Grundisburgh and Culpho Parish Council
Hearing Statement on matter Policy SCLP12.52: Land to the West of Chapel Road, Grundisburgh

3.69 Would the proposed access via Chapel Road and the wider village road network achieve safe and suitable access for all users? Is the Policy sufficiently clear as to how a decision maker should react to a development proposal in this regard? In terms of vehicular and pedestrian access and the requirement for any off site works, is the site deliverable or developable as per the Framework definitions?

Policy SCLP12.52 is contrary to the National Planning Policy Framework 2018 Considering Development Proposals para 108. In that no safe and suitable access to the site can be achieved for all users. The impacts from the development on the transport network (in terms of capacity and congestion), or highway safety, cannot be cost effectively mitigated to an acceptable degree:

- Chapel Road is a narrow country lane with 6 individual properties on the eastern side along with the Baptist Chapel and grave yard built by John Thompson in 1798.
- Park Road, also a narrow country lane, to the south of the site is bounded by the Historic Park and Garden of Grundisburgh Hall.
- The narrow cross roads at the south eastern corner of the site has very little visibility in either direction.
- Lower Road, east of the cross roads is also a narrow country lane with a double dog leg. It has properties along either side and leads onto the B1079 to Woodbridge.
- At the northern end of the site Chapel Road becomes the equally narrow Meeting Lane at the dog leg there. Meeting Lane leads into the centre of the village. There is no footpath on either side until the northern side of the village school site. The egress from Meeting Lane at the central crossroads is difficult with almost nil visibility in each direction.
- The valuable historic village centre is already feeling the pressure of increased traffic. Parking issues are arising around the shop, pub and village green with the hazard of manoeuvring cars and delivery vehicles in an extremely confined historic space.

The proposal is contrary to National Planning Policy Framework para 109 in that there would be an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would be severe. In the case of Chapel Field all the evidence of past decisions and the experience of residents today shows that the road network in the area cannot secure safe access and egress from the site to the wider road network.

The proposal is contrary to National Planning Policy Framework para 110 in that it would be impossible to give priority to pedestrian and cycle movements, within the neighbouring areas. It would create conflicts between pedestrians, cyclists and vehicles by increasing considerably the numbers of both in a limited space. Access by service and emergency vehicles on the narrow lanes is already problematic and the efficient delivery of goods difficult.

3.70 Is the requirement for the provision of on-site public open space justified?
3.71 Is the provision of dwellings designed to meet the needs of the older population justified?

In the opinion of the Parish Council these statements under 3.70 and 3.71 cannot be justified and are only made to try to justify the proposal.