

Draft Copdock and Washbrook Community led development plan

Copdock and Washbrook Parish Council surveyed 460 dwellings in the Parish to produce a community-led Development Plan. 86householdsresponded an 18% response.

The Parish Aims: In the broadest sense are for: -

- A vibrant and safe community that cares for and supports one another;
- A sustainable community that provides well designed and sufficient housing to
- meet the needs of a range of local household sizes, ages and incomes;
- A successful community that has a thriving local economic base and provides a range of job opportunities.
- Social equality and inclusion leading to demographically and socially well balanced and sustainable communities.
- A well run community that is supported by important local infrastructure and services;
- An accessible community that is served well by walking and cycling links and has opportunities for traveling by public and community transport;
- An environmentally friendly community that promotes efficient use of natural resources and manages and respects a range of high quality open spaces.

Survey Questions

General Information:

1. Are you/they?

Male	86
Female	82

2. What age group are you in?

0 – 18	14
19 – 39	1
40 - 64	62
65 & over	64

3. What is your employment or education situation?

Employed full-time	32
Employed part-time	15
Work from home	1
Self-employed	14
In a Gov't training scheme	0
In full-time education	18
In part-time education	1
Retired	76
Unable to work through illness / disability	1
Un-waged	2

4. How far do you travel to your main place of work or study

Stay in Parish	31
Up to 15 miles	45
15 – 30 miles	21

5. How do you travel to your main place of work or study?

Walk	11
Cycle	2
Bus	11
Train	5
My own car/van	59
Motor cycle / Scooter	0

The following questions were answered on behalf of the household.

6. What do you think about the existing housing in the Parish?

	About right	Need more	Too many
Flats/apartments	45	14	2
Bungalows	42	32	2
Small Houses (1-2 bed)	28	44	3
Medium Houses (3-4 bed)	42	30	4
Large houses (5+ bed)	52	3	14

7. Do you intend to stay in the Parish in the near future? If not, why are you intending to leave?

Most reported they intend to stay. A few commented on potential urban sprawl and indicated they would move if it occurred. Some evidence also emerged in Question 9 of downsizing and emerging need for sheltered accommodation. Size of roads, volume of traffic. Access to existing dual carriageway. Village school over crowded

A number of responses received don't seem to refer to the question. Shown below: -

No access to Back Lane to prevent congestion in village. Area behind Brook Inn provides green space close to centre. Visual if not physical amenity. Seen congestion grow on Old A12 and Lanes. Note, lanes not roads. No more development of Washbrook or Copdock. Village should not spread further. Overcrowding of present school. Character of village should be retained. C&W has a good allround mix.

8. If you do want to move house, what is preventing you from moving? (please tick)

a) Suitable rented housing is not available in the parish	1
b) Suitable housing to buy is not available in the parish	7
c) Suitable rented housing is available in the parish but I/we cannot afford it	1
d) Suitable housing to buy is available in the parish but I/we cannot afford to buy it	4
e) Other: Village is large enough. Village will be swamped and no longer a village. Location in relation to Sproughton and Copdock does not lend itself to expansion. Size of lanes, volume of traffic. Poor bus, surgeries overcrowded and far away. Ditto Shops and Post Office. People talked of leaving if the village grows larger and intend to move as a consequence. Village seen as being too suburban already.	

9. What type of housing are you in now, and what type of housing will your household need in the future (between now and 2030)?

Type	Now			Future		
	Owned	Private Rental	Council Housing Assoc.	Owned	Private Rental	Council Housing Assoc.
Flat/Apartment				3	2	
Bungalow	20			20		1
Detached House	34		1	15		2
Semi-detached House/Terrace	11			10		1
Warden assisted or retirement housing				9		1
Other Please specify						

10. Who needs housing?

Members of your household looking to move into their own accommodation over the next 3 years? (e.g. son or daughter, older relative)

In Copdock and Washbrook

Yes

No

Elsewhere

Yes

No

11. A12 traffic diverting through the village to avoid A12/A14 Copdock Mill interchange.

Congestion has been raised as a previous community issue to the parish council. If it was possible to relieve traffic in the village, would you accept a large number (100s) of new homes in the village to pay for it?

Yes

No

12. Should development take place.

The map attached shows where it would best take place in Blue and where it should not in Red. Areas of special green space because of their beauty, historic significance, recreations value, tranquillity or richness in wildlife in close proximity to the community requiring protection from development are marked in green.

13. Scale of growth

Small – Small developments will fit in with the village better and avoid estate style development, but we may get less community

Large – In most cases large development supports more contributions and community benefits including a higher amount of affordable housing delivery. The development may not necessarily fit in as well with the rest of the village.

Please tick only one option:

**Small scale
and
dispersed**

59

**One or two
larger
developments**

4

14. Impact on our local infrastructure? Comments provided by residents.
Not our role at present to verify the resident's perceptions.

School too small already turns resident's children away. School needs enlarging. Sports and Village Hall essential. No shops or doctors. Unfavourable without new roads and infrastructure. Buses infrequent. New homes to have off road parking. Any development needs improvement to Swan Hill and speedier transit of the A1071 Hadleigh/Sproughton road junction. More development seen by some as the trigger to move. Access to Folly Lane to be restricted. No development without improvements. Pressure on GP and School. More school places and shop. School needs enlarging. Hadleigh Road (A1071) roundabout already overcrowding needs improvement. Swan Hill needs widening or alternate route. Traffic lights on A1071 roundabout disliked. No shop or doctor. Large development only brings more traffic. Close to Ipswich for schools Doctors etc. Strain on school. Need broadband fibre. Bigger village means more shops, Doctors, Dentist, schools etc. More traffic. Significant input on roads. Little in way of public transport. Current traffic and pedestrian access to amenities could not support major increase. Inadequate roads. School already at capacity. No community shops. Back Lane very narrow and would need improvement (Footpath). Development Elm Lane/Old London Road would facilitate footpath across to Back Lane and Fen View.

Insufficient infrastructure, more houses = more traffic. Enlarge village primary school, widen Swan Hill. Major improvements at Haleigh Road A1071/1214 junction. Good news for pub and garage. Increased traffic and congestion. Pressure on local services. Poor existing roads structure esp. into Ipswich. Lanes too narrow in village to take more traffic. All new development needs the infrastructure. Is the Primary School already at full capacity? Users of Capel surgery know how difficult it is to get an appointment. Small developments will not change the character of the village and can be supported. Increased traffic. Too much traffic. Need more Doctors. Much better and regular transport. Damaging. Love a bus shelter for Pearson's Way. No road network. School size, shops to support any future development. Even now takes longer to get out of the village with queuing traffic. We don't have anything apart from school. No good building extra houses as there are no jobs in the area. The local doctors, school etc. at full capacity. A lot of the area is not on mains gas or drainage. Most of the village is agricultural land. Taking any productive land is short sighted. Food production will become an issue. Would need a better bus service and shop/post office. Schooling. Traffic. Local children already find it difficult to get a place in village

school (sibling rule). Narrow, non-footpath lanes within village. Doctors overloaded at Pinewood, East Bergholt and Capel St Mary. Housing already agreed at East Bergholt and Holiday Inn will make it worse. Public transport would need improving. School too small unless restricted to local residents only. Development would over populate the area. Local school, road structure, heavy vehicles already destroying lanes. No local shops doctor leads to more vehicles toing and froing out of the village. Swan Hill too busy now. With no shops or services in village it would lead to more traffic and wear and tear to already worn out lanes. Roads, sewers, telecoms, electricity supplies updated. Restrict access to village 'local traffic only', 'access to village only'. Playing field within village rather than crossing Old London Road.

A wider view suggested the way forward was 'New Towns' providing roads, schools and hospitals etc.

15. Reasons for development

Limited demand for housing identified. The possible development areas are linked to the Old London Road where it is considered the dual carriageway could carry additional traffic and in the main away from the village avoiding Whights Corner and Swan Hill.

Possible venues

- Many identified Hill Farm, an apparently abandoned property with many scrap vehicles. Development seen as a way of removing an eye sore. However, drainage issues exist and possible development alongside the A14 seen as allowing the urban sprawl of Wolsey Grange, Pinewood and Chantry into the village.
- Old recreation Ground Elm Lane/Back Lane. Plans already drawn up.
- Residents of Elm Lane see themselves as being outside the village. Development of the land in-between Back Lane, Elm Lane and the old A12 avoiding the allotments. Provides an opportunity to bring the area into the village. Development of the land with the ravine would produce a serious challenge. It would facilitate a footpath from Fen View to the village school removing mothers and toddlers from Back Lane, a narrow lane with no footpaths.
- Scope for one or two ribbon developments of 12 to 18 houses adjacent to the Copdock formerly Cameo Hotel.
- Tract of land behind the existing bungalows on Old London Road next to Folly Lane provided access through the line of chalet bungalows can be obtained. Entry and exit from Old A12.
- Development on Folly Lane has been indicated. Suffers from frequent heavy goods vehicles overflowing from the lane onto peoples verges and front gardens. Development of the Lane into a road for the first mile as part of a development would be beneficial.
- Development on southern side of Old London Road especial up the hill from Gladwell's not favoured. Gladwell's is made up ground.

16. Reasons against development

Recent developments at the Marvens, possible development at the top of Back lane and Elm Lane, planning application for 16 new houses in Folly Lane, rejected since survey and a development of nearly 500 houses on the Parish Boundary at Wolsey Grange adjacent to the Holiday inn constitutes more than enough development for the immediate area. Size of the lanes, volumes of traffic and need to access existing dual carriageway. Access to Back Lane needs to be restricted to prevent congestion in the village.

Concerns about the pressure on the present infrastructure. Lanes congested, many without footpaths. Village Primary School full. Village children unable to obtain places due to the 'sibling' rules. Out of village children have priority to join any brothers or sisters already at the school. Doctors practices in Capel, East Bergholt and Pinewood full. Results in difficulties and delays in getting an appointment. No shop or Post Office. Poor and irregular bus services. Congestion up Swan Hill towards Hadleigh and Sproughton roundabout. The Old London Road, Swan Hill and Beagle roundabout has become a 'Rat run' to avoid the daily tail back of traffic northbound to the Copdock Mill interchange.

Many spoke of retaining agricultural land to the north of the village backing onto Charlottes, Back Lane and the Street. As a tranquil view and a 'green lung'. Concern about the village potentially merging into Wolsey Grange, Pinewood and Chantry all being regarded as being Ipswich. Existing A14 is a first line of defence but many seek agricultural line as a further green barrier. Village school is perceived as being over crowded. Village should not spread further. Overcrowding of present school. Character of village should be retained. C&W has a good all-round mix. Farm lane. Green belt. When you start building you lose your village. When does the village become a part of an extended Capel, Belstead or Chantry? Too many low cost houses in the village already. Marvens, Fen View and Pearson's Way. Enough development has now taken place. We need to retain what green fields are left to keep us as a village and not joined up with Ipswich Town and surrounding villages. Not in existing Washbrook village due to roads. Back Lane too narrow and dangerous for an increase in traffic. Areas of outstanding beauty enjoyed by many along footpaths. Ribbon development along Old London road. Speeding on Old London Road and continual cut through village from interchange. New houses in inappropriate places. Keep focus on village and maintain clear boundaries. No more in the Marvrns. Stay as a village not a small town.

17. General Comments

The responses suggest that parts of the village do not lend themselves to any further development. The views on potential development were that it depended on how much, where, who for, what types of houses and how the specific development is managed. As long as there are sufficient facilities (school places, health provision, road space, amenity space, public transport) and as long as existing residents are not unduly inconvenienced or disadvantaged then the impact should be manageable. The key issue would be avoiding increased traffic on small country lanes and minimising loss of our countryside and village centre. One respondent commented that they were called lanes for a reason.

Areas unsuitable for development and those where views can be protected were easy to identify. If small scale development uses the empty spaces alongside the main roads, then impact for most residents will be minimised and the character of the village can be maintained. Anywhere else e.g. in the village centre or surrounding fields would impact heavily on the character of the area and would create traffic on small country lanes which are already dangerous to drive on as it is. The general view being that individual houses as infills will continue to come forward. Small developments of say 12 to 18 houses could be considered. There was no support for larger scale developments that could fund infrastructure development. That might be revisited if someone proposes a development that allows the village school to relocate and expand. No site readily identified as the main issue was walking access for children and parents.

What local infrastructure was a frequent response? Infrequent buses and a pub and primary school. It would just turn C&W into a rather depressing extension of Ipswich and further increase pressure on surgeries, roads and schools etc. Frequent comment is made to obtain a green separation from Ipswich, Pinewood and Wolsey Grange was for more than just the existing dual carriageway (A14). Destroy the character of the village and eventually it will join up with Ipswich therefore losing its status as a village.

Whilst development of the Hill Farm site adjacent to the underpass under the A14 would tidy up an eye sore it encroached into the green separation and was set aside. We moved from town to countryside – proper countryside with wild life, dog walking. Generally, a good green barrier keeping the village rather than urban sprawl.

We don't feel the village layout lends itself to any further development

18. Conclusions

First of all, a big thank you to those that took part – we would have liked more returns but we received 86. 18% of the number of those delivered. This may seem low but is double the normal response for surveys of this type.

In summary, the message was one that reflected the views of the Parish Council that any development should not detract from the character of the village and should only come with an improvement of services such as school places, surgery capacity and ideally a better bus service.

There were also concerns about existing traffic using Swan Hill and the junction with the A1071.

The type of housing that you suggested reflects that identified across Babergh as a whole – smaller properties for both first time buyers and those seeking to 'downsize' in retirement.

So what happens now:

A. We are feeding our thoughts back to everyone in the village.

The survey summary is on the village web site. Hard copies can be obtained if you email corner.pt@tiscali.co.uk Please include your postal address.

B. Hold a public meeting for final comments.

Comments can also be addressed to the-mail address. A face to face feedback session has been arranged in the Church Room on Saturday 25th February 2017.

When feeding back you might like to consider these questions:-

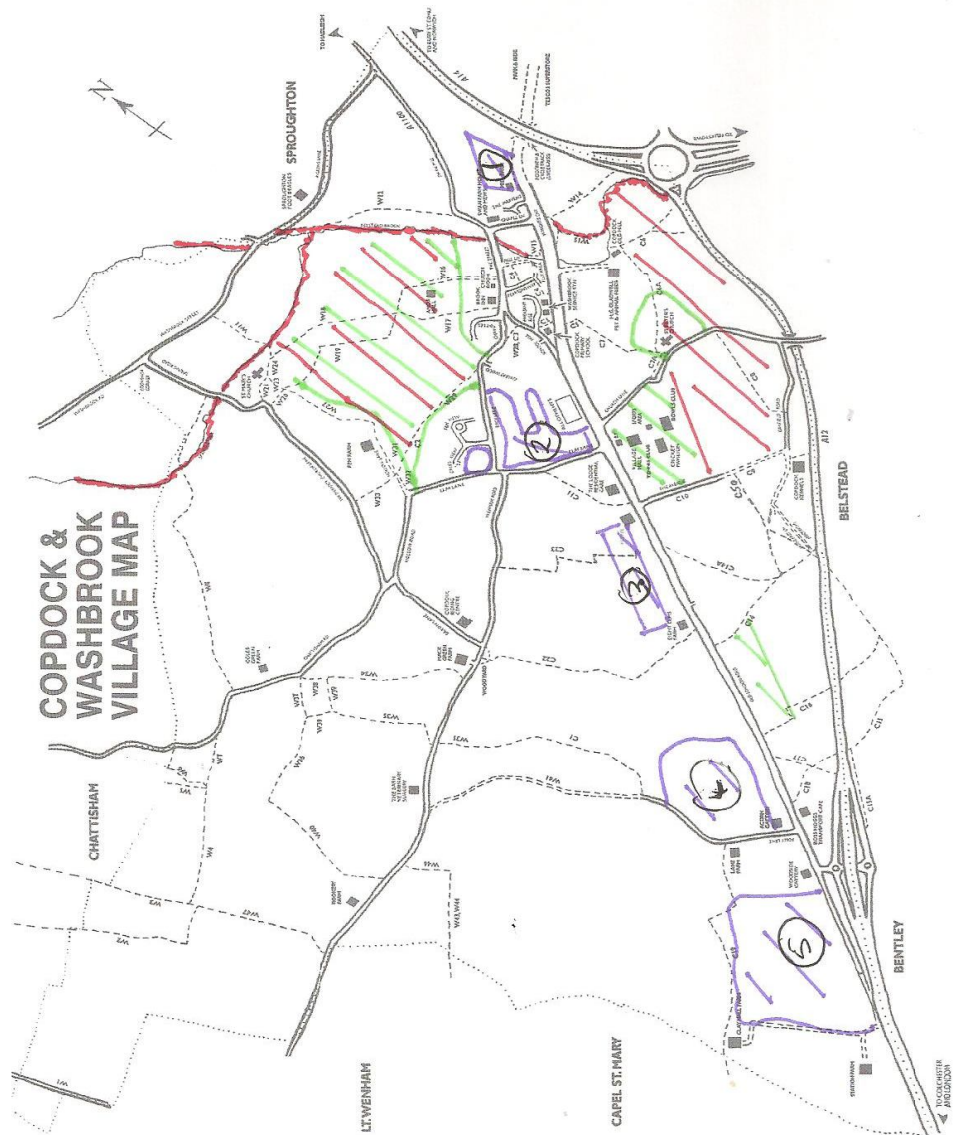
1. The Parish Council will be using this plan to guide them in their response to planning applications – are you broadly happy with that? YES / NO If 'NO' then please explain why not.



2. Are you aware that the Parish Council meet at 7.30pm on the first Tuesday of every month at the Church Room and that members of the public are welcome to attend and participate? YES / NO



3. Did you know that the minutes of the Parish Council meetings are published on our website (<http://copdockwashbrook.onesuffolk.net/parish-council/>) the month after they are approved? YES/NO

C. We will then feed our findings into the District Councils revised Local Plan.

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Development – Draw a blue area where there could be development.  

No Development – Draw a red area where there should be no development  

Local Green Spaces – Identify in green any area that should be designated as Green space  