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Land North-East of Humber Doucy Lane, Ipswich**Appeal Reference: APP/X3540/W/24/3350673****Addendum to Highways Statement of Common Ground****[11/02/2025]****Introduction**

1. A number of highways issues have been resolved following further discussion between the Appellants and SCC. A draft Addendum to the Highways SoCG was produced at the Inquiry to reflect that agreement and assist the Highways RTS [ID8]. Following discussions at the Inquiry, further matters have been agreed. The Appellants and SCC have therefore produced this finalised Addendum to the Highways 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 is 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 Highways 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.

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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 suggested terms of any such conditions are appended as Annex 1 to this Statement of Common Ground¹.

S. 106 obligations

6. In respect of the s. 106 obligations identified at paragraph 4.1 of the Highways 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.² 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 Appellants do not dispute the principle (which relates to signage improvements for Footpaths 45 and 48, surfacing improvements to Footpath 48, and enhanced surfacing to facilitate walking and cycling to Bridleway 001) or the quantum of this contribution.

¹ NB the precise final wording to be agreed as part of the schedule of conditions

² This is the figure included in the draft s.106, which is an updated figure to the £1300 included in the Highways SOCG.

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Agreed off-site active travel improvements

7. By reference to the off-site active travel routes shown on the plan at Annex 1 of the Highways Statement of Common Ground (13th December 2021, [CD/SOCG4], the following off-site highways improvements are agreed:

Humber Doucy Lane	<ul style="list-style-type: none">i. Safe crossing from Parcel B to Sidegate Lane (the parallel crossing, as proposed).ii. Safe crossing at junction of Sidegate Lane (Parcel B) (as proposed).iii. Safe crossing from Parcel C (parallel crossing in place of proposed zebra, as agreed).iv. Increased footway width (minimum 2.0m) where achievable between Sidegate Lane and Ayr Road (Parcel B).v. Improve footway to 3.0m shared use facility between main access to Parcel C and Sidegate Lane (as proposed).
Ayr Road	<ul style="list-style-type: none">i. Tactile paving at junction of Renfrew Road (Parcel B and C).ii. Increased footway width (minimum 2.0m) where achievable between Humber Doucy Lane and Renfrew Road (Parcel B).
Renfrew Road	<ul style="list-style-type: none">i. Increased footway width (minimum 2.0m) where achievable between Ayr Road and Lanark Rd (Parcel C).ii. Increased footway width (minimum 2.0m) where achievable between Ayr Road and Selkirk Road (Parcel B and C).iii. Tactile paving to the existing crossing points between Ayr Road and Selkirk Road (Parcel B and C).
Lanark Road	<ul style="list-style-type: none">i. Tactile paving to the existing crossing points at junction of Renfrew Road (Parcel C).ii. Increased footway width (minimum 2.0m) where achievable between Sidegate Lane and Rushmere Hall Primary School (Parcel B and C).
Roxburgh Road	<ul style="list-style-type: none">i. Tactile paving to the existing crossing point at junction of HDL (Parcel C).ii. Tactile paving to the existing crossing points between Humber Doucy Lane and Renfrew Road (Parcel C).

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	iii. Increased footway width (minimum 2.0m) where achievable between Humber Doucy Lane and Renfrew Road (Parcel C).
Selkirk Road	i. Tactile paving to the existing crossing points between Renfrew Road and Selkirk Local Centre (Parcel B and C). ii. Increased footway width (minimum 2.0m) where achievable between Renfrew Road and Selkirk Local Centre (Parcel B and C).

8. These improvements will be secured by condition, the suggested wording of which is at Annex 2³ this Updated Statement of Common Ground.

Cemetery Lane Improvements Contribution

9. A contribution of £152,980.70 is agreed for active travel improvements along Cemetery Lane at:
- a) Tuddenham Road near Belvedere Road – zebra crossing.
 - b) Cemetery Lane – cycling lane widening.
 - c) Cemetery Lane – speed limit.
10. See map at Annex 3 to this Statement of Common Ground and “ISPA Contribution” document from SCC at Annex 4. This will be secured in the s. 106 obligation.

Remaining “ISPA” Contribution

11. SCC seek a further contribution of £340,080.20 (see ISPA Contribution at Annex 4) for pedestrian improvements to Tuddenham Road from the junction of Tuddenham Road with Belvedere Road to the junction of Tuddenham Road/Westerfield Road and Crown Street (sections 3 and 4 on the Plan at Annex 3).
12. The Appellants do not dispute the principle of the contribution, but note that this route will also potentially be used by residents from the Red House Park Neighbourhood in the Ipswich Garden Suburb.

³ NB the precise final wording to be agreed as part of the schedule of conditions

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13. The parties therefore agree that should funding be secured from Red House Park for pedestrian improvements to Sections 3 and 4 in advance of the trigger for payment of the Appeal Site obligation, the funding from the Appeal Site would be reduced by the value of the equivalent Red House Park contribution.
14. The parties also agree that the timescale for the use of the funding for the works set out in Annex 4 should be 3 years from the date of receipt of the funding.
15. The contribution will be secured via the s106 obligation.

Areas of dispute

Active travel improvements to Sidegate Lane/Sidegate Lane West

16. SCC seek a shared footway/cycleway on the north side of Sidegate Lane from the junction of Sidegate Lane with Humber Doucy Lane to the entrance of Northgate High School of up to 3.2m off carriageway [Option A]. The Appellants consider that is not necessary. The Appellants consider the appropriate improvements would be a 2m footway on the north side of Sidegate Lane/Sidegate Lane west between the junction of Humber Doucy Lane and Sidegate Lane, and the junction of Sidegate Lane West and Colchester Road [Option B]. The suggested wording of alternative conditions are at Annex 5⁴.

⁴ NB The precise final wording to be agreed as part of the schedule of conditions

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Signatures

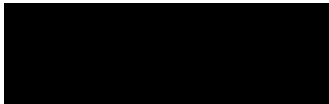
ON BEHALF OF SUFFOLK COUNTY COUNCIL

A solid black rectangular box used to redact the signature of Neil McManus.

Name: Neil McManus

Date: 11/02/2025

ON BEHALF OF THE APPELLANTS

A solid black rectangular box used to redact the signature of Kevin Coleman.

Name: Kevin Coleman

Date: 11/02/2025

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Annex 1 – agreed conditions for access junctions design

X - Compliance with approved plans

The development hereby approved shall be carried out in accordance with the following approved plans,⁵ 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

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

⁵ NB These are the access drawings as originally submitted.

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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.

[Implementation and timing of implementation condition for discussion – see general conditions session.]

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Annex 2 - conditions for agreed off-site active travel improvements

Prior to occupation details of pedestrian/cycle improvements at the following locations shall be submitted to and approved in writing. Such approved details shall be implemented prior to first occupation. Improvement locations: [insert table].

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Annex 4 - ISPA Contribution

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

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- 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

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Annex 5 – conditions Active travel improvements to Sidegate Lane/Sidegate Lane West

Option A (SCC Preferred)

Prior to occupation, details of works to Sidegate Lane to achieve a shared footway/cycleway of up to 3.2m on the northern side of the carriageway between the junction of Sidegate Lane and Humber Doucy Lane and the entrance of Northgate High School (to include tactile paving at side road junctions) shall be submitted to and approved in writing. Such approved details shall be implemented prior to occupation.

Option B (Appellants' preference)

Prior to occupation, details of works to Sidegate Lane and Sidegate Lane West to achieve a 2m footway on the northern side of the carriageway between the junction of Sidegate Lane and Humber Doucy Lane and Sidegate Lane West and Colchester Road (to include tactile paving at side road junctions) shall be submitted to and approved in writing. Such approved details shall be implemented prior to occupation.