

Our Ref: **TArv6/10391**

Thursday, 30 November 2017

Mr Ben Woolnough  
Suffolk Coastal District Council  
East Suffolk House  
Riduna Park  
Station Road  
Melton  
Woodbridge  
IP12 1RT

Dear Ben,

## **DC/17/1435/OUT - Land South and East of Adastral Park – Transport Assessment revision 6**

Brookbanks Consulting Limited (BCL) is commissioned by Carlyle Land Ltd and Commercial Estates Group (The Applicant) to provide technical advice on viability and delivery on a proposed mixed-use development at Adastral Park, Martlesham Heath, Suffolk.

An outline planning application, as titled, has been submitted which, amongst other things, contains a Transport Assessment. This document provides technical evidence to demonstrate robustness of the proposed transport related mitigation measures proposed.

The Transport Assessment has undergone a series of alterations through the life of this application. On 18<sup>th</sup> September 2017, Brookbanks submitted revision 5 of the Transport Assessment to Suffolk Coastal District Council (SCDC). In summary, the TA rev 5 responded to a number of technical queries raised by both Suffolk County Council (SCC) and Highways England (HE).

The Applicant considers that the TA rev 5 contains technically sound information which is suitable for permission of outline approval. Within that document, the traffic modelling demonstrated a mean network capacity and delay improvement to the local road network over the future year reference case (being the development and other traffic general traffic growth with no highway improvements). Further, through independent road safety auditing, it also demonstrated that the proposed highway improvements were deemed safe.

SCC provided SCDC with a formal Consultation Return to the TA rev 5, dated 12<sup>th</sup> October 2017. Whilst SCC did not formally refuse the content of that TA, they recommended via Planning Conditions that the proposed highway improvements proposed could be subject to alteration at the Section 278 Agreement stage. SCC cited reasons for these Planning Conditions to be based on perceived, unevidenced concerns over road safety. The Applicant considers this strategy to be both unsound and unlawful.

Further, a formal report was submitted by SCC's traffic modelling consultants, WSP, on 27<sup>th</sup> October 2017. Within this report, WSP concluded that the baseline model, future year reference model and 'do something' model as outlined in TA rev 5 was accepted.

Further to the reports received from both SCC and WSP above, the Applicant provided response documents which defended, with clear evidence, the robustness and acceptability of TA rev 5.

Notwithstanding the above, in the interests of the collaborative approach that all parties were signatories to through a planning performance agreement (PPA), the Applicant engaged in further collaborative work with SCC and SCDC to find an alternative to satisfy SCC.

The purpose of this letter is to present a new revision of the TA, now being rev 6. The reasons for revision, including a summary of the key changes, is provided below.

### Modelling Update

Further to the chain of events as described above, SCC had made a request for the Applicant to revisit the junction designs at two specific locations on the A12 (Foxhall Roundabout and Adastral Park Roundabout). SCC had requested that partial signalisation of these roundabouts (A12 north bound and south bound approaches only) would be their 'preferred' scheme in relation to both network capacity and road safety.

The Applicant welcomed a collaborative approach to SCC's request for scheme refinement, despite not agreeing that the TA rev 5 modelling makes any suggestion it is necessary. It should be noted that any updates to the Transport Assessment need to clearly demonstrate that the improvement schemes proposed by the Applicant result in a development scenario that is not significantly detrimental to the network performance when compared to the agreed reference scenario. To reiterate, the Applicant considers that was provided in TA rev 5.

In support of SCC's request, WSP (SCCs traffic modelers), on 18<sup>th</sup> November, provided the Applicant with a revised A12 mitigation modelling scenario. This is hereto referenced as the 'TA rv 6' scenario. The Applicant has accepted this model as the 'preferred' SCC scenario for highway improvements.

This TA rv 6 scenario comprises:

- Partial signals on the A12 approaches to Foxhall Roundabout.
- Partial signals on the A12 approaches to Adastral Roundabout.
- Partial signals on the A12 approaches to Martlesham Roundabout.

Vectos (Brookbanks' traffic modellers) have audited the model and have deemed it sound. Brookbanks have interrogated that the mean network delay presented within the TA rv 6 scenario is very comparable to the TA rev 5 modelling results that have been previously submitted. It is considered that the TA rv 6 scenario will generate globally comparable results to the TA rev 5 results, and contains no indication of severe detriment to the network in capacity terms. To reiterate, WSP have not objected to the modelling results contained within TA rev 5.

### Design Drawing Update

To provide a coordinated Transport Assessment update, three design plans have been updated to accommodate the proposed alterations on the A12 corridor. These are provided as follows:

- 10391-HL-40 A – Foxhall Roundabout Improvement (newly created plan for TA rev 6)
- 10391-HL-23 F – Adastral Park Roundabout Improvement (revision of plan from TA rev 5)
- 10391-HL-24 E – Martlesham Roundabout Improvement (revision of plan from TA rev 5)

### Road Safety Audit Update

To provide a coordinated Transport Assessment update, the three design plans listed above have been subject to new Stage 1 Road Safety Audits. The Audits, and Designers Responses, are included.

The information above provides the altered content within TA rev 6. However, The Applicant and Brookbanks have prepared a series of additional documents in order to compliment the review of the new TA. These are described below:

- **Brookbanks Technical Note 44:** The TA rev 6 provides the development trips as having an internalisation factor of 30% with a travel plan discount of 15%. This is as per TA rev 5. Whilst this case is disputed by both SCC and HE, The Applicant consider this to be sound and reflective of the unique location the site has in relationship with the adjacent Adastral Park and Retail Park. Technical Note 44 provides a sensitivity test of the TA rev 6 traffic modelling; the latter assuming a 0% internalisation and 10% travel plan discount case. This sensitivity test concludes that the network still does not experience any severe impacts on mean network delay.
- **Vectos Technical Note 04:** This note has been prepared by Brookbanks' consultants Vectos. This note sets out in detail the evidence base to the 30% internalisation and 15% travel plan discounted as described above.
- **Brookbanks Technical Note 45:** This note responds to, and provides additional technical evidence to HE, who are assessing the impacts on the A14 road corridor. Within this note, link flow diagrams, a merge/diverge assessment and alternative 2027 sensitivity traffic model are provided.
- **Brookbanks Technical Note 47:** This note provides clear evidence demonstrating both the design compliancy and current suitability of the A12 site access arrangement (the same proposed in both TA rev 5 and TA rev 6).

I trust this pack of information allows the related statutory consultees to reach a positive conclusion to the Transport proposals for the application. The Applicant and Brookbanks are on hand to provide additional clarity as required throughout this new review period.

Yours sincerely

For **Brookbanks Consulting Ltd**, and on behalf of **Carlyle Land Ltd** and **Commercial Estates Group**



Lee Witts

**Technical Director**

**Office:** 0121 329 4330

**Email:** [Lee.Witts@brookbanks.com](mailto:Lee.Witts@brookbanks.com)

Cc: Carlyle Land Ltd  
Commercial Estates Group  
CODE Development Planners  
Suffolk County Council  
Highways England  
WSP  
AECOM