**Minutes of the Meeting of Thrandeston Parish Council held on 4th March 2019.**

**Present:**

Councillors Andrew Colchester, Sharon Colchester, Jerry Cotter, and Alison Murton.

Philip Freeman – Parish Clerk.

District Councillor David Burn.

County Councillor Jessica Fleming

Three members of the public.

1. Apologies for absence.
* None.
1. Chairman’s opening remarks
* The Chairman welcomed everyone to the meeting.
1. To receive any declarations of pecuniary and non-pecuniary interests from members on any agenda item. To consider any requests for dispensations.
* Quotation for the repairs on the track around the Green from a member of Councillor Murton’s family.
1. Minutes of the previous meeting held on 7th January 2019.
* The minutes of the meetings were agreed as a true record and were signed by the Chairman.
1. Matters arising from the minutes:

**Action Points:**

* Letter to local farmers asking for quotations for cutting the grass verges in Thrandeston once information has been received from Councillor Fleming and it has been discussed at the next meeting. **Action: The Clerk.** The Clerk and Councillor A Colchester will meet to discuss the work to be undertaken**. Action: The Clerk and Councillor A Colchester.** The Clerk will inform Highways of the Parish Council’s intention to cut the grass verges in Thrandeston. **Action: The Clerk.**
* Apply for grit bins once funding confirmed by Councillor Fleming. **Action: The Clerk.** Nothing to report.
* Write a letter of thanks to Goff Hawes for his work on the Parish Council. **Action: The Clerk.** Completed.
* Remove the cycle route designation of the Mellis Road if the problem with pot holes continue. **Action: The Clerk**. No action taken because Highways has agreed to repair the pot holes.
* Send the precept form to MSDC Finance Department. **Action: The Clerk.** Completed.
* Respond to Polling Station consultation. **Action: The Clerk.** Completed.
* Quotations for work on the track on Little Green. **Action: Councillor A Colchester.** Completed.
1. Notification of any urgent business.
* None.

Meeting closed at 8:00 p.m.

Mr Beatty’s presentation took place at the beginning of the meeting.

**Public Forum.**

* Neighbourhood Watch – Adrian Beatty.

‘I am here this evening because, for the time being at least, I am Neighbourhood Watch Area Co-ordinator for a number of local communities, including Thrandeston. Essentially, this is a communication role that links local co-ordinators of local schemes with both Suffolk Constabulary and Neighbourhood Watch Suffolk.

There appears to be no Neighbourhood Watch scheme here in Thrandeston; whether or not there is a demand for one is entirely up to local residents. Setting one up and co-ordinating it need not be an onerous task, but it is a great way to help people become engaged with their local community.

*Communication* is a key objective behind Neighbourhood Watch, and this makes it a natural extension of something I already do – namely providing “What’s On” email alerts to local residents. Eye-to-Eye was established in October 2013 in order to provide a free email service to residents whereby they can be alerted to events / incidents in a timely manner.  The service complements Parish Magazines in that residents can be kept informed of matters that occur between published editions.  Local police also support the service, as they see it as something that assists their mission towards safer neighbourhoods via good communication; Eye-to-Eye carries urgent Police appeals and periodic safety advice as well as details of the wide range of activities and events taking place within our communities. If you would like to join and/or use Eye To Eye to publicise events of parish council announcements, just let me know.

I have spoken with Michael Mortlock, current neighbourhood watch coordinator covering Thrandeston, and he tells me he wishes to retire, and so a coordinator needs to be found if the scheme is to remain operational and registered. This role need not be onerous but is a great way to help people become engaged with their local community. For example, I do this role for the residents of my own street, and all it entails is keeping them informed of any issues. Some coordinators choose to do more than this, this is not essential.

We all live busy lives, and this sometimes results in there being insufficient time to appreciate everything that is happening locally. Are we aware of what is being done by volunteers on our behalf, or for our benefit? Are we aware of the wide range of events, clubs and societies that operate on our doorstep? Is the entire population of Thrandeston aware of - and engaged in - the work being done by this Parish Council on behalf of its residents?

Would you agree that your effectiveness depends, at least in part, on the Community’s willingness to engage with this council? Do you ever have unfilled vacancies on your Council? Is there untapped time and talent available to improve the Council’s ability to deliver a good service? If one or more Neighbourhood Watch scheme were to be established here in Thrandeston, might this present an opportunity for wider community engagement with this council?

If you agree with me that one of our mutual challenges is getting more people in our community involved in what we each do, I am asking you whether or not there might be any potential gain were we to face this challenge together….. and thereafter, could an expanding membership of neighbourhood Watch provide increased representation that might feed in to the work of Parish Councils. Would working more closely together benefit both the Parish Council and Neighbourhood Watch?

I am discussing this idea with a number of parish councils in the coming weeks. My only remaining question here tonight is do members of this council feel the idea is worthy of further investigation, bearing in mind that such investigation will require local involvement if it is to bear any fruit. If yes, then I would be delighted to meet one or more of you to explore how this idea might best proceed.’

It was agreed to discuss this at the next meeting.

* Report by Councillor David Burn:
	+ **PCSOs in the district**

The first of two Police Community Support Officers funded by MSDC is now operating in the district and the second has been recruited. They will be involved in a range of activities including parking related matters, speeding and low level anti-social behaviour, and will also be available to drop in on local businesses and community organisations. To report issues in and around Yaxley that are within the remit of the PCOs, please contact your district councillor.

* + **Draft Budget agreed**

The Council approved  the budget for 2019/20 at its meeting on 21 February. This budget includes proposals to offer discounts of up to 100% on council tax for care leavers, supporting the most vulnerable in society, while also proposing a Business Rates Relief policy for small retailers, including shops, cafes and restaurants.

The Budget also includes an increase to the District Council precept of Council Tax by just £3.26 a year for a Band D property – equivalent to only 6p a week. This allows the council to put forward a budget that proposes no cuts in front line services. You can see the full details of the budget councillors will be asked to vote on in the ‘Budget Book’ for 2019/20 [online](https://baberghmidsuffolk.moderngov.co.uk/documents/s13326/Appendix%20D.pdf).

* + **Your Council ‘End-of-Term report**

The new publication has been delivered to every household in the district: *Your Council*, a magazine that lays out what Mid Suffolk does and what we have achieved over the last four years, has been put together ahead as we approach the end of this council’s term. Designed in an accessible, consumer-magazine format, it gives residents an idea of the challenges faced, and the decisions made in local government, perhaps on a scale most householders won’t have realised.

* + **New Parking Plan for Mid Suffolk to be Drawn Up**

Mid Suffolk’s Cabinet has voted to go out to public consultation on a draft Joint Area Parking Plan with Babergh District Council. The plan, which does not include any proposals to increase car parking charges, sets out eight parking policy objectives it intends to achieve. These include establishing standard on-street parking scheme operating hours, utilising off-street parking places to assist with traffic management and more.

The draft plan will be subject to a six-week consultation, the details of which will be published shortly. For more information read the [full story online](https://www.midsuffolk.gov.uk/news/mid-suffolks-new-parking-plan-to-be-considered/).

* + **Public Developers’ Contributions Database Nominated for National Award**

Mid Suffolk and Babergh’s [Exacom database](http://pfm.exacom.co.uk/midsuffolkbabergh/index.php) – giving the public access to figures for developer contributions towards infrastructure all the way back to 1974 – has been nominated for the Royal Town Planning Institute’s (RTPI) Awards for Planning Excellence. The database, which is the first of its kind in the country, is in the running for an award within the Excellence in Tech Within Planning Practice category. As it is the first such database to be published Mid Suffolk, along with Babergh, have been designated Pilot Authorities by the developer. You can find out more on [our website](https://www.midsuffolk.gov.uk/news/councils-public-database-nominated-for-national-award/).

Various fly tipping at the lower arch by the railway line. The Clerk will report this. Action: the Clerk.

Meeting reopened at 8:00 p.m.

1. Correspondence received.
* Various documents from SALC.
* Town and Parish Council Newsletter.
* Various emails from the Highways Department Suffolk County Council.
* Safer Neighbourhood Team.
* Neighbourhood watch.
* Travellers at the junction of Castleton Way and the A140.
* Locality meeting.
* Spring litter pick 2019.

It was agreed that a litter pick should take place in the village on 6 April 2019 and follow the usual arrangements**. Action: The Clerk.**

* 2019 Funding Events.
* Community Strategy Consultation.
* British Red Cross Information.
1. The Common
	1. Report from the Commons Co-ordinator.

Early March 2019 we are experiencing completely different weather conditions to March 2018 when we had just had a snow melt and heavy rainfall. Last year at this time the scrape on the Marsh had flooded and the ditches were at maximum capacity. In general the marsh is much drier than usual for the time of year. Even though we have had an unseasonably warm dry February and a dry winter there has been enough rainfall to allow the scrape to fill with water. On a recent visit I noticed the beck was full to capacity which I wouldn't have expected considering the weather conditions over the winter. On investigation it was apparent that the outlet pipe had become blocked with debris which was holding the water up. I removed the blockage, and this allowed the water to flow as normal. On my visit I observed teal numbering into the 40's, several mallard and 2 herons.

We have now received quotes for the repair work to the pot holes on the track around the little green. As the ground conditions are good hopefully the work can commence soon.

 There has been some fly tipping on the triangle of wooded land next to the railway embankment.

* 1. Estimates for the repairs to the track around the Green.
* Five quotations had been received for the work.
* The 2 lowest prices for the work will be considered and the Clerk will enquire from the contractors the quantity and type of materials to be used. **Action: The Clerk.**
* It was noted that the surface must be permeable.
* The Clerk will email Councillors with the results and a decision will be made by email. **Action: The Clerk and Councillors.**
1. Highway matters:
	1. Cutting of grass verges.
* See above.
	1. Pot holes.
* See above.
1. Finances and financial report.
	1. Balances on Accounts 29th December 2019.
		1. Current account: £8,794.18.

The bank balance was noted.

* 1. Financial report and bank reconciliation.
* Detailed accounts had been given to Councillors, which recorded all items of income and expenditure, and compared them to the budget. The spreadsheet also showed both as a percentage of the budget.
* The accounts were to the date of this meeting and included a bank reconciliation.
* There were no questions from Councillors.
	1. To authorise cheques for signature:

N.B. Cheque signatories to initial try to highly surprises they were followed with platters of fresh bread sliced fruit unroasted game birds cheque stub and invoice.

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| **Payee** | **Details** | **Cheque Number** | **Amount** | **Power** |
| P Freeman | Clerk’s Pay and Expenses | 100593 | £247.88 | LGA 1972 S112 |
| HMRC | PAYE | 100594 | £53.59 | LGA 1972 S112 |
| ICO | Data Protection | 100595 | £40.00 | LGA 1972 s111 |

* It was unanimously agreed to pay the invoices listed above, proposed by Councillor A Colchester and seconded by Councillor S Colchester.
	1. Requests for financial support: None.
	2. Receipts:
		1. None.
1. Parish Council Election 2019.
* There was discussion of the requirements for the nomination of parish councillors.
1. Sign Deed of Easement.
	* It was unanimously agreed to sign the deed of easement. Councillor Murton and Councillor A Colchester’s signed the document.
2. Thrandeston Village Hall as a community building.
	* There was a wine and cheese evening to discuss the future of the village hall and this was well attended. Following a vote it was unanimously agreed that the hall should stay open.
	* There will be a Community Pub Evening on 29 March 2019, and this will take place on the fourth Friday of each month.
3. Planning:
	1. Applications:
		1. Application DC/19/00667

Proposal: Full Planning Application - direction of 2NO. B8 storage buildings and link extension between buildings 6 and 7.

Location: land on Eye Airfield, Ipswich Road, Eye.

* Following a discussion it was agreed not to make any comment.
	+ 1. Application DC/19/00108

Proposal: Full Planning Application - erection of factory with an adjoining two-storey production office, warehouse extension, a loading dock building, material stockpile and two-storey administration office building. Provision of 9no. caravans for temporary accommodation for seasonal staff. Creation of vehicular access.

Location: chestnuts farm, Langton Green, Eye.

* Following a discussion it was agreed not to make comment.
	1. Applications – no decisions to date: there
		1. Various Applications for Progress Power Station listed previously.
		2. A140 Roundabouts and Link Road improvement scheme – response from Suffolk County Council.

Comments from Thrandeston Parish Council on the Consultation - Eye Airfield and Land adjoining the A140. (Original comments made by Thrandeston Parish Council are in black font, SCC responses are in blue and the responses of the Parish Council are in red).

**Potential problems with the new roundabout proposed on the A140 south of the Thrandeston junction**

It would seem that at busy times of the day there will be traffic backing up along the A140 awaiting entrance onto the new roundabout.

1. We do not anticipate traffic backing up along the A140. The transport modelling predicts the longest queues at the roundabout on the A140 southbound approach to be in the region of 2 vehicles. There will, of course, be some fluctuation in this figure due to day-to-day variability in flows but the modelled queue (about 12m) is predicted to be significantly shorter than the distance between the northern roundabout and the Thrandeston junction (100m). We therefore believe the risk of queues from the northern roundabout reaching the Thrandeston junction is low.

No one who has prepared this response lives in Thrandeston and therefore does not experience the problems of joining the A140 at the Thrandeston Road junction or knows the problems that will be caused to local farms when long vehicles try to access the village or leave it to return to the A140.

This will prevent traffic turning right out of the Thrandeston  junction.

1. The increase in flow on the A140 will make it more difficult to exit Thrandeston Road – the modelling confirms this (see figure 42 of the Transport Assessment). This is not due to queues from the roundabout blocking back, but due to the forecast volume of traffic on the A140 in the forecast years resulting in fewer gaps in traffic, thus reducing the capacity of the right-turn from Thrandeston Road.

Paragraph 2 seems to contradict paragraph 1 and is an illogical statement as paragraph 1 states there will be no problem and paragraph 2 states that it will be more difficult. The impact will still be on the vehicles leaving the Thrandeston Road.

Putting a central island in the road for traffic to wait in would only add to delays and the island would only accommodate a limited number of cars and probably would not be large enough to contain a long HGV vehicle.

1. A central island has been ruled out for the safety reasons that it could not be constructed wide enough to accommodate a long vehicle. The junction will not be modified from its current layout other than the removal of right turns from A140 southbound into Thrandeston Road. The central island is not included in the current planning application.

If a large vehicle (some straw units are 60’ long) is attempting to turn left into the Thrandeston  junction  when vehicles are waiting to turn right out of the junction there will be a grid lock situation as the large vehicle would require the full width of the junction to make a left hand turn and would be prevented from doing so by the vehicles waiting to turn right.

1. The maximum queue on Thrandeston Road is anticipated to be in the region of 7-10 vehicles during the peak hours by 2035 so there is a possibility that long/wide loads turning in could be obstructed by vehicles waiting to turn out. This junction is not being amended from its current layout and we are not aware of this conflict occurring now.

The conflict does not occur now because of the current layout of the road.

The potential for hold ups on the A140 will force traffic through the village in search of alternative routes and Thrandeston will become a 'rat run'.

1. We do not anticipate there being significant hold ups on the A140. The transport modelling predicts the longest queues at the roundabout on the A140 southbound approach to be in the region of 2 vehicles. The amount of delay on Thrandeston Road is anticipated to increase by 2020 which would actually make rat-running through Thrandeston less attractive. As the level of delay and queueing on the A140 is low and the route through Thrandeston less attractive, we do not anticipate significant rat-running. The A140 and routes connecting to the new roundabouts are likely to be preferred as the roundabouts make access to the A140 easier.

The above map is so indistinct as to be useless.

There is no consideration for people living in Thrandeston as they will be the ones who are most inconvenienced by the changes to the road lay out. This could be overcome by a new road from the roundabout to the Thrandeston Road. Vehicles could then join and leave the roundabout without there needing to be a detour either to the southern roundabout or driving north to go around the roundabout to then travel south.

It cannot be assumed that it is only Thrandeston residents using Thrandeston’s roads. It would appear that the new roundabout is simply going to move the accident black spot from the Eye junction to the Thrandeston  junction.

1. Whilst there is a risk of accidents at the Thrandeston Road junction, this risk is significantly lower than the current risk at Thrandeston and at the B1077 junction for the following reasons:
* The right turn into Thrandeston Road from the A140 will not be possible
* The future forecast turning flows at the Thrandeston junction are approx. 25% of the level of turning flows currently present at the B1077 junction so interaction between opposing movements is much lower; and
* Speeds will be lower in this location.

The risk of accidents would be much less if there is a new road directly from the roundabout to the Thrandeston Road

The problem could easily be solved by re-routing the Thrandeston  Road to enter the A140 directly onto the roundabout. This, however, would only solve the problem of the Thrandeston turn off.

1. This would potentially increase traffic through Thrandeston as it will make that route more desirable by minimising the delays exiting the road.

This does not take into account the impact on people living in Thrandeston and the inconvenience that will be experienced for years to come. In fact it will increase the level of traffic through Yaxley and Mellis by the people from Thrandeston using the Yaxley/Mellis Road to join the A140 at the southern roundabout to travel south on the A140.

The junction off the A140 is the only practical route large vehicles can use in or out of the village.  The roads leading to the A143 are either via a low railway bridge or are not suitable for HGVs because they are narrow, poorly maintained and lined with low overhanging trees.

* 1. Planning decisions:
		1. Approved: None.
		2. Refused: None.
		3. Discharge of Conditions: None.
		4. No Environmental Impact Assessment Required:
			+ Application For Screening Opinion - DC/18/05606

Proposal: Screening Opinion (EIA) - Creation of temporary access road between the A140 and Leys Lane, Yaxley. Location:

Land Between A140 And Leys Lane, Yaxley

* + - * Application for Screening Opinion - DC/18/05578 Proposal:

Screening Opinion (EIA) - Realignment of approved high voltage cable route and installation of a new water pipeline in association with the Progress Power Station.

Location: Land West of Leys Lane Yaxley and land between Leys Lane and Potash Lane Eye, In the Parishes of Yaxley and Eye.

* 1. Withdrawn: None.
	2. Appeal by: None.
1. AOB - Any items raised earlier but not for an extended discussion or decisions and items for inclusion at the meeting on Thursday 16th May 2019.
	* + - None.

Meeting closed at 8:50 p.m.