

Grundisburgh & Culpho Parish Council
Minutes of an Extraordinary Meeting of the Council held on Monday 19th August, 2019
in St.Mary's Church, Grundisburgh

NOTICES had been posted according with regulations.

Present: - Messrs. S Barnett, G.Caryer, P.Franklin, D.Higgins, P.Kendall (in the Chair), J.Lapsley, Mrs J Bignell, Mrs.A.Willetts, District Councillor A.Fryatt and 39 members of the public.

The Chairman explained that this meeting had been called to enable the Parish Council to formulate its response to the County Councils proposals for an Ipswich Northern Bypass which had been previously discussed at an Extraordinary Meeting of the Council on the 8th August.

Agenda

1. Apologies for absence County Councillor R.Vickery, District Councillor C.Hedgley

2. To receive members declarations of interest. No interests were declared.

3. Public Open Forum – relating to item 4 The Chairman proposed seconded by Mrs.Willetts, to unanimous approval, that the formal meeting be temporarily suspended and members of the public invited to address the meeting.

- The following issues were raised.
- A detailed plan for all the proposed routes had not been published
- All routes terminated on the A12 at Martlesham which would exacerbate the current very serious traffic congestion problems at that point which will only worsen when 2000 houses are built on the BT Martlesham site,
- There is no evidential need for a Northern Bypass which ever route is chosen.
- The County Council's on-line consultation process is difficult to use. Never-the-less the importance of residents responding was stressed.
- Suffolk Preservation Society is preparing a report. They consider the need for housing had been inflated.

The Chairman said that the Parish Council had written to 25 Parish Councils/Meetings and 2 Town Councils in which the Council objected to all the proposed routes and seeking their response – Appendix "A".

To date 6 replies had been received but many councils had not met to discuss the proposals.

District Councillor Tony Fryatt said that the Ipswich Northern Bypass would be self-funding. No government grants would be available. Part of the cost is planned to be met by Community Infrastructure Levies from new housing. East Suffolk Council existing plans for new housing met Government targets.

The Chairman read the headings from the Parish Council's draft response which the Council will discuss under Item 4.

- 1: No solid evidence of need.
- 2: Inadequate consultation with the residents of Suffolk and with associated councils.
- 3: Insufficient financial justification from the Orwell Bridge closures.
- 4: Irrevocable loss of productive agricultural land, large areas of beautiful Suffolk countryside, and destruction of many historic village communities, all of which, at the moment, have their own individual character, all with powerful negative consequences.
- 5: No demonstrable need for "15-20,000" new houses, and no direction of house building to existing brownfield sites in Ipswich and other areas.
- 6: The Ipswich northern route proposal is diametrically contrary to Suffolk County Council's declared "climate emergency".
- 7: There is no reference in the consultation document to the new National planning policy guidance (updated July 2019) on Tranquillity.

4 To discuss the proposed Ipswich Northern Bypass proposals and formulate the Parish Council's response - Appendix "B"

On return to the formal meeting members agreed that the Consultation Questionnaire was confusing and complicated and could have been much better presented,

It was suggested that the Parish Councillors should attend meetings of those Councils who had not responded to the Parish Councils letter to seek their support – see item 3. However, it was pointed out that it would be unwise for the Council to duplicate the work of the STOP Campaign and that the Council should ask the Campaign to provide the names of councils who..

- Support the Campaign
- Do not support the Campaign
- Have yet to meet to decide their response

The Parish Council should state the reasons why they seek this information.

It was agreed that the Council's response should be sent to;

- County Council Leader, Chief Executive Office, County Councillors
- East Suffolk Council District Councillors representing the Eastern Area.

Mr.Lapsley agreed to draft an introductory and final paragraphs for the Parish Council's response. Objection 2 should be placed at the end of the response

5. To discuss a Parish Council grant to the Stop Campaign

After discussion Mr.Lapsley proposed, seconded by Mrs.Willetts, to unanimous approval that the Parish Council contributes an initial £1,000 to the STOP Campaign.

APPENDIX "A"

At a very well attended Extraordinary Meeting of Grundisburgh & Culpho Parish Council held on August 8th it was decided to object in detail to all the routes proposed by Suffolk County Council, Ipswich Borough Council, Babergh & Mid Suffolk District Council and East Suffolk Council in the Ipswich Northern Route Consultation document.

The Council also agreed to contact as many villages in the area affected as possible in order to show the County Council the strength of opposition to their proposals from the grass roots tier of local government,

So we write to you with the suggestion that, if you agree to your town/parish council/parish meeting name being included, we would write--:

The above Town/Parish Councils and Parish Meetings object in the strongest terms to all the routes put forward by Suffolk County Council in the document Ipswich Northern Route consultation.

The case for the need of a Northern Route has not been made and the environmental damage would be immense.

Could you please reply as soon as possible, hopefully before 19thAugust, if you agree to your Town/Parish name being on the list to:

Peter Kendall, Chairman, Grundisburgh & Culpho Parish Council – peter@peterkendall.com,
Ann Willetts, Vice Chairman - ann.willetts@uwclub.net.

APPENDIX “B”

Grundisburgh and Culpho Parish Council: Grounds for objection to Ipswich Northern Route proposals.

Objection 1: no solid evidence of need.

It is not possible to quantify *the “needs, impacts, issues and benefits Ipswich northern route could bring”* until supporting, reliable research studies have been published.

All figures quoted in the consultation document for *“length of road, vehicles per day, annual hours saved, CO2 tonnes saving after 60 years”* are unsupported estimates.

Objection 2: inadequate consultation with the residents of Suffolk and with associated councils.

Consultation with residents was arranged at short notice during the major summer holiday period. The consultation document (page 1) strongly implies support from Babergh, Mid Suffolk and East Suffolk councils. However, to date none of these councils have debated the project in their council meetings.

Objection 3: insufficient financial justification from the Orwell Bridge closures.

Engineering improvements to the Orwell Bridge together with the completion of the much-publicised Urban Traffic Management and Control system for Ipswich would represent less than 20% of the projected £1 billion cost of the Ipswich Northern Route.

Objection 4: irrevocable loss of productive agricultural land, large areas of beautiful Suffolk countryside, and destruction of many historic village communities, all of which at the moment have their own individual character, all with powerful negative consequences.

There will be a substantial loss to Suffolk’s developing tourist industry. No mention is made in the consultation document to the major CPRE report on the impact of completed new road projects. These caused:

- a. Increased traffic
- b. Undesirable ribbon development
- c. Environmental damage
- d. Reduced biodiversity
- e. Greater greenhouse gas emissions
- f. More car dependency
- g. Expanded out-of-town developments
- h. No regeneration of town centres
- i. Nil sustainable employment
- j. Little evidence of economic benefit.

Objection 5: no demonstrable need for “15-20,000” new houses, and no direction of house building to existing brownfield sites in Ipswich and other areas.

The amount of land supplied for new housing must be based on realistic assessments, backed by reliable studies and reports. The use of greenfield sites leads inevitably to unsustainable urban sprawl of our towns and loss of village identity.

Objection 6: the Ipswich northern route proposal is diametrically contrary to Suffolk County Council’s declared “climate emergency”.

Suffolk County Council’s aims include:

- i. *“cut SCC’s carbon and harmful emissions”*
- ii. *“make all buildings, schools and services carbon neutral by 2030”*
- iii. *“make the county of Suffolk carbon neutral by 2030”*

Three months later the County Council launched Ipswich Northern Route Consultation.

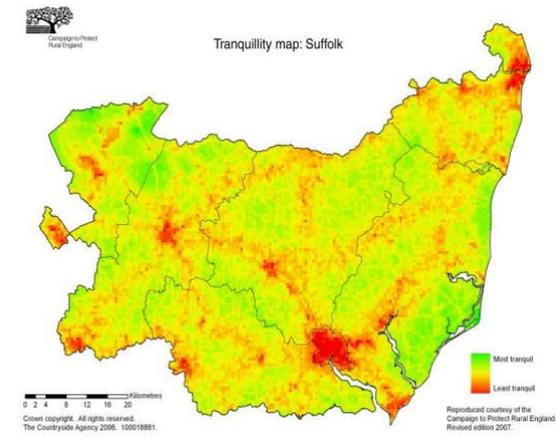
Objection 7: there is no reference in the consultation document to the new National planning policy guidance (updated July 2019) on Tranquillity.

The CPRE Tranquillity map shows an area of high tranquillity north of Ipswich which will be irrevocably damaged by the Ipswich northern route proposals and the associated inevitable new housing.

Tranquillity Map

If any of the INR routes, were to go ahead the Red area on the Tranquillity Map, which is Ipswich, would soon be extended to that road, and join Woodbridge and Felixstowe.

The INR consultation must stop now. The route is not needed, is not cost effective and will cause untold damage to acres of productive agricultural land and areas of beautiful Suffolk countryside severely damaging the tourist industry.



Peter Kendall, Chair,
adapted from an original draft by
Ann Willetts, Vice Chair,
19 August 2019.