

28th July 2010

Your Ref: FPS/V3500/7/303

Ms Jean McEntee
The Planning Inspectorate
Room 4/05 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN



Dear Ms. McEntee,

Re: Rights of Way Claims D & E.

Thank you for your letter dated 25th June giving us the date of the Public Enquiry for the above claim amongst others.

We will attend on the 7th December at the IP-City Centre, Bath Street, Ipswich.

Further to our letters 18th Dec '07, 10th Jan '08, 31st Jan '08, 27th Aug '08, 14th Jan '09, 17th Aug '09, we write to re-iterate our position regarding these particular claims of right of way.

We have supplied to Jane Stevenson of SCC, both documentary and photographic evidence from every decade since the beginning of the 20th Century to date, which proves that due to the operational and maritime requirements of the Port of Ipswich over the past 100 + years, a public right of way across dangerous quaysides and deep water berths has NOT been established.

We are of the opinion as an employer of local people at Ipswich Wet Dock, that of primary concern is the continuation of business and work (which is why the Ipswich Wet Dock was built in the first place), and of secondary concern is members of the public having a right of way across those working quaysides.

Ipswich Wet Dock was created to allow vessels to work, and to enable trade and employment with the town of Ipswich, and the photographs we have supplied to Jane Stevenson as mentioned above, proves this. Barriers were established (see previous photographic evidence) to prevent members of the public from accessing dangerous areas where ships were working in deep water, and these barriers have been in use for many decades. In modern times, Neptune Marina closes quayside gates to prevent public access whilst boat movements take place across the quayside. This is of prime importance for obvious Health & Safety reasons.

In addition, our customers access our car park and their boats via the quay roadway in front of Neptune Marina, and this access is of course critical to the business of Neptune Marina Ltd.

We maintain our position therefore, that it is neither appropriate, nor correct to modify the definitive map by creating a restricted byway between OS grid references TM16424400 and TM17024337, and that the Ipswich Dock Parliamentary Act of 1852 makes adequate and proper provision for the conduct of Trade and Public Access.

Yours sincerely

A handwritten signature in black ink, appearing to read "Swann". The signature is written in a cursive style with a large, stylized initial "S".

Alan F Swann BA
Neptune Marina Ltd.

A long, thin horizontal line drawn in black ink, extending from the right side of the signature area towards the left, ending under the name "Swann".

Enc x 1