This submission responds to the transport consultation. It refers to WSP findings on Policy 12.29 Saxmundham Garden Neighbourhood and modelled impacts on the B1119/B1121.

2. The modelling is ineffective

3. Key modelling issues have been removed from the August documents.

4. Counsel for Edwards and Skinner specifically addressed secondary access from Kiln Lane to the policy site. Earlier representations for Mr Skinner also set out concerns about intensification of use, development creep south and east, and coalescence with Benhall, along Kiln Lane.

5. Similar concerns about coalescence with Benhall were submitted on behalf of Leave the Layers Alone

6. The Policy proposes single access. This is acceptable to Highways. Counsel noted that secondary access is needed, but for emergency only, not to be used for regular vehicle traffic or even as a construction haul route.

7. The WSP August 2018 document modelled the impact of the 12.29 site on Kiln Lane and the A12. This showed there would be a significant effect on both roads of placing so many homes in that location and using the secondary entrance access for regular traffic (Appendix 1).

8. The August 2019 update removes any reference to Kiln Lane and the A12. Instead it addresses adverse development impact of the policy on the B1119/B1121 junction.

9. A key objective of the Garden Neighbourhood is stated to be the mitigation/resolution of this problem (Appendix 2, Para 3.32 of the Local Plan.)

10. The August 2019 modelling shows the Policy fails to achieve this key objective.

11. In this respect therefore policy 12.29 is ineffective.

12. The policy modelling is also flawed. The reports only ever model a 210 place school when it should be modelled for 420 places. The impact of development on the single A12 access will be even more severe than stated if the school model is adjusted to 420 places.
13. The August 2019 modelling does not consider and is silent on any revised impact on the A12, a key issue raised in the 2018 and Jan 2019 reports.

14. The report must remodel the 800 home site with a 420 place school and a single access only.

15. It should then update and refresh the finding from WSP January 2019:

   “3.4.4. The site south of Saxmundham included in Model Run 8 - 800 dwellings and 559 jobs split across both sides of the A12 - leads to a V/C link value of 91% in the AM peak on the Rendham Road junction directly onto the A12 (to the north of the site). This indicates this junction onto the A12 will experience increased congestion if there is allocated development south of Saxmundham and increased flows on the A12 as a result.”

16. Only then can an accurate Policy compliant highways impact assessment be made. This will also confirm unequivocally an effective policy is for single site access.

17. Quantum may need to reduce to allow acceptable highways impact, however the viability question remains.
Appendix 1

WSP LOCAL PLAN MODELLING FOR BABERGH & MID SUFFOLK, IPSWICH AND SUFFOLK COASTAL
August 2018 Project No.: 70044944 | Our Ref No.: MR 1.1 Page 16 of 30

3.3 SUFFOLK COASTAL RESULTS SUMMARY SAXMUNDHAM

3.3.1. No junctions are highlighted within Saxmundham and the surrounding area, including Leiston, as showing overall junction V/C values which are greater than 85% in any of the model runs.

3.3.2. The Chantry Road / B1121 signalised junction operates within capacity overall in all model runs. In terms of the individual links at each junction, the eastern B1119 Church Hill approach link shows the highest V/C value, reaching around 75% in the PM peak, and around 66% in the AM peak in Model Runs 2 and 4. In Model Run 5, the inclusion of the 250 dwellings associated with the “Land north and east of the Manor House, Saxmundham” site increases this V/C link value to 85% in the AM peak and 81% in the PM peak. Therefore, this indicates the addition of this development increases congestion at the Chantry Road / B1121 signals.

3.3.3. The site south of Saxmundham included in Model Run 4 (800 dwellings) leads to a V/C link value of 89% in the AM peak and 75% in the PM peak on the Kiln Lane junction directly onto the A12 (to the south of the site). 550 dwellings are included for this development in Model Run 5, which shows the V/C for this same link is 69% in the AM peak and 53% in the PM peak. This indicates this junction onto the A12 will experience increased congestion if there is allocated development south of Saxmundham.

SAXMUNDHAM SUMMARY 3.3.4. The modelling results show in terms of overall V/C, junctions within Saxmundham operate within capacity. The Chantry Road / B1121 signals and A12 / Kiln Lane junction show increased congestion with the additional development which has been included in Model Run 5 and Model Run 4.

Appendix 2

3.31 A large proportion of development is focused on the Saxmundham Garden Neighbourhood to enable the delivery of required education infrastructure, utilise the connections provided by the railway station and support the improvements to the A12 proposed as part of the Suffolk Energy Gateway Four Villages bypass. Saxmundham is geographically well placed in the District to provide employment opportunities for the communities in the north of the District and improve the connections between Ipswich and Lowestoft. The emergence of Sizewell C Nuclear Power Station will also further support the strategic growth of Saxmundham as a Market Town with a variety of services and facilities.

3.32 Consultation responses have highlighted the need for further education provision, improvements to the capacity of the medical practice and congestion issues in relation to the B1119 and B1121 crossroads and access to the supermarkets on Church Street. This Local Plan seeks to address these issues through a comprehensive garden neighbourhood master plan for Saxmundham which will provide employment opportunities, primary school, residential units and other supporting infrastructure.
Chris Edwards/ Roger Skinner Transport Submission

Hearing Documents H30-32

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