



Peninsula

Campaign

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Dear Sir,

Response to Amendments to Planning Application B/12/00500/FUL – Redevelopment of Former HMS Ganges Site at Shotley Gate

Thank you for notifying the Shotley Peninsula Cycling Campaign (SPCC) of the recent amendments to this planning application, recently submitted by the applicant.

We have viewed and carefully assessed the revisions encompassed in these amendments and are of the view that the substance of this planning application remains the same. In consequence this proposed development will have substantially the same impact on cycling on the Shotley Peninsula as before.

Under these circumstances we wish to retain our earlier comments set out in our letter to you of 2 July 2012 and to take this opportunity to re-enforce some of the key points we made at that time;

- (a) This proposal would lead to a substantial increase in traffic using the B.1456. This will inevitably make this road an even less appealing one to cycle on. We therefore have considerable concerns about this planning application as it currently stands as it will have a very negative impact on cycling on the peninsula in the future. Indeed, in its current state we believe this application should only be refused.
- (b) We would therefore suggest that the applicant will need to take measures both to mitigate this negative impact and to make the proposed development far more sustainable than it currently is before this application could reasonably be considered for approval.
- (c) The SPCC is therefore of the view that if Babergh DC is minded to approve this application then it is essential that a new, safe, off-road community path be created between Ipswich and Shotley Gate.
- (d) The applicant freely acknowledges that a ‘compelling case’ has already been made for this new path and says that ‘a financial contribution towards enhanced off-site cycle and pedestrian infrastructure will be secured through a S.106 Agreement’.

- (e) It is critical that this contribution is a very significant one and enough to ensure, at the very least, that the most needed sections of this path (which in our view are those between the edge of Ipswich and the top of Freston Hill and between the western edge of Shotley Street and the foot ferry at Shotley Gate) can be constructed in the early stages of the site's development.
- (f) A token financial contribution from the applicant would be the worst of both worlds. It would be insufficient to see a meaningful introduction of any new off-site infrastructure for cyclists (and other path users) whilst at the same time making the B1456 even more intimidating to most existing and potential cyclists. It would represent a lost opportunity for future generations on the Shotley Peninsula, just at a time when cycling in the UK is enjoying an explosion in popularity.

Yours sincerely,

Mike Crouch
Chairman
Shotley Peninsula Cycling Campaign

www.spcc.info