



Your ref:

My Ref: KAB/  
16/R/04

Date:  
07/04/19

**TRANSPORT STATEMENT**  
**RELATING TO A PLANNING APPLICATION FOR**  
**75 DWELLINGS**  
**ON LAND AT**  
**SITE SSP12, RENDLESHAM.**



## KEITH ANTHONY BERRIMAN - EXPERIENCE & QUALIFICATIONS.

I am an Incorporated Engineer, a Fellow of the Institution of Engineering & Technology, a Fellow of the Institute of Highway Engineers, a Fellow of the Chartered Institution of Highways & Transportation, and a Chartered Member of the Institute of Logistics and Transport.

I have been engaged in the practise of highway and traffic engineering for more than forty years, specifically in relation to considering and advising upon development proposals.

I have worked in both the public and private sector since 1975, and have been an independent consulting engineer since 1988.

I provide specialist highway, traffic and transport advice to developers, Local Authorities, planning consultants, architects, and engineering consultants, on the highway, traffic and transport aspects of all development proposals.

I have advised on all types of development proposals including, residential, commercial, leisure, education, retail, and roadside services developments: having advised on small and large examples of such projects.

Over the years, I have given highway and traffic evidence at many public inquiries, including Section 78 inquiries. Local Plan Inquiries, and Roads Inquiries.

Formerly, I was Head of Highways Development Control at Essex County Council. I am now Director of The Highway Traffic & Transport Consultancy Ltd (The HTTC Ltd).

I have visited the site and local highway network, and carried out investigations, for the purposes of providing this report.

Keith A. Berriman  
I.Eng., FIET, FIHE FCIHT, CMILT.

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## **1.00 Introduction.**

1.01 The HTTC Ltd., is instructed by Capital Community Developments Ltd. to produce this submission. This Transport Statement (TS) considers the highway, traffic, and transport issues related to a proposal to construct 75 dwellings on land at Site SSP 12, Rendlesham. This area is allocated by the Local Planning Authority (LPA) as being acceptable for a residential development for approximately 50 dwellings. I understand that the site has been allocated in a previous iteration of the local plan as being acceptable for 75 dwellings. As set out later in this TS, this increase in dwelling numbers, from fifty to seventy five dwellings, is immaterial in terms of the highway and traffic issues. Rendlesham has been identified in the current local plan as a settlement capable of accommodating more than the 100 dwellings allocated to it across two sites; one of which is this site.

1.02 This 2019 application is the second planning submission for this 75 dwelling development site. In highway, traffic and transport terms, this is much the same as the original application from 2018. On that basis, this 2019 TS text is much the same as the 2018 TS text, but, with amendments that update that original TS, and which deal with highway issues which were raised by Suffolk County Council Highways (the County Highway Authority - CHA) at that time. Of significance is the CHA's confirmation (see appendix KAB 12) that it is.....

*satisfied that the development will not negatively impact upon the highway network with regard to traffic flows.*

1.03 The site location is shown at appendix KAB 1, with the site area and proposed layout, being shown at appendix KAB 2. It will be seen that site takes access to the adjacent highway network via Garden Square and Tidy Road, two existing residential roads, the designs of which the County Highway Authority (CHA) has previously found acceptable. The applicant company has sought to comply with current residential design guidance in Manual for Streets (MfS) and the Suffolk Design Guide.



1.04 Since the submission of the 2018 TS, the applicant company has entered into discussions with the CHA to refine the street design and negotiate a lower level of parking provision. It is understood that the layout, and parking provision, shown at KAB 2, are now broadly acceptable to the CHA. The applicant has submitted full size drawings, to scale, of the layout, and it is recommended that these drawings be used for any detailed design analysis. It will be seen that the development is made up of a mixture of 26 houses, 12 maisonettes, and 37 apartments.

1.05 A Transport Statement (TS) is considered appropriate for this proposal as it is a development with "anticipated limited impact" (PPG 06/03/2014). Indeed, as will be seen from this TS, the likely transport implications of this proposal are demonstrated not to be at any material level. In that regard, the NPPF 2019 states..

*111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

1.06 Hence, it could be argued that a TS is not necessary, as the proposal will not "generate significant amounts of movement". However, an application of this nature has the potential to generate interest from local residents. So, this TS is submitted to assist those residents, and the relevant authorities, in their consideration of the highway, traffic, and transport issues. It is noted that both authorities have previously requested that a transport document be submitted, with the CHA specifying a TS (see KAB 4).

1.07 The recently produced NPPF - February 2019, states.....

*109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

As this will not be the case here, then this development should remain acceptable to the CHA, and, hence the LPA, in highway traffic and transport terms.



1.08 Additionally, paragraph 108 of the 2019 NPPF goes on to say....

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

1.09 As demonstrated in this TS, this development proposal complies with all these points, and in particular, will not contradict the NPPF 2019 guidance as set out at 1.07 above. As already confirmed, this has been accepted in respect of the 2018 submission. As this proposal is no different in terms of highway safety or capacity impacts, the CHA should find the proposal similarly acceptable and reaffirm its confirmation (see appendix KAB 12) that it is.....

*satisfied that the development will not negatively impact upon the highway network with regard to traffic flows.*

It follows that this development should not be prevented or refused on highway grounds.

## **2.00 The proposed development.**

2.01 This is a proposal to construct 75 dwellings on land identified in the Development Plan as Site SSP12, which is a parcel of land to the north of the existing Rendlesham Village residential estate (KAB 1). There will be two main access points to the development area: one via Tidy Road; and, one via Garden Square. It is noted in the CHA's comments at KAB 4, that the CHA previously requested information about the



level of additional vehicle flows along Tidy Road (and thence Mayhew Road, Sycamore Drive and Acer Road), but, expressed no interest in the additional vehicle flows along Garden Square (and thence Sycamore Drive and Acer Road). Residents will have the opportunity to use either of these access routes, likely depending upon their particular destination, and their perception of the most convenient route from exactly where they live on the site. For journeys external to the estate, residents will have the choice to use two main junctions: the Acer Road junction (ghost island "T" junction) with the A1152; and, the large five arm roundabout junction of Acer Road with the A1152/B1069.

2.02 I have visited the site and the surrounding highway network on several occasions, during peak and inter peak periods. Neither of these junctions suffers from any material level of queuing, confirming that spare capacity exists at these junctions to deal with the low level of vehicle flows likely to be produced. I take the view that the low level of additional flows at these junctions, and the distribution of those flows into inbound and outbound movements will not add materially to either of these junctions.

### **3.00 Neighbouring uses and sustainability.**

3.01 The LPA has allocated two sites in Rendlesham for approximately 100 homes, of which this site has an allocation for "approximately 50 units". I understand that this is in pursuit of district-wide housing figures which themselves are minimum requirements. Hence it is not restricted to a maximum of 50 units. The LPA has confirmed this site as being acceptable for residential development, including in terms of sustainability. As will be seen from the Village Asset Map at KAB 8, the site is well located to the "day to day facilities" in Rendlesham, which include a junior school, children's nurseries, dentist, medical centre, recreation area, care facility, bus stops, employment (including the nearby Bentwaters Park commercial estate), post office, convenience store, and community centre, which, is available for hire and which, as advertised,



*houses the Parish Council office but also hosts regular meetings by a range of local organisations including the Rendlesham Social Club and Rendlesham Youth Group.*

3.02 These facilities are all within the generally accepted maximum walking distance of 2km, and most are within the Manual for Streets specified "walkable neighbourhood" of 800m. They are all within easy cycling distance. Adequate footways and pedestrian routes will be provided within the site to connect with existing pedestrian routes and footways. Speed restraint devices within the development will limit vehicle speeds such that cyclists should be comfortable cycling on the lightly trafficked residential streets.

#### **4.00 Public Transport provision.**

4.01 The Suffolk County Council website "Suffolk on board" shows current bus routes and timetables for Rendlesham, and can be seen via these links.

<https://www.suffolkonboard.com/content/downloadstream/4860/17153/file/2018-01-07+63+64+65+800.pdf> and,

<https://www.suffolkonboard.com/content/downloadstream/7544/30167/file/2018-01-07+800.pdf>

The same website includes school bus routes and indicates that various bus services serve the local secondary school including WE 915, 916, 917 & 918. Please see this link for full details.

<https://www.suffolkonboard.com/school-travel/bus-getting-to-school/school-bus-timetables/>

The identified (non school) bus services provide public transport connections to: Aldeburgh - Woodbridge - Ipswich i.e. Routes 63/64/65/800 and, Route 800 connects to Rendlesham - Martlesham P&R - Ipswich Town Centre - London Road P&R, as well as accessing various rail station connections for longer distance journeys.





## **5.00 Development related vehicle flows and highway impacts.**

5.01 For residential developments, the two way trip rate per dwelling usually falls within a range of some 0.4 vph/dw to 0.9 vph/dw. The lower trip rates generally apply to smaller dwellings and/or those which are well located to "day to day facilities", including public transport connections. The higher trip rates generally apply to larger houses which are poorly located to such facilities and with poor public transport links.

5.02 In order to assess the likely vehicle flows from the proposed 75 dwelling development, a traffic survey was carried out of the existing 22 large detached dwellings served via Garden Square. As this location clearly equates to that of the proposed development (with the same day to day facilities and public transport links), the calculated trip rates for the existing development can be used as a proxy for those of the proposed development. Indeed, as the proposed development will include smaller dwellings, the use of the Garden Square trip rate may overestimate the assessed vehicle flows at the proposed development.

5.03 The results of the automatic traffic counter (ATC) survey are shown at appendix KAB 5. As will be seen, these show an interesting vehicle flow pattern, with flows during the A1152 network peak hours (8am to 9am & 5pm to 6pm - see ATC data at KAB 6) not coinciding with the site peak hours (9am to 10 am & 4pm to 5pm - see KAB 5). This is because most of the residents of Garden Square (and Gardenia Close) have interests and lifestyles which do not contribute to vehicle flows during network peak hours. Partly this is due to a shared interest in Transcendental Meditation, which, I understand, is taught in this country by a registered educational charity, Maharishi Foundation and partly due to working from home, working within walking distance in Rendlesham itself, or being retired.





5.04 Meditation times coincide with the network peak hour times, minimising the impact of this proposal on those peak hours. The Rendlesham Parish website says of the existing development, ...

There is a development within Rendlesham that is constructed in a very special manner in accord with ancient principles of architecture in accord with Natural Law, the principles of Maharishi Sthapatya Veda. This kind of architecture defines the orientation, placement and proportion of buildings to promote maximum comfort and good fortune for the occupants. These principles have been applied in a beautiful Suffolk style to achieve cultural continuity, see photos.

The full information can be found at..

[http://www.rendlesham.suffolk.gov.uk/Maharishi\\_Foundation\\_21221.aspx](http://www.rendlesham.suffolk.gov.uk/Maharishi_Foundation_21221.aspx)

5.05 This proposed development is also to follow these same architectural principles, and it is expected that most of the new residents will have similar interests and lifestyles as the current residents of Garden Square and Gardenia Close, and will be drawn to this new development for this reason. As indicated, the current residents have peak vehicle flows which do not coincide with the network peak hours. Therefore, peak vehicle flows at the existing site, and the proposed sites, will not coincide with the network peak hours. It is expected that most of the residents of the new development will have similar interests and lifestyles and therefore a similar vehicle flow pattern. As such, it is clearly appropriate to apply the recorded trip rates to the new development. As indicated previously, the trip rates for the large detached Garden Square properties will be applied uniformly to the mixed dwelling sizes of the new development, to produce a worst case peak hour flow.

5.06 As will be seen at KAB 5, the following trip rate calculations are presented, based on the ATC data from Garden Square (the full data can be provided to the CHA if required).

**22 DWELLINGS WITH ACCESS VIA GARDEN SQ.**

	OUTBOUND	INBOUND	TWO WAY
<b>Network pk hour</b>	Av trip rate 8-9am = 2/22 = 0.09 vph/dw	Av trip rate 8-9am = 2/22 = 0.09 vph/dw	0.18
<b>vph/dwelling</b>			
<b>[see KAB below]</b>	Av trip rate 5-6pm = 2/22 = 0.09 vph/dw	Av trip rate 5-6pm = 1/22 = 0.05 vph/dw	0.14
<b>vph/dwelling</b>			
<b>Site peak hour</b>	Av trip rate 10-11am = 6/22 = 0.27 vph/dw	Av trip rate 10-11am = 5/22 = 0.23 vph/dw	0.50
<b>vph/dwelling</b>			
<b>[as above]</b>	Av trip rate 4-5pm = 3/22 = 0.14 vph/dw	Av trip rate 4-5pm = 4/22 = 0.18 vph/dw	0.32
<b>vph/dwelling</b>			



5.07 On the basis of the above calculated trip rates, the vehicle flows for the proposed 75 dwellings have been calculated for the network peak hour (the peak hour for vehicle flows on the A1152 - see KAB 6), and for the site peak hour, as follows.

**75 DWELLINGS AS PROPOSED**

AM Network pk hr	Av veh flow out = $75 \times 0.09 = 7$ vph	Av veh flow in = $75 \times 0.09 = 7$ vph	14 vph
PM Network pk hr	Av veh flow out = $75 \times 0.09 = 7$ vph	Av veh flow in = $75 \times 0.05 = 4$ vph	11 vph
AM Site peak hr	Av veh flow out = $75 \times 0.27 = 20$ vph	Av veh flow in = $75 \times 0.23 = 17$ vph	37 vph
PM Site peak hour	Av veh flow out = $75 \times 0.14 = 11$ vph	Av veh flow in = $75 \times 0.18 = 14$ vph	25 vph

5.08 At KAB 4, the CHA raised queries about the impact of the vehicle flows as follows.

2. Consideration needs to be given as to whether Mayhew Road and in particular, Tidy Road could accommodate the additional traffic flows associated with up to 75 dwellings. Factors such as road width, footway provision and junction and forward visibility may be limiting factors. Advice can be found in the Suffolk Design Guide.
3. Any development of greater than 50 dwellings should provide a Transport Statement with data and analysis on the likely traffic movements. Specifically, for this location it should include a forecast of the likely peak hour traffic impact on the signalised junction at Melton (A1152) so it can be assessed within the Highway Authority's ongoing modelling and monitoring of this junction.

5.09 In both cases (Tidy Road and Melton Crossroads), the peak vehicle flows from the site will likely not coincide with the likely residential peak flow along Tidy Road, or the likely peak flows at the Melton Crossroads, as the site peak flows take place after the usual network morning peak hour (later than 8am to 9am) and before the usual evening network peak hour (earlier than 5pm to 6pm). I note that, for the Woods Lane site TA, that the peak hours were identified as 7.45am to 8.45am and 16.45pm to 17.45pm in 2013. The peak residential flows to the proposed site will likely not coincide with these times either. In any event, the site peak hour flows are still of a low order.



5.10 **For the Tidy Road route**, there is a need to assess what proportion of the development flows will use that route, in preference to the Garden Square route. In order to assist with this assessment, and the assessment of all trips via Melton Crossroads, the residents of the existing 22 properties served from Garden Square were asked to keep a week long, travel diary, itemising their trips off the estate. This diary required the residents to confirm whether or not they had travelled through Melton Crossroads on any particular day, and how many times. The results of this work confirmed that 45% of all the Garden Square trips passed through Melton Crossroads.

5.11 Therefore, on a simplistic basis, one might say that all the residents who were travelling to and from the west would use Tidy Road to travel to/from the Acer Road "T" junction with the A1152.

5.12 On that basis, using the maximum calculated flows at 5.05:

**for the network peak hour** (0.45 x 14) a maximum of 6vph would use Tidy Road (3 out + 3 in)

**for the site peak hour** (0.45 x 37) a maximum of 17vph would use Tidy Road (10 out + 7 in)

A maximum flow of 17 vph (two way) will only occur in one hour of the day. This is a flow of such a low order as not to be material in any proper consideration of the potential highway safety and highway capacity issues related to this route.

5.13 **For the impact on the Melton Crossroads during the network peak hours**, an addition of only 6 vph to the arms of the crossroads cannot have any material effect on current conditions. This is particularly so when one considers that this small additional inbound flow will be distributed across the arms of the junction such that additional flows on each arm might only be 1 vph or 2 vph. For this junction, the peak flows at the development site have no relevance as they do not coincide with peak flows at the crossroads. This argument also applies to **the existing Acer Road "T" junction** with the A1152, and the streets within the existing estate, as well as **the whole of the A1152 route, through Eyke, at the Wilford Bridge railway crossing, and at the Woods Lane roundabout junction with the A12.**



5.14 **For the impact on the Acer road junction with the A1152 roundabout,** observations confirm that this junction has significant spare capacity, with little queuing on any of the arms. Again, the addition of  $(0.55 \times 17)$  9vph (4 in + 5 out of the site) to this junction, spread over the various arms, will add only a maximum of 5 vph to the Acer Road arm approach, and a only one or two vehicles per hour to other arms. This argument applies to the B1069, Tunstall road, and all other routes in that direction.

5.15 Hence, the CHA's queries are answered, in that there will not be any material level of additional vehicle flows affecting its specified locations, either during the network peak hours, or the peak hours of the site.

5.16 The CHA's references to "road width, footway provision and junction and forward visibility" as "limiting factors" are not understood. This is particularly so, in the context of the site having two access points, leading to 5.5 m wide through roads with adjacent footways, and with additional vehicle flows of only a low order.

5.17 Importantly, as I understand it, all the highway designs on the estate have been discussed with the CHA. Additionally, it is noted that the LPA has identified the site as being able to accommodate "approximately 50 units" (and previously, 75 units). It appears likely that the CHA was consulted on the proposals, and accepted this level of development. It appears that the CHA has assumed that all 75 dwellings will be served via Tidy Road (KAB 4 - point 2). This is incorrect as two access points are provided.

5.18 The CHA refers to the Suffolk Design Guide (a year 2000 document) in relation to its reference to "limiting factors". Since it seems that the LPA, and likely the CHA, have agreed to a development of "approximately 50 units", it may well be that any



discussion can only be about the difference in dwelling numbers between LPA's adopted "approximately 50 units" and the currently proposed 75 dwellings. This is an insignificant additional number in traffic flow terms (NB - the LPA previously proposed 75 dwellings). As will be seen later, there have not been any personal injury accidents (collisions) recorded on the estate streets leading to the site accesses, which would support a highway safety objection on any of the grounds stated by the CHA at KAB 4.

5.19 In any event, the Suffolk Design Guide does not reflect current advice given in Manual For Streets (MfS). It is noted that, on the CHA's website states..

*Please note that some aspects regarding highway design are now outdated*

As far as I am aware, the current guidance, in Manual for Streets, does not specify carriageway widths in relation to dwelling numbers. MfS confirms that the currently proposed internal through route, and the external road network, of 5.5m carriageway roads, is adequate for two hgv's to pass, which is more than sufficient for this development proposal, where it is unlikely that two hgv's will meet only rarely.

5.20 I am aware of the concerns raised in the Rendlesham Neighbourhood Plan (RNP) about highway issues. I have dealt with concerns about the A1152 route to the A12. Indeed, all of the RNP concerns are responded to, due to the low level of additional vehicle flows related to this proposal. Interestingly, I note the RNP comment...

***13.07 Problems can occur when there is only one entry/exit site to developments. These can cause bottlenecks and congestion at peak times of the day. To avoid these situations road layouts need to be considered in practical terms of traffic flow and congestion assessment to produce measures to prevent, rather than accept the inevitable.***

This development has two access points, and as such, complies with the RNP wish to dilute the impact of vehicle flows on the adjacent streets.



5.21 Following from the resubmission of the 2018 information in Section 5.00 above, in this 2019 TS, the applicant remains of the view that this will represent the likely actual vehicle flow conditions at the site. However, as set out at KAB 9, it will be seen that the CHA queried the 2018 submission as follows....

1. Development related vehicle flows and highway impacts: With regard to section 5 of the supplied Transport Statement, it is noted that the calculated peak hour vehicle trip rates are very low due to the travel patterns of occupiers of the surveyed area. As no guarantees appear to be provided about the occupiers of the proposed dwellings (whether they will share the same travel patterns as the surveyed area in perpetuity), a robust assessment of the impacts should be provided using another method such as TRICS data. It is noted that we would expect peak hour 2-way vehicular trip rates of around 0.6 per dwelling in this location.

5.22 To deal with this matter, the CHA was provided with the additional trip rate calculations, as is set out at KAB 14. Having given due consideration to this additional information, the CHA then concluded that it was.....

*satisfied that the development will not negatively impact upon the highway network with regard to traffic flows.*

5.23 The CHA's letter at KAB 9 also included additional CHA requirements relating to the following matters:

- a) Development Layout;
- b) Highway Access;
- c) SCC Travel Plan Officer;
- d) SCC Public Rights of Way Team; and,
- e) SCC Passenger Transport.





5.24 Further to the additional comments from the CHA at KAB 12 & 13, these matters have been the subject of various discussions between the CHA and the applicant and have been progressed as follows for the purposes of this 2019 submission.

- a) Development Layout - this has been discussed with the CHA.
- b) Highway Access - discussions are ongoing with respect to the adoption of Garden Square. Garden Square has been included in the application area.
- c) SCC Travel Plan Officer - residents' travel packs and multi-modal vouchers will be provided as required. EV charging points will be provided as required.
- d) SCC Public Rights of Way Team - the bridleway will be provided, as will the financial contribution.
- e) SCC Passenger Transport - the contribution will be made to the solar powered, real-time, information screen.

5.25 On the basis of these matters having been discussed with the CHA, and the CHA's acceptance that there will not be any negative impact on the highway network, it is anticipated that no highway objections will be raised to this revised submission.

## **6.00 Injury accident data.**

6.01 As already indicated, there will only be a low level of additional vehicle flows related to this proposal. Hence it follows that additional vehicle flows at these low levels will not have any material adverse highway impacts. There will not be any material adverse impact on the potential for collisions/injury accidents or on highway capacity.

6.02 The government's Crashmap website (see KAB 7) shows only a single injury accident having been recorded within the estate during the most recent three years record period, along the likely internal routes to be used by occupants of this proposed





development. This shows a single vehicle accident. The driver of the car was aged between 65yrs and 74yrs. He sustained slight injuries. There was no record of any collision with any object in the carriageway or outside the carriageway. It may have been a collision with the kerb.

6.03 As regards the external junctions of the estate, two collisions were recorded at the Acer Road "T" junction with the A1124:

- i) the first involved a young van driver, turning left into Acer Road, colliding with a car which was exiting along Acer Road, and causing slight injuries to the young female passenger in the van; and,
- ii) the second involved two vehicles turning right out of the junction, and what appears to be a rear end shunt, which caused a slight injury to one driver.

6.04 None of these collisions point to any inherent highway safety issues, or traffic safety matters of concern. The internal estate roads and the external junctions appear to have a good accident record. There are no identified "high accident areas" (Planning Practice Guidance website) affected by this development proposal.

## **7.00 Relevant Committed Developments (i.e. will proceed within three years).**

7.01 I have been made aware of other housing proposals within Rendlesham Village. I have also been made aware of the Yarmouth Road proposal, near Melton Crossroads. The government's Planning Practice Guidance website defines "committed developments" as...*development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years.*

I understand that two sites have been refused planning consent, and that the other Rendlesham site of some 50 dwellings is unlikely to be built within the next three years.



7.02 Notwithstanding this lack of committed developments, even if there were such developments, the traffic impact of this 75 dwellings development is shown to be immaterial, in terms of network peak hour conflicts, and is similarly so, in terms of the vehicle flows related to the peak hour at the proposed site. It must always be remembered that the peak hour flow at this site will occur in only one hour out of twenty four hours. Any assessment of "overall impact" should always keep this in mind. For the same reasons, no assessment of future vehicle flows on the network has been carried out.

## **8.00 Parking, turning, loading, and unloading facilities.**

8.01 As can be seen from the site layout plan, the application site includes areas for car parking and turning related to the proposed dwellings. There is clearly adequate space within the site to accommodate any such requirements for loading and unloading.

## **9.00 Travel Plan.**

9.01 It is noted that no request is made for a Travel Plan by the LPA in its identification of this housing site in its policy document, nor has a request for a Travel Plan been made by the CHA in its letter at KAB 4. This confirms my view that a Travel Plan is not warranted for this site, in this location within Rendlesham. It has been shown at Section 3.00 of this document that many day to day facilities are within easy walking and cycling distance, with good connections between the site and these facilities. Bus routes pass through Rendlesham which enable good public transport connections. It is noted that the Planning Practice Guidance website states....*smaller applications with limited impacts may not need a Travel Plan*. On the basis of these considerations, it is confirmed that there is no need for a Travel Plan. This position has now been confirmed by the CHA, at KAB 12.



9.02 Notwithstanding the above, it is noted that the residents of Garden Square and Gardenia Close currently have a car share programme which is in its infancy, but which they will seek to bring to fruition in relation to this development proposal. Travel awareness will be integrated into the marketing and occupation of the site e.g. the provision of bus time table information, location of day to day facilities, including bus stops, and walk/cycle routes and distances. I am also advised that existing residents make good use of home shopping services and home working opportunities. The above car trip reduction initiatives are as included, for example, in government guidance and in the SCC travel plan information. It is important to note that these conditions and the good sustainability of this location have contributed to the low level of vehicle flows recorded for the existing residents.

## **10.00 Conclusions.**

**10.01 Network peak hourly vehicle flows are of a low order, as are site peak hour flows, even when applying the CHA's required "robust assessment of the impacts". Thus, there will not be any material increase in vehicle flows along Tidy Road/Mayhew Road, Garden Square, or at the Melton Crossroads, or anywhere along the A1152 between Rendlesham and the A12. This situation also applies to roads and areas to the east of Rendlesham.**

**10.02 The site has the benefit of two access routes which will result in the "dilution" of vehicle flows within the existing adjacent highways. The RNP supports this approach. This also maximises easy access on foot and cycle to Rendlesham and its day to day facilities (including public transport and the large employment area at Bentwaters Park), thereby promoting sustainability, as supported in the RNP's wish to create a sustainable parish. The proposal now**



provides improvements to further encourage sustainability, including: the solar powered, real-time, bus information screen; residents' travel packs and multi-modal vouchers; EV charging points; and, the provision of a bridleway and related financial contribution.

**10.03 In view of:**

- a) the low level of additional vehicle flows;**
- b) the low level of vehicle flows on the adjacent highways; and,**
- c) the lack of any identified, high accident areas,**

there will not be any unacceptable impact on highway safety, nor will there be any severe residual cumulative impacts on the road network.

**10.04 Hence, the 2019 NPPF confirms that this development should not be prevented or refused on highways grounds.**

**10.05 Additionally, as regards the 2019 NPPF:**

- a) the opportunities for promoting sustainable transport modes are being made available, given the type of development and its location;**
- b) safe and suitable access to the site is achieved for all people; and,**
- c) there are no significant impacts in terms of highway safety and capacity.**

**10.06 Therefore, as regards the information submitted within this TS, this development proposal, for 75 dwellings, is acceptable in highway, traffic, and transport terms.**



Your ref:

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16/R/04

Date:  
07/04/19

## **APPENDICES**

### **TRANSPORT STATEMENT**

**RELATING TO A PLANNING APPLICATION FOR**

**75 DWELLINGS**

**ON LAND AT**

**SITE - SSP12, RENDLESHAM.**

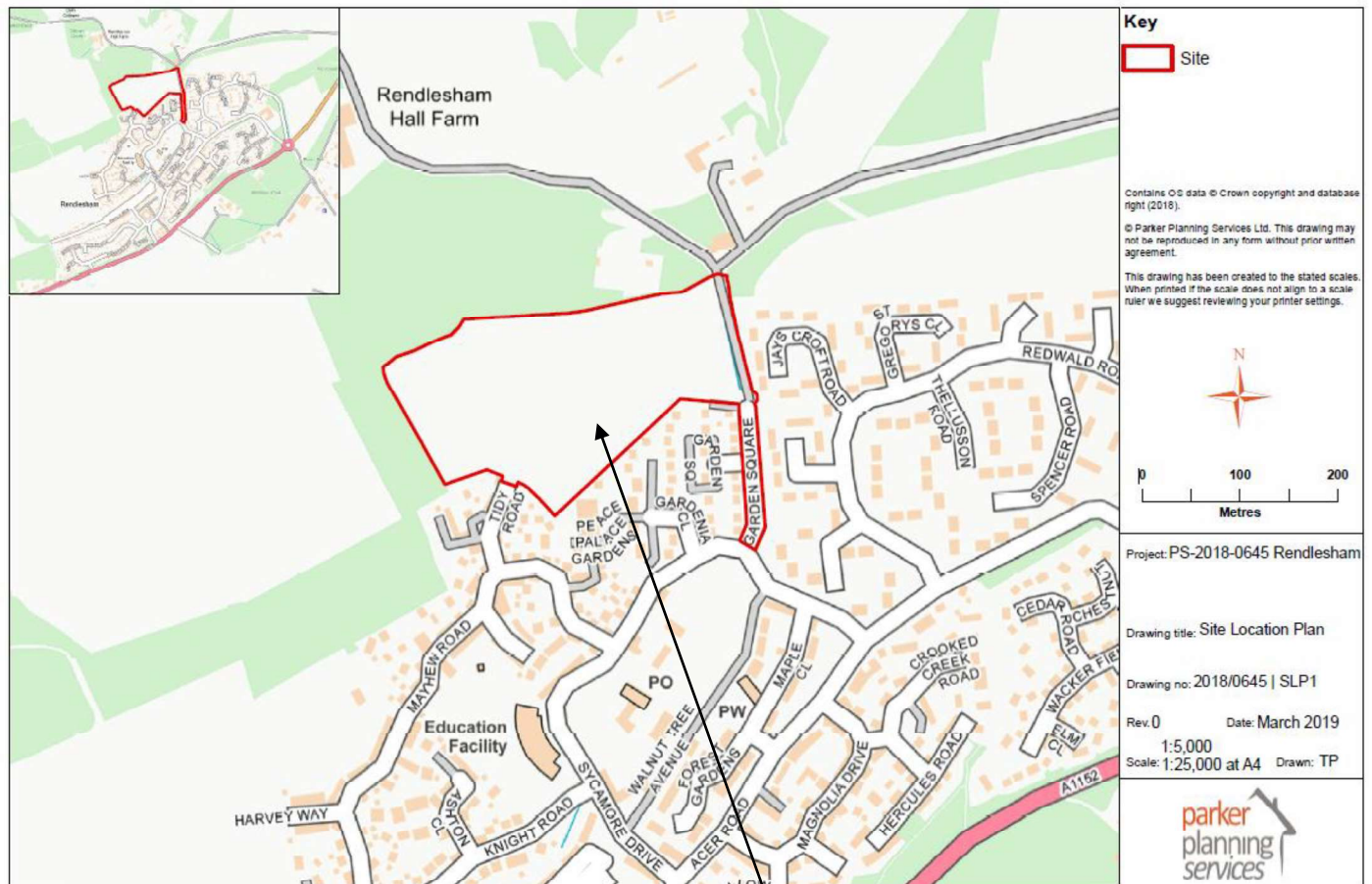
**Director**

**Keith A. Berriman I.Eng., FIET, FIHE, FCIHT, CMILT**

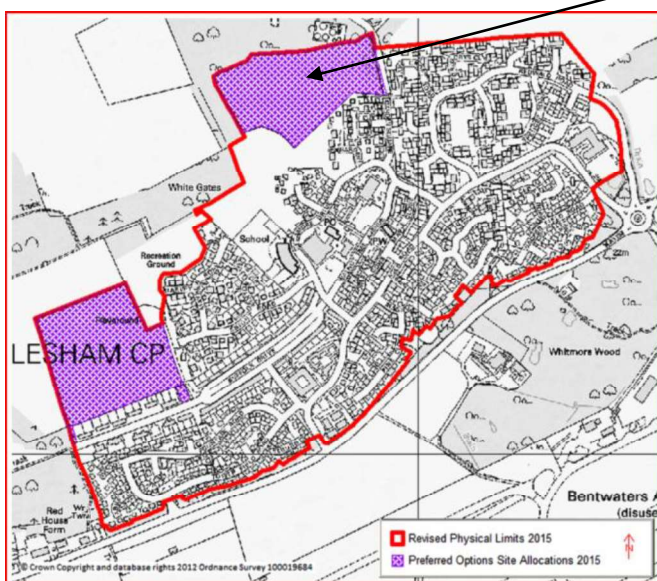
[www.the-httc.co.uk](http://www.the-httc.co.uk)

The HTTC Ltd. - 2, Keeble Close, Tiptree, Essex. CO5 0NU (Registered Office)  
tel 01621 818505 e-mail – [kab@the-httc.co.uk](mailto:kab@the-httc.co.uk)

**KAB 1  
NTS**

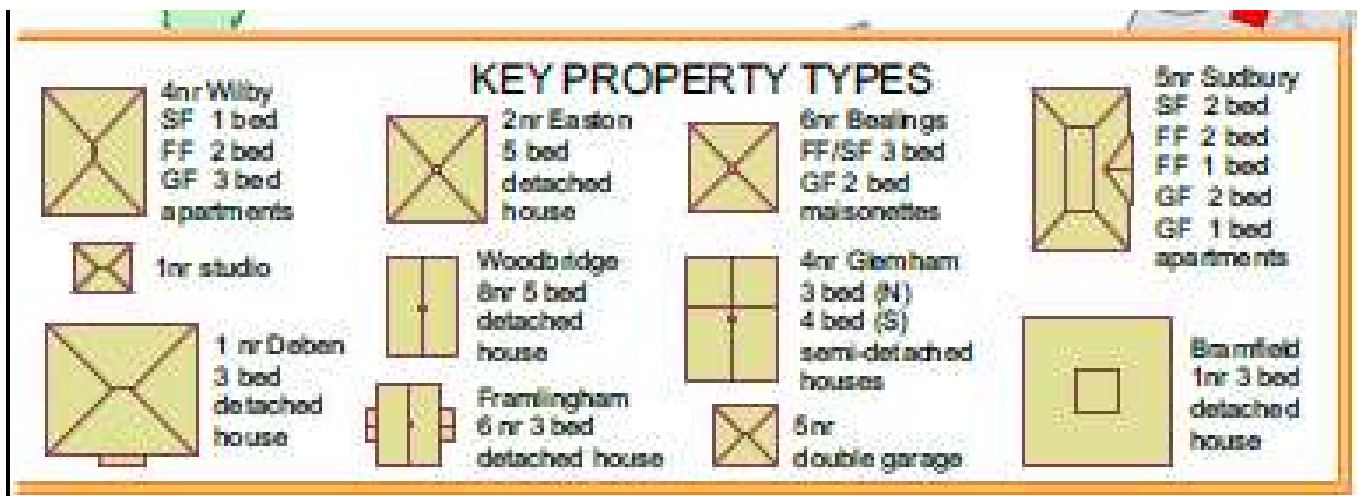
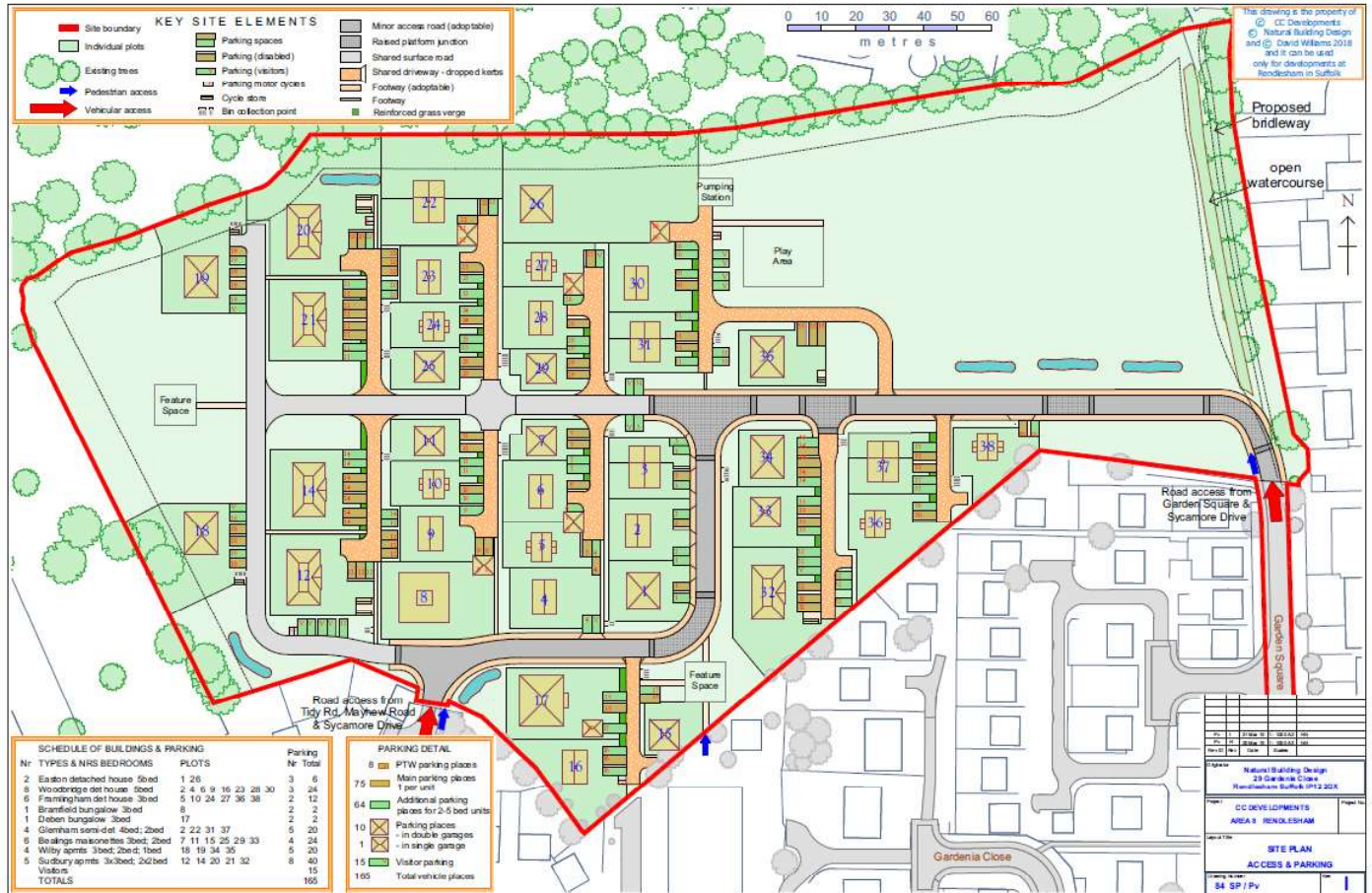


**site SSP12**





## KAB 2 - NTS







# The Highway Traffic & Transport Consultancy

Registered in England & Wales

Company No. 5652127

KAB 3

Your Ref: DC/17/4188/EIA  
Our Ref: 570\INF\3711\17  
Date: 11/10/17  
Highways Enquiries to: ben.chester@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

The Planning Officer  
Suffolk Coastal District Council

For the Attention of: Jane Rodens

Dear Jane

TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN DC/17/4188/EIA

PROPOSAL: Screening opinion - erection of up to 75 dwellings.  
LOCATION: Site SSP12, Rendlesham  
ROAD CLASS:

Notice is hereby given that the County Council as Highway Authority make the following comments:

1. Please see adopted highway plan below, the roads shown in green are maintainable highway. As can be seen, Garden Square is not adopted so it is envisaged that access could only be provided via that private road with permission of the owner/s.





## **KAB 4**

2. Consideration needs to be given as to whether Mayhew Road and in particular, Tidy Road could accommodate the additional traffic flows associated with up to 75 dwellings. Factors such as road width, footway provision and junction and forward visibility may be limiting factors. Advice can be found in the Suffolk Design Guide.
3. Any development of greater than 50 dwellings should provide a Transport Statement with data and analysis on the likely traffic movements. Specifically, for this location it should include a forecast of the likely peak hour traffic impact on the signalised junction at Melton (A1152) so it can be assessed within the Highway Authority's ongoing modelling and monitoring of this junction.
4. The development should provide parking and manoeuvring areas in accordance with Suffolk Guidance for Parking (2015) and a layout in accordance with the Suffolk Design Guide.
5. Suitable sustainable links to the existing network and local amenities should be provided in accordance with paras. 32 and 35 of the NPPF.

This informal advice has been provided without the benefit of a site visit or detailed plans of the proposal and subsequently, there may be additional issues and comments when further information is received.

Yours sincerely,

**Mr Ben Chester**  
**Senior Development Management Engineer**  
Strategic Development





# The Highway Traffic & Transport Consultancy

Registered in England & Wales

Company No. 5652127

## VEHICLE FLOW DATA - GARDEN SQUARE.

KAB 5

Tracsis

plc

Traffic and Data Services

Job Number

Client

Project

Location

Site No.

Road

Start Date

Direction

3807-LON

Capital Community Developments

Garden Square Rendlesham

52.13143, 1.41659

1

Garden Square - north of Sycamore

13-Oct-17

Southbound

Menu

Volume Summary

Average Weekday

7 Day Average

43

39

	Day of Week								
Time	Mon 16-Oct	Tue 17-Oct	Wed 18-Oct	Thu 19-Oct	Fri 13-Feb	Sat 14-Feb	Sun 15-Feb	Ave W/day	7 Day Ave
AM Peak	5	8	8	8	9	4	7		
PM Peak	5	5	5	10	8	4	7		
00:00	0	0	2	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0
04:00	0	1	0	1	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
08:00	0	6	2	1	1	0	0	2	1
09:00	5	8	8	5	2	0	0	6	4
10:00	3	3	6	8	9	4	7	6	6
11:00	4	2	8	3	3	2	3	4	4
12:00	4	1	5	10	5	4	7	5	5
13:00	4	5	3	1	2	1	0	3	2
14:00	5	5	2	3	3	4	5	4	4
15:00	5	3	1	4	8	2	2	4	4
16:00	4	3	3	2	2	4	2	3	3
17:00	2	2	1	2	2	1	2	2	2
18:00	1	1	1	1	1	2	1	1	1
19:00	1	4	3	1	1	1	3	2	2
20:00	2	0	0	0	1	0	0	1	0
21:00	1	0	0	0	1	0	0	0	0
22:00	0	0	0	1	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	41	45	45	43	41	26	32	43	39

Job Number

Client

Project

Location

Site No.

Road

Start Date

Direction

3807-LON

Capital Community Developments

Garden Square Rendlesham

52.13143, 1.41659

1

Garden Square - north of Sycamore

13-Oct-17

Northbound

Menu

Volume Summary

Average Weekday

7 Day Average

43

39

	Day of Week								
Time	Mon 16-Oct	Tue 17-Oct	Wed 18-Oct	Thu 19-Oct	Fri 13-Feb	Sat 14-Feb	Sun 15-Feb	Ave W/day	7 Day Ave
AM Peak	7	5	7	7	5	2	2		
PM Peak	6	9	6	5	6	4	6		
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0
04:00	0	1	0	1	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0
07:00	0	1	2	2	0	0	0	1	1
08:00	0	4	2	1	2	1	0	2	1
09:00	7	5	6	3	1	0	1	4	3
10:00	2	3	7	7	5	2	2	5	4
11:00	6	2	5	5	4	1	0	4	3
12:00	1	3	6	5	6	2	6	4	4
13:00	4	9	1	5	4	3	4	5	4
14:00	5	2	1	4	3	3	3	3	3
15:00	3	3	2	3	5	3	4	3	3
16:00	6	1	6	2	5	3	6	4	4
17:00	2	1	0	3	1	4	3	1	2
18:00	3	1	1	0	0	0	1	1	1
19:00	1	1	2	1	0	2	1	1	1
20:00	2	0	1	0	0	0	0	1	0
21:00	1	3	2	1	4	1	0	2	2
22:00	0	0	0	1	1	1	2	0	1
23:00	0	0	0	0	0	0	0	0	0
Total	43	41	44	44	41	27	33	43	39

Job Number

Client

Project

Location

Site No.

Road

Start Date

Direction

3807-LON

Capital Community Developments

Garden Square Rendlesham

52.13143, 1.41659

1

Garden Square - north of Sycamore

13-Oct-17

Northbound

### 22 DWELLINGS WITH ACCESS VIA GARDEN SQ.

#### OUTBOUND

Network pk hour Av trip rate 8-9am = 2/22 = 0.09 vph/dw  
[see KAB below] Av trip rate 5-6pm = 2/22 = 0.09 vph/dw  
Site peak hour Av trip rate 10-11am = 6/22 = 0.27 vph/dw  
[as above] Av trip rate 4-5pm = 3/22 = 0.14 vph/dw

#### INBOUND

Av trip rate 8-9am = 2/22 = 0.09 vph/dw  
Av trip rate 5-6pm = 1/22 = 0.05 vph/dw  
Av trip rate 10-11am = 5/22 = 0.23 vph/dw  
Av trip rate 4-5pm = 4/22 = 0.18 vph/dw

#### TWO WAY

0.18 vph/dwelling  
0.14 vph/dwelling  
0.50 vph/dwelling  
0.32 vph/dwelling

### 75 DWELLINGS AS PROPOSED

AM Network pk hr Av veh flow out = 75 x 0.09 = 7 vph  
PM Network pk hr Av veh flow out = 75 x 0.09 = 7 vph  
AM Site peak hr Av veh flow out = 75 x 0.27 = 20 vph  
PM Site peak hour Av veh flow out = 75 x 0.14 = 11 vph

Av veh flow in = 75 x .09 = 7 vph  
Av veh flow in = 75 x 0.05 = 4 vph  
Av veh flow in = 75 x 0.23 = 17 vph  
Av veh flow in = 75 x 0.18 = 14 vph

Traffic and Data Services

Road  
Start Date  
Direction

Garden Square - north of Sycamore Dr  
13-Oct-17  
Combined

Menu

Volume Summary

Average Weekday 86  
7 Day Average 78

1. Garden Square - north of Sycamore Dr - 52.13143, 1.41659

Combined

Time	Day of Week							Ave W/day	7 Day Ave
	Mon 16-Oct	Tue 17-Oct	Wed 18-Oct	Thu 19-Oct	Fri 13-Feb	Sat 14-Feb	Sun 15-Feb		
AM Peak	12	13	14	15	13	6	9		
PM Peak	10	14	11	15	13	7	13		
00:00	0	0	2	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	0	0	0
04:00	0	2	0	2	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	0	0
07:00	0	1	2	2	0	0	0	1	1
08:00	0	10	4	2	3	1	0	4	3
09:00	12	13	14	8	3	0	1	10	7
10:00	5	6	13	15	14	6	9	11	10
11:00	10	4	13	8	7	3	3	8	7
12:00	5	4	11	15	11	6	13	9	9
13:00	8	14	4	6	6	4	4	8	7
14:00	10	7	3	7	6	7	8	7	7
15:00	8	6	3	7	13	5	6	7	7
16:00	10	4	9	4	7	7	8	7	7
17:00	4	3	1	5	3	5	5	3	4
18:00	4	2	2	1	1	2	2	2	2
19:00	2	5	5	2	1	3	4	3	3
20:00	4	0	1	0	1	0	0	1	1
21:00	2	3	2	1	5	1	0	3	2
22:00	0	0	0	2	1	1	2	1	1
23:00	0	0	0	0	0	0	0	0	0
Total	84	86	89	87	82	53	65	86	78

07:00-19:00	76	74	79	80	74	46	59	77	70
06:00-22:00	84	84	87	83	81	50	63	84	76
06:00-24:00	84	84	87	85	82	51	65	84	77
00:00-24:00	84	86	89	87	82	53	65	86	78

Hourly Volume Graph

1. Garden Square - north of Sycamore Dr - 52.13143, 1.41659



# The Highway Traffic & Transport Consultancy

Registered in England & Wales

Company No. 5652127

## VEHICLE FLOW DATA - A1152.

KAB 6

**Tracsis** plc  
Traffic and Data Services

Job Number 3807-LON  
Client Capital Community Developments  
Project Garden Square Rendlesham  
Location 52.12532, 1.41207  
Site No. 2  
Road A1152 - west of Acer Rd  
Start Date 13-Oct-17  
Direction Eastbound

**Tracsis** plc  
Traffic and Data Services

Job Number 3807-LON  
Client Capital Community Developments  
Project Garden Square Rendlesham  
Location 52.12532, 1.41207  
Site No. 2  
Road A1152 - west of Acer Rd  
Start Date 13-Oct-17  
Direction Westbound

Menu		Volume Summary								Average Weekday	3,346
										7 Day Average	3,102
		Day of Week									
Time		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	7 Day	
		16-Oct	17-Oct	18-Oct	19-Oct	13-Feb	14-Feb	15-Feb	W'day	Ave	
AM Peak		231	237	268	247	233	199	186			
PM Peak		329	348	340	335	326	276	260			
00:00		8	8	11	7	10	35	36	9	16	
01:00		7	8	7	7	5	11	18	7	9	
02:00		6	3	2	1	6	6	8	4	5	
03:00		4	2	5	5	5	7	2	4	4	
04:00		9	2	9	5	0	4	6	5	5	
05:00		31	26	26	19	28	13	9	26	22	
06:00		76	91	75	77	66	35	17	77	62	
07:00		194	191	197	177	188	55	49	189	150	
08:00		231	237	268	247	233	76	44	243	191	
09:00		212	186	206	196	184	153	112	197	178	
10:00		165	181	184	194	177	161	186	180	178	
11:00		196	194	211	193	193	199	125	197	187	
12:00		223	182	209	172	209	242	260	199	214	
13:00		191	199	210	208	246	276	240	211	224	
14:00		200	217	221	219	211	227	217	214	216	
15:00		283	269	264	242	298	196	201	271	250	
16:00		300	321	317	335	326	214	232	320	292	
17:00		329	348	340	329	314	211	161	332	290	
18:00		264	234	227	255	238	174	119	244	216	
19:00		144	173	158	146	150	118	104	154	142	
20:00		83	110	102	108	87	74	62	98	89	
21:00		75	104	69	80	75	64	40	81	72	
22:00		25	41	69	63	69	72	42	53	54	
23:00		21	26	29	26	57	55	16	32	33	
Total		3277	3353	3416	3311	3375	2678	2306	3346	3102	

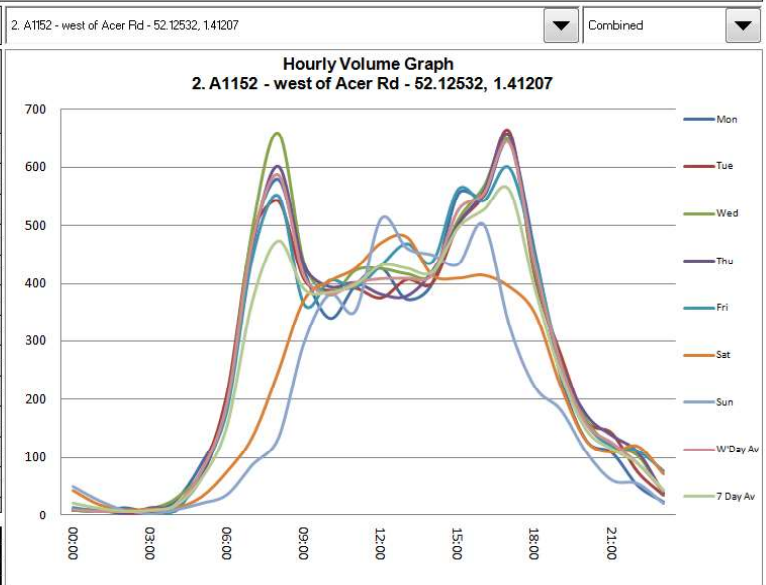
Menu		Volume Summary								Average Weekday	3,303
										7 Day Average	3,097
		Day of Week									
Time		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	7 Day	
		16-Oct	17-Oct	18-Oct	19-Oct	13-Feb	14-Feb	15-Feb	W'day	Ave	
AM Peak		348	306	390	354	318	244	228			
PM Peak		315	314	306	325	285	229	270			
00:00		2	2	1	2	4	8	15	2	5	
01:00		1	1	0	2	3	8	9	1	3	
02:00		8	1	3	1	1	4	2	3	3	
03:00		4	3	7	8	4	4	1	5	4	
04:00		18	15	21	12	8	9	5	15	13	
05:00		59	52	51	47	49	19	13	52	41	
06:00		112	121	119	121	116	41	20	118	93	
07:00		285	297	301	289	260	82	40	286	222	
08:00		348	306	390	354	318	173	91	343	283	
09:00		211	222	230	235	180	219	186	216	212	
10:00		175	208	196	200	229	244	196	202	207	
11:00		201	199	212	208	201	228	228	204	211	
12:00		204	194	217	209	223	229	252	209	218	
13:00		182	209	207	170	223	205	222	198	203	
14:00		201	185	194	202	227	188	233	202	204	
15:00		271	233	245	260	264	214	233	255	246	
16:00		251	233	250	224	217	201	270	235	235	
17:00		315	314	306	325	285	184	166	309	271	
18:00		189	178	193	174	207	174	103	188	174	
19:00		96	105	106	116	109	105	79	106	102	
20:00		47	55	63	65	72	55	48	60	58	
21:00		34	39	52	58	45	46	22	46	42	
22:00		27	35	35	46	43	48	14	37	35	
23:00		3	10	9	12	20	17	6	11	11	
Total		3244	3217	3408	3340	3308	2705	2454	3303	3097	

Traffic and Data Services

Job Number 3807-LON  
Client Capital Community Developments  
Project Garden Square Rendlesham  
Location 52.12532, 1.41207  
Site No. 2  
Road A1152 - west of Acer Rd  
Start Date 13-Oct-17  
Direction Combined

Menu		Volume Summary								Average Weekday	6,650
										7 Day Average	6,199
		Day of Week									
Time		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	7 Day	
		16-Oct	17-Oct	18-Oct	19-Oct	13-Feb	14-Feb	15-Feb	W'day	Ave	
AM Peak		579	543	658	601	551	427	382			
PM Peak		644	662	646	654	599	481	512			
00:00		10	10	12	9	14	43	51	11	21	
01:00		8	9	7	9	8	19	27	8	12	
02:00		14	4	5	2	7	10	10	6	7	
03:00		8	5	12	13	9	11	3	9	9	
04:00		27	17	30	17	8	13	11	20	18	
05:00		90	78	77	66	77	32	22	78	63	
06:00		188	212	194	198	182	76	37	195	155	
07:00		479	488	498	466	448	137	89	476	372	
08:00		579	543	658	601	551	249	135	586	474	
09:00		423	408	436	431	364	372	298	412	390	
10:00		340	389	380	394	406	405	382	382	385	
11:00		397	393	423	401	394	427	353	402	398	
12:00		427	376	426	381	432	471	512	408	432	
13:00		373	408	417	378	469	481	462	409	427	
14:00		401	402	415	421	438	415	450	415	420	
15:00		554	502	509	502	562	410	434	526	496	
16:00		551	554	567	559	543	415	502	555	527	
17:00		644	662	646	654	599	395	327	641	561	
18:00		453	412	420	423	445	348	222	432	390	
19:00		130	129	165	172	159	123	103	261	244	
20:00		109	143	121	138	120	110	62	126	115	
21:00		52	76	104	109	112	120	56	91	90	
22:00		24	36	38	38	77	72	22	43	44	
23:00											
Total		6521	6570	6824	6651	6683	5383	4760	6650	6199	

07:00-19:00	5621	5537	5795	5617	5651	4525	4166	5644	5273
06:00-22:00	6288	6335	6539	6388	6371	5063	4558	6384	5935
06:00-24:00	6364	6447	6681	6535	6560	5255	4636	6517	6068
00:00-24:00	6521	6570	6824	6651	6683	5383	4760	6650	6199

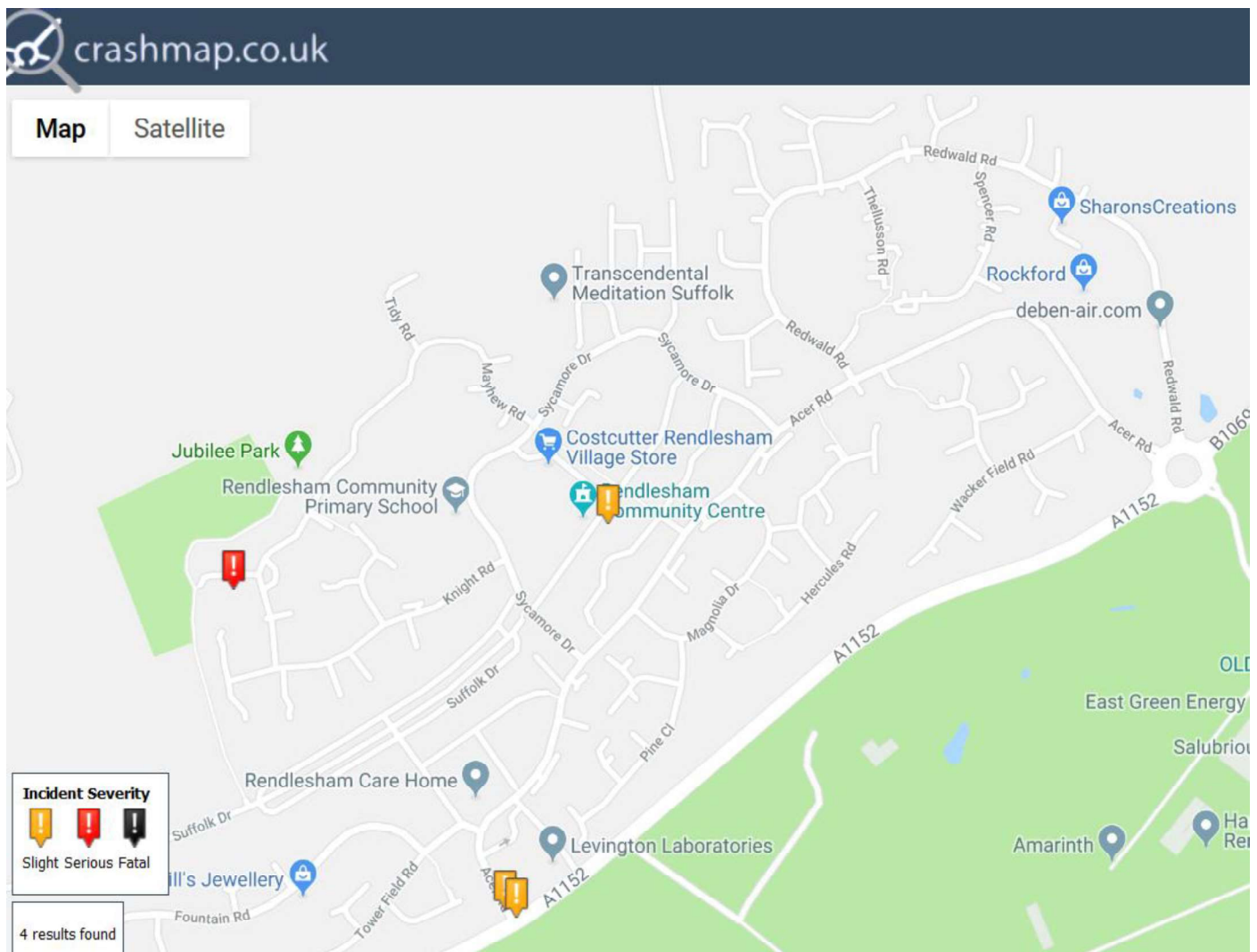




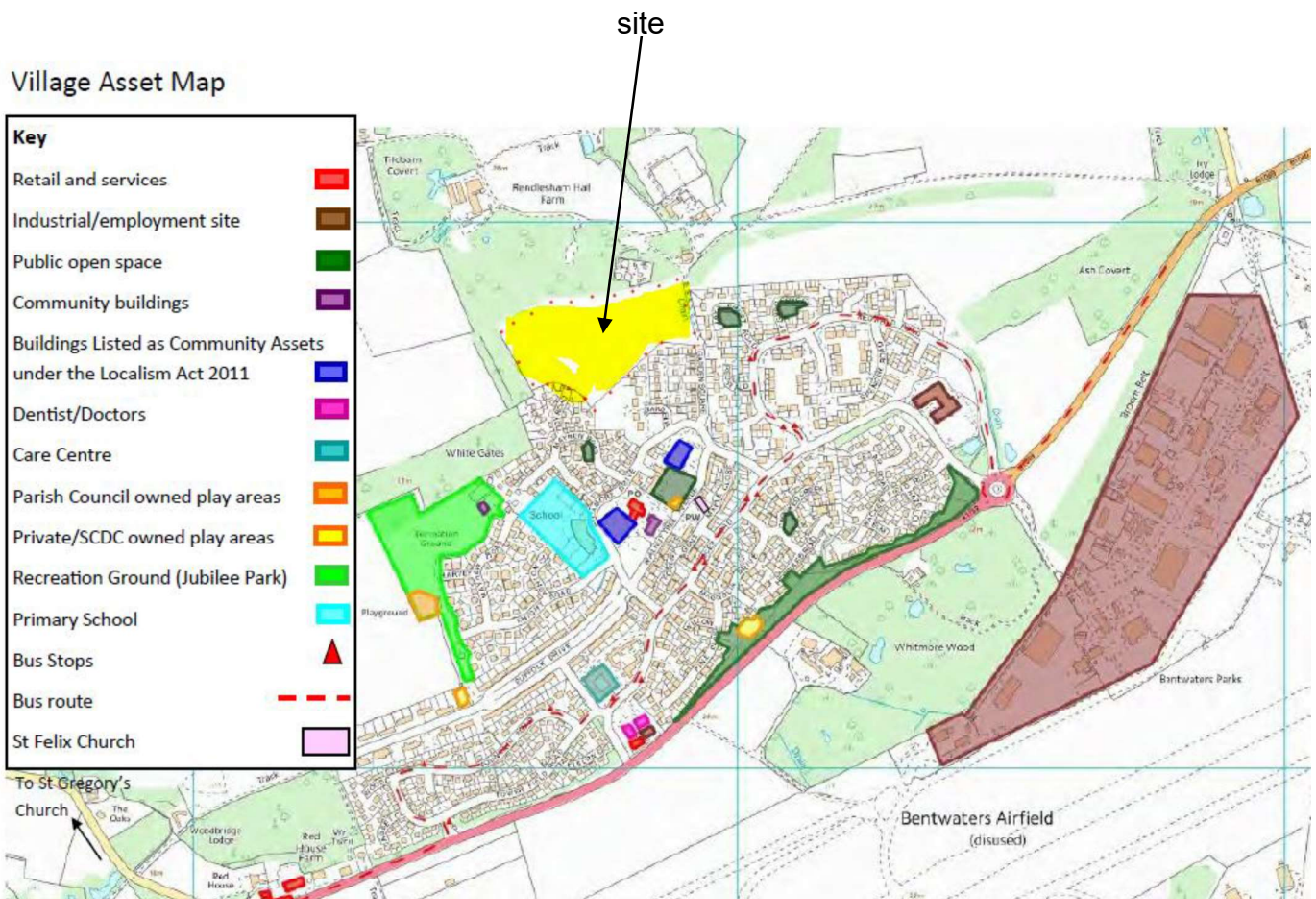


## 3 YRS COLLISION DATA

KAB 7



**KAB 8  
NTS**





# The Highway Traffic & Transport Consultancy

Registered in England & Wales

Company No. 5652127

KAB 9

Your Ref: DC/18/2374/FUL  
Our Ref: 570\CON\2738\18  
Date: 12/07/18  
Highways Enquiries to: ben.chester@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

The Planning Officer  
Suffolk Coastal District Council

For the Attention of: Jane Rodens

Dear Jane

TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN DC/18/2374/FUL

**PROPOSAL:** Proposed residential development of 75 dwellings, car parking, open space, hard and soft landscaping and associated infrastructure and access.  
**LOCATION:** Land to the North & west of Garden Square &, Gardenia Close, Rendlesham, Woodbridge, Suffolk  
**ROAD CLASS:** U

Notice is hereby given that the County Council as Highway Authority make the following comments:

1. Development related vehicle flows and highway impacts: With regard to section 5 of the supplied Transport Statement, it is noted that the calculated peak hour vehicle trip rates are very low due to the travel patterns of occupiers of the surveyed area. As no guarantees appear to be provided about the occupiers of the proposed dwellings (whether they will share the same travel patterns as the surveyed area in perpetuity), a robust assessment of the impacts should be provided using another method such as TRICS data. It is noted that we would expect peak hour 2-way vehicular trip rates of around 0.6 per dwelling in this location.

2. Development Layout: The layout of the development roads and footways do not provide adequate pedestrian provision within the site (relating to NPPF para. 35) due to a lack of footway provision and subsequently, would not be suitable for adoption by the Highway Authority. Whilst shared surface roads do not require footways, the other access roads should benefit from footways on both sides. In addition, the Highway Authority would not consider the proposed layout for adoption due to junction spacing, lack of visibility from junctions, centre line radius, road width, lack of clarity over road types, lack of service strips and junction access radii.





3. Highway Access: It is noted that there is one proposed direct highway access point onto Tidy Road. The proposed access point to Garden Square does not link directly to the highway as Garden Square is not an adopted road. The access onto Tidy Road and the junction of Garden Square with Sycamore Drive are considered adequate to serve a development of this scale.

Please consider this a holding objection until points 1 and 2 are addressed. Highway related planning conditions will be necessary and will be supplied once the above comments are addressed.

The following comments were received from SCC Travel Plan Officer; SCC Public Rights of Way team and; SCC Passenger Transport:

**SCC Travel Plan Officer:**

Should the proposal be permitted, the following conditions are recommended:

*Condition: Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a Residents Travel Pack (RTP). Not less than 3 months prior to the first occupation of any dwelling, the contents of the RTP shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and shall include walking, cycling and bus maps, latest relevant bus and rail timetable information, car sharing information, personalised travel planning and a multi-modal travel voucher.*

*Reason: In the interests of sustainable development and health objectives as set out in the NPPF, and policy DM20 of the Suffolk Coastal District Local Plan Core Strategy & Development Management Policies (2013)*

*SCC can design and produce a travel pack on behalf of the applicant provided that a suitable Section 106 contribution can be agreed.*

*Condition: Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing.*

*Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with paragraph 3.4.2 of the Suffolk Guidance for Parking and paragraph 35 of the National Planning Policy Framework.*

**SCC Public Rights of Way team:**

Should the proposal be permitted, the following S106 contribution is requested:

*We would like to request that a bridleway be created along the track which runs along the eastern side of the site, as this would link the estate to the wider countryside. The Rendlesham estate is currently poorly served in terms of public rights of way and access to the countryside, therefore we feel that this link would help to fill that gap for this development and the wider estate.*

**Estimated Costs:**

Compensation £3,337.50  
Staff and design time 12% £400.50  
Contingency 10% £333.75  
Order-making costs £4,000  
Total £8,071.25



## SCC Passenger Transport:

Should the proposal be permitted, the following S106 contribution is requested:

*This site could be served by residents walking through to the current routes and not need additional infrastructure, but it would also make sense to add Sycamore Drive – that is already covered by a school route and has stops in place built when the roads were and just not used up to now. For me, as a minimum, I would request a £15k contribution for a solar-powered real time screen at the stop on Redwald Road opp Sparrowscroft Road as that already has a shelter and would be the best bet for walking to from this site. If Sycamore Drive is going to be used there is space for a shelter and screen at the stop there opposite Gardenia Close – which would be another £20k.*

Yours sincerely,

**Mr Ben Chester**  
**Senior Development Management Engineer**  
Strategic Development



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**From:** Ben Chester [mailto:Ben.Chester@suffolk.gov.uk]  
**Sent:** 30 July 2018 14:01  
**To:** kab@the-httc.co.uk  
**Cc:** 'Steven'; 'Anthony Hardy'; 'Jeanie'; 'Jane Rodens'; Chris Ward  
**Subject:** RE: DC/18/2374/FUL - 75 DWELLINGS - RENDLESHAM - SP12 - KAB to BC - 240718

Dear Keith,

Thank you for the responses to my queries.

I am satisfied that the development will not negatively impact upon the highway network with regard to traffic flows. Thank you for the additional assessment.

I will await contact from the applicant/designer with regard to the internal site layout roads and footways.

Travel Plan query comments provided by SCC Travel Plan officer (copied in):

*In answer to the questions raised by the consultant:*

- The Multi-modal voucher should be to the value of two one month bus tickets from the site to Ipswich. Current fare information can be found on <https://www.firstgroup.com/norfolk-suffolk/tickets/ticket-prices>. If the resident does not want to redeem the bus tickets, a cycle voucher of equivalent value should be offered to the resident instead.
- I can confirm that no Residential Travel Plan was requested by SCC or is required in our opinion, as developments less than 100 in Suffolk should be focused on delivering upfront measures (i.e. provision of information and one-off sustainable transport measures) instead of committing to a long-term management strategy. This links in with the best practice for the concept of the Travel Plan Statement for developments between 50-80 dwellings in the DfT "Delivering Travel Plans Through the Planning Process" guidance.

I am awaiting responses from our Passenger Transport and PROW officers regarding their S106 contribution requests. I will forward these as I receive them.





## Public Rights of Way Response

PROW are important for recreation, encouraging healthy lifestyles, providing green links, supporting the local economy and promoting local tourism.

Please refer to the attached plan.

We would like to request that a bridleway be created along the track which runs along the eastern side of the site, as this would link the estate to the wider countryside. The Rendlesham estate is currently poorly served in terms of public rights of way and access to the countryside, therefore we feel that this link would help to fill that gap for this development and the wider estate.

### Estimated Costs:

Compensation £3,337.50

Staff and design time 12% £400.50

Contingency 10% £333.75

Order-making costs £4,000

**Total £8,071.25**

There are no public rights of way within the site or connecting to it. The site has very limited provision for recreational users, such as dog walkers, who will be obliged to drive off site to find suitable locations for recreation. An access network linked to the site could provide this informal green space (a new bridleway from the site to Ivy Lodge Corner and hence the wider ROW network).

The request is justified by reducing the need for new residents to drive elsewhere to find informal greenspace and reducing on adjacent green space spaces which are likely to be within Rendlesham Forest SPA and the heathland SSSIs.

These routes currently exist as farm tracks and headlands and no surfacing or improvement work is proposed other than the provision of signs and waymarking, hence the modest financial request.

## SCC Passenger Transport Response

Dear Keith,

Please see further comments relating to the SCC Passenger Transport S106 request from SCC PT below:

As we are dealing with First's commercially operated services we have no way at present of knowing whether they will divert these or enhance frequencies to better serve the residents of the new site. Given the tight timings on the routes already I suspect that First will not divert onto Sycamore Drive without the funding required to put an extra bus into the service. As such the walk through to Redwald Road will be the only option for the new residents if they want to get the bus.

To make the development sustainable, residents must be encouraged to make use of public transport and that means making using buses as easy and attractive as possible. While we can provide timetables and ticket information through travel plans, the only aspect we as an authority have any control over is the waiting environment. What we provide at bus stops ramps up from raised kerbs to shelters to screens. As the nearest stop has the kerb and shelter a screen is the only thing extra that can be provided to enhance use by providing accurate information on when buses will arrive. They can also be used to communicate information about known delays, cancellations or other problems affecting services, again increasing confidence that the bus WILL turn up even if it might be a bit late.

Kind Regards

**Ben Chester**

Senior Development Management Engineer (East Suffolk)

iv) However, as County Highway Authority (CHA), I understand your request for a more robust assessment. On the basis of the 0.6 vph per dwelling test that you now require, the peak hour vehicle flows will be as follows.

75 dwellings x 0.6 vph = 45 vph (am and pm peaks as a worst case)  
Using recorded in/out vehicle flow proportions, gives.....

AM peak hr.	24 vph out + 21 vph in	=	45 vph
PM peak hr.	20 vph out + 25 vph out	=	45 vph

This compares with the submitted (5.05 in the TS), and more likely scenario below.

AM Site peak hr	Av veh flow out = 75 x 0.27 = 20 vph	Av veh flow in = 75 x 0.23 = 17 vph	37 vph
PM Site peak hour	Av veh flow out = 75 x 0.14 = 11 vph	Av veh flow in = 75 x 0.18 = 14 vph	25 vph

i.e. only 8 vph greater than the previously submitted, worst case, peak hour flows, with a trip rate of 0.5 vph per dwelling say 4vph added to each access route in the peak hour (only 2hrs out of 24hrs).

v) Distributing these flows, as set out in the TS (5.08), 45% via Tidy Road (20 vph two way) and 55% via Garden Square (25 vph two way), gives peak flows of.....

Tidy Road	AM PK	11 vph out + 9 vph in	= 20 vph two way
	PM PK	9 vph out + 11 vph out	= 20 vph two way
Garden Square	AM PK	14 vph out + 11 vph in	= 25 vph two way
	PM PK	11 vph in + 14 vph out	= 25 vph two way.

Hence this exercise simply reveals that, even with this robust trip rate, the actual level of peak hour vehicle flows still remains at a low level. In simplistic terms, if these were to be produced in a linear fashion throughout this theoretical peak hour, then the average flow would be only 1 vehicle every three minutes for Tidy Road, and 1 vehicle every 2.4 minutes for Garden Square. If one would like to imagine one vehicle passing, and then wait 3 minutes for the next one to pass, that is very long wait. Of course the whole of this small number of vehicles might leave in, say, a 15 mins period. If that happened, then there might be an average flow of 1 vehicle every 45 seconds in Tidy Road. This is still a long period between passing vehicles, but, of course, there will then be no other vehicles passing during the remaining 45 mins. For the other 22 hrs of the day, vehicle flows will be lower, or non-existent i.e. no material traffic impact will result.

vi) For the Melton Crossroads orientated flows, these will be distributed over the four arms of the junction. For the worst case (am peak) there will be 11 vph travelling toward the A12. The other 9 vph travelling toward Rendlesham will be split over the other three arms, say roughly: 1 vph from The Street; 5 vph from Woods Lane; and, 3 vph from Melton Road. All these flows remain of such a low order as to have no material impact on the highway network and junctions, between Rendlesham and the A12. This is more so the case, as it still remains our position that these peak flows will not take place during the network peak hours.