

Land North-East of Humber Doucy Lane, Ipswich

Appeal Reference: APP/X3540/W/24/3350673

Addendum to Transport Statement of Common Ground

22nd January 2025

Introduction

1. A number of highways issues have been resolved following further discussion between the Appellants and SCC. The Appellants and SCC have therefore produced this Addendum to the Transport Statement of Common Ground to assist the Inquiry in understanding what issues have been agreed and what issues remain in dispute between the Appellants and SCC.

Areas of agreement

Modelling

2. Following a review of the information provided with Mr Hassel's Proof and Rebuttal Proof, SCC no longer pursue the modelling objection to the Appeal Scheme and content that based on all of the information which has been provided by the Appellant taken with consideration of the SCTM outputs there would not be an unacceptable impact on highway safety or that the residual cumulative impacts on the road network, following mitigation, would be severe (NPPF 2024 para 116). .

Access junction design

3. In the Transport Statement of Common Ground, SCC and the Appellants agreed that the proposed site access junctions were appropriate, subject to the matters identified in respect of each of the junctions in paragraphs 2.1, 2.3, 2.6 and 2.8 of the SOCG.
4. The parties now agree that, in light of the drawings in Appendices 8 to 11 of Mr Hassel's Proof of Evidence, and in Appendix 3 of Mr Hassel's Rebuttal Proof, those requirements can be accommodated within the Appellants' access proposals (n.b.

for the principal access, the parties are agreed it should not include the southern cycle transition onto Inverness Road shown on the drawing in Appendix 9).

5. The parties also agree that these requirements can in principle be secured by way of condition to the full planning permission in respect of access. The terms of any such condition are under discussion between SCC and the Appellants.

S. 106 obligations

6. In respect of the s. 106 obligations identified at paragraph 4.1 of the Transport Statement of Common Ground, the Appellants' position is as follows:
 - a) Passenger Transport Contribution of £1,113,700.80. The Appellants do not dispute the principle or quantum of this contribution provided that the s. 106 agreement includes a suitable provision entitling the Appellants to procure the bus services themselves if they are able to do so at a lower cost.
 - b) Travel Plan Monitoring Contribution: £1200 per annum.¹ The Appellants do not dispute the principle or the quantum of this contribution.
 - c) Traffic Regulation Order Contribution: £15,000: The Appellants do not dispute the principle or the quantum of this contribution.
 - d) PRoW contributions (£110,149): the principle of this contribution remains agreed, however the Appellants are not in a position to agree the quantum without seeing the evidential basis on which that figure has been produced.

Areas of dispute

(1) Ipswich Strategic Planning Area Contribution

7. An Ipswich Strategic Planning Area ("ISPA") Contribution of £493,160.90 is sought by SCC. The principle of the Appellants making an ISPA contribution is not in

¹ This is the figure included in the draft s.106, which is an updated figure to the £1300 included in the Transport SOCG.

dispute. However, two matters in respect of the quantum of any contribution are not agreed:

- a) First, how the figure of £493,160.90 has been calculated. The Appellants have been provided with information as to what works/improvements that figure covers, but not how those works/improvements have been costed, where the works/improvements are located, and why those works/improvements are relevant to the Appeal Scheme.
- b) Second, what proportion of this figure relates to the Appeal Site. The Appellants are being asked to pay the whole of the £493,160.90 towards the improvements sought by SCC. However, the works/improvements intended to be secured by that figure are of strategic importance. The Appellants consider that a pro-rata share is more appropriate which reflects the proportionate future use of the infrastructure by residents of the appeal site, and will make a suggestion of an appropriate percentage to SCC for their contribution.

(2) Off Site Active Travel Interventions

- 8. The parties do not agree as to the appropriate off-site active travel interventions to be provided by the Appellants. SCC seek footway improvements between Colchester Road to 82 Humber Doucy Lane (see Appendix A to Mr Cantwell Forbes' Proof of Evidence). In particular, SCC require the delivery of an off-carriageway shared footpath and cycleway from the site entrance to Northgate High School. The Appellants consider that it is not necessary in order to accommodate the additional cycle movements.

Signatures

ON BEHALF OF SUFFOLK COUNTY COUNCIL

.....

Name:

Date:

ON BEHALF OF THE APPELLANTS

.....

Name:

Date:

Detailed Access Conditions

Context - NPPF

Para 11(c) – “... approving development proposals that accord with an up-to-date development plan without delay.”

Para 39 – “Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available ... Decision-makers at every level should seek to approve applications for sustainable development where possible”

Para 55 – “Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions ...”

Para 140 – “Local planning authorities should ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of the development, and are clear about the approved use of materials where appropriate.”

Context - PPG

Paragraph: 001 Reference ID: 21a-001-20140306 –

“When used properly, conditions can ... enable development to proceed where it would otherwise have been necessary to refuse planning permission ...”

Paragraph: 006 Reference ID: 21a-006-20140306 –

“For non outline applications, other than where it will clearly assist with the efficient and effective delivery of development, it is important that the local planning authority limits the use of conditions requiring their approval of further matters after permission has been granted.”

Paragraph: 012 Reference ID: 21a-012-20140306 –

“If a detail in a proposed development, or the lack of it, is unacceptable in planning terms the best course of action will often be for the applicant to be invited to revise the application. Where this involves significant changes this may result in the need for a fresh planning application.

Depending on the case, it may be possible for the local planning authority to impose a condition making a minor modification to the development permitted. It would not be appropriate to modify the development in a way that makes it substantially different from that set out in the application.

Option 1 – As per LPA Schedule of Conditions issued 10/01/25

Compliance with approved plans

The development hereby approved shall be carried out in accordance with approved plans and documents.

- Proposed Access Strategy Sheet 1 890695-RSK-ZZ-XX-DR-C-0001-P02
- Proposed Access Strategy Sheet 2 890695-RSK-ZZ-XX-DR-C-0002-P02
- Proposed Access Strategy Sheet 3 890695-RSK-ZZ-XX-DR-C-0003-P02
- Proposed Access Strategy Sheet 4 890695-RSK-ZZ-XX-DR-C-0004-P02
- Proposed Access Strategy Sheet 5 890695-RSK-ZZ-XX-DR-C-0005-P02
- Proposed Access Strategy Sheet 6 890695-RSK-ZZ-XX-DR-C-0006-P01

[NB These are the access drawings as originally submitted]

Prior to commencement- accesses

Notwithstanding the details submitted, no development works on the accesses listed below shall commence until precise details of that access have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highways Authority. The details shall include surface materials, signage, street lighting, gradient, and visibility splays.

- a. The signalised junction with Humber Doucy Lane and Inverness Road.
- b. The priority junction onto Humber Doucy Lane.
- c. The bus access and pedestrian and cycle connection onto Humber Doucy Lane.
- d. The priority junction onto Tuddenham Road.
- e. Pedestrian and cycle access onto Seven Cottages Lane.
- f. Pedestrian and cycle access onto Tuddenham Lane.

The accesses shall thereafter be constructed and completed in all respects in accordance with the approved details pursuant to this condition and made available prior to first use. The accesses shall thereafter be retained in their approved form.

Option 2 – Appellant Alternative*

X - Compliance with approved plans

The development hereby approved shall be carried out in accordance with the following approved plans and documents[, and in accordance with Condition Z in respect of visibility splays,] save for the specific matters listed in Condition Y below:

- Proposed Access Strategy Sheet 1 890695-RSK-ZZ-XX-DR-C-0001-P02
- Proposed Access Strategy Sheet 2 890695-RSK-ZZ-XX-DR-C-0002-P02
- Proposed Access Strategy Sheet 3 890695-RSK-ZZ-XX-DR-C-0003-P02
- Proposed Access Strategy Sheet 4 890695-RSK-ZZ-XX-DR-C-0004-P02
- Proposed Access Strategy Sheet 5 890695-RSK-ZZ-XX-DR-C-0005-P02
- Proposed Access Strategy Sheet 6 890695-RSK-ZZ-XX-DR-C-0006-P01

[NB These are the access drawings as originally submitted]

Y - Prior to commencement- accesses

Notwithstanding the plans approved under Condition **X** above, no development works on the accesses listed below shall occur until the further details set out below have been submitted to and approved by the Local Planning Authority, and the development shall thereafter be carried out and maintained in accordance with the details approved:

1. Tuddenham Road Priority Junction (890695-RSK-ZZ-XX-DR-C-0002-P02) – inclusion of the transition onto the highway of the 2m footways and the provision of a 3.0m shared facility for cycling onto the highway.
2. Humber Doucy Lane Main Access Signal Control (890695-RSK-ZZ-XX-DR-C-0003-P02) – Provision of additional tactile paving, reduction in the width of the central island to 4m, and provision of cycle transition on Inverness Road.
3. Humber Doucy Lane Bus Access (890695-RSK-ZZ-XX-DR-C-0004-P02) – Details of the means by which the bus access is to be limited to 3.25m, whether through physical means, road marking, or other enforcement measures.
4. Humber Doucy Lane Pedestrian/Cycle Crossing (890695-RSK-ZZ-XX-DR-C-0004-P02) – Details showing the width of the crossing increased from 5.0m to 5.8m and laid out as a parallel crossing.
5. Humber Doucy Lane Priority Junction and Bus Stop Access (890695-RSK-ZZ-XX-DR-C-0005-P02) – Details for the integration of the internal segregated walking and cycling facility into the design to ensure crossing of the access junction is level with the facility, provision of additional pedestrian/cycle connectivity to Seven Cottages Lane and provision of bus shelter off the carriageway on the northern side of Humber Doucy Lane to the north of Seven Cottages Lane.

Z – Visibility Splays

The access arrangements hereby approved shall provide the following visibility splays:

- Tuddenham Road Priority Junction - 82m to the south and 136m to the north;
- Humber Doucy Lane Main Access Signal Control – 52m in either direction from the signal heads;
- Bus Access – 43m in both directions;
- Humber Doucy Lane Priority Junction – 43m in both directions.

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

ISPA Contribution – route to Ipswich Town Centre:

- All costs include anticipated prelims such as design services, surveys, safety audits etc
- All costs include all elements of the design and construction such as pavement, drainage, streetlighting, signs/lines etc.

Tuddenham Road continuous footways

- Continuous footways are needed to create a safer, more inclusive route from the site to local amenities that is suitable for all users
- Providing continuous footways should be undertaken on a route-based approach to provide consistency of provision
- The crossings will be characterised by a continuous kerbline, a sustainable drainage system where feasible and appropriate measures to ensure adequate visibility splays, subject to a detailed design

Tuddenham Road zebra crossing

- A zebra crossing at the location of Tuddenham Road near Belvedere Road is needed to provide a safe crossing point that links two key walking routes from the site to local amenities
- Observations on site indicate an existing demand to cross at this location which will be increased through additional walking trips from the site

Westerfield Road zebra crossings

- Zebra crossings are needed at the junction of Tuddenham Road / Westerfield Road to create safe crossing points for people walking from the site to local amenities
- Allowance has been made for two crossing points though further assessment is needed to determine the demand
- Enabling work is needed in the form of a buildout on Tuddenham Road to create space for the crossing to be sited

Cemetery Lane

- A reduced speed limit to 20mph is required to create safe conditions for mixed-traffic cycling and enhance safety for pedestrians
- Initial assessments indicate that light-touch traffic calming such as road markings will be sufficient to reduce mean speeds to levels that comply with Suffolk's speed limit policy

- Allowance has been made for the design and construction of these measures, and the making of a legal order to underpin the 20mph speed limit
- A small allowance has been made to improve the southern access to Cemetery Lane for cyclists to allow sufficient width to accommodate adapted cycles and cargo bikes

Tuddenham Road traffic calming

- Traffic calming is needed to improve conditions for mixed traffic cycling where space constraints limit the scope for a segregated cycle route
- Traffic calming from Belvedere Road to Westerfield Road will enable a safer, more accessible route for cycling and pedestrians between the site and local amenities
- Allowance has been made for vertical deflection features though further assessment is needed to determine the most appropriate traffic calming type
- Traffic calming on the route supports safe crossing points where pedestrian crossing points are proposed

Location	Scheme	Unit	Quantity	Cost
Tuddenham Avenue	Continuous footway	m ²	39	£ 17,861.97
Gainsborough Road	Continuous footway	m ²	28	£ 12,823.98
Vermont Crescent	Continuous footway	m ²	33	£ 15,113.97
Vermont Road	Continuous footway	m ²	31	£ 14,197.98
Constable Road	Continuous footway	m ²	31	£ 14,197.98
Hervey Street	Continuous footway	m ²	27	£ 12,365.98
Christchurch Street	Continuous footway	m ²	45	£ 20,609.97
Constable Road (Service Road)	Continuous footway	m ²	30	£ 13,739.98
Tuddenham Road (near Belvedere Road)	Zebra crossing	-	1	£ 132,130.80
Westerfield Road (near CCP)	Zebra crossing and footway improvements	-	1	£ 186,882.90
Cemetery Lane improvements	Cycle lane widening	m ²	15	£ 8,505.00
Cemetery Lane improvements	Speed limit	-	-	£ 12,344.50
Tuddenham Road	Traffic calming			£ 32,285.90
TOTAL				£ 493,060.90

