

Item 8. (d) The criteria for claiming exemption are as follows:

- Total gross income and total gross income did not exceed £25,000
- The authority was in existence on 1st April 2016
- In relation to the preceding financial year (2018/19), the external auditor has not:
 - issued a public interest report in respect of the authority or any entity connected with it
 - made a statutory recommendation to the authority, relating to the authority or any entity connected with it
 - issued an advisory notice under paragraph 1(1) of Schedule 8 to the Local Audit and Accountability Act 2014 (“the Act”), and has not withdrawn the notice
 - commenced judicial review proceedings under section 31(1) of the Act
 - made an application under section 28(1) of the Act for a declaration that an item of account is unlawful, and the application has not been withdrawn nor has the court refused to make the declaration
- The court has not declared an item of account unlawful after a person made an appeal under section 28(3) of the Act.

The Parish Council meets these requirements. The total rounded income for 2019-20 was £7304. The total rounded expenditure was £6021.

Item 9. (a) £1300 has been allocated from the District Council Community Enabling Budget to help funding towards the purchase of viewing and display equipment for online planning applications. The Clerk reported that feedback from the Village Hall Committee was in favour of purchasing an LCD projector, which could also benefit the wider village community. The Clerk had been obtaining information from Parish Councils in the East Suffolk area, with help from Colin Hedgely and Andy Jolliffe, also investigating the best route for online planning equipment. As the next step, the Clerk would enquire about borrowing the existing WI projector in order to carry out tests over the summer. This would be used in combination with a personal existing laptop and the existing village hall screen

Item 10 a) Report from Ms Procter in relation to Item 10 a), and other Highways related issues.

The proposal for the purchase of an additional SID for the village seems a good opportunity to review the various systems we have had in place to address speeding concerns in the village and the effectiveness of alerting drivers to observe the speed limit. I have drafted the following in time order as the village over recent years has made various efforts to tackle the issue of speeding and road safety. A significant issue is that the village is used as quick through route to Ipswich for a wide range of vehicles with increasing usage and many drivers not respecting its village status with pedestrians, cyclists and in areas inadequate pavement provision. We have tended to rely on parked cars slowing down the traffic but this is no deterrent for many drivers!

Speedwatch has been operating in the village for about 6 years and I have been Co-ordinator for the village scheme since that time. Speeding at the entry to the village along Main road has always been the greatest problem and it was noticeable that after the installation of the Radarlux SID that the Speedwatch data showed that drivers were responding to its presence and we were recording fewer drivers exceeding the Speedwatch limit during our periods at this site.

When Speedwatch first started we had the required team of 6 volunteers but over time, it has proved difficult to recruit new volunteers. Notices have been distributed within the village, but not recently. The Co-ordination of Speedwatch activities from within Suffolk Constabulary has also suffered from cuts to posts. This seems now to have been addressed though there has been no Speedwatch activity this year owing to the Covid 19 lockdown. I have just been advised that subject to certain guidance about safe operation, if Speedwatch groups are happy to operate again then we have the go ahead to start. The share of VAS as part of the speed watch scheme stopped some years ago when the VAS went for repair and did not get returned to the community of villages sharing it. There is a VAS which I am asking Grundisburgh to pass to us and awaiting contact about it and whether it is operational. Again, this requires a volunteer to operate it.

Currently the Speedar device is shared with 4 villages - Westerfield, Great Bealings, Charsfield and ourselves so we have access to it every 4 weeks. Westerfield Parish Council 'host' the device covering insurance etc and each participating village pays £50 annually to cover costs. Transport of the equipment between each village is dependent on each team as is the loading of the data to send to the police. The strength in Speedwatch is that it carries an on-going message to drivers about slowing down and shows that community cares about speeding and is prepared to contribute to the local efforts of discouraging speeding. The data about the Main road 'hot spot' has contributed to it being a site where police enforcement activity takes place. I have sent the latest data to the county ticketing office with a request that they work with us on sharing their data and supporting our speed deterrent activities. I think it is worthwhile trying to recruit further volunteers as per the suggestion from Mrs Hollier and I am happy to assist with information and training and for the time being to continue to co-ordinate Tuddenham's speed watch activities.

Road safety Issues and marking of our Village status

In 2016 the Parish Council engaged with Highways over a number of signage and road safety concerns and a detailed report was produced highlighting a number of signage improvements which it would be advisory to undertake. This include the signage to recommend 20 mph approaching the corner into the village as well as replacing white lines and installing additional signage at entry points to the village. Only the 20 mph sign has been installed as an addition, some white lineage painting was done a couple of years ago and the lines on the junction of The Street and Westerfield Lane by the Old Stores replaced fairly recently. Additional signage on the road near the Clopton junction was recommended as there were no other reminder 30mph road signs in place has not been forthcoming. We have been advised that limits to the Highways budget and priorities have prevented this and other signage options. This should be reviewed and costed given the data about traffic speeds in that area and perhaps considered prior to a further SID purchase. The option of 'gate signage' at the entry to the village would also serve to remind drivers they are entering a village. There is recommended guidance in many reports on addressing speeding activities that suggests that making drivers aware they are entering a village eg with 'gates' and other visual displays is an important element of driver education. The Parish Council could re-visit these options and obtain costings for them. We have often had other priorities latterly about Planning etc, and it has been hard at times not to feel discouraged about the speeding issue in the village.

The SID was donated to us by Highways in 2017 after another village did not find it useful to them. The SID has given us useful data about speed and volume of traffic. Latterly there have sometimes been operational difficulties and the batteries and charger have needed to be replaced (modest costs) and a problem last year took some time to resolve and involved contact with the company in Germany as it no longer has a UK base. There is now another problem needing attention, which as is the case for all such activities is dependent on Volunteer in-put. It maybe that we should be getting advice about the longer-term reliability of the device. The operation of the SID, charging batteries and downloading data has been managed by Tony Alcock with assistance from David Lugo, Jim Bird, and the last data spread sheet was put together by Jean Ellinor.

The SAVID SID. As members of SAVID the SID purchased early last year with money from the County Councillor budget can now be used by us in Tuddenham as we already had the SID posts in place and a volunteer – Jim to set it up, recharge batteries and also to process the downloaded data. This has given us details about traffic volume and speed at two other entry points to the village, etc. The speeds recorded are not as excessive as on Main road but it has historically and presently been of concern that residents with driveways near the Clopton Road junction have experienced safety concerns when exiting or entering their driveways. The SAVID SID for the time being can be available to us as a village alternating with Grundisburgh probably on an alternating month basis (it was not here during lockdown as with many other activities).

The issue of how to address the speeding problem concerns all the local villages which are used as through routes, as is excessive speeds on many roads outside the 30, 40 mph limits. SAVID's activities aim to support a collective approach to this and while the purchase of the SID took considerable time to complete, we are planning to look at a community 'toolkit' which villages can use to support their anti- speeding activities. Engaging with the police over shared use of data has to happen so the expenditure made by villages on SID's which record data is utilised for

enforcement where possible. SAVID also has input from an individual who works for an organisation that has direct experience of speeding and road safety issues, and who continues to be available to advise on best practice and effective options around approaches to tackle the speeding issues.

20 mph? We have not to date pursued the option of a 20mph limit which initially has given priority to villages where there are schools eg Little Bealings. The guidance suggest we could take this up and while not an enforceable limit would provide drivers with another message about 'slowing down'.

Using the document attached 'Working together to tackle speeding', emailed yesterday by the Clerk is a good guide on how to follow the guidance established by Highways (County Council) and the police.

Thank you to those who have helped produce the latest data and to Tony, David and Jim for their support of the SID management. I hope to have Speedwatch up and running again later this month and the next SAVID (virtual) meeting which has had to be re-arranged is on July 29th (not 15th as advertised).

Item 10 b)

Draft Copy

Proposal for purchase of Speed Indicator Device Tuddenham Parish Council

Date: 7th July 2020

Authors: Holly Hollier, Harry Brightwell

Introduction

Suffolk County Council works with the Police and Crime Commissioner to address the concerns of local communities about speeding. The approach developed to manage this includes the following actions:

- Residents to raise specific concerns with Parish Council, who will take action on their behalf by contacting the local county councillor.
- Request police enforcement from the Safer Neighbourhoods Team
- Request a visit from Suffolk's SafeCam Community Enforcement Team
- Form a Community Speed Watch (CSW) team of volunteers
- Purchase a Speed Indicator Device (SID) and posts in agreed locations

To date Tuddenham Parish Council have followed these steps where needed, and this document is focusing on the purchase of an additional SID for use in the village. In addition, the Parish Council can request to be included on the County Council's Temporary Vehicle Activated Sign (TVAS) programme if required.

The speed of traffic entering the village is a significant concern to residents in Tuddenham. SID data provides evidence that vehicles frequently enter the village in excess of the legal speed limit. By way of example, the following summarises data collected from the SID positioned on Main Rd (outside Fynn Valley Farm).

- February and March 2020: a total of 53,564 vehicles had speed recorded. Of these vehicles, 68% were travelling at 35mph or more, 37% at 40mph or more, and 4% at 50mph or over. [3]
- The highest recorded speed was 80mph on 15th February 2020. [3]
- May 2020: a total of 19,209 vehicles had speed recorded. Of these vehicles, 56% were travelling at 35pmh or more, 29% at 40mph or more, and 3% at 50mph or over. [3]

Additional data is also available for 2019, and can be provided if further evidence is required to support the proposal for purchase of an additional SID. [4,5, 6]

The data collected from SIDs and other Speed Watch activities within the Parish is to be shared with the Suffolk Police.

Current SID equipment

Currently Tuddenham village has access to two SIDs, and has three posts already installed.

- Tempodis Radarlux - donated in 2017.
- Basic miniSID, from Wescotec, shared with Grundisburgh Village and was funded by Suffolk County Council. This SID for the time being can be available to Tuddenham, alternating with Grundisburgh, on an alternating month basis.

The purchase of an additional SID would enable the village to have two SIDs in permanent use in the village. They can be moved between the three posts in the village on periods when the shared SID is not available. The following two locations however have been highlighted as priorities.

Site A:

Main Road - opposite Fynn Valley Farm, prior to the S-Bend. The speed limit has changed from 60mph to 30mph prior to this position, and is before the S-bend where recommended speed limit is 20mph.

Site B:

The Street - outside Manor Farm, past the Clapton Road junction. The speed limit from Clopton Road changes from 60mph to 30mph at this junction. The speed limit changes from 40mph to 30mph on Grundisburgh Rd at the top of the hill.

It is assumed that Site Suitability Checklists [1] were previously completed for these locations as a post is already present at Site A and Site B.

Site C: There is also a post located on Westerfield Lane, outside Poplar Farm.

To date, the operation of the SID, charging batteries and downloading data has been managed by a resident with assistance from Parish Councillors David Lugo and Jim Bird. It is recommended that additional training is provided to other Parish Councillors to share the management of this equipment. It is also recommended that the data analysis role is assigned to a representative of the Parish Council thus ensuring feedback on traffic speeds is more readily available.

Cost

The Tempodis Radarlux model can be purchased from Germany, however it is no longer available from any UK based company. Parish Councillor Pauline Procter has reported that maintenance of this particular device has been a problem. The receipt of replacement parts has been time consuming resulting in significant downtime of the equipment.

The SAVID-preferred supplier in UK is Norfolk-based company Wescotec. Indicative costs provided by the SAVID team are:

- Basic miniSID (battery operated, including charge, sign cover and clamps) 2625.00 GBP
- Additional brackets 50.00 GBP
- Data collection units (with USB lead): 250.00 GBP, or
- Data collection units (Bluetooth to Android device) 350.00 GBP

Note: These prices are excluding VAT.

A recent review of prices by Suffolk Highways stresses that prices vary depending on functionality and quality of battery, from 1,500 GBP to 3,500 GBP.

Further research is required into current models and 2020 pricing. Therefore, it is requested that the Parish Council approve a funding envelope of 4,500.00 GBP for the purchase and installation of appropriate SID equipment. With an ongoing annual maintenance allowance of 400.00 GBP.

References:

[1] Working Together To Reduce Speed, December 2018, Suffolk County Council

https://www.suffolkroadsafe.com/uploads/Working_together_to_Reduce_Speed_13th_December_2018.pdf

[2] <https://www.suffolkroadsafe.com/speeding/speed-prevention-in-communities>

[3] Summary of analysed data 2020, Jean Ellinor, Tuddenham Parish Council, 5th July 2020.

[4] 2020 SID Poplar, Jim Bird, 4th July 2020

[5] 2020 SIDN, Jim Bird, 4th July 2020

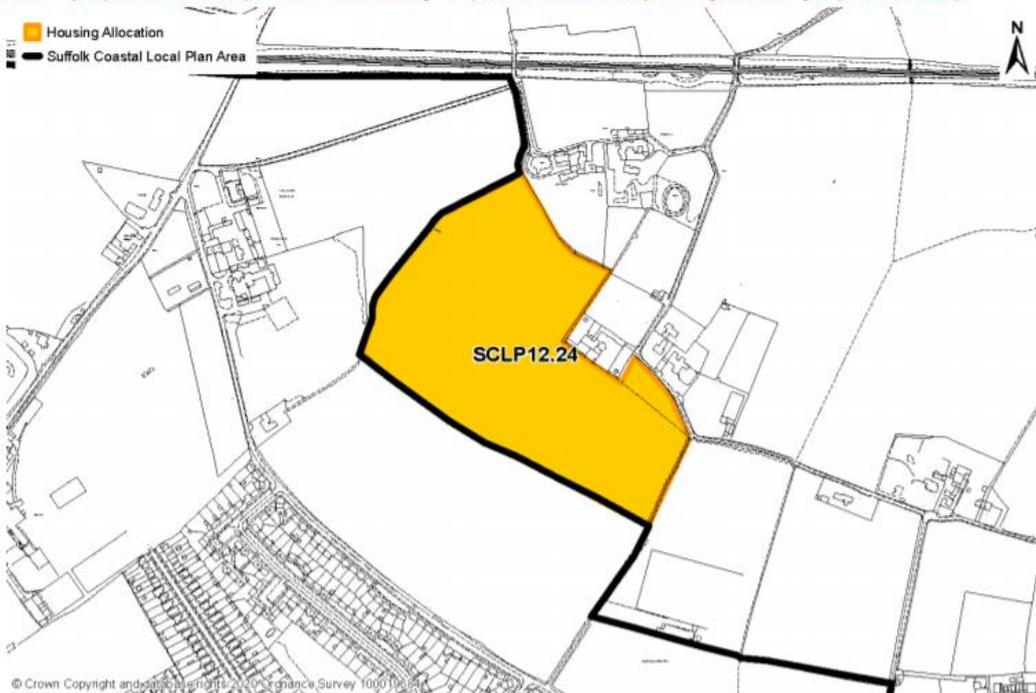
[6] 2020 SIDS, Jim Bird, 4th July 2020

Item 12. Meetings are usually scheduled for the first Tuesday of March, May, July, September and December. There are also additional Parish Council meetings held in public throughout the year in order for the Parish Council to meet the deadline to put comments forward to the District Council for their decision on planning applications. The Annual Parish meeting is held in May and commences at 7pm, immediately prior to the Parish Council meeting. For 2020 the May meetings did not take place following Covid related guidance. Local councils should hold not less than three meetings in a year in addition to the annual meeting.

Item 14. a) See the below 'Track Changes Version of Final Draft Local Plan (for reference purposes)' document in relation to the land allocated specifically for Tuddenham St Martin which are:
Land at Humber Doucy Lane, Rushmere St Andrew (pages 280-283 of the document) and
Land off Keightley Way, Tuddenham (pages 431-433 of the document).

Land at Humber Doucy Lane, Rushmere St Andrew

Note - proposed new map – see 'Schedule of Proposed Policies Map Modifications' for previous map



~~12.209~~ **12.212** Land at Humber Doucy Lane is allocated for development of 150 dwellings, alongside land in Ipswich Borough.

~~12.210~~ **12.213** East Suffolk ~~Suffolk Coastal District~~ borders Ipswich Borough. The Ipswich Borough boundary is tightly drawn and to assist with enabling the housing need for Ipswich to be met within the Borough, land at Humber Doucy Lane within the Suffolk Coastal ~~District~~ Local plan area is identified as an allocation for housing development which would come forward as part of a masterplanned approach including land within Ipswich Borough. It would not be appropriate for the land in ~~Suffolk Coastal District~~ East Suffolk to come forward without the land in Ipswich Borough as access to the site is required through land in Ipswich Borough. An equivalent policy relating to land within Ipswich Borough is being established through the Ipswich Local Plan, which is currently under preparation.

~~12.211~~12.214 The site is within the parishes of Rushmere St Andrew and Tuddenham St Martin, however the site is geographically related to the edge of Ipswich rather than to the villages themselves.

~~12.212~~12.215 The site is agricultural land and forms part of a wider, continuous, area of agricultural land which has been made available for development through the production of both the Ipswich Local Plan and the Suffolk Coastal Local Plan. The area of land in Ipswich Borough includes the land to the immediate south west of the site and the land to the immediate north west of the site. Development should also seek to preserve the significance of the Listed Buildings to the north and east of the site. These are Allens House, Laceys Farmhouse, and the Garden Store north of Villa Farmhouse.

Area Specific Strategies | Suffolk Coastal Local Plan Final Draft | January 2019 (Modifications Version – May 2020)

~~12.213~~12.216 To the north east of the site is a relatively enclosed area comprising a small number of dwellings within an area of ~~matures~~ mature trees. These are accessed via Tuddenham Lane which borders part of the north eastern boundary of the site.

~~12.214~~12.217 The Settlement Sensitivity Assessment identifies opportunities in this area to soften the urban edge of Ipswich, and therefore development would be expected to provide significant landscaping and open space in the north eastern part of the site which would also act to retain separation and the rural character of the area around Tuddenham Lane to the north. This could also help with the delivery of a 'green ~~trail~~ rim' around Ipswich, which is a well-established policy within the Ipswich Borough Council Local Plan.

~~12.215~~12.218 ~~The site is identified to come forward post 2031 to enable the delivery of the Ipswich Garden Suburb to become well established and for infrastructure such as the primary school associated with the Ipswich Garden Suburb to be delivered.~~ The site is in close proximity to the Ipswich Garden Suburb, a strategic allocation in the adopted Ipswich Local Plan which is anticipated to deliver approximately 3,500 dwellings and other uses, including three new primary schools, largely over the course of the Local Plan period. Primary school capacity is a current constraint on development at Humber Doucy Lane coming forward, and it is anticipated that additional capacity can be provided through the planned new provision at the Ipswich Garden Suburb to ensure there is adequate provision for this development. This is anticipated to affect the timing of development coming forward.

~~12.216~~12.219 The site is expected to be accessed via Humber Doucy Lane, as part of the masterplanned approach with the adjoining land in Ipswich Borough. Transport modelling indicates that there are capacity issues on the network close to the site. Due to the proximity and connectivity of the site to Ipswich, and to seek to mitigate any impacts on the surrounding road network, it is expected that a robust package of measures to promote sustainable transport would form part of any proposals.

~~12.217~~12.220 The site lies in an area of archaeological potential. Cropmark sites of boundaries relating to historic landscape use are recorded to the east, as well as prehistoric artefact scatters. A scatter of medieval artefacts is recorded in the north western part of the site. However, this site has never been the subject of systematic archaeological investigations and previously unidentified remains may exist on the site which could be damaged or destroyed by development.

~~12.218~~12.221 The site is located in a Source Protection Zone and treatment of surface water for pollutants prior to disposal is vital. This may require larger areas to be dedicated for SuDS than standard. The Cross Boundary Water Cycle Study between Suffolk Coastal District Council and Ipswich Borough Council identifies this site as being within Flood Zone 1. As the site area is over 1 ha, any proposals for further development must be accompanied by a site-specific Flood Risk Assessment.

12.222 Project level Habitats Regulation Assessment will be required and should be carried out alongside the masterplanning process, considering the whole site along with the adjacent allocation in Ipswich Borough. Project level HRA will need to demonstrate that adverse effects can be prevented with long term mitigation measures.

~~12.219~~12.223 Rushmere Hall Primary School is operating close to capacity and is forecast to exceed capacity. Consideration will therefore need to be given to the provision of primary school spaces to meet the needs arising from the development which may include a contribution towards the provision of additional spaces at the Ipswich Garden Suburb. Northgate High School is expected to exceed capacity, with new provision due to be made at Ipswich Garden Suburb, as referred to above. Between them, these schools should be able to make provision for these pupils, although a contribution would be required through the Community Infrastructure Levy towards additional spaces.

~~12.220~~12.224 Early years provision is forecast to be over capacity within the Fynn Valley Ward. The development of this site would therefore be required to provide 0.1ha of land for a new early years setting, and this could be either within Ipswich Borough or Suffolk Coastal District. Contributions will also be sought through the Community Infrastructure Levy to provide additional spaces in Witnesham.

~~12.221~~12.225 The East Suffolk & Ipswich Clinical Commissioning Group have indicated that a contribution will be required through the Community Infrastructure Levy towards enhancements at the Two Rivers Medical Centre, as detailed in the Infrastructure Delivery Framework.

~~12.222~~12.226 Suffolk County Council have indicated that Foxhall household waste recycling centre is overcapacity and under pressure due to the site size and access from the highway. As a result, a contribution through the Community Infrastructure Levy will be required towards the expansion of the centre as identified in the Infrastructure Delivery Framework.

~~12.223~~12.227 Suffolk County Council have provided information relating to library improvements across the District plan area. This site falls within the catchment of Ipswich library which has been identified as a library where improvements are necessary to enhance provision. A contribution would be made through the Community Infrastructure Levy as set out in the Infrastructure Delivery Framework.

Policy SCLP12.24: Land at Humber Doucy Lane

9.9ha of land to the east of Humber Doucy Lane is identified to come forward for the development of approximately 150 dwellings in conjunction with land identified in the Ipswich Local Plan, post 2021. Development will only come forward as part of a master-planned approach with land in Ipswich Borough.

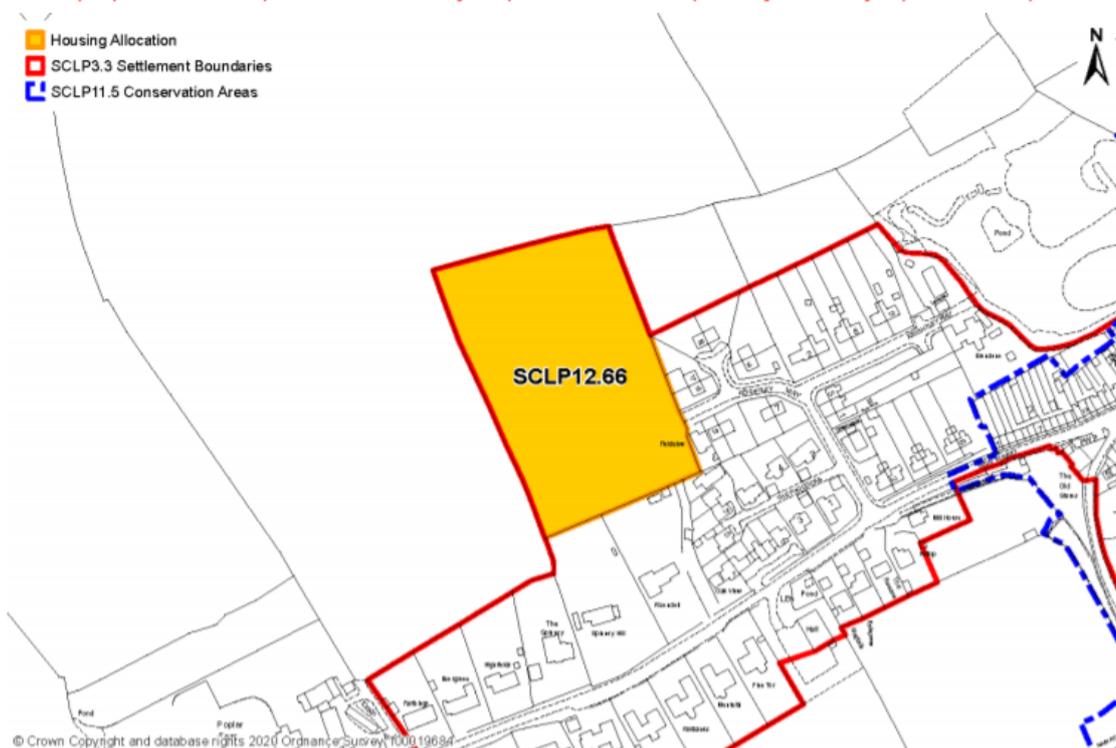
Development will be expected to comply with the following criteria:

- a) Delivery of a high quality design incorporating a mix of housing types, including affordable housing on-site;
- b) A site-specific Flood Risk Assessment will be required;
- c) Provision of 0.1ha of land for an early years setting if needed within the part of the site in ~~Suffolk Coastal District~~ East Suffolk;
- d) Contribution to the creation of a 'green ~~trail~~ rim' around Ipswich and provision of on-site open space;
- e) Provision for sufficient primary school spaces;
- ~~e)f)~~ Provision of a soft edge to the urban area through the provision of significant landscaping;
- ~~f)g)~~ Promotion of the use of sustainable modes of transport; ~~and~~
- ~~e)h)~~ An archaeological assessment will be required-;
- i) Design, layout and landscaping of the development should be carefully designed to preserve the setting of the nearby listed buildings; and
- j) A project level Habitats Regulations Assessment will be required.

Development will be accessed via Humber Doucy Lane. A Transport Assessment will be required to identify any necessary improvements to highways and junctions on Humber Doucy Lane and Tuddenham Road.

Land off Keightley Way, Tuddenham

Note - proposed new map – see 'Schedule of Proposed Policies Map Modifications' for previous map



~~12.773~~12.754 Tuddenham (2011 pop. 353) is identified as Small Village in the settlement hierarchy due to the presence of a small range of facilities including a community hall and public house. The site is located in the northern part of the village, close to the playing fields and existing residential development at Keightley Way.

~~12.774~~12.755 The site is allocated for the development of approximately 25 dwellings. Reflecting the character and settlement patterns of the surrounding residential areas it is considered that the site would be suitable for development of dwellings at a relatively high density for a village location, and in particular smaller terraced and semi detached properties should be provided in the southern part of the site.

~~12.775~~12.756 The site slopes upwards to the north and is bordered by existing trees and hedgerows, which should be retained in order to preserve the enclosed nature of this part of Tuddenham. The Landscape Character Assessment identifies trees along hedges, verges and field boundaries as key features and recommends enhancements to biodiversity in the highly agricultural landscape.

~~12.776~~12.757 Development of the site provides an opportunity to create a pedestrian and cycle link to the playing fields to the east of the site, from Keightley Way.

~~12.777~~12.758 A small area of surface water flooding is recorded in the north of the site. Any development in this area of the site will need to demonstrate mitigation measures designed to alleviate the potential surface water flooding risks. This is required to be undertaken in accordance with the surface water management hierarchy.

~~12.778~~12.759 In terms of the wider highways network, transport modelling has identified potential issues on the highways network around Ipswich and consideration should be given to cumulative traffic impacts.

~~12.779~~12.760 Rushmere Hall Primary School is operating close to capacity and, considering this allocation along with forecasts, would be over capacity during the first five years of the plan period. Development of this site will need to contribute to the provision of additional school places or consideration would need to be given to whether a contribution could be made towards additional primary school spaces at the Ipswich Garden Suburb. If the latter is the case, development of the site would need to come forward later in the plan period. Northgate High School is expected to exceed capacity, with new provision due to be made at Ipswich Garden Suburb. Between them, these schools should be able to make provision for these pupils, although a contribution through the Community Infrastructure Levy would be required towards additional spaces.

~~12.780~~12.761 Early years provision is forecast to be over capacity in Fynn Valley ward. It is anticipated that a new setting would be provided under allocation, [Policy SCLP12.24](#) Land at Humber Doucy Lane, however, as this allocation is to come forward during the later years of the Plan, a contribution towards expansion of the setting in Witnesham will be required through the Community Infrastructure Levy in order to increase provision in the Fynn Valley ward.

~~12.781~~12.762 The Cross Boundary Water Cycle Study between [the former](#) Suffolk Coastal District Council and Ipswich Borough Council identifies this site as being within Flood Zone 1. As the site area is over 1 ha, any proposals for development must be accompanied by a site-specific Flood Risk Assessment. The site is also located within a Source Protection Zone and, therefore, the relevant Water Company must be consulted in order to avoid water contamination.

~~12.782~~12.763 The East Suffolk & Ipswich Clinical Commissioning Group have indicated that a contribution will be required through the Community Infrastructure Levy towards enhancements at Two Rivers Medical Centre, as detailed in the Infrastructure Delivery Framework.

~~12.783~~12.764 Suffolk County Council have indicated that Foxhall household waste recycling centre is overcapacity and under pressure due to the site size and access from the highway. As a result, a contribution will be required through the Community Infrastructure Levy towards the expansion of the centre as identified in the Infrastructure Delivery Framework.

~~12.784~~12.765 Suffolk County Council have provided information relating to library improvements across the ~~District~~Plan area. This site falls within the catchment of Ipswich library which has been identified as a library where improvements are necessary to enhance provision. A contribution through the Community Infrastructure Levy will be requested towards the improvement of library provision as identified in the Infrastructure Delivery Framework.

Policy SCLP12.667: Land off Keightley Way, Tuddenham

1.54ha of land off Keightley Way, Tuddenham, as shown on the Policies Map, is identified for the development of approximately 25 dwellings.

Development will be expected to accord with the following criteria:

- a) Provision of semi detached and terraced properties in the southern part of the site;
- b) Provision of affordable housing on site;
- c) Retention of existing trees and hedgerows on the boundaries of the site;
- d) Provision of open space and a pedestrian and cycle link between Keightley Way and the playing fields to the east of the site; and
- e) A site-specific Flood Risk Assessment will be required, and any necessary mitigation provided.

Item 14. **b)** Notification had only recently been received of the District Council seeking views on the scope, aims and design of the draft Development Brief template, which was on the proposed format/template for the Development Briefs, not on the detailed content for specific sites. The template would then be used to prepare development briefs for selected residential site allocations from Local Plans in East Suffolk. The deadline for comments on this informal consultation was 24th July. Information received by the Parish Council was that the briefs will be prepared to better assist in understanding how precisely sites could/will be developed (i.e adding a little flesh onto the Local Plan allocation bones). There was not yet a timetable for the production of the individual Development Briefs. Parish Councils were therefore welcomed to respond to the current consultation on the format/template of the Development Briefs, but Briefs for individual sites would not be produced until later. The information also stated that Parish Councils would be kept fully informed and would be an important consultee. Any future consultation on the individual Development Briefs would not be an opportunity to question the principle of development on any sites. The basic details of the allocated sites and appropriate infrastructure requirements, mitigation etc would already be set out in the relevant Local Plan policy for the site (with other Local Plan policies covering general matters like design, housing mix etc).