

CLAYDON & WHITTON PARISH COUNCIL

Planning & Amenities Committee

A meeting of the Planning & Amenities Committee was held on Monday 9th September 2019 at 7.30 pm in Claydon Village Hall

Present: Cllrs P Avis(Chair), G Cornish (Vice Chair), C Studd, J Whitehead, J Field, T Passmore

1. EXTENDED PUBLIC FORUM

Approximately 70 members of the public were present to discuss their views regarding the Northern Route Consultation.

Members of the public were encouraged to submit their own personal feedback to the review as well as contributing to Parish Council discussions.

The Chair explained to the public that MP Dan Poulter had mistakenly sent out a letter to village residents in Claydon and Barham (but not, we believe, Whitton) informing them that this meeting was to be a public consultation regarding the proposed Northern Route. The public were reminded that this was a meeting for Claydon and Whitton residents to inform their Parish Councillors of their views in relation to the Northern Bypass route and for Parish Councillors to decide on their response to it. It was noted by the meeting that MP Dan Poulter had also sent a letter to 'Stop Campaign' contacts from other villages North of Ipswich asking them to attend the meeting as well, many of whom were in attendance.

Consultation events, run by the Northern Route team, were publicised on Parish Council noticeboards, on the website and on social media and there had been a consultation event in Claydon in August.

Views from members of the public (from Claydon and Whitton and other parishes) included:

- A feeling that the consultation was biased towards the proposed roads and concern that the cost of maintaining the road was not fully examined.
- Concern that the proposed road may just be a way to allow development of extra housing along the route.
- Concern about the lack of infrastructure available for new houses.
- Questions regarding a feasibility study for container lorries.
- Concern about the impact on residents in Claydon whose homes would be very close to the proposed road.
- Concern regarding the two inner routes ending in a roundabout that was already a very busy junction with the A14.
- The proposed middle route would include a viaduct as long as the Orwell Bridge and so could feasibly suffer from closure in inclement weather.
- Concern regarding the environmental impact of the road and a feeling that at some point, we have a responsibility to stop destroying the countryside.
- In the Joint Local Plan document, land has already been marked for planning and the bypass may remove some of the reasons for rejecting applications for planning in the countryside.
- The feeling that the 'bottleneck' is not at the Orwell Bridge, but at Cambridge.
- Concern regarding the considerable noise already heard in the village from the A14. If the proposed route is built on the other side of Claydon, then the noise would be audible from both directions and be detrimental to residents.

- It was felt that as it had been possible to have road closures in place for three days for a concert in Ipswich, then adverse conditions on the Orwell Bridge should not have as much impact as is claimed.
- It was felt that Suffolk should be more progressive and forward thinking in its approach to addressing the issue of keeping the A14 running smoothly in a climate emergency.
- The Park and Ride is no longer available at Whitehouse and buses have been reduced, forcing more cars onto the road. These would be easy situations to remedy before considering a new road.
- A feeling that Ipswich cannot stand still when the Orwell Bridge is out of use and a solution must be found. However, it should be different solution to the proposed Northern Route. It would cost significantly less to build on Operation Stack rather than build a new road.
- The impact of extra traffic in the village on visually impaired and disabled people needs further consideration in the plans. The proposed route would have an adverse impact on the most vulnerable people.
- The financial costs do not take into account the impact of splitting communities in half, additional housing and infrastructure and depreciation in the value of people's homes.

Cllr Passmore outlined his personal opposition to the proposed northern bypass and felt that there would be more value in making improvements to the Orwell Bridge as well as the Copdock Interchange. He felt that there could be options of a contra-flow on the Orwell Bridge and closing it only to some vehicles in high winds. He felt that the railway tracks to Felixstowe could be reinstated. He felt that there could be more investigation of a tunnel under the Orwell close to the current crossing. He felt that if any of the proposed routes were progressed, then there would be further housing in the countryside that should be protected. He highlighted his own plans to meet with Suffolk Highways to investigate other solutions to the issues with the Orwell Bridge and Copdock interchange. He also clarified that baffles for the Bridge had been researched and would not be possible – they would buckle the bridge.

Cllr Field outlined his preference to work on improving the existing transport network, but he was also concerned about the single linking road to the Port that transports one third of the UK's imports and exports. He felt that the 10-15,000 houses along the route would be necessary to gain government support for the route. It would be essential for the Parish Council and individuals to note any objections to the proposed bypass, including improvements that could be made to the plan should it go ahead.

2. APOLOGIES

Cllr Price apologised due to being away. This reason for absence was accepted.

3. MINUTES OF LAST MEETING

Minutes of the meeting held on 15th July 2019 were approved and signed.

4. MEMBERS DECLARATION OF INTEREST

None

5. IPSWICH NORTHERN BYPASS CONSULTATION

Cllrs Gutteridge and Price both submitted written views. These are appended in the minute book.

Cllr Whitehead also provided written views at the meeting that are appended in the minute book.

Many residents had also provided their views via email and letter and through discussions with their Parish Councillors.

The views of Parish Councillors included:

- A concern that the proposed routes would not relieve congestion in Ipswich as the outer route is too far away from the town.
- Concern that the two inner routes would adversely affect the residents of Claydon, Barham and Great Blakenham, particularly when accessing the A14 and increase congestion at Martlesham.
- Concern regarding the destruction of farmland, especially post-Brexit.
- Concern regarding the increase in pollution within villages close to the proposed route.
- Concern about a greater Ipswich expanding out to the road, engulfing small villages.
- Belief that the small number of times that the A14 has been closed across the Orwell Bridge does not justify the destruction of the environment and local communities that it would pass through.
- It would be more appropriate to find solutions to the problems of high winds on the Orwell Bridge rather than build a whole new road.
- An agreement that there would be little merit in the Outer Route as it is too far away from Ipswich to have an impact on congestion in Ipswich. It was felt that one advantage would be to take traffic away from Coddendam High Street, but it is understood that residents of Coddendam are opposed to the Outer Route.
- Belief that it would be beneficial for residents of Claydon and Whitton to be able to go towards Woodbridge without the extended mileage of going south of Ipswich on the A14, then north on the A12, or taking narrow country roads.
- Belief that the proposed inner routes would help prevent the use of Claydon and Barham Church Lanes as rat runs for traffic and enhance the countryside in this area.
- The Ipswich Garden suburb off Henley Road could have a substantial effect on Claydon with significant extra traffic coming through the village. The proposed inner routes would largely prevent that happening.
- It was felt that the proposed inner route could provide a tangible barrier between Claydon and Ipswich, meaning that Claydon was less likely to be subsumed into a greater Ipswich.
- A feeling that the proposed bypass would not have a big impact on the environment and climate change, especially as so few people choose sustainable means of transport at present and are unlikely to be persuaded to in the near future.
- A fear that if a major fault were discovered with the Orwell Bridge, an alternative option would be essential.
- The proposed bypass would complete the full circular ring road of Ipswich, which all other major towns have.
- Road and fuel tax paid locally contribute to road improvements nationally, and it was felt that residents of Suffolk would benefit from providing a local benefit from these funds.
- It was felt that extra houses were largely inevitable, and the proposed inner routes would clarify where these new homes should be located and put a road structure in place to support a larger population.
- There was a large concern that if the road were not built, this could adversely affect the Port of Felixstowe and all the industries that operate from the Port, including many in the local area.
- There was concern that there should not be roundabouts on the A14 and junctions were preferable to keep traffic moving.
- A feeling that alongside the proposed inner routes, it would be helpful to re-open the park and ride at Whitehouse, which will help reduce congestion in Ipswich.
- Concern regarding the noise levels from the proposed routes, especially given the substantial noise pollution already heard in the village from the A14.
- Concern regarding the impact on individual Claydon residents who will be affected by the proposed inner routes going very close to their homes or through their gardens.

Parish Councillors decided that they were opposed to the proposed Outer Route, but supported the proposed inner routes with a majority of four to two.

The clerk was requested to write an email supporting the inner route to Cllr Hicks, but to include the major concerns of the impact on residents where the route would pass close to their home, the

impact of noise pollution, design of the junctions to access the A14 and the need to ensure that the new road is in place before the houses off Henley Road are built.

6. PLANNING MATTERS

The following application were discussed:-

a. **DC/19/03777**

Proposal: Householder Application - Extension to garage to provide additional parking and storage.

Location: Mockbeggars Hall, Paper Mill Lane, Claydon, Ipswich Suffolk IP6 0AH

Cllrs Cornish and Avis had visited this application and felt that the current owners were restoring the property beautifully. Parish Councillors supported this application.

b. **DC/19/02809**

Proposal: Householder Planning Application - Erection of single storey rear extension.

Location: 32 Edinburgh Gardens, Claydon, Ipswich, Suffolk IP6 0DU

Parish councillors supported this application for a small extension.

6. UPDATE ON PLANNING APPLICATIONS

An updated copy had been sent to all planning committee members and is appended in the minute book.

8. MEETING WITH MSDC

A meeting is taking place and Claydon and Barham Village Hall on Tuesday 10th September at 11:30. Cllrs Avis, Studd, Whitehead and Field will attend.

9. SUCH BUSINESS THAT IN THE OPINION OF THE CHAIRMAN SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES TO BE SPECIFIED IN THE MINUTES

12. MATTERS RAISED BY MEMBERS

None

The meeting closed at 21:15

Chairperson