

Land North-East of Humber Doucy Lane, Ipswich

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

Statement of Common Ground on Highways Matters

13th December 2024

Highways Statement of Common Ground

1. Highway Modelling

1.1. The Planning Application was accompanied by a Transport Assessment, which modelled the effects of the proposed development on the transport network.

1.2. In respect of the RSK modelling, the parties agree that the following inputs/assumptions are reasonable:

- Approach to the calculation of the development trip generation
- Notwithstanding the SCC's views that additional detailed junction modelling may be required following a strategic modelling exercise, the extent of the study area and junction to be tested, being:
 - Tuddenham Road / Humber Doucy Lane
 - Humber Doucy Lane / Inverness Road
 - Humber Doucy Lane / Sidegate Lane
 - Humber Doucy Lane / Roxburgh Road
 - Humber Doucy Lane / Dumbarton Road
 - Humber Doucy Lane / Rushmere Road / The Street mini-roundabout
 - A1214 Colchester Road / Rushmere Road roundabout
 - A1214 Colchester Road / Tuddenham Road "Valley" roundabout
- The assumptions regarding traffic growth/cumulative impacts (subject to SCC's view of the need to ensure traffic is dynamically re-distributed in response to growth).
- The assessment base date and future year assessment date.

1.3. However, SCC do not agree, or required further information, in respect of the following inputs/assumptions:

- Approach to trip generation distribution using travel to work data – Census 2011 rather than strategic modelling
- Approach to trip generation assignment using a static approach rather than dynamic re-distribution provided by outputs from the SCTM (as per SCC's comment above)

- Robustness of the junction capacity assessments of offsite impacts resulting from the above.
- SCC does not agree that no additional detailed junction modelling will be required following a strategic modelling exercise, as set out within the Highway Authority's Proof.

1.4. Following the submission of the application, the Appellant agreed for the Suffolk County Transport Model to be used as a means of checking the conclusions of the TA, and paid WSP to update the SCTM on behalf of SCC. The proposed development trip generation agreed with SCC, number of dwellings and, quantum of non-residential uses that was used in the preparation of the submitted TA were also provided for use by WSP in the update of the SCTM.

1.5. The parties **do not agree** as to whether the Transport Assessment undertaken by RSK at the application stage or the model outputs from the SCTM provides the more reliable evidence by which the most appropriate highway mitigation measures can be determined.

2. Junction Design

Tuddenham Road

2.1. SCC agrees that the junction design for Parcel B from Tuddenham Road, as shown on the plan titled "PROPOSED ACCESS STRATEGY SHEET 2 OF 6" Rev P02 is appropriate for the provision of vehicular access to that parcel, subject to:

- Provision of funding for a TRO to extend the 30mph zone northwards;
- An 82m Y value; is achievable on Tuddenham Road to the south of the access and an 136m Y value is achievable on Tuddenham Road to the north of the access within land controlled by the Appellant and/or within highway maintainable at public expense.
- Amendment of the transition point of the 2m footways and the provision of a 3.0m shared facility for accessibility to cycling.

Humber Doucy Lane Main Vehicular Access

2.2. The parties do not agree that the proposed main vehicular access to Parcel B has been adequality assessed and would not present an unacceptable impact on highway safety.

2.3. Without prejudice to the above, SCC agree on the form of the proposed junction (signalised junction) as shown on the plan titled “PROPOSED ACCESS STRATEGY SHEET 3 OF 6” Rev 02 and that it is appropriate in principle for the provision of vehicular access to that parcel, subject to:

- Suitable forward visibility for the signal heads being achievable within land controlled by the Appellant and/or within highway maintainable at public expense.
- Tactile paving extended to the back edge of the footway
- Increased width of the island
- Confirmation that it is not intended to provide a push button control.
- A reduction to the width of the crossing point to 4.0m.
- Suitable cycle transitions being achieved on Inverness Road.

2.4. The Appellant/RSK confirm that there is no intention to provide a push button control within the island.

2.5. In the event that the Inspector were to support a signalised junction in this location, the parties agree that, subject to any requisite separate consultation and approval process , traffic calming could be provided on Inverness Road which could include, but would not be limited to, the following measures:

- Road narrowing approximately every 70m with changing priorities
- Raised tables to be provided at pedestrian crossings

Humber Doucy Lane Bus Access

2.6. SCC agrees that the junction design for the bus access as shown on the plan titled “PROPOSED ACCESS STRATEGY SHEET 4 OF 6” Rev 02 is appropriate in the form currently shown subject to:

- Narrowing of the access to 3.25m;
- Reducing the radii to as close to 6m as possible, subject to vehicle tracking.

Humber Doucy Lane Parcel C Access

2.7. The parties agree that the junction design for Parcel C shown on the plan titled “PROPOSED ACCESS STRATEGY SHEET 5 OF 6” Rev 02 is appropriate for the provision of vehicular access to that parcel.

2.8. SCC agrees that the access to the existing bus stop as shown on the plan titled “PROPOSED ACCESS STRATEGY SHEET 5 OF 6” Rev 02 is appropriate in the form currently shown subject to:

- Provision of a suitable transition onto Seven Cottages Lane
- A new bus shelter and raised DDA compliant kerbing
- Provision of a suitable crossing point across Humber Doucy Lane.
- The internal segregated walking and cycling facility being integrated into the design to ensure crossing of the access junction is level with the facility.

2.9. The Appellant does not consider the above changes to the submitted drawing necessary.

The Appellant has no objection to providing an additional pedestrian link onto Seven Cottages Lane in the position requested (as there is no hedgerow here) at Reserved Matters stage, but does not consider this to be necessary. The Appellant has no objection to provision of improvements to the existing bus shelter/kerbing, but considers this is best secured by condition, rather than amendments to the submitted plan. The Appellant does not consider that a formal crossing point at PROW 48 is necessary, but has no objection to installing tactile paving under a s278 agreement/off-site contribution if the Inspector considered this necessary, and no objection to resurfacing the length of PROW 48 between the site boundary on Humber Doucy Lane and the internal footpath/cycleway that runs parallel to Humber Doucy Lane as shown on the Cycle/Pedestrian Parameter Plans, but considers this is a detail that can be covered at Reserved Matters stage or via condition.

3. Off Site Active Travel Interventions

3.1. The parties agree that the destinations most likely to frequented by persons walking and cycling from the Appeal Site are:

- Ipswich Town Centre
- Rushmere Hall Primary School
- Northgate High Secondary School

- Selkirk Road neighbourhood centre
- Local bus stops on Humber Doucy Lane and Inverness Road

3.2. The parties agree that the most likely walking routes between the Appeal Site and the 2nd to 5th destinations are those shown at Appendix 1.

4. S106 Obligations

4.1. The parties agree that the proposed development creates the need for the following s106 Obligations. The sums are those requested by SCC. The Appellant agrees the principle of each contribution, but needs to further understand the calculation of the sums before these are agreed.

- Passenger Transport Contribution: a passenger transport contribution of **£1,113,700.80** is requested by SCC to pump prime an extension of Ipswich Busses service number 6 into the development site for a total of 6-years and increase the frequency to 20 minutes from 30 minutes.
- Travel Plan Monitoring Contribution: **£1,300 per annum**, from the date of the submission of the baseline survey (to be outlined within the Travel Plan condition) for a minimum of 5-years or until 1-year has passed from the anniversary of the occupation of the final dwelling, whichever is longer.
- Traffic Regulation Order Contribution: **£15,000** to cover the County's legal costs in implementing the TRO.
- Ipswich Strategic Planning Area Contribution (ISPA): An ISPA contribution of **£493,160.90** is requested by SCC to fund a scheme of walking and cycling improvements on Cemetery Lane, Tuddenham Road, Bolton Lane and Soane Street to provide a safe and suitably connection between Ipswich Town Centre and Sidegate Lane West.
- PRoW contributions: PRoW improvements are outlined below and a total planning contribution of **£110,149**.
 - Footpath 45: improved signage.
 - Footpath 49: improved signage.

- Tuddenham Bridleway 001: improved surfacing to 3.0m to accommodate walking and cycling connectivity between the site and Tuddenham and the ongoing countryside.

Signatures

ON BEHALF OF SUFFOLK COUNTY COUNCIL

Signed: L. Cantwell-Forbes

Name: Luke Cantwell-Forbes

Dated: 13/12/2024

ON BEHALF OF IPSWICH BOROUGH COUNCIL

Signed.....

Name.....

Dated.....

ON BEHALF OF EAST SUFFOLK COUNCIL

Signed.....

Name.....

Dated.....

ON BEHALF OF THE APPELLANTS

Signed

A solid black rectangular box used to redact the signature of Jon Hassel.

Name: Jon Hassel

Dated; 13th December 2024

Appendix 1 – Offsite Active Travel Routes

Offsite Active Travel Route KEY:

Rushmere Hall Primary School

Northgate High School

Neighbourhood Centre

Ped/Cycle Access

Parcel Access (all Users)

