

**Richard Watson
Head of Planning Control
Babergh District Council
Corks Lane
Hadleigh
IP7 6SJ**

Dear Richard

**Application No: B/03/01085/OUT
Location: Former HMS Ganges Site
Section 106 Issues**

I set out below the position of Shotley Parish Council with regard to the above. I have as far as is practical followed the subject headings from the Development Committee's decision of 8 June 2005.

I would welcome a meeting to discuss this representation with yourself and your consultant at the earliest opportunity.

Affordable housing on site and a commuted sum for off site provision

We are concerned that we do not know what your Council's current thinking on this subject is: how many properties are you seeking and what proportion will be provided on and off site? Evidence from the Parish Plan suggests that the numbers of people seeking alternative accommodation locally is underestimated in the Babergh Housing Needs survey.

We would like to see provision made for single young people and evidence from our village plan suggests that a "Foyer" type project catering for six young people is required.

There is currently no provision within the Parish for vulnerable elderly people; we would wish for this to be addressed. A cost effective way would be to use some of the funds to complete ahead of schedule the conversion of properties in Queensland for the independent elderly or those with a disability. Further provision should be made locally for those who cannot be independent.

Contributions to additional education provision

We have noted that the County Council as Education Authority appear satisfied with the amount to be provided for the additional numbers of school age pupils that will be generated by the development. There is still concern that this sum may be diverted to other parts of the education budget and we would wish to see that the agreement specifies that the money is for meeting the addition demand at Shotley Community School and Holbrook High School.

Shotley currently benefits from having an excellent pre school facility, "Kidzone." This provides for education for children under the age of three and also provides a breakfast club, after school clubs, holiday clubs and parent support groups. The facility is currently running at capacity.

We are seeking support to enable this facility to meet the additional demand that the new development will bring:

£75,000 to provide for a building of a suitable size
£25,000 to provide for additional equipment and resources
£20,000 annual revenue support principally for staff costs

Highway improvements and increased pedestrian and cycling provision

As you know the outline planning application, the response of the County Council and your own report is silent on these matters as far as Shotley is concerned. This topic has been the subject of extensive study and discussion locally, we therefore seek the following:

The implementation of the remaining elements of the Shotley School Travel Plan, in particular the provision of a pedestrian/cycle path, away from the B1456, from Shotley Gate to the school.

Bristol Hill foreshore – pavement and road repairs, "Bus Turning" signage, and provision of improved parking bays, relocation of bus stop with bus shelter and loading bay

The resurfacing of the footpaths from East View Terrace to Cherry Gardens

An increase in the number of parking bays along Visdelou Terrace, East View Terrace, Shotley Street and Kingsland (with compensatory tree planting), provision of bollards to deter parking in unauthorised places, grants to individual householders at these locations to provide hard surfacing for off road parking and/or other safety measures

Improvements to sight lines and improved signage at Battery Lane, Shotley Rangers, Old Hall Lane, Corner Garage, Erwarton Hall Lane, Church Walk, The Boot and Wades Lane.

Measures to alleviate surface water flooding at the top of The Street and on Ipswich Road

Provision of bus stop bays at Orwell View Road, Shotley Street Post Office, the top of The Street (eastbound), The Boot and Wades Lane (both directions). Provision of bus shelters at Wades Lane and The Boot (subject to planning and local consent)

A dedicated cycle way from Shotley Gate to Wherstead roundabout.

We reiterate our support for the submissions made by the other Parishes along the B1456 concerning improvements and amelioration they are seeking for their communities.

A police base within the development

We support this proposal and have no comment other than any facility should be integrated with other community facilities.

Contributions to enhance the healthcare provision in the locality

We would wish to be appraised of the measures being sought by the Primary Care Trust. We are concerned that the recommendation of the Health Impact Assessment that the County Council Social Services Department be consulted has still to happen. It is recognised by the PCT that services ancillary to medicine and for social care are inadequate locally. This element of the agreement needs to recognise that the development will have an impact on the health of the existing community and it must enhance provision not simply provide for additional resources to meet the needs of the additional people.

Currently in South Suffolk only 81.5% (June 2004) of Category A emergency ambulance calls reach the patient in the response target time compared to 92.3% for the region as a whole. We are therefore seeking sufficient funds to appoint, train and equip a Community Paramedic based at the existing GP practice.

Contributions to the improvement of the Shotley / Harwich / Felixstowe ferry

We remain to be convinced of the merits of this project which despite having had a huge investment of public funding is still to prove itself. We believe that it will only work if it is to receive further heavy subsidies, also runs to Parkstone, has very regular transport links into Harwich, Felixstowe employment areas and Felixstowe centre. There is also the issue of its location and the provision of car parking for passengers particularly if it is to be a commuter provision. The cost of that sort of investment is disproportionate to the benefits it would bring and has the potential of reducing the pot for other more important matters. It should be put well down the list of priorities.

Contributions to establish a half hourly bus service to Ipswich, community facilities and the production and implementation of a travel plan

The Parish Plan was not conclusive on the needs of current public transport user nor on the reasons why non users do not use the services. Given that there will be a long lead in time between the Inquiry decision and the first new residents we would wish to see the developer pay for further research on fares, destination, frequency, greater co-ordination with the Buzabout service and the discrete needs of different groups in the community e.g. students.

Current research shows that Travel Plans are having a minimal impact on encouraging non car journeys and has led to the following conclusion. "It is clear that residential travel plans should never be used as a means of justifying development in a location which in principle would be unacceptable." (Department of Transport 2005). To have any chance of success they need to propose some fairly radical measures, such as no car parking spaces on the development. Any proposals need to be fully integrated with the rest of the area; it is no use having a cycle friendly approach within the development if you cannot safely go beyond its boundaries.

The attached Appendix details the types of measures the Department of Transport believes can lead to a sustainable transport plan and we need to assess any amended proposals from Haylink against these criteria.

Community Facilities

The District Council have been provided with evidence concerning the current pressures on existing community facilities and how they could not cope with, or are inadequate in other ways, to meet the needs of an influx of 800+ people. You are also aware that there are a number of options being considered as to how this future demand could be met in a way that also meets the needs of existing residents.

We would wish to have the developer provide a sum of money to pay for a feasibility study to be carried out under the direction of the Parish Council.

We feel it reasonable that the developer should provide a sum of money equivalent to the building and equipping a new village hall to the latest specifications that could meet the needs of a village of 800 people which would include the cost of land acquisition, professional fees and a project manager. It is to be understood that this will be a sum commuted to the Parish Council to be spent on community facilities once the feasibility study and further consultations have been held.

A further sum under this heading would be required for the provision of a sub Branch library including Internet facilities.

The production and implementation of a construction management plan

We would like the following to be addressed:

Times of working

Times of vehicle movements

Noise and vibration

Dust suppression

Vehicle routes (using the Marina for some less bulky deliveries)

Housing of the workforce on site

A workforce travel plan

Site security

Measures to protect public during remediation of contaminated land

Protection of monuments and mast during demolition and construction phase

An emergencies plan

Local liaison meetings

Monitoring and sanctions

Pollution control (land, water and air) and the safe handling and storage of pollutants

The reuse of demolition materials

The use of local contractors

Management and Environmental standards for contractors

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Measures to manage the impact of an increased local population on the Special Protection Area

We believe Suffolk Wildlife Trust has made proposals under this heading and if so we would wish to comment on them.

Provision and maintenance of public open space, habitats and cliff

We believe that the developer should provide a sum of money to Babergh District Council for the management and maintenance of these areas in perpetuity. We would wish for a further sum to be provided for the care and maintenance of the listed structures and the ancient monuments.

We would wish for further consultations at the detailed design stage concerning play equipment, teen shelters, fitness trail, recycling facilities, ponds, bird and bat boxes and wildlife habitat areas.

Such other obligations as the Head of Legal and Administrative Services and the Head of Planning (Control) consider appropriate

In order for the community to properly manage and plan for the changes that will come about we believe that it is imperative that we have the resources to do so. We are seeking an agreement to provide for the employment of a Community Development Worker (including a sum for delivering a work programme) for the area for a period of no less than five years.

On securing the above obligation the Head of Planning (Control) be authorised to grant outline planning permission, subject to conditions, to include the following:

- control over external lighting
- re-use of demolition materials
- height limit on buildings
- decontamination
- restoration and maintenance of the Fort, Martello Tower and mast
- archaeological investigation
- safeguarding important habitats and species on site
- internal traffic management plan
- phasing
- design code
- landscaping and landscape management

We wish to be consulted at the earliest opportunity on all of the above. In regard to the listed structures we would wish this to be a s106 obligation rather than a condition.

I look forward to hearing from you at your earliest opportunity.

Yours sincerely

Graham Steel
Shotley Parish Council

Appendix One

Checklist 1: Measures/issues to be considered for residential travel plans (depending on site assessment)

A: Site design

Permeability for pedestrians and cyclists

Highways safety measures/traffic calming/pedestrian and cycling friendly infrastructure

Site speed limits

Restrictions on car movements within the site

Parking restraint (or potential for car-free site)

Minimising intrusion from parking (where applicable)

Areas for social exchange, recreation, seating, play, and biodiversity

Cycle parking

Cycle shower and changing facilities in site workplaces (if applicable)

Bus routing: ensuring the road design allows the bus to reach all parts of the development and that it connects well with the surrounding area.

Bus infrastructure such as stands, stops, shelters, bus gates and real time information (where services will be entering the site)

Adoption of home zone principles or home zone features (option to be considered)

B: Improvements to off-site access (as required in the light of existing provision)

Road safety improvements to highways infrastructure serving the site

Creation and enhancement of cycling and walking links serving the site

Provision of off-site bus infrastructure/priority on routes serving the site

C: Facilities that reduce the need to travel (as required in the light of existing provision)

Health

Education / childcare

Shopping /home delivery - e.g. convenience store; cool storage areas for collection of groceries
Employment - e.g. mixed residential/office use or live/work accommodation, broadband, tele-centre
Leisure
Community
D: Public transport improvements (as required, in the light of existing provision)
New or enhanced bus services
New or enhanced rail services
Facilities to improve interchange (e.g. cycle parking/ lockers at stations)
E: Car club
Service established on site
Parking bays allocated
F: Other services to support sustainable travel (options to be considered)
Taxis
Cycle centre
Broadband access and provision of office space in houses
Car share scheme
Home delivery grocery service and refrigerated drop-off points on site
G: Parking management scheme (recommended if parking demand exceeds supply)
Allocation of on-site parking
Control of off-site parking (e.g. yellow lines or CPZ)
H: Promotion and awareness raising package (selection from the following options should provide financial incentives for use of sustainable travel and include face-to-face engagement with new residents)
Travel plan training for sales/marketing staff

Induction sessions for new households and follow up visits
Travel welcome packs
Free/discounted use of public transport
Free/discounted cycles and cycle equipment
Free/discounted use of car club
Cycling/walking maps
Public transport information
Personal travel advice
Information about access to other services and facilities
Cycle training
Community travel web site
Community travel notice-board
Community travel events
Community travel forum
Bicycle user group / buddy scheme
I: Measures to support complementary travel plans, on site and off site (as appropriate)
Schools
Workplaces
Leisure facilities
J: Delivery of the travel plan (covering all of the following)
Resources and arrangements for implementation, co-ordination and day to day management of measures
Appropriate management structures for ongoing decision-making and implementation
Time frames

Handover arrangements
Monitoring arrangements
Targets
Arrangements for ongoing input from the local authority
Provision for enforcement in event of non-delivery

Making Residential Travel Plans Work: Guidelines for new development, Department for Transport 2005.