



# Waldringfield

## Parish Council

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### 1713 Minutes of the Parish Council Meeting held on Tuesday, 11<sup>th</sup> September 2018

Present: Councillors Kay, Videlo, Matheson (to Item8), Elliot, Lyon, Gold and Reid,  
SCDC Cllr Harvey and one member of the public

#### 1 **APOLOGIES AND APPROVAL FOR ABSENCE OF PARISH COUNCILLORS** – Cllr Archer (family matters), SCC Cllr O'Brien.

#### 2 **DECLARATIONS OF INTEREST – None**

To **RECEIVE** delegated Declaration of Interest Dispensation decisions or **APPROVE** such dispensation requests as required – **None** (other than the two currently extant)

#### **Parish Issues – an opportunity for members of the public to bring matters to the attention of the Council and for parishioners to seek guidance from the Council –**

Mrs Smith explained her objections to the application from the Orwell Model Helicopter Club, citing the current constant noise which spoils her enjoyment of the rural tranquility adjacent to her home. She also pointed out that the footpath sign at the Newbourne Road crossroads was still down. Finally, Mrs Smith commented on the obstruction of the foot/bridle path on the beach as a result of the proliferation of tenders. All comments were noted, either for discussion later in the agenda, or to be relayed to the appropriate bodies (e.g. the Sailing Club and the Fairway Committee).

To **RECEIVE** reports from:

- a) **Suffolk County Councillor O'Brien** (attached) – Noted, with thanks.
- b) **Suffolk Coastal District Councillor Harvey** introduced her report (attached), and a discussion took place about the proposed Innocence Farm development near Kirton. A copy of the Parish Council's response (incorporating comments about Innocence Farm) to the SCDC Local Plan consultation would be sent to Cllr Harvey.
- c) **Suffolk Police** – the interactive map from [www.police.uk](http://www.police.uk) website was provided, showing local crimes and the investigation outcomes (if any) for July 2018 – the Clerk was asked to obtain more details about the incidence of arson in the report.

#### 3 It was **RESOLVED TO ADOPT** the minutes of the Parish Council meeting held on August 14<sup>th</sup> 2018 – proposed by Cllr Kay, seconded by Cllr Reid and **AGREED** by all present at the meeting.

#### 4 **MATTERS for REPORT** from minutes of previous meetings and to **REVIEW ACTION POINTS** from the minutes of the Parish Council Meeting held on 14<sup>th</sup> August 2018 – **Ward Boundaries** - the formal response had been made to the consultation. **WW1 Silhouettes** – it was reported that 25 or so wooden crosses, each with one of the names from the local Roll of Honour, would be erected as a memorial for the WW1 centenary arrangements.

#### 5 To **CONSIDER** Planning Applications for **COMMENTS:**

**DC/18/3046/FUL Orwell Model Helicopter Club Ipswich Road** - Proposal to update existing permissions and request extension of operating hours. Update plan of site. Extend flying times; Internal combustion models - remain with existing operating hours (Mon, Thurs, Sun, 10:00 - 19:30) Electric Models (Low noise models) - Extend flying to seven days per week from 10am – Dusk.

After extensive discussion, it was resolved to **OBJECT** to the application on grounds of the current noise nuisance to neighbours, excessive hours and the difficulty of policing different types of aircraft on different days. In addition, notwithstanding use of 'quieter' electric models, increased numbers will mean increased noise, but for seven days a week.

To **MAKE ARRANGEMENTS** to deal with applications received after publication of the agenda – **NONE**

To **NOTE** any application decisions received – as attached. It was noted that the Parish Council's suggested conditions for "Myrtles" had been accepted.

# Waldringfield Parish Council

1714

- 5+ **Brightwell Lakes update** – Cllrs Kay and Elliot covered a number of topics, including the need to obtain clarification on how archaeological matters on the site will proceed, given the substantial finds in recent months. A meeting with Ben Woolnough (SCDC) would be sought. A meeting with CEG was scheduled for the 13<sup>th</sup> September to discuss the revised proposals and it was **AGREED** that Cllrs Kay and Elliot would attend, maintaining the Parish Council’s position on the various matters,
- 6 To **CONSIDER** a response to the SCDC Local Plan consultation. A draft response had been circulated and, after discussion, it was **AGREED** to make this, after modest changes, the formal response of the Council
- 7 To **RECEIVE** an update on various works commissioned by the Parish Council and to **REVIEW** the current waste collection process to seek improvements.  
Whilst the works on the Recreation Ground gate was now completed, those involving the benches on the beach, the RG tree stump and Play Fort, had not started.  
Cllr Kay had installed the posts on the School Road verge adjacent to the playing field and it was agreed that no signage was necessary at this juncture.  
**Waste Collection** – a collection had been missed prior to the Bank Holiday, leading to the overflow of a number of bins. After email contact from Cllr Videlo, the District Council’s contractor had apologised and rectified the matter. The new Dog/Waste Bin sign had yet to be ordered
- 8 To **CONSIDER** and receive updates/reports on public rights of way, verges and road safety issues.  
**CONSULTATION on Adastral Park, Martlesham - Proposed 40mph & 50mph Speed Limits** – the request to reduce the speed limit in the approach to the village by extending the 30mph zone to the Newbourne Road had been rejected by Suffolk County Council and it was **AGREED** to pursue the limited proposals for road-painted “SLOW” warning signs once funding had been identified.  
**Ipswich Road closure and related matters** - the response by Mr. Dunn from SCC was noted.  
**Grit Bins** – a bin to replace the no-longer permitted grit pile by the Church in Mill Road would be investigated and applied for by Cllr Videlo
- 9 To **REVIEW** and **UPDATE**, as appropriate, the policies of the Parish Council – Nothing required
- 10 **CLERK AND RFO REPORT**  
To **RECEIVE** applications and **APPROVE** payments for community grants, if any - None  
To **CONSIDER** items of expenditure and sign cheques accordingly (*see separate list*).  
Total Payments - **£ 938.67**  
To **RECEIVE** the Financial Reports and **UNDERTAKE** the independent Bank Reconciliation  
**Balances held at Bank 31/08/18 - £ 7,831.85 and Building Society as at 31/03/18 – £7,716.01** - Adjusted balance **£ 14,034.19 (as at 11/09/18)** after non-presented cheques and receipts.  
It was **RESOLVED** to accept the items of expenditure together with Accounts/Budget and the Bank Reconciliation and these were signed accordingly. Proposed by Cllr Elliot, seconded by Cllr Videlo and all **AGREED**.
- 11 To **CONSIDER** any Correspondence received before the meeting – *Noted as attached*.  
Considering the topic of community work, Cllr Reid was asked to find out whether the Waldringfield Gardeners Group would take on the task of maintaining the rose bushes in the Recreation Ground
- 12 **PARISH MATTERS for the next Agenda** – Mitigation of speeding in School Road

**The Chairman closed the meeting at 9.35 pm**

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1715

## REVIEW OF ACTION POINTS AS AT 13<sup>th</sup> SEPTEMBER 2018

*(Abbreviated notes from action points of November 2016)*

**Ongoing** - **Road safety and lawful use of footpaths** Road Safety - using Mr King's layout (adapted) plan of January 2017 as a blueprint for pedestrian safety works, a CIL application has been made for road surface signs only (but to include School Road) **ACTION** Awaiting result of CIL application

**Ongoing** - **Village Way** – work commenced. **ACTION** Assistance from the Scattered Orchard Scheme to replace the cherry trees has been sought – awaiting response

**Ongoing** – **Village AONB Sign** – The Parish Council asked Cllr Reid to take the matter forward on suitable options (including an aesthetic location), using the opportunity with SCC to seek a reduction in the clutter of signs at the Newbourne Road crossroads.

**ACTION** – Cllr Reid to follow up once more.

## **SEPTEMBER REPORT 2018**

### **Upgrading recycling centres**

Suffolk County Council's Cabinet has approved a plan to invest £6million into upgrading Suffolk's recycling centres. The plan has earmarked £3m for the Foxhall Recycling Centre and £1m for Haverhill for "urgent improvements". The plans will see improvements to traffic access at Foxhall and measures to prevent people from having to climb steps to dispose of their waste in the containers. Existing planning permission for work expires in March 2021. Elsewhere £1m has been earmarked for a site to replace the Portman's Walk Recycling Centre in Ipswich town centre, and a further million for the same in Stowmarket. Construction for improvements is expected to get underway in 2019/20.

### **Financial support for victims of domestic abuse**

The Suffolk Public Sector Leaders group agreed funding of £225,000 to be awarded to the Safer and Stronger Communities Group (SSCG) for three key developments in domestic abuse support. £100,000 will be used to create a Suffolk Co-ordination Centre. This will be a single point of contact for victims of domestic abuse, family members, friends and others with concerns. Elsewhere, £65,000 will develop a domestic abuse champions network where industry professionals will train organisations in identifying the signs of domestic abuse early. The remaining cash will be used to help support joint schemes in tackling abuse.

### **Funding for young people**

Public sector leaders have given their backing to a major financial boost to help more young people in Suffolk get into education, employment or training. An extra £200,000 has been agreed by Suffolk's council leaders and the Police and Crime Commissioner, with a further £200,000 agreed in principle for a second year. This is on top of £600,000 committed by Suffolk County Council - £1 million in total. Currently in Suffolk 7% of 16 to 18 year olds are not in education, employment or training (NEET) and 12% of the county's 66,000 16 to 24 years olds are unemployed. Suffolk's youth unemployment position is in line with the national picture. The investment will support local projects to reduce the number of young people who are NEET or unemployed, including programmes to prepare young people to benefit from local Apprenticeship opportunities.

### **Financial Challenge**

I sent information to all parishes re the serious financial challenge Suffolk CC is facing. This is due to the impact of reduced funding for the council and increasing demand, particularly in the area of Children's Services. SCC has overspent by £8.6ml this year. Children's Services account for £5ml. Savings are to be made by: Changing the way SCC works; review major projects; re negotiate passenger transport contracts; strengthen Adult Services contract management; cutting Children's budgets that have underspent; lobbying government for more money. Suffolk CC is not alone in this situation. All public bodies are having to deal with growing demand whilst less funding is available.

### **Education**

Improved GCSE results. 67% achieved grade 4 and above in English and Maths. A level results were good with 98% achieving A-E. 3% increase in pupils achieving A/A\*

### **Tourism**

The tourist trade grew enormously this year with the visitor economy reaching £2bl. for the first time. 13% of all employment in Suffolk is in the tourist sector.

**Patricia O'Brien**

## District Councillor's Report for September 2018 Susan Harvey

There are endless meetings for the merging of the two councils to ensure a seamless changeover next year. There are regular Shadow Council meetings held at High Lodge Darsham which is around half way between Melton and Lowestoft.

### Local Plan consultation deadline

Responses to this have to be in by 14th September.

### Garden Waste

56% of homes have signed up to this now.

RFID (radio-frequency identification) tags will be incorporated into the new green bins which will be delivered in October. They will also be retro-fitted to the old brown bins which people want to keep. Bin lorry crews will use these to identify who the bins belong to.

### Electricity

By 2030s 25% of the country's electricity will be coming ashore on the Suffolk Coast. Power providers are being asked to work together to limit countryside damage caused by new cable routes and buildings. At the moment the power companies are not listening to the Council or residents at Friston. This is a site chosen by power suppliers to put in several very high dominating buildings with 5 mile connecting cable routes. The power suppliers include the existing Sizewell B and potentially C as well, Galloper and Greater Gabbard off-shore wind farms and 2 substations for Scottish Power, East Anglia 1 and 2, and two intercontinental connector/converter stations for National Grid. There will also be a transmission substation connecting these to the power lines.

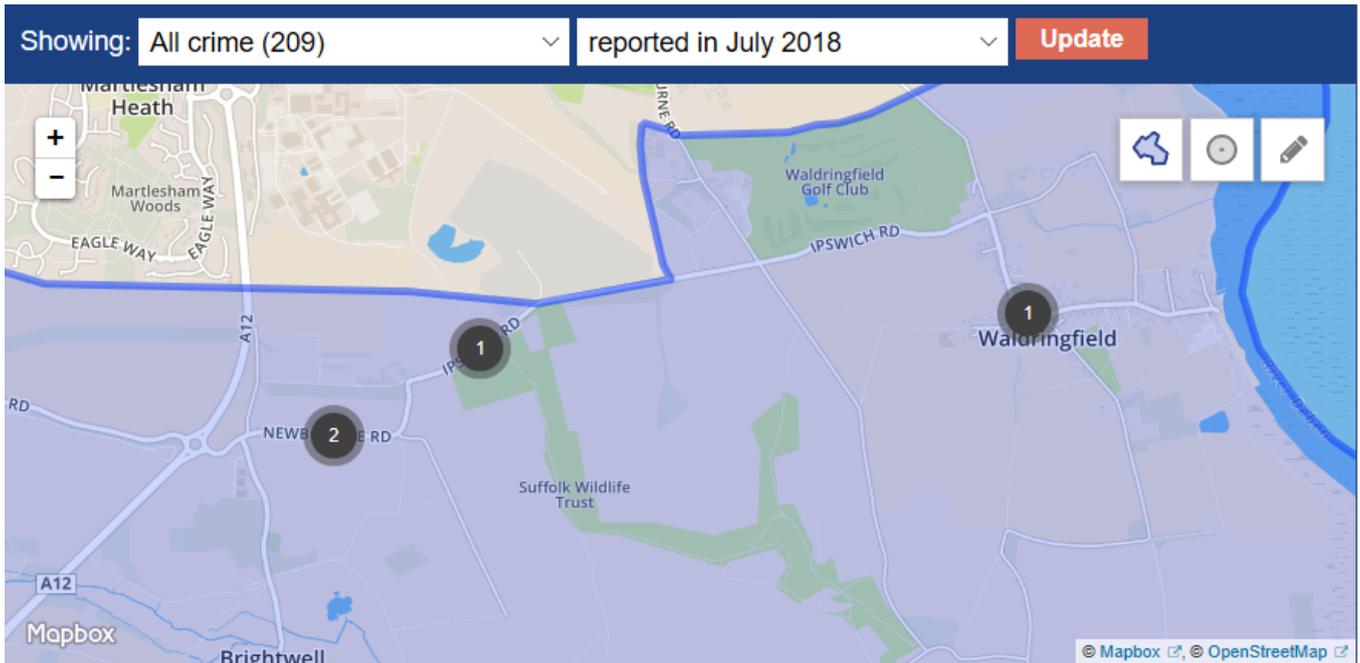
### Leiston Leisure centre.

This has now closed for refurbishment and will re-open in summer 2019.

### Rats in Felixstowe

These have been having a fine old time enjoying the sun and with plenty to eat provided by tourists not putting rubbish in the bins properly, also helped by seagulls who rip the rubbish apart and scatter it widely. I saw one near Sea Road when I went for a walk along the prom last week. Children were happily playing 'spot the rat'. This is probably not what Felixstowe Town council expect from tourists. However on a more serious note Norse have come to the rescue and bins are being emptied daily and they have been putting down poison and they are hoping to reduce the problem.

## Police Report– August 2018



### Criminal damage and arson on or near Sports/recreation Area in July 2018.

July 2018

Unable to prosecute suspect. A suspect has been identified but could not be prosecuted for one of a number of reasons, such as: insufficient evidence; the prosecution time limit having expired; the named suspect being below the age of criminal responsibility; the victim or witness is dead or too ill to give evidence; the victim declining or being unable to support the police investigation further; or the person involved has died.

### Violence and sexual offences on or near Ipswich Road in July 2018.

Police actions

July 2018

Under investigation. This crime is currently being investigated by the police.

### Elsewhere

#### Crime on or near Newbourne Road

Anti-social behaviour (1)

Includes personal, environmental and nuisance anti-social behaviour

Vehicle crime (1)

Includes theft from or of a vehicle or interference with a vehicle



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**1710**      **Minutes of the Parish Council Meeting held on Tuesday, 14<sup>th</sup> August 2018**

Present: Councillors Kay, Videlo, Matheson, Elliot, Lyon, Archer and Reid,  
SCDC Cllr Harvey and one member of the public

**1**      **APOLOGIES AND APPROVAL FOR ABSENCE OF PARISH COUNCILLORS** – Cllr Gold (family matters), SCC Cllr O'Brien.

**2**      **DECLARATIONS OF INTEREST – None**

To **RECEIVE** delegated Declaration of Interest Dispensation decisions or **APPROVE** such dispensation requests as required – **None** (other than the two currently extant)

**Parish Issues – an opportunity for members of the public to bring matters to the attention of the Council and for parishioners to seek guidance from the Council –**

In response to her enquiry about advertising boards on the verge adjacent to her property, Mrs XXXXXXXX was advised to write to the estate agent (in the first instance) and, if necessary, contact the Local Planning Authority (SCDC) to establish the legality of the signage.

To **RECEIVE** reports from:

- a) **Suffolk County Councillor O'Brien** (attached) – Noted, with thanks.
- b) **Suffolk Coastal District Councillor Harvey** spoke to her report (attached), highlighting the need for a new Speedwatch organizer – it was agreed that an article would be placed in the upcoming newsletter to this effect. There was a discussion on the proposed new ward boundaries and the Brightwell Lakes reserved matters, the latter to be resolved at the SCDC Planning Committee meeting later in the week. Cllr Harvey also reminded the Parish Council about available funds from her share of the Community Enabling Budget
- c) **Suffolk Police** – the interactive map from [www.police.uk](http://www.police.uk) website was provided, showing local crimes and the investigation outcomes (if any) for June 2018 - Noted.

**3**      It was **RESOLVED TO ADOPT** the minutes of the Parish Council meeting held on July 10<sup>th</sup> 2018 – proposed by Cllr Kay, seconded by Cllr Reid and **AGREED** by all present at the meeting.

**4**      **MATTERS for REPORT** from minutes of previous meetings and to **REVIEW ACTION POINTS** from the minutes of the Parish Council Meeting held on 10<sup>th</sup> July 2018 – **Village AONB Sign** – the officer responsible had moved, and the in-house discussion had stalled. Cllr Reid to follow up in due course. **Ward Boundaries** - it was **AGREED** to object to the proposal to include Waldringfield in the new "Martlesham & Purdis Farm" ward, the preferred option being inclusion in the new "Orwell and Villages" ward. A suitable response would be circulated prior to formal reply to the consultation. **WW1 Silhouettes** – the Parochial Parish Council indicated a preference to erect small crosses as a memorial to the WW1 centenary arrangements and enquired if a grant would be available for that. It was **AGREED** that it would. Cllr Lyon took the opportunity to advise the Council about the special arrangements for the November coffee morning. **Repairs/replacements**. An update was provided on the status of the works on the beach-front benches, the Playing Field gate, the tree-stump and the Slide/Fort. The Village Handyman was to be asked to move the logs a little away from the stump (for safety reasons) and reminded about dealing with the exposed concrete at the top of the slide

**5**      To **CONSIDER** Planning Applications for **COMMENTS:** None

To **MAKE ARRANGEMENTS** to deal with applications received after publication of the agenda – NONE

To **NOTE** any application decisions received – as attached

To **RECEIVE** any other planning information – **SCDC Draft Local Plan** – having attended a meeting at Suffolk Coastal DC, Cllrs Kay and Elliot gave a brief report on the proposals. *This will be an agenda item for the next meeting.* **Government Consultation: Independent**

**review of planning appeal inquiries, call for evidence** – it was **AGREED** not to participate in the consultation.

# Waldringfield Parish Council

1711

- 5+ **Brightwell Lakes Community Forum** – it was agreed that Cllrs Kay and Elliot would be the Parish Council’s representatives on the newly-formed community forum. Proposed by Cllr Reid, seconded by Cllr Archer, **AGREED** by all. **Brightwell Lakes Reserved Matters** – it was **AGREED** that Cllr Kay would attend the SCDC Planning Meeting to speak on the inadequacy of the promised traffic mitigation proposals, particularly affecting the Ipswich Road
- 6 To **CONSIDER** appropriate action to deal with unauthorised advertising boards in the village – Not being a matter for the Parish Council, it had been dealt with appropriately in Item 2
- 7 To **AGREE** the content and location of the dog control/litter control sign(s) – the redesigned sign suggested by the Clerk (attached) was accepted. It was noted that NCS Group’s responses to requests to empty litter bins was generally good and that there was room for one more bin in the beach bin compound.
- 8 To **CONSIDER** and receive updates/reports on public rights of way, verges and road safety issues. **CONSULTATION on Adastral Park, Martlesham - Proposed 40mph & 50mph Speed Limits** – the Clerk was instructed to respond positively to the consultation, but link the proposed changes to the ongoing, oft-repeated request to reduce the speed limit in the approach to the village, either by extending the 30mph zone to the Newbourne Road crossroads, whilst extending the proposed 40mph zone to that point or, at worst, all the way to the entrance to Waldringfield.
- 9 To **REVIEW** and **UPDATE**, as appropriate, the policies of the Parish Council – a new template for Standing Orders had been released by NALC and would be used to update the Parish Council’s document - as necessary - in due course.
- 10 **CLERK AND RFO REPORT**  
To **APPROVE** Budget heading adjustments – the adjustments as laid out in the Clerk’s email of July 29<sup>th</sup> 2018 (as attached), were **AGREED**  
To **RECEIVE** applications and **APPROVE** payments for community grants, if any – per the PCC’s enquiry about WW1 Centenary expenditure, it was **AGREED** that an indicative sum of £200 would be reserved for the project.  
To **CONSIDER** items of expenditure and sign cheques accordingly (*see separate list*).  
Total Payments - **£3,117.01** including a late-included urgent item, the purchase of a new battery for the Community Defibrillator at a cost of £183.50 +VAT. The Clerk was asked to write to three local organisations to seek the sharing of this expense.  
To **RECEIVE** the Financial Reports and **UNDERTAKE** the independent Bank Reconciliation  
**Balances held at Bank 31/07/18 - £ 10,099.36 and Building Society as at 31/03/18 – £7,716.01 - Adjusted balance £ 14,988.19 (as at 08/08/18)** after non-presented cheques and receipts (as at 08/08/18).  
It was **RESOLVED** to accept the items of expenditure together with Accounts/Budget and the Bank Reconciliation and these were signed accordingly. Proposed by Cllr Videlo, seconded by Cllr Reid and all **AGREED**.
- 11 To **CONSIDER** any Correspondence received before the meeting – *Noted as attached*.
- 12 **PARISH MATTERS for the next Agenda** – SCDC Local Plan consultation response

**The Chairman closed the meeting at 9.40 pm**

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# Waldringfield Parish Council

1711

## REVIEW OF ACTION POINTS AS AT 26<sup>th</sup> August 2018

*(Abbreviated notes from action points of November 2016)*

**Ongoing** - **Road safety and lawful use of footpaths** Road Safety - using Mr King's layout (adapted) plan of January 2017 as a blueprint for pedestrian safety works. a CIL application has been made for road surface signs only (but to include School Road) **ACTION** Deferral of request to SCC Highways, with photographic evidence to support the case for moving the 30mph signs, pending installation of SID posts.

**Ongoing** - **Village Way** – work commenced. **ACTION** Assistance from the Scattered Orchard Scheme to replace the cherry trees has been sought – awaiting response

**Ongoing** - **Village AONB Sign** – The Parish Council asked Cllr Reid to take the matter forward on suitable options (including an aesthetic location), using the opportunity with SCC to seek a reduction in the clutter of signs at the Newbourne Road crossroads.

**ACTION** – Cllr Reid to follow up once more.

## Item 5

### Results for Application Search

Construction of single storey side annexe for disabled parent together with shared conservatory.

The Myrtles School Road Waldringfield Suffolk IP12 4QR

Ref. No: DC/18/2592/FUL | Received: Wed 20 Jun 2018 | Validated: Wed 20 Jun 2018 | Status: Application Permitted

To position a field shelter within our paddock land for the use of our horse and sheep which graze the paddocks this will give both the horse and sheep protection from the elements all year around

Whitehall Mill Road Waldringfield Suffolk IP12 4PY

Ref. No: DC/18/2177/FUL | Received: Wed 23 May 2018 | Validated: Tue 12 Jun 2018 | Status: Application Permitted

Item 6 - next three pages

## **SCDC Draft Local Plan (July 2018)**

### **Report by Ian and Janet, for PC meeting on 14/8/18**

We attended a briefing run by SCDC for town and parish councillors on 18<sup>th</sup> July, and a meeting between just the two of us and two officers from the SCDC Planning Policy and Delivery Team on 10<sup>th</sup> August. Both meetings were very useful.

We won't attempt to describe the contents of the Local Plan, as all the information can be found in the plan itself (at <http://consult.suffolkcoastal.gov.uk/consult.ti/LPRPO2018/consultationHome>) or in the summary, which is attached to the email. This report is simply about the issues which are of particular interest to Waldringfield and/or which arose from our discussions.

SCDC was obliged to carry out a review of its current Core Strategy/Local Plan. The initial review document was called 'Issues and Options' (September 2017), and WPC responded to the consultation in October 2017 (also attached to the email). We were expecting the next stage to be the 'Preferred Options' one, as was the case for the set of Core Strategy documents, 2007 to 2012. However, regulations allow a local authority to move straight to the 'Draft' version of the plan which is still open to comments from the public. The final document will eventually be presented to the Planning Inspector for examination. This is to speed up the process, and seems to us to be sensible.

The Issues and Options document was formatted in a very different way and we were told at the time that it was intended to spark debate and comments on the various scenarios, particularly regarding growth, rather than be seen as specific options being proposed by SCDC. The format and the strategies in this draft plan don't therefore necessarily reflect directly to the options for growth presented in the 'Issues and Options'. (The Development Management Policies are largely unchanged – but see 'Development in the Countryside', below).

### **How much growth?**

Since the abolition of Regional control in 2010 the "housing need" calculations have been the responsibility of local authorities. The calculation takes into account many factors including anticipated population/household growth. This work was out-sourced to specialist consultancies who then produced the "objectively assessed housing need" (OAN) to inform the local authorities core strategy/local plan. SCDC chose to plan for a figure lower than the OAN for the 2013 Core Strategy and this resulted in the Inspector requiring a Review of housing need in 2015. SCDC were late in starting this review but the current Draft Local Plan document is part of that process. A different consultancy was used to produce the OAN for the current review. This OAN showed a need to deliver 460 new dwelling per annum within SCDC – very similar to the annual figure in the 2013 Local Plan. However, national government policy is in the process of being changed – this will come into force next month and it will require SCDC to factor in the local ratio of house prices to workplace earnings which increases the annual new dwelling delivery rate to 495. In addition to this figure SCDC are adding 10% buffer to give an annual delivery requirement of 545 – and then just for the sake of it they have added a further 10% contingency. In some parts of the Plan it states that the Plan is to deliver 545 but the 5 year housing supply statement is based on a figure of 495 (page 37) – it is extremely confusing.

In the 5 year housing supply statement SCDC uses the number of dwellings delivered in 2017 which exceeded the required 465 of the Core Strategy. It is therefore arguing that as the new plan is from 2016 they can ignore the shortfalls in provision prior to 2016. On that basis SCDC can show an 8+year housing land supply.

It will be interesting to see if developers argue against this approach.

## Spatial Strategy

The 'Issues and Options' version gave 3 examples of potential housing distribution options, all of which WPC objected to. (The percentage housing figures for the East of Ipswich Area were 27%, 50% and 40% for Options 4, 5 and 6 respectively). WPC pointed out that the target in the Core Strategy for housing in the East of Ipswich had already been exceeded. This draft plans for no additional growth for the East of Ipswich Area, beyond the 2,000 houses at Brightwell Lakes (formerly Adastral Park)<sup>1</sup>.

Felixstowe has a large allocation<sup>2</sup>, and we expressed our concern that there would be a danger of urban sprawl between Felixstowe and Ipswich similar to that to the east of Ipswich. We were assured that this would not happen.

Growth is planned for the settlements along the A12, presumably to part fund the planned improvements to the infrastructure.

## Settlement Hierarchy

The hierarchy is basically the same as before, with two name changes: 'Key Service Centres' becomes 'Large Villages' and 'Local Service Centres' becomes 'Small Villages'. Waldringfield is a 'Small village', and its anticipated housing growth is zero new allocations<sup>3</sup>, as we expected.

There are no changes to policies on housing in Small Villages.

## Housing in the Countryside

The main change concerns Housing in Clusters. The definition of a Cluster has changed from:

- Consists of a continuous line of existing dwellings or a close group of existing dwellings adjacent to an existing highway; and
- Contains 5 or more dwellings
- Is located no more than 150 metres from the edge of an existing settlement identified as a Major Centre, Town, Key Service Centre or Local Service Centre. This distance may be extended to 300 metres if a footway\* is present.

to:

- Consists of a continuous line of existing dwellings or a close group of existing dwellings adjacent to an existing highway; and
- Contains 5 or more dwellings

The significance of this for WPC is that Waldringfield Heath was not a Cluster under the previous definition, but now is one.

The criteria for permitting new dwellings in Clusters have changed slightly – see Policy SCLP5.4<sup>4</sup> (new) and Policy DM4<sup>5</sup> (old). This could potentially affect planning applications in Waldringfield Heath, which is the only Cluster in the Parish.

In summary, providing a number of criteria are met, if a cluster has 5 houses then up to 3 additional dwellings may be permitted and if cluster has 10 houses then up to 5 may be permitted.

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<sup>1</sup> Suffolk Coastal Local Plan, First Draft, §5.6

<sup>2</sup> Suffolk Coastal Local Plan, First Draft, §12.17 – §12.127

<sup>3</sup> Suffolk coastal Local Plan, First Draft, §3.44, Table 3.5

<sup>4</sup> Suffolk coastal Local Plan, First Draft, §5.28

<sup>5</sup> Suffolk Coastal District Local Plan Core Strategy & Development Management Policies, §5.17

## **Housing - Physical Limits Boundaries**

This has not changed.

## **Potential Land for Development (Waldringfield)**

The 'Issues and Options' version contained three Potential Land for Development sites in Waldringfield Parish<sup>6</sup>:

- Land adjacent Rose Cottage
- Land at Gorse Farm, Newbourne Road
- Waldringfield Golf Club

None of these are to be taken forward, as we suggested.

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<sup>6</sup> Suffolk coastal Local Plan, Issues and options, p108

## Item 8—next nine pages

**Subject:** CONSULTATION: Adastral Park, Martlesham - Proposed 40mph & 50mph Speed Limits

Dear Susan,

The Parish Council has discussed the matter of the proposed 40mph speed limit on the Ipswich Road, per the attached diagram and supports the proposals.

However, the Council wishes to use this opportunity to draw your attention to its long-standing request to extend the 30mph speed limit (that ends at the entrance of Waldringfield) to the Newbourne/Ipswich Road crossroads.

When one considers this new proposal relating to Adastral Park, the situation, when approaching Waldringfield, will become as follows:

A mix of 40/50/60 mph limits for traffic approaching the Foxhall Road/A12 roundabout

A 40 mph limit in an easterly direction on the Ipswich Road to just beyond the access to Oaks Caravans

A 60mph limit for less than ½ km to the Newbourne/Ipswich Road crossroads

The situation then becomes even more anomalous at those crossroads

The northbound Newbourne Road (to Waldringfield Heath) quickly becomes a 30mph zone

The southbound Newbourne Road becomes a single-track highway with passing places, which serves as a form of traffic-calming (albeit under the national 60mph speed limit)

The eastbound Ipswich Road narrows, twists and turns for a further kilometre (approximately), but continues to be under the national 60mph limit before it gets to the entrance to Waldringfield

The Parish Council, in common with a large number of residents (see the Parish Plan on [www.waldringfield.onesuffolk.net/parish-council/2015-parish-plan](http://www.waldringfield.onesuffolk.net/parish-council/2015-parish-plan)), have long been greatly concerned at the speed of traffic at the Newbourne/Ipswich Road crossroads, on the approach to the village as it passes the golf course and camp site, and at the entrance to the village where the road turns sharp right (often bearing down on pedestrians and where there are no footpaths or safe refuges).

This change to the speed limits around the Brightwell Lakes/Adastral Park development seems a golden opportunity (as well as a very efficient use of SCC Highways resources) to take a holistic view of traffic speed limits in the areas adjacent to the development, not just surrounding it.

As an absolute minimum, the Parish Council would like to see the proposed 40mph limit extended all the way to the village entrance.

However, its preferred option is (from the other direction) to extend the village 30mph zone to the Newbourne Road junction, with the new 40mph extended in an easterly direction to that junction as well.

In both options, it seems to be simple common sense that driver behaviour would very likely be much more favourable moving from a 40mph limit to a 30mph one, than it would be going from a 40mph to a 60mph to a 30mph limit almost at the village entrance (and less than 50 metres from the sharp right-hand turn into School Road mentioned above).

As such, please treat this as a formal and urgent request to include one or other of these options into the proposed changes to speed limits on the Ipswich Road. In doing so, this email is being copied to our County and District Councillors to elicit their support in resolving what has been a serious road safety problem for the residents of and visitors to Waldringfield for many years.

Kind regards

**David Lines – Clerk to the Council**

**Waldringfield Parish Council**

CONSULTATION: Aadastral Park, Martlesham - Proposed 40mph & 50mph Speed Limits

**From:** Susan Broom

**Sent:** 28 August 2018 10:24

**To:** 'Parish Clerk' <[pc.waldringfield@googlemail.com](mailto:pc.waldringfield@googlemail.com)>

**Cc:** Patricia O'Brien <[patricia.obrien@suffolk.gov.uk](mailto:patricia.obrien@suffolk.gov.uk)>; Susan Harvey <[Susan.Harvey@suffolkcoastal.gov.uk](mailto:Susan.Harvey@suffolkcoastal.gov.uk)>

**Subject:** RE: CONSULTATION: Aadastral Park, Martlesham - Proposed 40mph & 50mph Speed Limits

David,

Thank you for your comments. I shall forward your response onto the scheme promoter at SCC.

You have highlighted some important issues that require further consideration before a final scheme is confirmed.

Kind regards,

**Susan Broom**

Design Engineer (Schemes)

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-I fully support Waldringfield's most obviously sensible request that:

"its preferred option is (from the other direction) to extend the village 30mph zone to the Newbourne Road junction, with the new 40mph extended in an easterly direction to that junction as well."

I cannot agree that most traffic will travel east, as stated in your response to Waldringfield. With the limited improvements to A12, widening approach to roundabouts and traffic lights, traffic will find other ways round the inevitable hold ups that will occur. To protect our heritage it is only sensible to reduce speeds and to do so at the start of the development.

Regards,

Patricia

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Thank you for your email which has been forwarded to me by Susan Broom at Suffolk Highways. The current speed limit proposal under consultation is directly related to the Brightwell Lakes residential scheme, and is entirely funded by the development. Your proposal, however valid it might be, is unfortunately not directly related to the Brightwell Lakes scheme, to the same extent. It is not anticipated that a high proportion of the development traffic will travel east from the site, and therefore additional speed limits in this area cannot be funded from this source. The developers are, quite rightly, only prepared to fund measures directly related to their development.

As you may be aware part of the Brightwell Lakes highways remedial package is to fund a traffic study, and if required improvement works, on any non-strategic roads impacted on by the development traffic. The decision on any local minor roads mitigation scheme will be made once all of the A12 mitigation schemes have been implemented, to make sure we are dealing with the true traffic picture resulting from the major scheme. The package of remedial schemes may involve some reductions in speed limits and other traffic orders, but they would need to be related to the issues identified in the traffic surveys.

For information 30 mph and 40 mph speed limits are generally restricted to locations with some roadside residential development, and it is not clear if extending the Waldringfield 30 mph speed limit westwards away from the village centre would meet national speed limit guidelines, and would be agree to by Suffolk Police. It is unlikely that we would support a speed limit that was objected to by Suffolk Police, as they are the enforcement authority.

If this speed limit proposal was taken forward as a project separately funding would need to be identified before the preliminary study could be carried out.

If you have any specific queries regarding Brightwell Lakes, please let me know.

Regards

**Luke Barber**

Principal Engineer

Strategic Development

Growth, Highways and Infrastructure

## Ipswich Road, Waldringfield

Mr Aidan Dunn,

Interim Corporate Director of Growth, Highways & Infrastructure

Suffolk County Council

By Email

Dear Mr Dunn,

The Parish Council has asked me to write to you about a number of matters relating to the principal access road into Waldringfield, the Ipswich Road.

First of all, up until recently, the approach section to the entrance of the village had significant lengths of overhanging and encroaching vegetation and SCC Highways, through its contractor, undertook a cutback earlier this year. Whilst the Parish Council wishes to record its sincere thanks for this work being done, it feels constrained to point out that there was still a limited height to the cutting in some places, which continues to force large vehicles out into the middle of what is already a narrow road.

Unfortunately, there are few passing places, which means that, more often than not, oncoming cars are required to reverse for some distance to allow free passage. Inconvenient in quieter times of the day, the problem becomes much greater, for example, at the beginning and the end of the Primary School's working day or around busy mealtimes at the Maybush Inn. Unless this matter is addressed this winter, it is feared that the situation will greatly worsen next year.

I turn now to the closure of the Ipswich Road in the Spring to facilitate the laying of the East Anglia One offshore windfarm cable. The first matter to advise you of was the inadequate notice given to residents and businesses of this closure, leaving little or no time to prepare their own contingency plans.

Secondly, it is felt that the alternative routes offered (the Woodbridge and Mill Roads) were completely unsuitable for their purpose, as they are narrow and frequently a little more than single tracks with few passing places, noting also that they lie within the AONB, are designated Quiet Lanes and clearly deserve some form of protection.

As a result of establishing these minor roads as diversions, considerable damage was done to their grass verges, and, given the weather conditions at the time, the resulting mud slicks made the roads themselves unsafe. In fact, the heavy snowfalls made the roads impassable for extended periods, putting the village in isolation, stranding, for example, those that needed to get to work, as well as affecting services to its residents.

When it came to the resurfacing of the Ipswich Road, this did not take place for a number of days because of the snow, adding to the confusion. It was decided that it would be better to leave the road alone during the half term holiday and resurface over the following weekend period, Unfortunately, the weather improved markedly, with much higher temperatures, resulting in large numbers of visitors to the riverfront and the very popular Maybush Inn.

Thirdly, the Parish Council wishes to emphasise that the diversion signage in the locality was felt to be inadequate and ineffective, as drivers, in some places, received no advance warning and were obliged to turn back, having travelled some distance in vain.

The Council is fully aware of the rarity of the extreme weather conditions that occurred whilst the EA1 work was being carried out, but feels that not only did it serve to reinforce the need for the contracting organisation to cater for all scenarios, but also to prevent such an occurrence again.

In effect, the savings in avoiding the use of equipment to drill a hole under the road were passed on (in part or wholly) to residents, visitors and local businesses alike, both in terms of costs and severe inconvenience. With its position at the heart of the AONB, its popularity as a visitor destination and the businesses that draw from that, it is self-evident that any economic impact is much greater on the village of Waldringfield than in similar-sized villages elsewhere in the county.

Finally, the Council would also like to draw to your close attention to the fact that the temporary extension of the 30mph limit in a westerly direction on the Ipswich Road during the EA1 roadworks seemed to have a very beneficial effect on traffic, particularly on the dangerous junction leading into School Road, and believes that it makes a very strong case for a permanent extension of the limit, ideally to the Newbourne road crossroads.

As such, the Parish Council wishes to invite your comments on all these matters and to receive your proposals on avoiding such a situation in the future.

Yours sincerely

**David Lines – Clerk to the Council**

**Waldringfield Parish Council**

Dear Mr Lines,

Further to my email of 12 July, I apologise for the delay in responding but I have now had an opportunity to review the matters you raise.

#### Overhanging/encroaching vegetation

Works were carried out in the beginning of the year following extensive communications with all Stakeholders including County Cllr O'Brien. At that time the continued concerns of Waldringfield Parish Council were noted and resources were commissioned ahead of higher priority obligations. The cutting was completed in line with current standards and ahead of the current 'growing season'. On completion the extent of cutting was assessed to be appropriate for this section of road.

I fully understand your concerns and also note that the condition of highway verges and the vegetation within changes throughout growing seasons. However this latest request again requires evaluation so it can be fully assessed alongside other competing countywide considerations. All highway demands are prioritised to achieve the most effective and efficient outcome with the limited resources available. Suffolk County Council's Highway Maintenance Policy sets out how this is achieved.

Suffolk County Council undertakes regular safety inspections of the highway network. Such an inspection will include the aforementioned assessment of the vegetation and the impact it has on the safe pass and repass of vehicles. The safety inspector will evaluate whether further works to the areas of vegetation you have described are required. Ipswich Road is subject to 3 monthly inspections, the next being scheduled for October 2018. At that time should the growth meet the requirements set out in the maintenance plan, works will be programmed to be undertaken. Further information about this maintenance plan and indeed the prioritisation criteria for vegetation (matrix P of the Highways Maintenance Operational Plan) can be found at <https://www.suffolk.gov.uk/roads-and-transport/highway-maintenance/>.

#### Closure of Ipswich Road

With regard to the issue of notice given, advanced warning of the road closures by letter and signage was carried out approximately 7-10 days before the closure. EA1 acknowledged that this may not have been quite as far ahead as we ask (minimum 10 days ahead of start date), however, we didn't feel that 7-10 days was inadequate warning, particularly since this was a high profile project and had been widely communicated prior to the works beginning.

Looking at the diversion signage plan we received for Ipswich Road there was only a single turn to make once diverted off Ipswich Road before you would then return to Ipswich Road on the other side of the closure. There was a sign at the junction pointing diverted traffic to take the turn from both directions as shown in the signage plan I've attached. I can see that perhaps there may not have been forewarning of the closure at the Martlesham end of School Lane or other far out points of entry which could have caused someone to have to turn back. However, I can't confirm if this was the case or if it was something that was rectified later by the contractor if they received complaints.

In terms of alternative routes, the roads used in the diversion were the only roads available to divert traffic along; there were no other options. Heavy snowfalls and inclement weather, combined with the increased traffic, did cause a mess, however the contractor instructed a road sweeper to patrol the route to try and aid in clearing the mud on the road. This is not something they were required to do, but did at their own expense out of goodwill. On one occasion the contractor also stood their works down due to the weather conditions and issues they were causing on the diversion route for road users, and another in order to support a busy Mother's Day at the Maybush Pub.

With regard to your comment about the Council's decision not to drill under the road, the geology of the area in question is sand and gravel deposited by rivers over marine sand. The deposits are loose and friable making it free draining heathland. Given the significant risk of collapse, the decision was made not to directional drill which has been the preferred method of much of this project where ground conditions allowed. The open cut method which was used was faster and safer, and bearing in mind the inconvenience of the closures in this location, a faster method less prone to issue which could extend working times was more beneficial for all involved.

Thank you for bringing the concerns of the Parish Council to my attention, and I trust my explanations give you some insight into how we are endeavouring to provide an acceptable service within the limited funds we have available.

Yours sincerely,

Aidan

**Aidan Dunn**

Interim Corporate Director of Growth, Highways & Infrastructure  
Suffolk County Council

## **Grit bins process - review**

Although the summer is in full swing and leaves are still on the trees, we need to contact you about our preparations for the winter. In particular, we want to tell you about recent changes made to the grit bin service and how we can better support you this winter.

Suffolk Highways has undertaken a review of grit bins/heaps for highway use. These are the bins/heaps for which you have responsibility and support through your community's self-help winter scheme. Suffolk Highways has been keeping the bins/heaps stocked up.

This review, which was reported to Suffolk County Council's Scrutiny Committee on 1 May 2018 in a paper entitled 'Winter Maintenance Resilience', seeks to address some of the concerns raised about the grit bin/heap service last winter.

The main aims of this review are:

- To make it easier to request grit bin refills
- To explain the process of applying for a new grit bin
- To establish and explain our position on grit heaps
- To provide clarity of the grit bin process and associated responsibilities, resulting in a more efficient service for communities

We have developed clear guidance on the application process for new bins as well as setting out how the bins should be managed and maintained in the future. Our aim is to ensure that all Suffolk parish and town councils are better informed when making a new application for a grit bin and know what their responsibilities as the owners are. The Grit Bin Guidance and Application Procedure is attached to this email for your reference.

## **Grit heaps removal**

The review highlighted some significant concerns about the effectiveness of grit heaps. They can damage the environment due to the leaching of salt into the highway verges and the underlying groundwater and watercourses. This leaching also reduces the effectiveness of the remaining material. Therefore, the provision of grit heaps across the county can no longer be supported. Material for these heaps will not be provided any more by Suffolk Highways.

However, if you wish to maintain a stock of grit at the location of a redundant grit heap in your parish/town please apply for a new grit bin at that location. To do so follow the attached guidance.

If you require a new replacement bin, please also refer to the guidance. The team responsible for this service is ready to receive completed applications for processing. This year, the closing date for applications has been relaxed to ensure you have sufficient time.

Please rest assured that the full restocking of all registered highway grit bins will commence before the winter. At that time or shortly after, we will install signage on the grit bins to explain how to make best use of the grit and how to get the grit bin restocked.

I hope this has helped to explain the new grit bin service. You can find out more information by visiting our [grit bin webpage](#).

# Grit Bin Guidance and Application Procedure

1. Suffolk Highways, on behalf of Suffolk County Council, will only accept requests for new grit bins from a parish, town, borough or district council (the 'Applicant').
2. Any member of the public, individual or organisation requesting a grit bin shall be directed to the relevant council that would be regarded as a legitimate applicant.
3. The Applicant shall submit a completed 'Grit Bin Request Application Form' (as set out in **Appendix 1**) using Suffolk County Councils online highways report it tool at <https://highwaysreporting.suffolk.gov.uk/>. No other form of request will be considered.
4. A grit bin will only be permitted in a location if **all** the following criteria are met:
  - (a) The proposed location:
    - I.is NOT on a Priority 1 or Priority 2 precautionary carriageway treatment route;
    - II.does not compromise safety or unreasonably hinder the passage of highway users – a minimum of 1.5 metres wide clearance on the footway is required;
    - III.shall not obstruct junction sight lines;
    - IV.is not within 200 metres of another grit bin location;
    - V.is on highway land (for insurance and liability reasons) and for the avoidance of doubt that the grit bin use is solely on the highway;
    - VI.can be directly accessed and easily filled from a maintenance vehicle (normally a lorry);
    - VII.is at a junction with known history of accidents or on a sharp/severe bend or has a road gradient greater than 1 in 15.
  - (b) The Applicant commits to the purchase and installation of the grit bin to an agreed specification.
  - (c) The Applicant commits to the replacement of the grit bin in the event of vandalism, damage or general misuse.
  - (d) The Applicant confirms that it has consulted with the owners of all neighbouring properties within the vicinity of the proposed location (outside and opposite) and obtained their agreement to a grit bin being placed there so that there are no objections to the proposed location.
  - (e) The Applicant can evidence that it has obtained **all** such property owners' agreement (as a grit bin will not be provided if those property owners cannot agree a position, irrespective of whether all other criteria are met or not).

## Grit Bin Guidance and Application Procedure

5. Suffolk Highways will assess the proposed grit bin location to ensure that:
  - (a) the criteria have been met in full;
  - (b) the proposed location does not compromise access to any public utility apparatus above or below ground;
  - (c) benefit will be gained by highway users from any such grit bin provision.
6. If the location is approved by Suffolk Highways the Applicant will be notified, and approval documentation will be issued for the applicant to proceed with installation.
7. The Applicant must inform Suffolk Highways when a bin has been installed so it can be included within Suffolk Highways' asset management system for future filling.
8. The newly installed bin must be made accessible to enable Suffolk Highways to fix the identification and usage signage to it.
9. Grit bins will remain on the highway all year round.
10. The grit bin will be replenished by Suffolk Highways at the start of winter and at such intervals that it considers appropriate, based on resource levels and priorities. The Applicant will be at liberty to re-stock the grit bin at its own cost in the event that Suffolk Highways is unable to do so.
11. If the Applicant is aware that the grit bin is empty or nearing empty, the Applicant will need to advise the Customer Service Centre on [0345 606 6171](tel:03456066171) so that the grit bin can be refilled when resources are available to do so.
12. Suffolk Highways will notify the Applicant if the grit bin requires replacement because it has become damaged or unserviceable.
13. If the Applicant does not wish to replace the grit bin following damage, Suffolk Highways is at liberty to remove and dispose of the damaged or unserviceable bin and delete the record of its location from the asset register.
14. If the Applicant wishes to replace a damaged bin, it is at liberty to do so. The Applicant must inform Suffolk Highways when this replacement work is completed by contacting the Customer Service Centre on [0345 606 6171](tel:03456066171)
15. Any grit bin may, at the sole discretion of Suffolk Highways, be removed. The Applicant or (in the absence of any known Applicant for a pre-existing grit bin) the relevant parish, town, borough or district council shall be advised of this in advance of such intended removal and the reason(s) behind such action. However, if immediate removal is necessary on the grounds of public safety, Suffolk Highways will provide retrospective notification and proof of requirement.

## Grit Bin Guidance and Application Procedure

16. Grit bins are provided to support self-help in the clearance of snow and ice. The repeated use of the grit bin contents for the clearance of private drives and car parks and other non-highway areas would constitute a legitimate reason for withdrawing support for restocking by the County Council. Retention of the grit bin would only be considered if the Applicant agreed to fill it at its own cost thereafter and, once in need of replacement, the substitute grit bin is not yellow in colour.
17. A parish, town, borough or district must record a 'list of volunteers' of those persons who will be utilising the bin to carry out gritting of the highway. This list must be maintained and updated for inspection by Suffolk Highways on request.
18. Suffolk Highways is at liberty to review all existing grit bin installations and will inform a parish, town, borough or district council that a grit bin may no longer be supported if the location fails to meet the criteria, save for the proviso in paragraph 16 above.
19. All new grit bins must be yellow in colour. In conservation areas this requirement can be relaxed so the bin can be in keeping with the immediate environment. This requirement should be included as part of the application.
20. Suffolk Highways shall determine the appropriate material to be placed within grit bins. This, in the main, will be a salt/grit mix.
21. The guidance and application procedure for grit bins will be annually reviewed and published on Suffolk County Council's website. Such reviews will include associated costs and charges with this service.
22. If the proposed grit bin location is not approved, Suffolk Highways will advise the Applicant the reason(s) why.
23. If the proposed grit bin location is not approved as a Suffolk Highways grit bin but the Applicant nonetheless wishes for a grit bin to be provided for use on public highway, this outcome can be achieved but only if the following criteria are met:
  - (a) Suffolk Highways agrees that the location endorsed by local property owners is appropriate
  - (b) the Applicant purchases and installs its own grit bin;
  - (c) the grit bin is not yellow in colour;
  - (d) the grit bin is labelled and clearly identifiable as belonging to the Applicant
  - (e) the Applicant accepts full responsibility for:
    - I. the upkeep of the grit bin;
    - II. refilling the grit bin with grit whenever the Applicant considers it necessary to do so;
    - III. meeting all costs of for maintaining the grit bin's grit stock levels;
    - IV. replacement of the grit bin in the event of vandalism, damage or general misuse;

## Grit Bin Guidance and Application Procedure

V. removal of the grit bin if the Applicant no longer wishes to continue to use the grit bin.

24. To enable a non-highway grit bin to be placed on the highway, the Applicant must submit a 'Grit Bin Permission Application Form' (as set out in **Appendix 2**) to Suffolk County Council's Customer Service Centre. The Applicant may only place the grit bin on the highway once permission has been granted.
25. Due to the leaching of grit into highway verges (and the underlying groundwater) and watercourses and the ineffectiveness of material being stored open to the elements, Suffolk County Council does not support the provision of grit heaps in the highway verge.

### **NOTE TO APPLICANT (i.e. the relevant parish, town, borough or district council).**

Please complete a copy of this form for each grit bin requested. The form should then be attached to an online request on the County Councils online highways report it tool at <https://highwaysreporting.suffolk.gov.uk/> - please select Problem type "Snow, Ice and Gritting", Problem sub type "Grit bin – request new". Forms must be submitted by 31 August and renewed each year. Each bin request will need to be recorded at the correct location on the highways reporting tool map and applied for separately on-line.

All requests received will be assessed and, where all the criteria are met approval will be granted within a 4-week period.

If Suffolk Highways does not approve the request for an additional grit bin to be added to the existing stock of grit bins, it may still be possible for a grit bin to be placed on the highway. To progress this option, a **Grit Bin Permission Application Form** must be completed and submitted online, as described above.

Item 10—next three pages

7 September 2018 (2018-2019)

**Waldringfield Parish Council  
PAYMENTS LIST**

Voucher Code	Date	Minute	Bank	Cheque No	Description	Supplier	VAT Type	Net	VAT	Total
36 Salaries	07/09/2018		Barclays Community A	101109	Salary	Mr D Lines	X	384.02	0.00	384.02
37 Stationery/Mileage/Etc.	07/09/2018		Barclays Community A	101110	Travel Expenses	Mr D Lines	X	12.00	0.00	12.00
38 PAYE/NI	07/09/2018		Barclays Community A	101111	PAYE & NI	HMRC	X	288.00	0.00	288.00
39 Grass cutting (field)	07/09/2018		Barclays Community A	101112	Grass-cutting -field	SCL Landscape Management	S	60.00	12.00	72.00
40 Newsletter re 1972 LGA s142	07/09/2018		Barclays Community A	101113	Newsletter	Parish Magazine Printing	Z	76.50	0.00	76.50
41 Repairs/Maintenance	07/09/2018		Barclays Community A	101114	RG Bollard materials	Mr I Kay	S	88.46	17.69	106.15
<b>Total</b>								<b>908.98</b>	<b>29.69</b>	<b>938.67</b>

**Waldringfield Parish Council**  
**Summary of Receipts and Payments**  
**All Cost Centres and Codes**

Cost Centre		A - Receipts						
Code	Title	Receipts			Payments			Net Position
		Estimated	Actual	Variance	Estimated	Actual	Variance	+/- Under/over spend
28	Precept	13,212.00	6,606.00	-6,606				-6,606
29	Council Tax Support Grant							
30	SCC Locality Grant	750.00	750.00					
31	SCC Footpaths Grant	175.30		-175				-175
32	Recycling							
33	Equipment Hire							
34	SCC Q of Life Budget							
35	SCDC Community Enabling Fund							
36	Bank Interest	90.00		-90				-90
37	Grants and Donations							
38	Advertising income	400.00	403.20	3				3
39	VAT Refund							
43	Salary/Expenses Adjustment							
<b>SUB TOTAL</b>		<b>14,627.30</b>	<b>7,759.20</b>	<b>-6,868</b>				<b>-6,868</b>
Cost Centre		B - Administration						
Code	Title	Receipts			Payments			Net Position
		Estimated	Actual	Variance	Estimated	Actual	Variance	+/- Under/over spend
1	Salaries				4,365.00	2,306.12	2,059	2,059
2	PAYE/NI				1,090.00	576.00	514	514
3	Stationery/Mileage/Etc.				500.00	304.16	196	196
4	Post and telephone				70.00	42.01	28	28
5	Newsletter re 1972 LGA s142				400.00	169.25	231	231
6	Village Hall hire				250.00		250	250
7	Insurance				365.00		365	365
8	Membership Subs re LGA s111				440.00	250.13	190	190
9	Audit				128.00		128	128
10	Chairman's Expenses				50.00		50	50
11	Training		22.00	22	200.00	22.00	178	200
12	Election Costs							
40	Website/Scribe Fees				350.00		350	350
42	Professional Services				500.00	400.00	100	100
<b>SUB TOTAL</b>			<b>22.00</b>	<b>22</b>	<b>8,708.00</b>	<b>4,069.67</b>	<b>4,638</b>	<b>4,660</b>
Cost Centre		C - Playing Field/Recreational						
Code	Title	Receipts			Payments			Net Position
		Estimated	Actual	Variance	Estimated	Actual	Variance	+/- Under/over spend
13	Handyman's Wages							
14	Grass cutting (field)				780.00	540.00	240	240
15	Mole catching (field)				200.00		200	200
16	Repairs/Maintenance		2,135.50	2,136	3,900.00	4,162.18	-262	1,873
17	Footpath Maintenance				400.00		400	400
18	Locality Grant Spend				750.00		750	750
19	SCC Quality of Life							
20	SCDC Community Enabling Fund							
41	AONB Grant Payments							
<b>SUB TOTAL</b>			<b>2,135.50</b>	<b>2,136</b>	<b>6,030.00</b>	<b>4,702.18</b>	<b>1,328</b>	<b>3,463</b>
Cost Centre		D - Grants - s137/72 & s19 MPA76						
Code	Title	Receipts			Payments			Net Position
		Estimated	Actual	Variance	Estimated	Actual	Variance	+/- Under/over spend
21	General Grants				1,750.00		1,750	1,750
22	Church Field				400.00	400.00		
23	Village Hall LGA				500.00	500.00		
24	All Saints Church				750.00	750.00		
25	WildlifeGroup				100.00	100.00		
<b>SUB TOTAL</b>					<b>3,500.00</b>	<b>1,750.00</b>	<b>1,750</b>	<b>1,750</b>
Cost Centre		F - Miscellaneous						
Code	Title	Receipts			Payments			Net Position
		Estimated	Actual	Variance	Estimated	Actual	Variance	+/- Under/over spend
26	Miscellaneous							
<b>SUB TOTAL</b>								
<b>NET TOTAL</b>		<b>14,627.30</b>	<b>9,916.70</b>	<b>-4,711</b>	<b>18,238.00</b>	<b>10,521.85</b>	<b>7,716</b>	<b>3,006</b>
<b>V.A.T.</b>			<b>800.95</b>			<b>603.36</b>		
<b>GROSS TOTAL</b>			<b>10,717.65</b>			<b>11,125.21</b>		

## Waldringfield Parish Council

<b>Bank Reconciliation at 11/09/2018</b>			
	Cash in Hand 01/04/2018		14,266.85
	<b>ADD</b>		
	Receipts 01/04/2018 - 11/09/2018		10,892.95
	<b>SUBTRACT</b>		
	Payments 01/04/2018 - 11/09/2018		11,125.61
<b>A</b>	<b>Cash in Hand 11/09/2018</b> (per Cash Book)		<b>14,034.19</b>
	Cash in hand per Bank Statements		
	Cash 01/04/2017	0.00	
	Barclays Community Account 31/08/2018	7,831.85	
	Ipswich Building Society 31/03/2018	7,716.01	
			<b>15,547.86</b>
	Less unrepresented cheques As attached		1,513.67
			14,034.19
	Plus unrepresented receipts As attached		0.00
<b>B</b>	<b>Adjusted Bank Balance</b>		<b>14,034.19</b>



# Waldringfield Parish Council

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## September 11<sup>th</sup> 2018

*(If you wish to have more information on any of the following items, please contact the Clerk)*

- 1. SCDC - Reminder of the East Suffolk Housing Strategy**  
<https://www.paperturn-view.com/?pid=MzI32274>
- 2. East Suffolk Partnership Annual Forum - Friday 9 November 2018**
- 3. Community Action Suffolk's first Learning Lunch and networking event - 27 September 2018**
- 4. Suffolk Coast & Heaths AONB - Volunteer Work Parties available for projects**