

**Town and Country Planning
(General Development Procedure) Order 1995**

National Highways Appeal Statement

Appeal ref: Ipswich Borough Council: APP/R3515/W/24/3350674, East Suffolk District Council: APP/X3540/W/24/3350673

District council: Ipswich Borough Council

Site: Land Between Humber Doucy Lane and Tuddenham Lane, Humber Doucy Lane, Ipswich, Suffolk

Summary: Planning application for the Land for the following proposals was refused by the Local Planning Authority:

Hybrid Application - Full Planning Permission for the means of vehicle, cycle and pedestrian access to and from the site. Outline planning application (all matters reserved) for a mixed use development for up to 660 dwellings (Use Class C3), up to 400 sq m (net) of non residential floorspace falling within Use Class E and/or Use Class F2(b), an Early Years facility, and associated vehicular access and highway works, formal and informal open spaces, play areas, provision of infrastructure (including internal highways, parking, servicing, cycle and pedestrian routes, utilities and sustainable drainage systems), and all associated landscaping and engineering works. (THE APPLICATION IS A CROSS-BOUNDARY APPLICATION AND IS LOCATED IN BOTH IPSWICH BOROUGH COUNCIL AND EAST SUFFOLK COUNCIL).

1. Introduction

- 1.1 The Secretary of State for Transport, as Highway Authority, is responsible for the management and maintenance of the trunk road network in England. National Highways is a government owned company sponsored by the Department for Transport.
- 1.2 The Chief Executive of National Highways is directly accountable to the Secretary of State, and is responsible for carrying out the Secretary of State's executive functions in relation to the road network under a licence agreement, namely:
 - The management and maintenance of the trunk road network.
 - The delivery of the Secretary of State's programme of trunk road improvement schemes.
 - Certain environmental and sustainability related obligations.

2. National Highways representative:

- 2.1 My name is Mark Norman. I have been employed by National Highways and its predecessors for 30 years. I currently work in the Planning and Development Division, which forms part of National Highways Operations Directorate (East) based at Bedford. My job title is Spatial Planner.
- 2.2 I make this statement on behalf of National Highways.

3. Location

- 3.1 The site is located on the north side of Humber Doucy Lane, approximately 3km to the north east of Ipswich town centre. Access to the wider highway network is taken from the A1214 route, which connects A12 (non-trunk route) in the east to the east of Ipswich, which provides onward connections to the trunk road network via Junctions 53 and 54 of the A14. Although the nearest link to the A12 is part of the local road network, the connection from the A12 with the A14 at Junction 58 of the A14 is part of the trunk road network.

4. National Highways previous engagement relating to this site:

- 4.1 National Highways have previously commented on the application related to this site. The history is covered below:
- 4.2 IP/24/00172/OUTFL – An application was received for the proposal outlined within the summary of this Appeal Statement. A holding objection was issued on 30th May 2024 which raised concern that the Transport Assessment did not provide a forecast for potential trips that would reach Junctions 53, 54 or 58 of the A12.
- 4.3 A further submission was made, direct to National Highways on 25th October 2024, in response to the holding objection of 30th May 2024. This submission comprises a letter and appendices dated 25th October 2024, with reference number RSK/MA/230597/NH/24/05747.

5. National Highways Appeal Statement

- 5.1 Upon review of the Transport Assessment, it was evident that the potential for effects in traffic terms on the SRN junctions in the vicinity of the site. As a result, a holding objection was raised with the local planning authority.
- 5.2 The submission of 25th October seeks to address the effects on Junctions 53, 55, 56 and 58 of the A14, and sets out that traffic is distributed to relevant destinations in accordance with 2011 Census travel to work data for the Ipswich 004 Middle Super Output Area (MSOA). The principle is agreed as an approach, given that it is a standard within the assessment of traffic impact, and that the 2021 data was affected by COVID-19 lockdown at the time.
- 5.3 The supplementary submission includes a table showing each of the destination MSOAs and the routing involved with each journey made to and from the application site (Ipswich 004).

- 5.4 We have reviewed the route assignment and are in agreement on findings. While we note that note trips are assigned to J54, it is evident that journeys made along the A1214 from the site towards a southern destination would join at the Copdock interchange (J55), and that J53 is better positioned than J54 to accommodate trips to the north from Ipswich. It is noted that J58 will be a key part of journeys made between the site and coastal destinations.
- 5.5 It is noted within the summary tables that focus on peak hours and daily flows, that on all strategic road network junctions, the number of new trips attributed to the proposals will be less than 30 trips per hour, which is the threshold for which an assessment is typically requested. It is therefore considered that the proposed development is unlikely to have a perceptible effect on the strategic road network.

6. Conclusion

- 6.1 National Highways previously raised concerns that the site subject to appeal did not address potential for effects on junctions on the strategic road network. The submission of 25th October is considered to resolve this matter. And we conclude the application is unlikely to have a severe impact upon the SRN.