

**HAYLINK LIMITED –
FORMER HMS GANGES,
SHOTLEY GATE, SUFFOLK**

**SUMMARY Proof of Evidence of Simon Blinkhorne BSc MCIT MILT MIHT
On behalf of the Peninsula Parishes Alliance (PPA3)
(CORE DOCUMENT CD77)**

**PINS: APP/D3505/V/05/1185675
LPA: B/03/01085/OUT**

**Project No. 05-069
January 2006**

**HAYLINK LIMITED –
FORMER HMS GANGES,
SHOTLEY GATE, SUFFOLK**

**SUMMARY Proof of Evidence of Simon Blinkhorne BSc MCIT MILT MIHT
On behalf of the Peninsula Parishes Alliance (PPA3)
(CORE DOCUMENT CD77)**

**PINS: APP/D3505/V/05/1185675
LPA: B/03/01085/OUT**

**Odyssey Consulting Engineers
Offices 3/4
Hart House
Priestley Road
Basingstoke
Hampshire
RG24 9PU
Tel: 01256 331144
Fax: 01256 331134
enquiries@odyssey-ce.co.uk**

**Project No. 05-069
January 2006**

1.0 I have considered within my evidence issues relating to highways and transportation and in particular matters of transport sustainability and link capacity on the B1456.

2.0 The development is not located around a major node nor is it in a good transport corridor. The development site has been judged by the District Council not to be a sustainable village or local service centre.

3.0 I concur with the District Council's committee report as prepared by the Head of Planning (Control), which states that the site lies at the end of a peninsula remote from any significant service or employment centre, and access by land or water is not good. It further states that this application must fail because it does not address the issues of sustainability sufficiently.

4.0 I have demonstrated that the site is remote from main employment areas and main services such as health, retail and leisure.

5.0 I have demonstrated that current bus services in the local area are infrequent and do not run on Sundays. Ferry services to and from Harwich and Felixstowe are seasonal and subject to weather conditions. I consider that the level of public transport service provided is insufficient to meet with sustainable transport policy which states that developments should offer **realistic** and **easy** access by non-car modes.

6.0 I conclude that even if the bus services between the site and Ipswich Town Centre could be improved to an increased frequency of say 30 minutes headway and on acceptable terms, approximately 73% of the trips expected to be made from the new development would be to and from areas outside Ipswich Town Centre. Apart from a small percentage of potential take up within the local ward itself, along the route of the bus service, these areas would not benefit from the improved bus service by effecting a modal shift. Trips to these areas would therefore continue to have no realistic choice of travel mode and would, in my view, continue to rely almost entirely upon the private car.

7.0 Trips to Felixstowe and Harwich present a very small proportion of total work trips to and from Berners Ward. Any potential improvements to ferry services are unlikely in my view to make any inroads into modal shift.

8.0 I conclude that the development site is in an unsustainable location in terms of its accessibility by means of transport other than the private car and its accessibility to jobs, schools, shopping and other services. As such, it is in direct conflict with PPG's 3, 7 and 13 together with sustainable transport policies at a regional and local level.

9.0 Based upon a reasonable interpretation of link capacity assessment standards, the traffic forecast to be generated by the proposed development during the busiest periods of the day would result in the critical section of the B1456 through Woolverstone to operate beyond its theoretical capacity. This would in my view lead to congestion, a deterioration of road safety conditions, increased conflict with other road users, particularly pedestrians and cyclists, which would be detrimental to sustainability and lead to a worsening of environmental conditions within the village centres.

10.0 It is my view on the basis of the evidence I have given that this development should be refused on highways and transportation grounds.