

**ORWELL PARISH COUNCIL**  
**PLANNING COMMITTEE MEETING**  
**unAPPROVED MINUTES OF THE EXTRA ORDINARY PLANNING MEETING**

A meeting of the Orwell Planning Committee was held in the Pavilion on Monday 16<sup>th</sup> May 2016 at 7pm.

**Present:** Mr W Talbot – Chairman (**WT**), Mr C Hoptruff – Vice-Chairman (**CH**), Mrs D Kennedy (**DS**), A Pulham (**AP**), Mr D Rees (**DR**) and Mr N Szemle (**NS**)

**In Attendance:** Mrs J Damant – (**Clerk**), Cllr A Ven de Weyer (SCDC)

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**08/05/16 Apologies for absence:**

There were no apologies as all Councillors were in attendance.

**09/05/16 To sign and approve Minutes of meeting held on 4<sup>th</sup> May 2016**

Minutes were proposed by WT and seconded by CH all agreed. The Chairman then signed the minutes as a true record.

**10/05/16 Public Participation:**

(For up to 15 mins members of the public may contribute their views and comments - 3mins per item)

There were three members of the public in attendance.

**11/05/16 Councillors to disclose any Pecuniary Interests (disclosable pecuniary interests (DPIs) include interests held by a member's spouse, civil partner or similar) listed on the Agenda:**

There were no interests declared.

**12/05/16 Request for the following:**

**5.1 Land at Hurdleditch Road**

**S/3190/15/OL**

KB Tebbit Ltd & Davidsons Development  
Planning application has been amended  
-Transport statement (update)  
-Revised illustrative master plan

A discussion was had regarding the amended changes on the plan and whether the new route proposed for the bus would be practical as the bends are tight and there would probably be cars parked along the road thus making it very difficult for the school bus to navigate safely. Children will have to cross the road to get to the school thus causing more congestion in the area and a possible risk to children's safety. A response has been drafted and it was proposed by NS that this be sent to the Planning Officer at SCDC, seconded by WT all agreed, see appendix 1.

Other items discussed was the possible land agreement which the land owner has put forward. At the moment the amount of land being offered is above what the land owner has to offer though it is too small for an Adult football pitch.

The land would need to be rotavated and prepared. The piece of land being offered runs parallel to the road, behind the development and there will be a walk-way through the development to reach it. It was hoped to have a piece of land on the other side of the track, before the development but this does not seem likely, so the Parish Council would like to have the land running at the back of the development but running alongside it thus changing its rotation. These requests do not determine the Parish Council.

Cllr van de Weyer reported that is it important to put forward the wishes of the village now with the s106 requests. If the application is rejected due to size and sustainability then the planners will put forward a smaller proposal which will then have a smaller s106 agreement attached to it. These requests do not determine the Parish Council.

It was suggested that the Parish Council contact the land agent to see if there was any possibility of changing the rotation of the land. CH will contact the land agent.

There has also been concern raised about the sewage problems being experienced at Oatlands, which is the development directly across the road from the proposed development and thus could be affected. It was proposed by NS that the Parish Council write to Anglian Water, SCDC and the Housing developers – Bpha (Building places, housing ambition) and see if it would be possible to connect the sewage system at Oatlands with the proposed development, this was seconded by DK all agreed.

**13/05/16**

**SCDC Decisions:**

28 Town Green Road, S/3141/15/LB – permission has been granted for Listed building consent for approval of works already undertaken to include the renovation of existing barn and conversion to dwelling

**14/05/16**

**Other Items:**

There were no other items discussed.

There being no further business the Chairman closed the meeting at 7.47pm.

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**Chairman**

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**Date**

For the avoidance of doubt the only legally acceptable version of the Planning Minutes of Orwell Parish Council are those signed in Public Meetings by the Chairman. They are available for public inspection from the Clerk.

**Land at Hurdleditch Road, S/3190/15/OL**  
**Parish Council response to amended plans that provide for school parking.**

Orwell Parish Council's comments on the plans amended to provide for a coach set-down area and parking for the school ("school parking") are as follows.

1. The original plans for this development made little provision for school parking, despite a very strong representation being made during and throughout the public consultation phase of the process that school parking was essential. The Village was extremely disappointed that so little regard had been paid to their concerns in respect of school parking provision in the initial outline plans that the only conclusion that can be drawn is that the developers always knew they would have to give on this provision but chose to save it up for the negotiating phase in order to evidence their preparedness to meet village expectations and be seen to be reasonable and flexible in the application. The Village sees this cynical approach to negotiation for what it is, and it would like to make the point that this approach does little to foster a helpful and positive dialogue between the two parties.
2. The Village is still of the view that the development in this location will have a detrimental impact on the continued viability of the Village Primary school. The school is already limited for space and is unable to further expand should it be necessary to do so. Whilst it can take a number of additional pupils now, with the new housing proposed in Orwell and neighbouring villages its capacity will soon be reached. Unless a solution can be found to expand the recreation ground in its current location or to re-locate it completely the school's future will be at risk.
3. In respect of the modified application (now making somewhat more appropriate provision for school parking) the Village would make the following points:
  - a) Number of parking spaces. The number of car parking spaces (hard to establish from the plans but approximately 20) now more accurately reflects the number of cars that would be displaced from being able to park along Hurdleditch Road by the development.
  - b) Locations of parking spaces. The car parking spaces are on the North West side of the road. That means that children will have to cross the road at some point in order to get to the school. This increases risk from the current arrangements as children are now able to walk to the school along the verge without having to cross the road at any point, and in this respect parents have further minimised risk by voluntarily establishing a one-way road traffic system. With the new proposed parking not only is there a risk to the children in crossing the road to get to the school but a further risk has been introduced by the fact cars will be manoeuvring into and out of the parking spaces. If school parking provision is made as shown on the plans, two things are required to minimise the risk to children:
    - i. Very good street lighting. School drop off and pick up takes place in dark or semi dark for some half of the school year. Payment for additional and comprehensive lighting will put further strain on the Villages budgets, as street lighting now has to be paid for by the Village itself.
    - ii. Some form of traffic control measures at the point where where the school parking area joins Hurdleditch Road.
  - c) Coach parking/set-down/pick-up location. This is judged sensible. Children will not have to cross any road between the school and the bus.
  - d) An alternative arrangement of the parking area, which would go some way to mitigating the issues raised at serial 2. b) above, would be to adjust the location of the bus drop-off/pick-up point to a point closer to Hurdleditch Road and to move all car parking bays to the South side of the area (Eastwards). In that way no child being dropped-off in the parking area would need to cross the road. This might also be preferable to residents as otherwise car headlights will shine into the houses twice each day for six months a year and parents park their cars morning and evening.
  - e) Make the school parking area one-way at the point the parking areas begins. This should further de-risk the area.