

Our Ref: **TA/10391**

Monday, 18 September 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 – Updated Transport Pack**

I write in reference to the titled Planning Application and our recent meetings with Suffolk County Council, Highways England, and Suffolk Police.

Following on from many technical discussions with the transport-led consultees, as above, I am pleased to provide our revised technical pack of transport related documents as below.

- ES Chapter 14 – Transport
- Transport Assessment (TA), revision 5
- Travel Plan (TP), revision 4 (contained within the Transport Assessment)
- ES Chapter 6 – Air Quality (plus appendices 6.1 to 6.4)
- ES Chapter 12 – Noise
- Noise Appraisal, revision 3

In order to aid the review process, I provide below an outline explanation of the key changes within the technical pack:

### **Transport**

1. The traffic modelling has been adjusted to account for the Planning Application land uses, as follows:
  - Up to 2,000 homes
  - Employment area of 0.6ha (use class B1)
  - Primary local centre (comprising use classes A1, A2, A3, A4, A5, B1, C3, D1 and D2)
  - Secondary local centre (comprising possible use classes A1, A3, A5 and D2)
  - Primary and secondary school provision
  - Green infrastructure (including Suitable Accessible Natural Greenspace (SANGs))
  - Outdoor play areas
  - Sports ground and allotments / community orchards
  - Public footpaths and cycleways
  - Vehicle accesses and associated infrastructure.
2. As well as the above, a sensitivity test on the inclusion of BTs 'Northern Quadrant', being 15,000sq.m of additional (offsite) employment, is provided.

3. Reference and future year modelling scenarios have been re-coded in accordance with methodology agreed with WSP.
4. Trip generation has been adjusted to more accurately reflect the level of internalisation expected to be delivered from a strategic development.
5. Highway improvement design drawings have been revised to accommodate the above adjustments to modelling. New Stage 1 Road Safety Audits, with designers response notes, have been commissioned and provided.
6. The Travel Plan has been enhanced to provide specific measures and commitments to demonstrate how the adjustment to trip generation will be achieved.
7. All references to speed management and speed reduction have been removed from the TA and associated design drawings.

For the purposes of confirmation, revision 5 of the TA contains coordinated data for modelling, design drawings, and Road Safety Audits. A list of the current drawings and models contained within the TA is as follows:

#### Models

- Scenario 1 – M001 Base 2016 (approved Base)
- Scenario 3 – M003 Reference 2027 (6<sup>th</sup> September 2017)
- Scenario 5 – M005 Do-something 2027 (7<sup>th</sup> September 2017)
- Scenario 6 – M006 Do-something 2027 with Northern Quadrant (7<sup>th</sup> September 2017)

#### Drawings

- 10391-HL-07 rev C – Western signalised access off A12\*
- 10391-HL-04 rev D – Priority junction, eastern access off Ipswich Road\*
- 10391-HL-05 rev E – Priority junction, western access off Ipswich Road\*
- 10391-HL-06 rev A – Priority junction, North west Quadrant access\*
- 10391-HL-11 rev F – A14 roundabout signalization\*
- 10391-HL-31 rev A – Foxhall roundabout mitigation\*
- 10391-HL-23 rev D – Adastral Park roundabout mitigation\*
- 10391-HL-24 rev B – Martlesham roundabout mitigation\*
- 10391-HL-101 rev A – Local key connection strategy 1 of 2
- 10391-HL-102 rev A – Local key connection strategy 2 of 2
- 10391-HL-103 rev ‘-’ – Shared cycleway and footway via Barrack Square

\*= Stage 1 Road Safety Audits undertaken, and included within the TA.

#### **Noise**

The noise assessment has been re-run to account for the revised modelling data. The resultant impacts are as follows:

1. Mitigation is required on the A12 western edge of development. An acoustic fence of 5m height is required, as per the original noise assessment results.
2. Mitigation is required on Ipswich Road, only in the location of the proposed school site. An acoustic fence of 2m height is required along the southern boundary of proposed sports pitches. All other locations along Ipswich Road, where new residential units are proposed, do not required physical acoustic protection.
3. The results of the Environmental Impact Assessment remain as per the original assessment. Subject to the delivery of items 1 and 2 above, the development generates a negligible impact.

**Air Quality**

The air quality assessment has been re-run to account for the revised modelling data. The resultant impacts are as follows:

1. The threshold of local air quality receptors remains below the national guidelines for triggered mitigation once the development is built. No specific mitigation is required.
2. However, in support of a sustainable strategic development, a robust Travel Plan is provided which sets out many measures of non-motorist provision which will aid the management of air quality impacts.

I trust you will find the statements made within this letter to be an acceptable approach to the continued commitment of the promotion of speed reduction at the site.

Yours sincerely  
For **Brookbanks Consulting Ltd**



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