

Haylink recognises that the new Master Plan will increase travel demands in Shotley, including an increase in traffic movements on the B1456. However, Haylink has explored how to reduce the traffic generation of the proposed new development, especially for the weekday peak hours, through a different mix and amount of employment and residential uses.

The new Master Plan seeks to achieve a 10% reduction in weekday peak hour development traffic flows compared with the previous 325 unit scheme. This approach has been discussed with Suffolk County Council's highways officers; it

has been agreed that a 10% reduction is a material change in traffic conditions.

This 10% reduction has been achieved by introducing land uses that have lower, non-peak or commuter travel demands, e.g. retirement homes, as well as land uses that help the local community become more self-sufficient, e.g. local shops and leisure facilities.

This 10% target does not take account of further reductions that may be achieved through the development of a Travel Plan and improvements to local public transport.



Previous Master Plan for 325 unit scheme

Location Plan

New Master Plan

Pedestrian/Cycle routes
Vehicle routes

Pedestrian/Cycle & Vehicle movements

The graph compares the weekday AM Peak (8.00am – 9.00am) and PM Peak (5.00pm – 6.00pm) hour total vehicle trip generation of the previous 500 unit scheme, the previous 325 unit scheme and the new Master Plan. The graph shows a significant reduction in total development traffic flows.

The former HMS Ganges site is currently fenced and gated. The new Master Plan includes the creation of new high quality pedestrian and cycle links across the site to make it publicly accessible and permeable to these sustainable transport modes.

Q: Do you agree with the proposed pedestrian and vehicular routes through the site and the access points into the site? If not, please indicate how this can be amended?