Fire Rescue and Service consultation	✓
16/033	Litter pick for 5th March arranged.	✓
	Clerk Hours	
	As at 14th February 2016 - 301 hours worked / 276 hours paid.	

Signed _____

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Appendix C RFO Report

Receipts & Payments

Date	Details	Ref	Power	Receipts	Payments
09/03/16	P Taylor - Fireworks expense	1056	LA 2011 ss 1 to 8	0.00	48.00
09/03/16	Newton Village Hall - Hall Hire	1057	LA 2011 ss 1 to 8	0.00	450.00
09/03/16	DF Crimmin - Expenses Sept to Feb	1058	LA 2011 ss 1 to 8	0.00	394.07
31/03/16	DF Crimmin - Salary Jan to Mar	1059	LA 2011 ss 1 to 8	0.00	936.29
31/03/16	DF Crimmin - WFHA Jan to Mar	1059	LA 2011 ss 1 to 8	0.00	39.00
31/03/16	HMRC - Clerk Tax	1060	LA 2011 ss 1 to 8	0.00	234.00
31/03/16	BDC Recycling			419.94	0.00
09/03/16	BDC - Dog & Litter Bin emptying	1061	LA 2011 ss 1 to 8	0.00	705.32

Reconciliation

Account	Statement Date	Statement Balance	Actual Balance	Unpresented Cheques	Credits not shown	Difference
Community	29/01/16	£100.00				
Premium Accounts	29/01/16	£15,368.04	£12,965.22	£2,922.76	£419.94	£0.00
Tracker Account	30/09/15	£11,103.26	£11,103.26	£0.00	£0.00	£0.00
Petty Cash	03/03/16	£0.00	£0.00			£0.00
		£26,571.30	£24,068.48	£2,922.76	£419.94	

Statement of Accounts vs Budget

	Budget	Actual		Reserves	Budget	Actual
Assets B/F		£21,270.15				
Income			Expenditure			
Precept	£9,282.64	£9,282.64	Clerks Salary		£3,705.91	£3,705.92
Grants	£200.00	£272.64	Admin	£818.00	£1,750.00	£2,098.42
Recycling	£400.00	£800.92	Grants		£700.00	£550.00
Other	£0.00	£2,201.17	Annual Subscriptions		£290.00	£257.00
Bank Interest	£10.00	£8.48	Street Lighting		£0.00	£0.00
VAT Repayment	£0.00	£397.71	Footpath Maintenance		£350.00	£300.00
			Insurance		£425.00	£296.31
			Inspection		£245.00	£234.00
			Maintenance		£1,820.00	£989.72
			Projects		£1,000.00	£1,234.13
			Other		£0.00	£159.00
			Village Hall		£0.00	£0.00
			VAT Paid		£0.00	£305.73
			Contingency		£500.00	£0.00
			Youth Council		£400.00	£35.00
Total	£9,892.64	£12,963.56	Total	£818.00	£11,185.91	£10,165.23
			Assets Carried Forward			£24,068.48
Total		£34,233.71	Total			£34,233.71

Signed _____

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Newton Parish Council adopted the General Power of Competence on the 13th May 2015.



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Appendix D Response to Chilton Woods Planning Application



NEWTON PARISH COUNCIL

Clerk: Dave Crimmin
Cragston, Sudbury Road, Newton, Sudbury, Suffolk CO10 0QH
Tel: 01787 375085 email: dave.crimmin@btinternet.com

21st March 2016

Development Management
Babergh District Council
Corks Lane
Hadleigh
Ipswich
IP7 6SJ

Dear Mr Elvin

Planning Application B/15/01718 Chilton Woods Mixed Use Development, Land North of, Woodhall Business Park - Outline application (with all matters reserved except for access) - Erection of up to 1,100 dwellings (Use Class C3); 16.4ha of employment development (to include B1, B2 and B8 uses, a hotel (C1), a household waste recycling centre (sui generis) and a district heating network); village centre (comprising up to 1,000m² Gross Floor Area (GFA) of retail floor space (A1, A2, A3, A4 and A5), village hall (D2), workspace (B1a), residential dwellings (C3), primary school (D1), pre-school (D1) and car parking); creation of new vehicular access points and associated works; sustainable transport links; community woodland; open space (including children's play areas); sustainable drainage (SuDS); sports pavilion (D2) and playing fields; allotments; and associated ancillary works.

At the Newton Parish Council meeting held on the 9th March 2016 the councillors resolved to object to the above planning application on the following grounds:

The application is contrary to Babergh Policies CS4 and CS15 in regard to sustainability. In addition,

"1.3.2 Traffic congestion and air pollution due to traffic are also important issues in some parts of the district. The potential pollution hotspots relate to the A12 and A14 trunk roads and the A131 southern approach to Sudbury, which carry relatively high volumes of fast-flowing traffic. The Ballingdon Street, Cross Street and Church Street area of Sudbury has been designated an Air Quality Management Area (AQMA) as a consequence of traffic congestion and air pollution."

"3.3.10.2 The impact of new development goes beyond appearance, and it is important that it is designed to respect the environment, make the best use of scarce resources, ensure sufficient infrastructure is available or provided, and contribute positively to and to cope with the effects of climate change."

Specifically the impact of the traffic generated by the development has not been sufficiently mitigated and presents a high probability of harm to neighbouring communities as a result. Sudbury is a 1000 year-old market town and was not built for the level of traffic seen today, nor is there great scope for wider roads. In addition, the site is very likely to attract people who may work in Bury St Edmunds, Cambridge, Colchester, Ipswich or even Stansted Airport. So the impact of the resulting traffic on the wider road network needs to be considered to avoid misery for communities hit by rat-running as a result of ineffective mitigation to ensure the main roads can take the traffic this development will generate.

Specific issues that need to be addressed:

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1 Scope of Travel Plan

1.1 The applicant, Suffolk County Council (SCC), is also the Highways Authority. This always presents a difficulty as the applicant needs to demonstrate that it has carried out its role as Highway Authority without fear or favour despite the significant financial benefit SCC stands to gain from minimising off-site junction improvements. It is therefore particularly discouraging to find that SCC Highways has ignored the Chilton Woods Place Shaping Group, common sense and the advice of their own consultants, AMEC, all of whom have recommended a broader and more coherent geographical study area be scoped for junction improvement. It is important that Babergh Development Control hold SCC to account and ensure that they do "the right thing" and not appear to be seeking to cut corners.

1.2 None of the junctions tested are more than 1 mile from the site. The Place Shaping Group were told by AMEC on 7th March 2016 that the Highways Authority had "despite [AMEC's] asking, repeatedly declined to have more junctions looked at". In doing so they have caused to be produced a development proposal that is unsound and cannot be allowed to proceed without a significant improvement.

1.3 Specifically, the following sites need to be tested for mitigation:

- a) Newton Road / B1508 / King Street junction at Sudbury (Belle Vue Junction)
- b) Valley Road / A134 junction at Newton (rat running from development site via Great Waldingfield)
- c) A1071 / A134 junction at Newton
- d) A134 / Bull lane junction at Long Melford
- e) A134 / A1141 at Bradfield Combust (rat running from development site via Lavenham)
- f) A134 / A1302 junction at Bury St Edmunds
- g) B1064 / Borley Road junction at Long Melford (for traffic heading to Cambridge)
- h) B1092 / B1063 junction at Clare (for traffic heading to Cambridge)
- i) A134 / B1508 junction at Colchester North Station, Colchester.

2 Inadequate Transport Assessment

2.1 The data used is based on 15-year-old traffic census data. This means the importance of getting modelling right and using substantial and robust contemporary data is huge. If there is any doubt about the basis of assumptions, they need to be challenged. NPC is not satisfied that the data collection is robust.

2.2 The work by AMEC in testing the junctions within the transport assessment under-reports traffic issues. In particular, the methodology used to assess junctions is predicated on counting stationary traffic at the cusp of the junction only. This means that tailbacks of traffic may stretch far further but if the nature of the junction means that traffic at the head of the queue is generally rolling forward, the calculation of the queue is artificially short. The most obvious example of inadequate testing is shown below:

4.3 Operational performance of junctions table 4.8 Junction 7.

	AM Peak Hour		PM Peak Hour Arm	
	Max RFC	Max q length (PCU)	Max RFC	Max q length (PCU)
Arm 1 – A134	0.69	2.4	0.76	3.2
Arm 2 – Shawlands Avenue	0.76	3.2	0.52	1.1
Arm 3 – Newton Road	0.53	1.2	0.64	1.8
Arm 4 – Northern Road	0.54	1.2	0.83	4.6



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2.3 This alleges the maximum queue length on Northern Road is just 4.6 cars. Anyone who uses this road between 5pm and 6pm will be well aware that the queue backs up every night to well past Milner Road, a distance of 250m. As a maximum it can regularly reach back to Martins Road, a distance of 350m. The problem is that the roundabout slows traffic sufficiently that a rolling queue on the A134 Northern Road reaches back to Windham Road and Milner Road, which supply a large amount of traffic joining the main carriageway from businesses such as Purina. This means there is stationary traffic further back from the junction, but this is missed by the data collection.

2.4 In addition, the mitigation proposed for this roundabout is effectively zero, as the recommendation is for two lanes of traffic being able to enter the roundabout from each arm – but that is how the junction operates now. The road markings may not be there, but that is actual driver behaviour.

2.5 The second example of inadequate testing is the B1115 between Newmans Road and Banham Drive, which is the road that leads from the Waldingfield Roundabout down into Sudbury at the East Street traffic lights. The 2024 figures for traffic on this section of road are as follows:

B1115 South: 456	B1115 South: 423
B1115 North: 434	B1115 North: 690

Despite predicting over 1100 cars passing this section per hour at peak evening time, the document is entirely silent on the 200m+ section of highway which has marked parking bays narrowing the road to a single carriageway.

2.6 The Transport Assessment ignores failures in testing without explanation and offers no mitigation as a result. Tables 7.12, 10.12 and 10.14 all have saturation rates for arms of junctions above 84.9%, which is the limit of capacity for a junction. In requiring the applicant to improve the mitigation to these junctions, the planning authority should set a target capacity that provides sufficient degree of capacity to cope up to 2031, so any mitigation that fails to bring predicted saturation below 75% should be rejected as inadequate. This is necessary for the protection of the town and not unreasonable in the case of this applicant who is, after all, the Highways authority.

2.7 The third example of inadequate testing is that the A131 Cross Street area has not been tested. This is another area of Sudbury with a narrow road which is identified as being a direction of travel in the travel plan, but no testing has been carried out and subsequently no mitigation proposed.

3 Other Matters

3.1 Impact of traffic on existing communities adjacent to the site:

The proposal to build the western access via a roundabout onto the A134 last is flawed. It should be built first. Primarily this would be a far better access route to the development for construction traffic by providing a bigger access point and a long drive-in/out to keep mud well away from the public highway. The absence of a transport plan for the construction phase is regrettable, as this issue would have been picked up by it. It will also mean that even early residents of the development can exit this way and avoid Aubrey Drive and Acton Lane needing to experience high traffic volumes.

3.2 Acton Lane/A134 traffic light controlled junction

The proposal for this junction include the installation of traffic lights to facilitate right turns. This is understood. What is not understood is why the phasing needs to include a pedestrian crossing phase. This T junction faces a grass bank with no pavement. The A134 Springlands Way is in a cutting. About 10m East of the proposed crossing is a pedestrian bridge which is at "street level" for the residential



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roads either side of Springlands Way. Encouraging pedestrians down into the cutting is dangerous and the required phase in the lights and subsequent additional delay to traffic is unnecessary and should be eliminated from the scheme.

3.3 Masterplan

The outline planning application, when the sustainability and other issues are resolved, must include clear conditions that the approval requires the subsequent planning applications to be in conformity with the Chilton Woods Masterplan as it stands at the point at which approval of this permission was granted. This is to ensure that the mitigation measures remain relevant to the eventual development and are not rendered ineffective by material changes in future proposals.

Yours sincerely

Dave Crimmin MILCM
Clerk to Newton Parish Council

End of Appendices