

MINUTES OF THE WOOLPIT PARISH COUNCIL PLANNING MEETING HELD ON MONDAY 21 AUGUST 2017 AT 7.30 P.M. IN ST MARY'S CHURCH

Present: Mr Guyler (Chairman), Mr Wheatley, Mr Hardiman, Mrs Cook and 56 members of the public.

The Chairman thanked John Griffin for his help with the sound system and Richard and Denise Mawhood for the boards to enable plans to be displayed.

1. **Apologies for absence** were received from Mr Lomax, Mr Howard, Dr Geake and Mrs Parker.

2. **To receive declarations of interest.** There were none.

### 3. Planning

The meeting adjourned at 7.34 p.m. for public comment.

**1636/16** – concerns were expressed regarding the double roundabout and parking along Old Stowmarket Road.

**2112/16** – many residents feel the road changes are unworkable and will make the road more dangerous both for motorists and pedestrians. Concerns were expressed regarding damage to Listed Buildings, pollution from stationary vehicles, large vehicles will not get through the pinch point without mounting the pavement and increased traffic through the centre of the village.

The meeting reconvened at 8.20 p.m.

**1636/16 RECONSULTATION** Outline planning permission with all matters reserved except for access for the erection of up to 120 dwellings. Construction of a car park to be associated with Woolpit Health Centre. Access to the site and individual access to five self-build plots and associated open space. (Proposals include highways improvements to Heath Road and Old Stowmarket Road, including double mini roundabout at The Street, Old Stowmarket Road and Heath Road junction. Revised position of site access. Land South of Old Stowmarket Road – continue to support without additional comment.

**2112/16 RECONSULTATION** Erection of 49 dwellings (including 17 affordable dwellings) and construction of new access. Revised Green Road highway safety plan. Land on East side of Green Road – maintain objection.

- Large vehicles will not be able to pass through the one-way section of Green Road without mounting the pavement. The width of a fire engine at 3.15m is greater than the proposed road width, particularly after allowing for the bollards outside Model Cottage. The road is also frequently used by even wider agricultural and other vehicles.
- As is now standard practice, the kerb south of Mill Lane will have to be reduced in height from the proposed raised kerb height to allow pushchairs and wheelchairs to get onto the footpath after crossing Mill Lane. This reduced height will be an invitation for drivers heading south, who find themselves facing an oncoming vehicle, to mount the footpath.
- The narrowing of the footpath south of Mill Lane as proposed from 1.8m to the existing 0.9m leaves pedestrians waiting to cross the end of Mill Lane in danger from traffic.
- By requiring vehicles to pull into the entrance of Mill Lane, there is an increased likelihood of damage to the walls of Tyrells, Corner Cottage and Mullions, (Listed Buildings) the houses on the corner of Mill Lane. These properties have been damaged by vehicles on many occasions in recent years.
- The 'informal' priority scheme with only 'road narrows' signs is unworkable. The drawing lacks detail and dimensions and the design has obviously not

been thought through. Vehicles will inevitably meet head-on in the 40m one-way section because they have either disregarded one another or they couldn't decide which would have priority. How are drivers to decide who will go first without the use of illegal flashing headlights?

- 40m is too long a section to operate either the proposed scheme or one with the conventional large/small priority arrows. Even if it is possible for vehicles to see one another from the two ends, it will be necessary for them to be ideally positioned which is generally unlikely. We foresee many instances of vehicles having to back out of a head-on situation.
- Because of the likelihood of a build-up of traffic at the ends of the one-way section, Drinkstone Road exit will be blocked at times and vehicles will also back up into the central pump area which is already badly congested.
- The Conservation Area with its many listed buildings will be greatly harmed by the additional traffic, the pollution from waiting vehicles and the proliferation of warning signs and bollards.
- At present, traffic passes through the pinch point satisfactorily because drivers in general are courteous to one another. With the proposed scheme, there will inevitably be queues, congestion and confrontation and resulting road rage. The residents of Woolpit are fearful of the consequences of this proposal.

The comments from Highways of 20th June 2016 stated:

"It is not clear if the proposed footpath link to the existing footway on Green Road (north west corner of the site near plot 16 and outside Vine Cottage) can be provided as it appears to require land outside the application site boundary and land which is not highway land. Here the road width is 5.1m and the footway only 1.2m. Beyond this point there is only a verge width of 0.65m between the road and the telegraph pole and only 1.0m between the fence and the road edge. Evidence will need to be provided to demonstrate that this essential link can be delivered without narrowing the existing road."

The applicant has not addressed this point in the reconsultation application. The proposed footpath will come out onto a verge width of 0.65m between the road and the telegraph pole. This would be highly dangerous and against Highways advice.

**17/03582** Outline planning permission (Access to be considered). Erection of two detached dwellings and garages. Land opposite The Grange, Green Road - support.

**4. Date of the next full Parish Council Meeting – Monday 4 September 2017 at 7.30 pm. Noted.**

The meeting closed at 8.35 p.m.

Signed.....

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