



transport statement

Land off Forest Road,
Onehouse, Suffolk

Transport Statement

September 2021

For Harris Strategic Land

Ref: CCE/ZC291/TS-02

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Document Review Sheet

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Document status

Issue	Date	Description	Author	Checked
1	Aug 2021	TS	JP	RE
2	Sept 2021	TS	JP	RE
3	Sept 2021	TS	JP	RE

1.0 INTRODUCTION

- 1.1 Cannon Consulting Engineers (CCE) have been appointed by Harris Strategic Land to provide highways and transportation advice in relation to proposals for a residential development on land off Forest Road, Onehouse, Suffolk. The location of the site is presented on **Figure 1**.

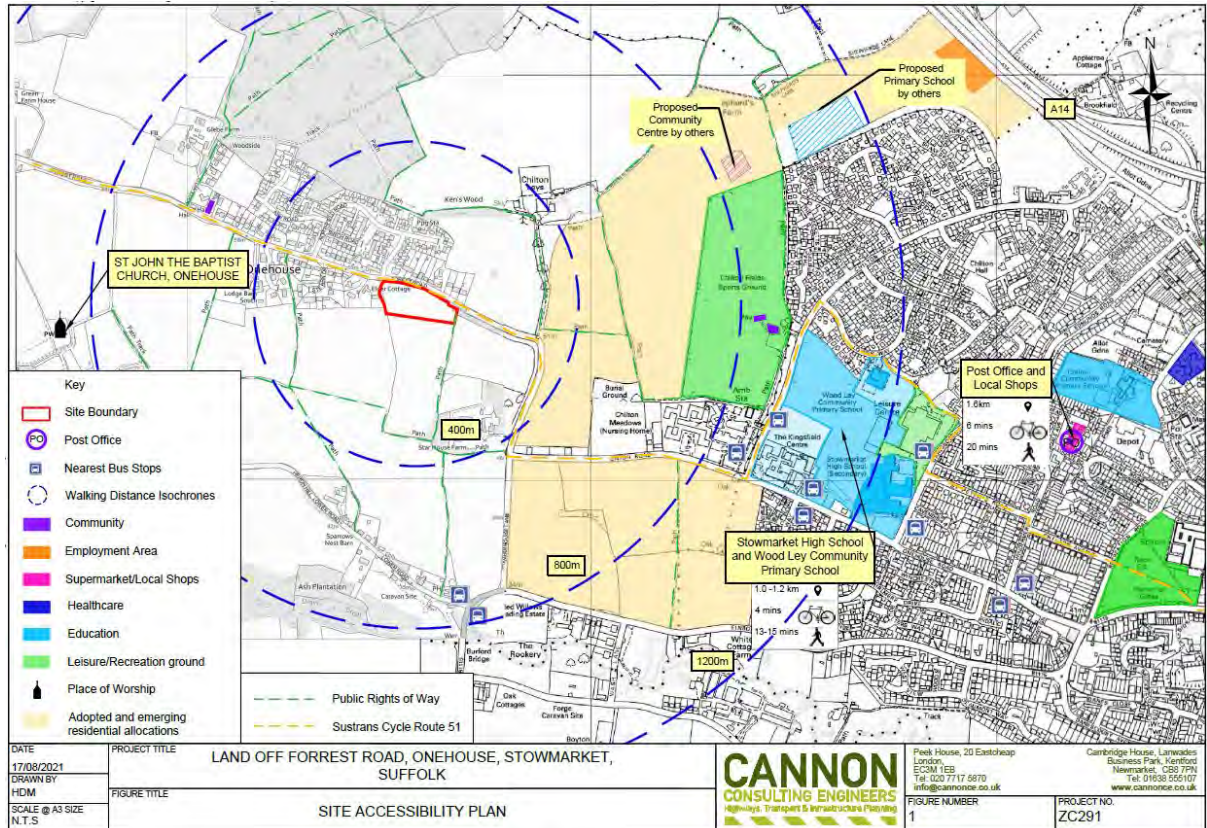


Figure 1: Site Location & Accessibility Plan

- 1.2 This Transport Statement (TS) forms part of the supporting documentation for an Outline planning application for 20 new dwellings, which will include 7 affordable dwellings, together with public open space and sustainable drainage. An indicative site layout is contained in **Appendix A**.
- 1.3 The land south of Forest Road, Onehouse, is identified in the emerging BMSDC JLP as LS01 (67) which will form an agreed extension to the village of Onehouse.
- 1.4 The allocation follows on from the SHELAA (October 2020) supporting evidence document that identified that *“The site (SS0343) is potentially considered suitable for residential development”*.

- 1.5 This application follows a series of pre-application meetings with Mid Suffolk District Council and Suffolk County Officers in May 2019 and May 2021. Surface water management, highways, landscaping, and ecology were discussed as part of these enquiries, which has positively informed the evolution of this Outline application. A copy of the pre-app response is included at **Appendix A**.
- 1.6 A pre-app meeting was held on 23rd June 2021 and the latest proposals were tabled with SCC and BMSDC. This included the proposed site access and visibility splays (informed by speed survey data) which SCC as the highway authority confirmed approval in principle of. More details on this is included in **Section 3**.
- 1.7 This TS provides a summary of the proposals and examines the sites' accessibility, sustainability and transport impact, and takes into account the comments raised by SCC at the pre-application stage.

Development Proposals

- 1.8 The proposed development will comprise of 20 new residential dwellings, including 35% affordable housing and some bungalows, landscaping, and public open space.
- 1.9 The proposed Illustrative Site Layout has been attached in **Appendix B**.
- 1.10 The access to the development will form a simple priority T junction with Forest Road. The access road will comprise of a short spine road into the site, with a series of private driveways leading off the spine road.

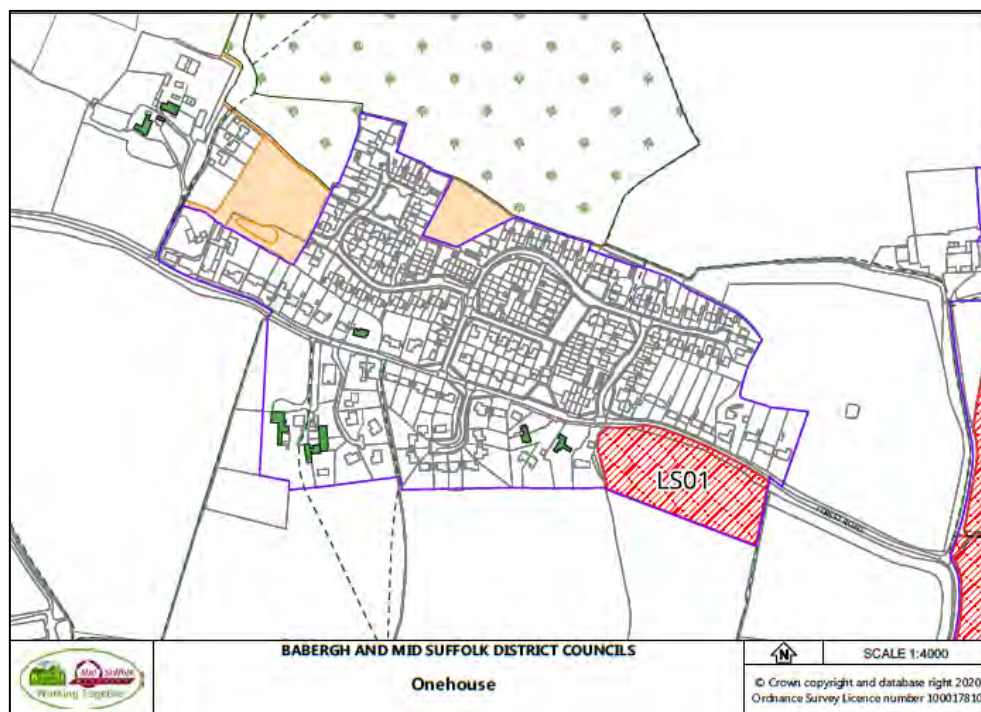
Report Structure

- 1.11 Following the above summary, the purpose of this TS is to identify the transport impacts resulting from the proposed residential development. **Section 2** of this report describes the application site and existing transport conditions in the local vicinity.
- 1.12 **Section 3** describes the development proposals, including the scale, design principles and access into the site.
- 1.13 **Section 4** outlines the anticipated trip generations. **Section 5** presents a summary and conclusion to this TS.

2.0 EXISTING CONDITIONS

The Site and Existing Conditions

- 2.1 The Site, measuring 1.37 hectares (ha), lies within the administrative boundary of Mid Suffolk District Council, within the south eastern part of the village of Onehouse. The Site comprises a smaller part of a larger arable field. The site is currently allocated for residential development in the emerging Babergh and Mid Suffolk Joint Local Plan identified as allocation LS01 (67).



Policy Map: Onehouse Babergh and Mid Suffolk Joint Local Plan (November 2020)

- 2.2 Onehouse is centrally located with Bury St Edmunds (17.90km/11 miles) to the west and Ipswich (20km/12.4 miles) to the south east, and sits along the route of the A14. The market town of Stowmarket is located approximately 2.60km (1.6 miles) to the east, where a number of local services and facilities can be found that serve the town and surrounding villages, including Onehouse.
- 2.3 As the principal town for Mid Suffolk, Stowmarket is experiencing significant planned growth, through the allocations identified in the Core Strategy and the Stowmarket Area Action Plan. The nearest development to the Site is the Taylor Wimpey development at Northfield View, which is currently under construction. There are also two residential developments on Union Road, Stowmarket, of which one is under construction and the other has outline planning permission. **Figure 1** shows the site location and the nearby emerging residential allocations.
- 2.4 The site is located on the southern side of Forest Road which is a two way single carriageway subject to 30mph at the site frontage. This changes to derestricted speed limit (60mph) east of the site, at the location of the last house on Forest Road.

- 2.5 Forest Road becomes Starhouse Lane to the east of the site and where the two roads meet, a bus gate/emergency access is proposed as part of Taylor Wimpey’s Northfield View residential development. Union Road meets Starhouse Lane at a priority T junction. Union Road runs east to west and provides a connection to the residential areas on the western side of Stowmarket.
- 2.6 To the west of the site, Forest Road runs through the centre of Onehouse, providing access to several residential roads as well as providing direct frontage access to a number of properties with private drives.
- 2.7 Traffic surveys were undertaken on Forest Road either side of the proposed site access to gather data on approach speeds. The surveys were undertaken for a seven day period between 27th April and 31st May 2021. It is noted that this was during the COVID pandemic and therefore the surveys may not represent normal traffic volumes but it is considered representative of traffic speeds. The results are summarised in the table below.

	Eastbound Approach Speeds	Westbound Approach Speeds
Mean Speed	25.3 mph	27.8 mph
85 th percentile speed	30 mph	32.3 mph

Table 2.1: Summary of speed survey data

- 2.8 The speed survey data shows that drivers are generally adhering to the 30mph speed limit, with 85th percentile speeds of 30mph recorded on the eastbound approach, and a marginal increase in speed recorded on the westbound approach of 32.3 mph. Westbound drivers are approaching a change in speed limit from the 30 to derestricted.
- 2.9 The site is currently agricultural land and has an agricultural access onto Forest Road at the eastern boundary of the site. At this location there is also a Public Footpath 25 which runs from Forest Road in a southerly direction before turning east to Starhouse Lane. An extract of the Public Rights of Way network and relation to the proposed site is set out below.



Extract of Onehouse Parish PRoW Network



Photo 2.1: Existing Site Access and Public Footpath 25 from Forest Road.

Non-Car Modes

2.10 Access to the site by modes other than the car include the following:

- Walking – pedestrian networks;
- Cycling – cycle route networks; and
- Public Transport – bus, and rail services.

Pedestrian Access

2.11 The site is located within an established residential location of Onehouse. There is an existing footway on the northern side of Forest Road. This footway continues east to the location of the last property where the footway terminates. It is understood that Taylor Wimpey made a \$106 contribution to Suffolk County Council as part of the planning application for the Northfield View residential development to make a footway connection from Northfield View (at the corner of Starhouse Lane/Forest Road) to Onehouse. In addition to this, the residential development on Union Road which is currently under construction is committed to providing a footway from the junction of Union Road, north on Starhouse Lane to the boundary of the Northfield View site. Improvements are also proposed as part of the Union Road residential development to provide an uncontrolled crossing from Union Road, across Starhouse Lane to Public Footpath 25. These local pedestrian improvements will enhance the pedestrian infrastructure in the area and provide a direct connection to the eastern edge of Stowmarket from Onehouse. Furthermore, development at Northfield View includes the provision of a Primary School at Fuller Way.



Extract of TW Northfield View Illustrative Masterplan

2.12 **Figure 1** shows that there are a number of PROWs in the vicinity of the site. This includes a Public Footpath 25 which runs along the eastern boundary of the site. The network of PROW also run through the Northfield View development (also highlighted on **Figure 1**), these are being improved and incorporated into the residential development. The PROW routes surrounding the site and through Northfield View will be direct and convenient for access to this side of Stowmarket both on foot and by bicycle.

2.13 The illustrative Masterplan, includes enhancement to PROW 25 and this is shown at **Appendix B**. In addition the masterplan includes additional footpath connections through the site which will connect to the existing edge of Onehouse, and the wider footpath network, through the

pre-application discussions, during the pre-application discussions the Council considered that both of these enhancements represent positive features towards sustainable development.

2.14 Reference is made to Department for Transport Local Transport Note 1/04 – Policy, Planning and Designing for Walking and Cycling which refers to the Chartered Institution of Highways and Transportation (CIHT) guidelines for Providing for Journeys on Foot which considers suggested acceptable walking distances for various journey purposes such as commuting, walking to school and recreational.

2.15 The following walking distances for the above journey purposes are considered as follows:

- Desirable – Within 500m
- Acceptable – Within 1,000m
- Considered – Within 2,000m

2.16 **Tables 2.1** provide a summary catchment and walk times to employment, education, retail, leisure and public transport facilities within the vicinity of the site.

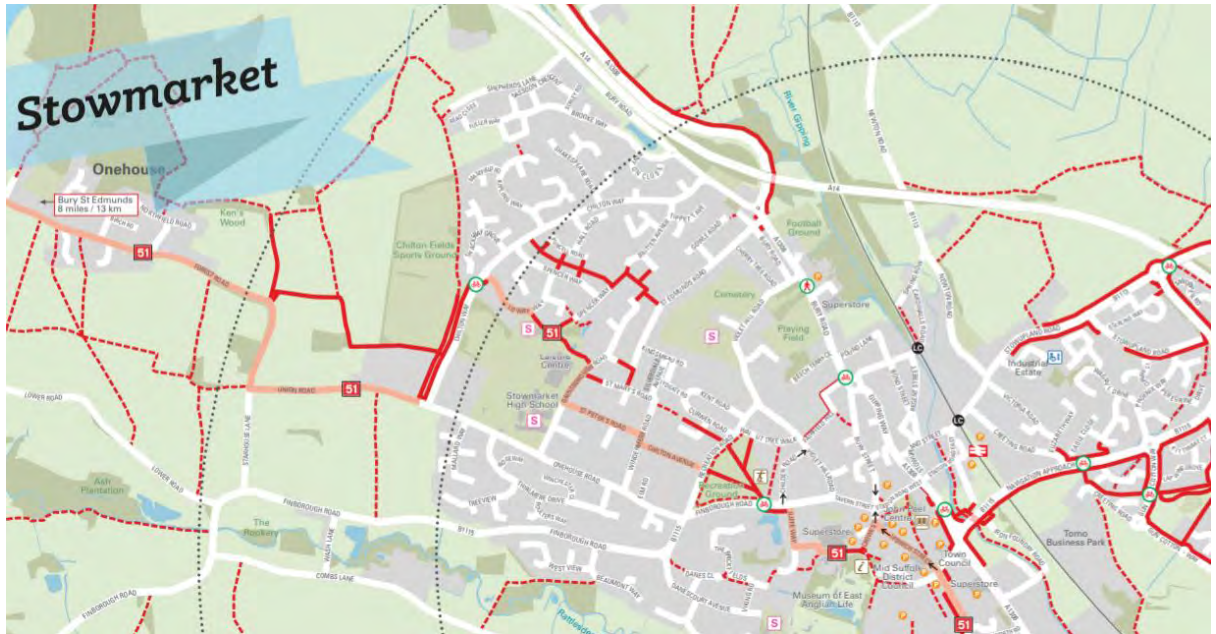
Key Destination & Services	Distance from Site Centre	Typical Walk Time
Onehouse Community Centre	641m	8 mins
Dog & Sheppard Pubic House	700m	9 mins
Lower Road Bus Stops Dog and Sheppard	700m	9 mins
Chilton Fields Sports Club	1100m	15 mins
Chilton Way Bus Stops	1200m	15 mins
Stowmarket High School	1700m	21 mins
Wood Leys Community Primary School	1700m	21 mins
Mid Suffolk Leisure Centre	1900m	23 mins
Stowmarket Town Centre	3000m	32 mins

Table 2.1: Summary distances and typical walking journey times (80m/min) to key local destinations & services from the centre of the site.

2.17 **Tables 2.1** demonstrates that the site is well located in relation to a wide variety of uses all of which are within suitable walking distance of facilities and will benefit residents. The majority of amenities are within 2km from the site in accordance with the CIHT guidance. This highlights that the sites' proximity to these local facilities lends its self to sustainable travel and will assist in reducing the reliance on car use for local journeys.

Cycle Access

- 2.18 Forest Road forms part of Sustrans National Cycle Route 51. It provides a route from Onehouse, east into Stowmarket town centre. The route provides a mixture of on and off road provision. Through Onehouse the route is on road. An extract from the Stowmarket cycle plan is included below. The full map is included in **Appendix C**. As mentioned above, the improvements to the PROW network within the Northfield View development mean that there is now an off road cycle network through the site as an alternative to cycling on Starhouse Lane. This is considered to be a more attractive and direct route for cyclists who can re-join NCR 51 at Lowry Way.



Extract from Stowmarket Cycle Map

Public Transport

- 2.19 There are facilities locally to the site on Lower Road, which comprises a community transport service operated by Hadleigh Community Transport, providing a limited service between Hadleigh-Bildeston and Stowmarket. Frequent bus services are accessed from Chilton Way within 1.1km of the site. Half hourly and school services are accessed from Chiltern Way. In addition bus infrastructure local to the site will be enhanced through the infrastructure commitments associated with the developments at Northfield View and at Union Road, with new bus stops on Union Road and through the Northfield View development, which will also include a new bus gateway on Forest Road. The table below includes the current service provision from Lower Road and Chilton Way.

Service Opp/adj Stow Lodge	Operator	Route	Frequency			
			Mon-Fri	First & Last Bus	Sat	Sun
Stowmarket Swift 88	First in Norfolk and Suffolk	Stowmarket – Needham Market (30) – Ipswich (58)	Two services an hour	0636 1839	Two services an hour	No service
988	Mulleys Motorways	Stowmarket – Elmswell (12) – Woolpit (16) – Thurston (34)	School service twice a day	0740 1610	No service	No service

Table 2.2: Bus Services and Frequencies

- 2.20 Suffolk on Board <https://www.suffolkonboard.com/buses/> is a journey planning tool operated by Suffolk County Council, which provides details on service times, walk distance to bus stops and overall journey times to reach a destination. Local bus timetables are contained in **Appendix D**.
- 2.21 Stowmarket Rail station, which is operated by Abellio Greater Anglia Railways, is located within 3.1km from the site. This equates to a 10 minutes cycle ride. Cycle parking facilities are located at the station and there are also facilities to hire a bike.
- 2.22 This station is serviced by Greater Anglia and Table 2.3 provides a summary of the services and the operating frequencies.

Destination	Journey Time (min)	Route	Frequency			
			Mon-Fri	First & Last Train	Sat	Sun
Peterborough	86mins	Bury St Edmunds (16) Ely (44) Manea (55) March (63) Whittlesea (74)	A direct service once every two hours	0612 2013	A direct service once every two hours	1007 1807
Ipswich	14mins	Needham Market (5)	Two – four services an hour	0527 2351	One to two service s an hour	0731 2355
Cambridge	69mins	Elmswell (8), Thurston (14), Bury St Edmunds (20) Kennett (39) Newmarket (50)	One service an hour	0526 2133	One service every two hours	0748 2118

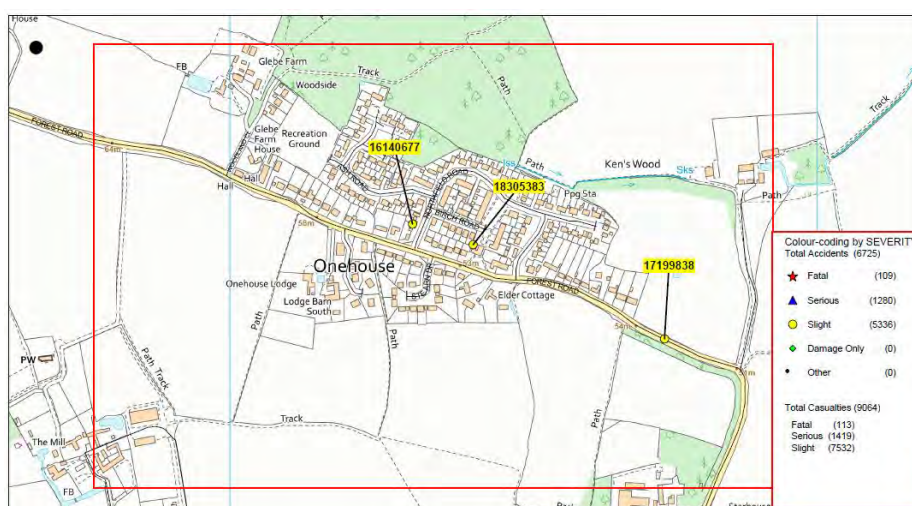
London Liverpool Street	90mins	Ipswich (12) Manningtree (23), Colchester (33), Chelmsford (52), Stratford (76)	One service an hour	0527 2229	One service an hour	0721 2229
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Table 2.3: Rail Services and Frequencies from Stowmarket Train Station

2.23 Stowmarket Train Station provides regular services to a number of local towns and a direct service to London and other employment opportunities.

Personal Injury Accident (PIA) data

2.24 The most recently available 5 years' worth of Personal Injury Accident (PIA) data has been obtained from Suffolk County Council. This covers the period 06.06.2016 to 31.05.2021. The study area and collision map is included overleaf. Full PIA data is included in **Appendix E**.



PIA Study Area and Collision Map (period 06.06.2016 to 31.05.2021)

2.25 A total of three PIAs were recorded within the study area. All three PIAs resulted in slight injury.

2.26 The PIA recorded on Forest Road was the end result of a police pursuit. A driver failed to stop for two marked police cars. It would appear from the PIA description that the police vehicles blocked the route of the offending vehicle, resulting in a collision.

2.27 The second PIA (ref: 18305383) actually occurred at the junction on Forest Road and Starhouse Lane and not at the location indicated on the plan above. The accident was the result of a loss of control involving just one vehicle. The causation factors include "impaired by alcohol" and "dazzling sun".

2.28 The final PIA occurred on Northfield Road and involved a taxi driver dropping off a fare in the early hours of the morning. As the passenger was emerging from the taxi, the car door was hit by a passing vehicle, injuring the passenger.

2.29 Whilst all accidents are regrettable it is not considered that the PIAs recorded represent an accident pattern that is indicative of an issue with the highway.

3.0 DEVELOPMENT PROPOSALS

Overview

- 3.1 The application is seeking Outline Planning consent for 20 new dwellings, of which will include 7 affordable dwellings, together with important public open space and Sustainable drainage.
- 3.2 An illustrative site layout is provided in **Appendix B**.

Proposed Access Arrangements

- 3.3 Vehicular access will be provided from Forest Road via a new priority give-way T junction. The carriageway width is proposed to be 5.5 metres wide. The location of the site access has been informed by speed survey data to determine the visibility splay requirements. Visibility can be provided in accordance with Manual for Streets (MfS) for the 85th percentile recorded speeds.
- 3.4 The site access has been located at the western boundary of the site to minimise impact on the vegetation at the site frontage.
- 3.5 The site access and visibility splays are shown on **CCE Drawing ZC2981_PL-SK-200_P02**. 2 x 2m footway will be provided either side of the site access. The easternmost footway will continue through the development providing access to the proposed residential properties and to the existing public footpath which runs along the eastern boundary of the site. The western footway will meander through the public open space and will be formed of self-binding hoggin gravel.
- 3.6 Two uncontrolled pedestrian crossings will be provided either side of the proposed access to provide a connection to the existing footway on the opposite side of Forest Road.
- 3.7 The existing public footpath to the eastern boundary of the site will be retained in its current alignment. This will connect into a new recreational route along the proposed developments southern boundary as described above.

Parking Provision

- 3.8 Car parking spaces will be provided in accordance with Suffolk County Council Guidance for Parking (adopted 2014, third edition 2019). The standards relevant to the site are summarised in the table below.

Property Size	Vehicle Minimum*	Cycle Minimum
1 bed	1 space per dwelling	2 secure covered spaces per dwelling (satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)
2 bed	2 spaces per dwelling	
3 bed	2 spaces per dwelling	
4+ bed	3 spaces per dwelling	
Visitor/unallocated	0.25 spaces per dwelling	
Electric Vehicle Charging	Ducting and suitable consumer unit to allow the install of one wall charging unit per dwelling when required by householder (7.4kw)	

Table 3.1: Suffolk Guidance for Parking (third edition 2019)

**Standards exclude garages under 6m x 3m (internal dimensions) as a parking space but can include undercroft parking and car ports providing they have no other current or potential use.*

- 3.9 SCC request to avoid triple tandem parking has been adhered to within the site layout.

Servicing

- 3.10 Paragraph 6.8.5 of MfS refers to the design and layout of developments being able to help secure opportunities for sustainable waste management. Planning Authorities should ensure that for new developments, there is sufficient provision for the appropriate collection of waste without an adverse impact on the street scene.
- 3.11 Further consideration of MfS identifies at paragraph 6.8.9 that the maximum distance that a resident should have to carry their waste is no more than 30m and waste vehicles should be able to get within 25m of a refuse storage point, equating to a maximum distance of approximately 55m from a residential property to an appropriate location that a refuse vehicle can stop within. It should also be noted that whilst the maximum reversing distance of a refuse vehicle is approximately 12m (paragraph 6.8.8), if the road is straight and clear of obstacles or visual obstructions, this distance can be extended.
- 3.12 As this is an outline application the internal configuration will be examined in detail as part of a detailed application, however it is considered that the design and layout will adhere to the guidance set in MfS.
- 3.13 The access point has been designed to accommodate a refuse vehicle. Swept path analysis for an 11.2m refuse vehicle has been undertaken and is included on **CCE Drawing ZC2981_PL-SK-201_P01**.

Internal Site Layout

- 3.14 The illustrative site layout is contained in **Appendix A**. The internal road layout is anticipated to comprise a 5.5m carriageway forming the main spine road which will provide access to secondary streets/private drives serving small numbers of dwellings. The spine road will also provide direct frontage access to some dwellings
- 3.15 A 2m footway is proposed on the northern site of the site access road for the majority of its length. The carriageway will then become a shared surface.

4.0 TRIP GENERATION AND IMPACT

Vehicle Trip Rates

- 4.1 The vehicle trip rates below have been agreed with SCC at other location within the County. The trip rates were based on a survey of the housing development on Blackbourne Road, Elmswell and have since been adopted by SCC as representative of rural areas of Suffolk.
- 4.2 It is considered that where traffic survey data is available, the application of local trip rate data provides site specific traffic generation levels for how a development in the same general location may function. The table below summarises the Blackbourne Road recorded trip rates.

Development Use	Blackbourne Road Elmswell Trip Rates		
	Arrivals	Departures	Total
AM Peak Hour	0.158	0.520	0.678
PM Peak Hour	0.456	0.211	0.667

Table 4.1 Existing Blackbourne Road Trip Rates

- 4.3 **Table 4.2** summarises the trip generation from the proposed 20 dwellings based on the trips rates above.

Development Use	Proposed 20 Dwellings		
	Arr	Dep	Total
AM Peak Hour (08:00-09:00)	3	11	14
PM Peak Hour (17:00-18:00)	9	4	13

Table 4.2 Proposed Vehicle Generation

- 4.4 The proposals will result in 14 vehicles trips in the AM peak and 13 vehicle trips in the PM peak. Due to the small scale of the proposals and the low trip generation, it is not considered that any off site highway capacity modelling is required.

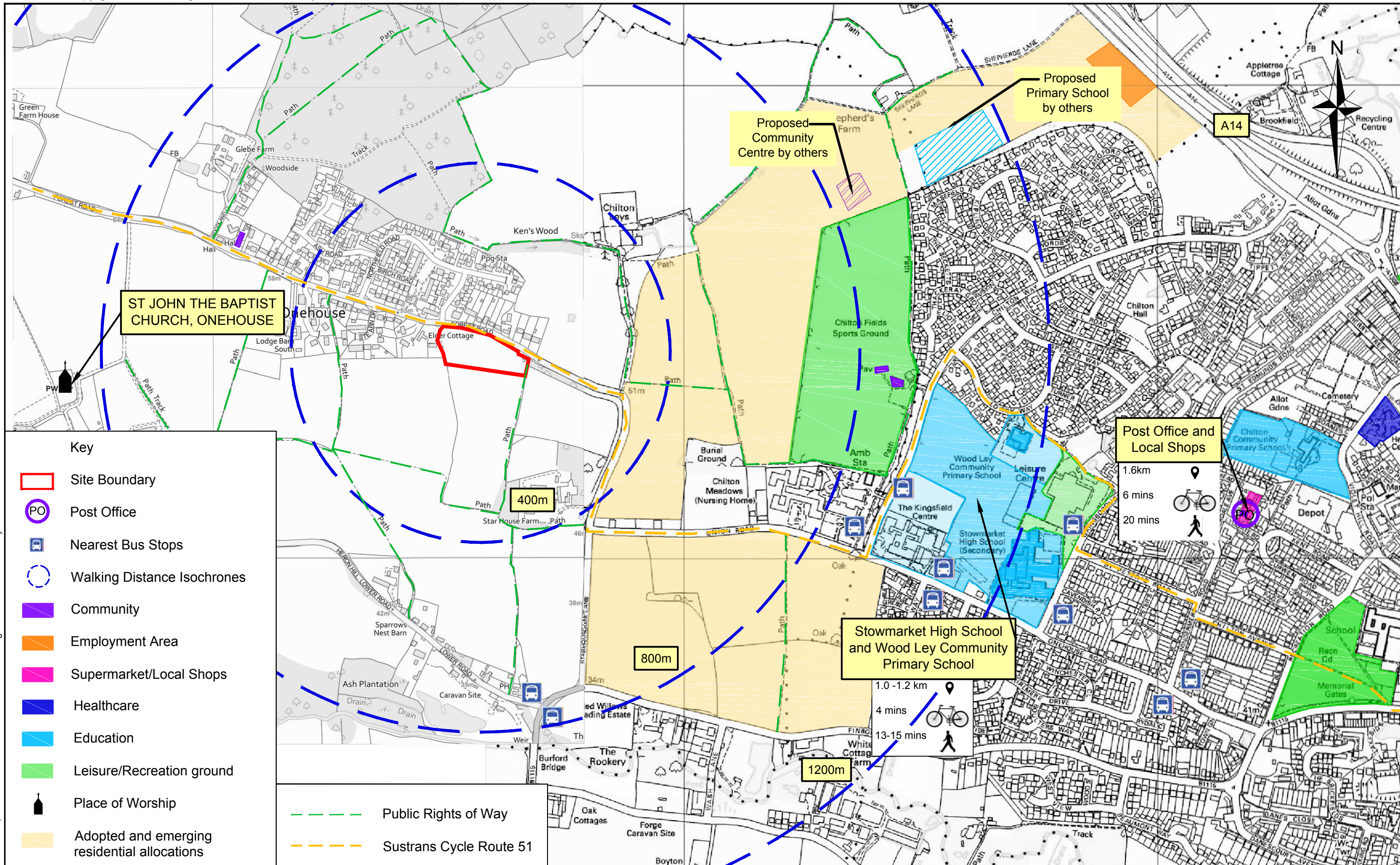
5.0 SUMMARY & CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Cannon Consulting Engineers (CCE) on behalf of Harris Strategic Land in relation to an outline planning application for 20 residential dwellings on land off Forest Road, Onehouse, Suffolk.
- 5.2 The site forms part of the emerging Barbegh and Mid Suffolk District Council Local Plan, and has been subject to pre-application discussions with SCC.
- 5.3 The site will be accessed from a simple priority T-junction from Forest Road, comprising a 5.5m carriageway, and footway provision including uncontrolled crossings on Forest Road providing connectivity to existing pedestrian infrastructure. Visibility splays of 2.4m x 43m and 2.4m x 49m can be provided in accordance with the recorded 85th percentile speeds of the road.
- 5.4 Whilst this is an outline application, a review of parking and servicing has been undertaken and is policy and design compliant.
- 5.5 The proposed 20 dwellings are estimated to result in 14 vehicle movements in the AM peak and 13 vehicle movements in the PM peak. This equates to approximately 1 vehicles every 4.5 minutes. The impact on the local highway network of this scale of development will be negligible and no further assessment of the highway network is considered necessary.
- 5.6 Bus routes provide services to key local destinations and are accessible within 1.1Km walking distance. Adjacent developments at Union Road and Northfield View will provide enhancements to public transport accessibility, for example a new bus gate on Forest Road and new bus stops.
- 5.7 The existing PRoW Footpath 25 which runs through the site will be retained and enhanced, providing access from the development to the wider PRoW network, including access to bus stops located on Lower Road, and the Public House. In addition internal footways will provide linear connections to Footpath 25 and also connect with existing footways within Onehouse.
- 5.8 Collision data has been obtained and discussed as part of the Transport Statement
- 5.9 There are a number of committed local pedestrian and cycle improvements which have either recently been implemented or will be implemented in the near future. This have been described within this TS. This will improve the pedestrian and cycle infrastructure for people travelling from Onehouse to Strowmarket.

Conclusion

- 5.10 The proposed development will have a low traffic generation and relates to the existing transport infrastructure. The proposals would not result in an unacceptable impact on highway safety, nor are the residual cumulative impacts on the road network severe. Accordingly, the development proposals are consistent with NPPF.

Figures



M:\ZC291 Land off Forrest Road, Onehouse\3 PLANS\FIGURES\ZC291-Figure 1 - Site Accessibility Plan

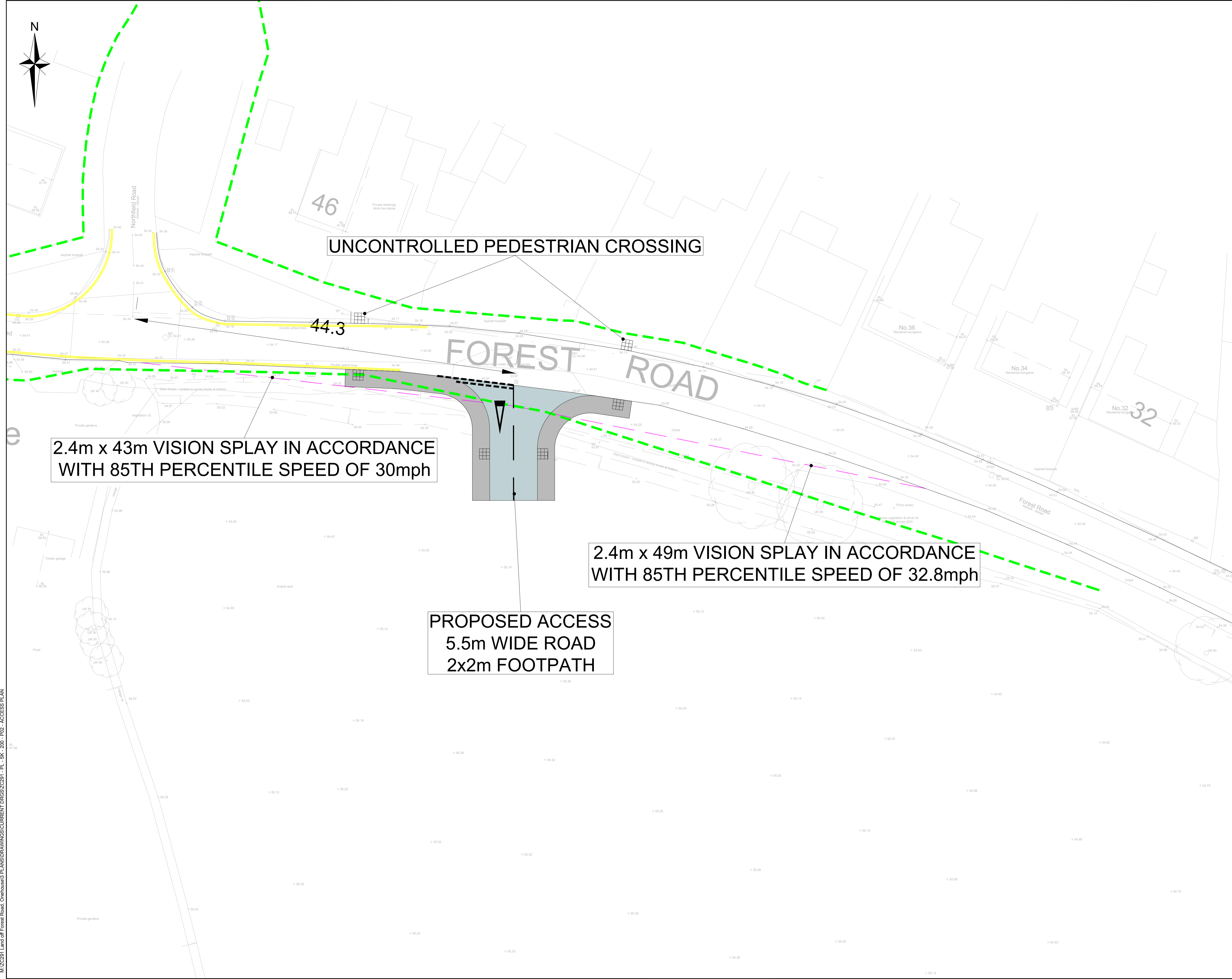
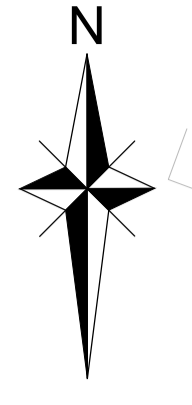
DATE 17/08/2021
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SCALE @ A3 SIZE N.T.S

PROJECT TITLE LAND OFF FORREST ROAD, ONEHOUSE, STOWMARKET, SUFFOLK
FIGURE TITLE SITE ACCESSIBILITY PLAN

CANNON
CONSULTING ENGINEERS
Highways, Transport & Infrastructure Planning

Peek House, 20 Eastcheap London, EC3M 1EB Tel: 020 7717 5870 info@cannonce.co.uk	Cambridge House, Lanwades Business Park, Kentford Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk
FIGURE NUMBER 1	PROJECT NO. ZC291

Drawings



UNCONTROLLED PEDESTRIAN CROSSING

44.3

FOREST ROAD

2.4m x 43m VISION SPY IN ACCORDANCE WITH 85TH PERCENTILE SPEED OF 30mph

2.4m x 49m VISION SPY IN ACCORDANCE WITH 85TH PERCENTILE SPEED OF 32.8mph

**PROPOSED ACCESS
5.5m WIDE ROAD
2x2m FOOTPATH**

KEY	
	HIGHWAY BOUNDARY
	DOUBLE YELLOW LINES

NOTES

P02 ACCESS LOCATION REVISED P01 UNCONTROLLED CROSSINGS ADDED					DP	DP	05/2021	05/2021
REV	DESCRIPTION	DE	DR	CH	DATE			
DESIGNED BY	DRAWN BY	CHECKED BY						
-	DP	-						
SCALE @ A1 SIZE		DATE						
D.N.S.		27/04/2021						
PROJECT TITLE								
LAND OFF FOREST ROAD, ONEHOUSE								
DRAWING TITLE								
PROPOSED ACCESS								
CLIENT								
HARRIS STRATEGIC LAND								

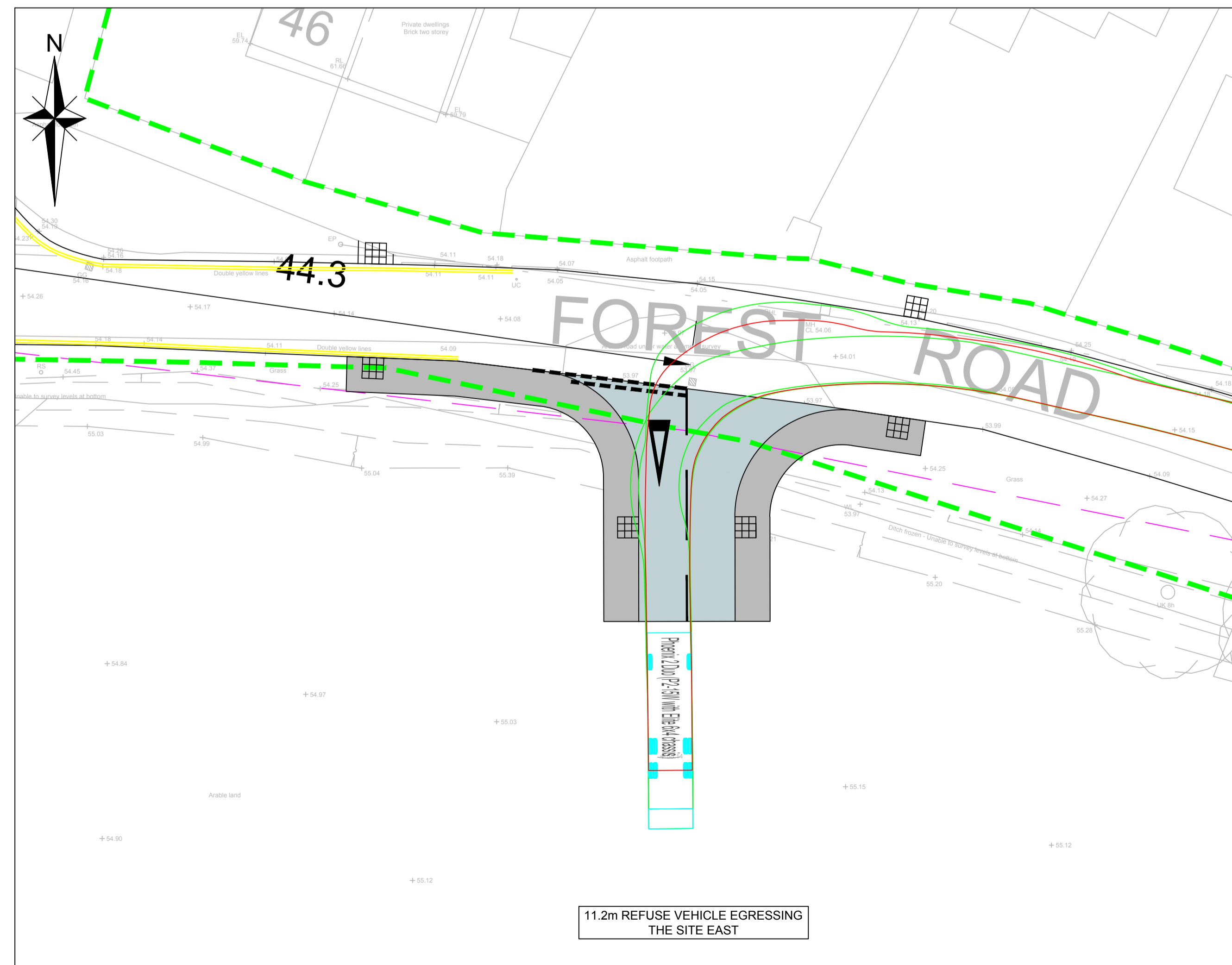
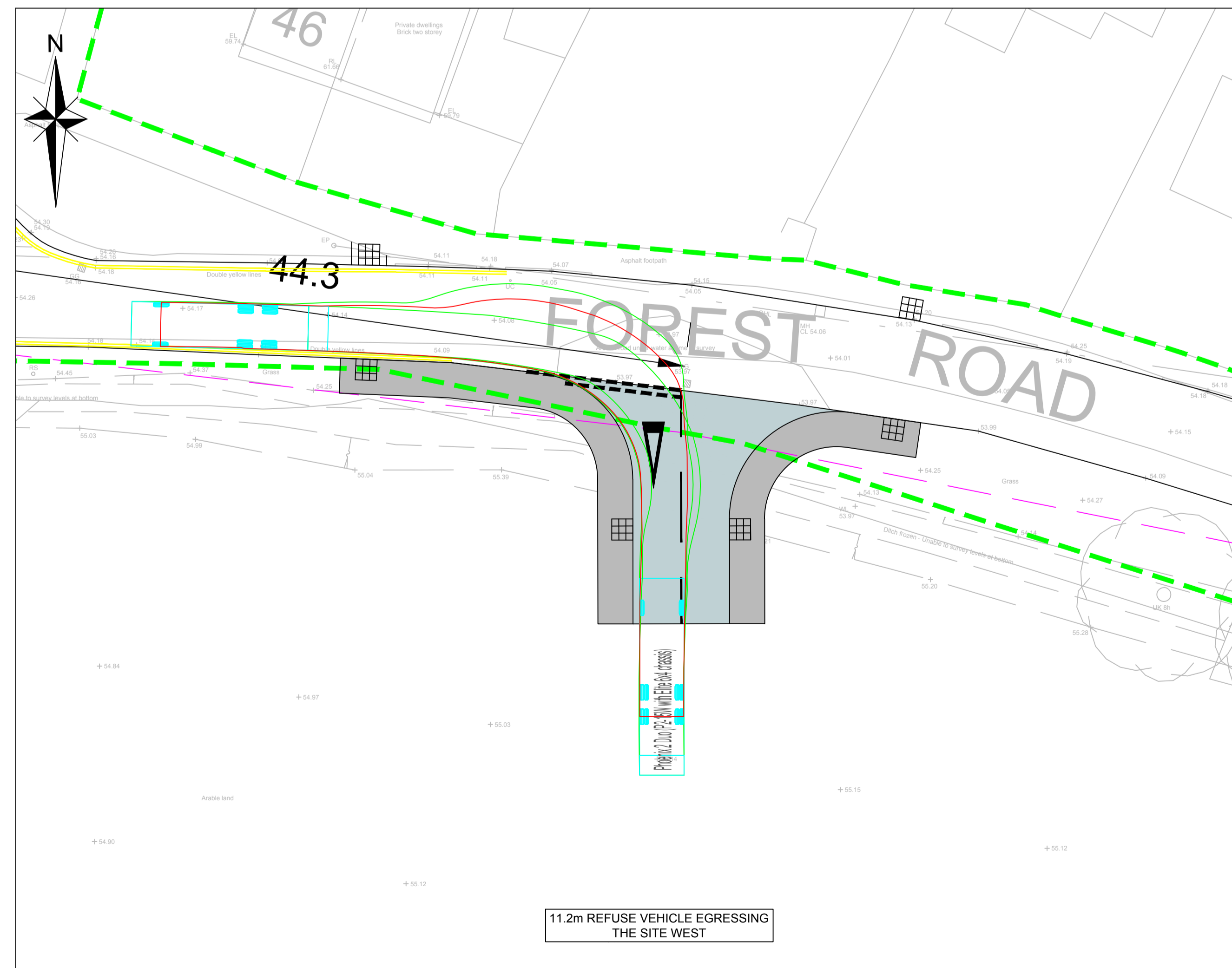
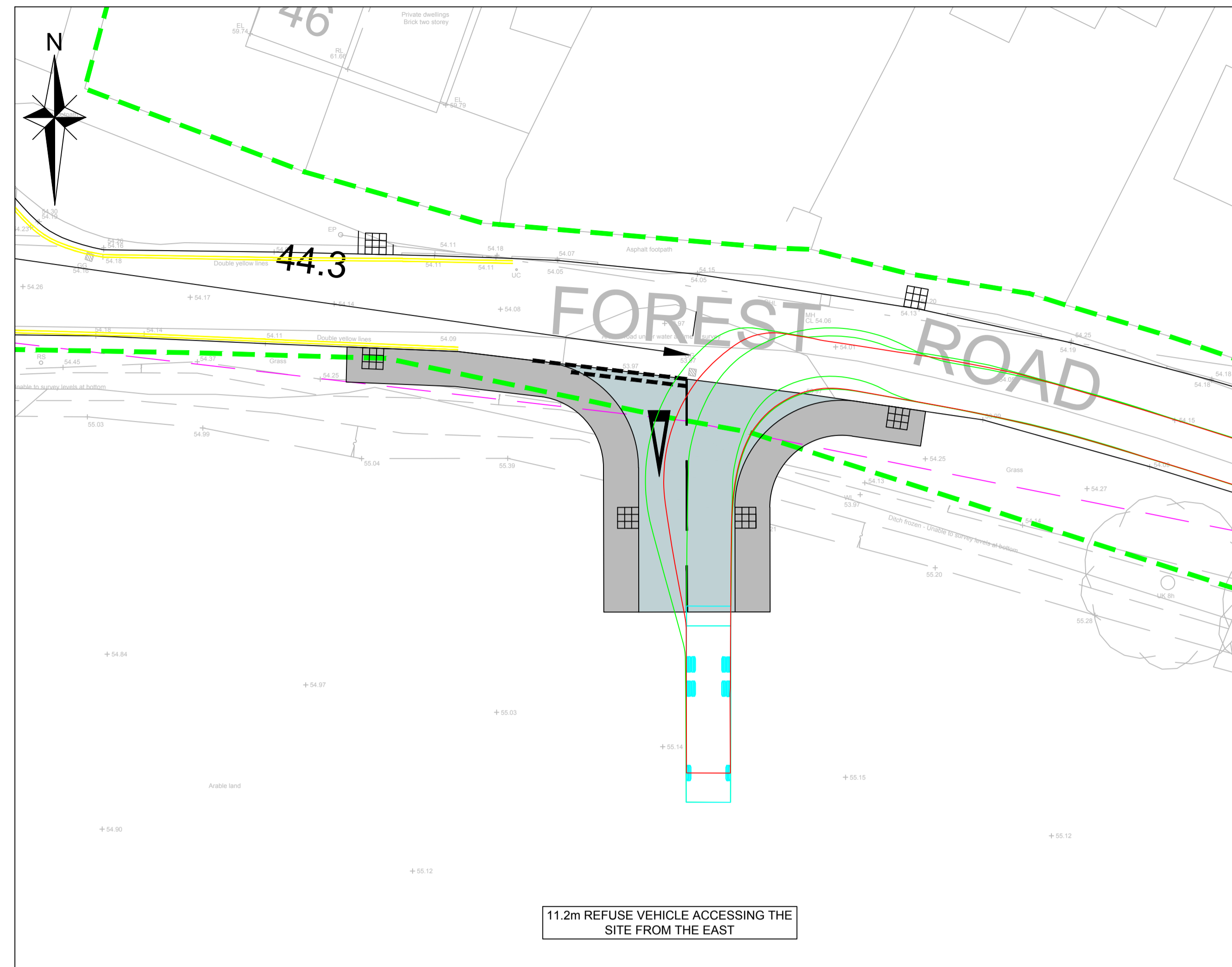
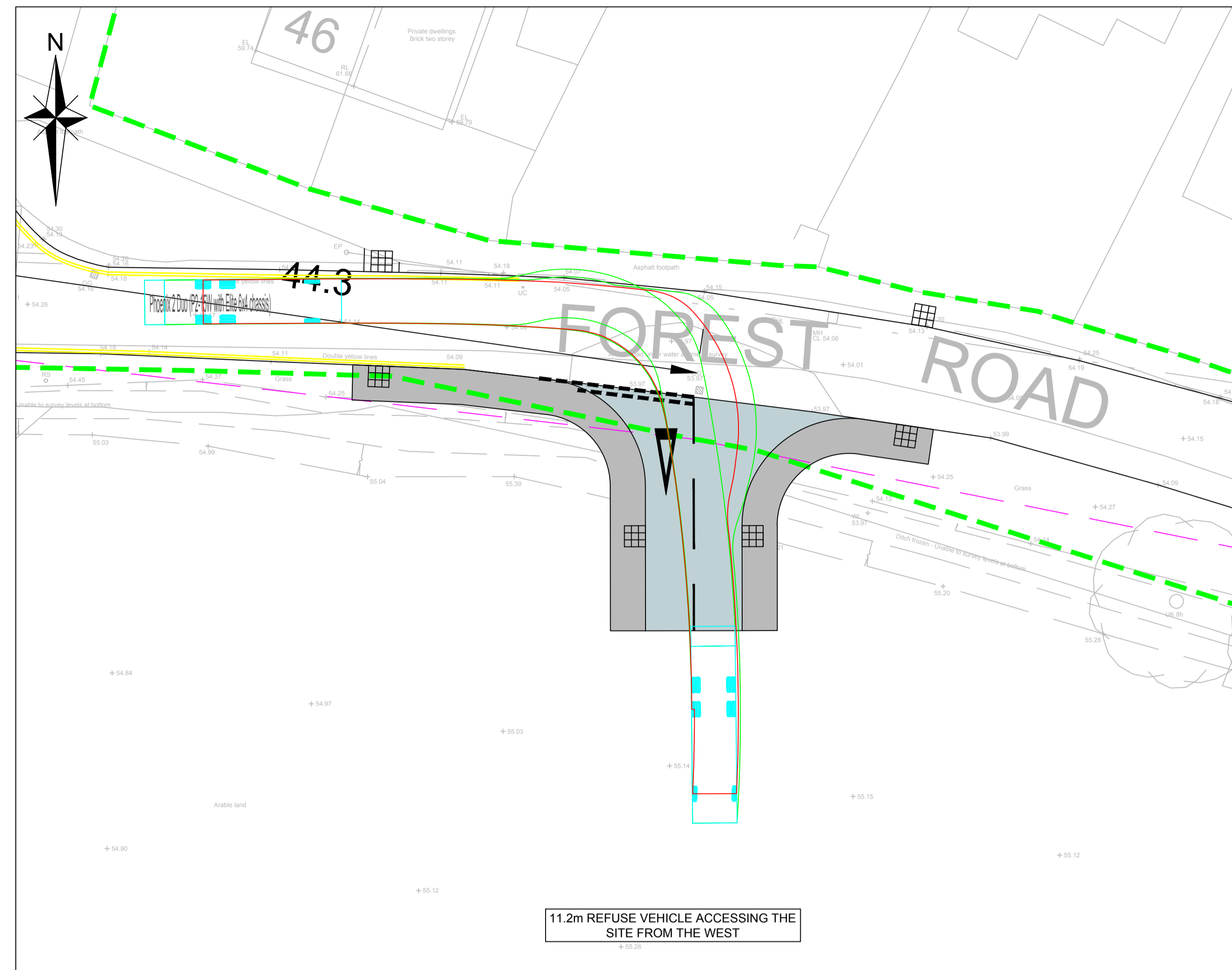
CANNON
CONSULTING ENGINEERS
Highways, Transport & Infrastructure Planning

Peek House, 20 Eastcheap London, EC3M 1EB
 info@cannonce.co.uk

Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7FN
 Tel: 01638 555107
 www.cannonce.co.uk

DRAWING NUMBER	REV.
ZC291 - PL - SK - 200	P02

M:\ZC291 Land off Forest Road, Onehouse\3 PLANS\DRAWINGS\CURRENT\DRS\ZC291 - PL - SK - 200 - P02 - ACCESS PLAN



KEY

- - - HIGHWAY BOUNDARY
- — DOUBLE YELLOW LINES

NOTES

P01	FIRST ISSUE		HDM		08/2021	
REV	DESCRIPTION	DRAWN BY	DE	DR	CH	DATE
-		HDM				
SCALE @ A1 SIZE		DATE				
D.N.S.		26/08/2021				
PROJECT TITLE						
LAND OFF FOREST ROAD, ONEHOUSE						
DRAWING TITLE						
11.2m REFUSE VEHICLE SWEEP PATH ANALYSIS						
CLIENT						
HARRIS STRATEGIC LAND						
<p>CANNON CONSULTING ENGINEERS Highways, Transport & Infrastructure Planning</p> <p>Peek House, 20 Eastcheap London, EC3M 1EB Tel: 020 7717 5870 info@cannonce.co.uk</p> <p>Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 655107 www.cannonce.co.uk</p>						
DRAWING NUMBER					REV.	
ZC291 - PL - SK - 201					P01	

M:\ZC291 Land off Forest Road - Onehouse\3 PLANS\DRAWINGS\CURRENT\DRS\ZC291 - PL - SK - 201 - P01 - VEHICLE TRACKING

Appendix A

Philip Isbell - Acting Chief Planning Officer
Growth & Sustainable Planning

Mid Suffolk District Council

Endeavour House, 8 Russell Road, Ipswich IP1 2BX

Website: www.midsuffolk.gov.uk



Miss Libby Hindle
Boyer
15 De Grey Square
De Grey Road
Colchester
Essex
CO5 9YQ

Please ask for: Daniel Cameron
Your reference:
Our reference: DC/19/02899
E-mail:
Date: 23rd July 2019

Dear Miss L. Hindle

Proposal: Meeting Enquiry - Erect 22 No. dwellings.

Location: Land Off Forest Road, Forest Road, Onehouse, Stowmarket Suffolk IP14 3ER

Site Meeting Date: 02/07/2019

Thank you for your request for pre-application advice. I have reviewed the information provided and provide the following information and advice:

Site Constraints:

The site lies on an existing area of agricultural land to the immediate south of Forest Road. A public footpath runs north to south through the eastern end of the site and connects Forest Road to The Shepard and Dog Public House. Two listed buildings (one forming a pair of cottages), all of which are listed at Grade II, are noted to the west of the site and are identified as Elder Cottage, Croft Cottage and Rose Cottage (the pair of cottages). Their respective list descriptions are given below:

Elder Cottage - House; c.1550 with C18 and C19 alterations. Originally of 2-cell end-chimney plan form. One storey and attics. Timber-framed and plastered, the studding is exposed with plaster infill. On a corner post is the raised and apparently authentic, date 1619. There is no evidence of work of this date in the house, it may refer to replastering or refenestration which has been removed. Some C18 herringbone pargetting in one gable. Thatched roof with one eyebrow casement dormer. An axial chimney of C19 red brick. C19 and C20 casements. A C20 boarded entrance door in lean-to thatched porch. An unusually small and narrow example of a heavily-framed C16 house, with only a two-bay hall and single small service room, and lofts above. Massive unchamfered floor-joists. A blocked diamond mullioned window under the eaves. A C17 lintelled open fireplace. To left is an C18 additional cell, to rear right is a C19 brick extension and to far left a C20 extension.

Croft Cottage - Pair of cottages. Built late C16 as one house; possible earlier core. 1 storey and attics, 3 cell plan. Timber-framed and plastered. Pantiled roof, probably once thatched. Axial C17 or C16 chimney of red brick capped in C19 gault brick. Leacroft has a C19 casement, Rose Cottage has mid C20 small-pane casements. Leacroft has a C19 4-panelled entrance door, Rose Cottage a glazed C20

porch with boarded door. Rose Cottage has late C16 chamfered ceiling joists in the hall and a lintelled open fireplace of C17 type. C16 wall framing, much altered in C18.

Otherwise the site is relatively free of constraints, it is located in floodzone 1, is not subject to any tree protection orders and does form part of any conservation area.

Description of Proposal:

Meeting Enquiry - Erect 22 No. dwellings.

Plans & Documents Considered:

The plans and documents recorded below are those which have been considered:

Site Plan 19.2013 - MP 005 - Received 17/06/2019

Site Plan 19.2013 - SP 004 - Received 17/06/2019

Relevant Planning History:

Relevant Planning Policies:

NPPF - National Planning Policy Framework
CS01 - Settlement Hierarchy
CS02 - Development in the Countryside & Countryside Villages
CS05 - Mid Suffolk's Environment
GP01 - Design and layout of development
H07 - Restricting housing development unrelated to needs of countryside
H13 - Design and layout of housing development
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
H17 - Keeping residential development away from pollution
CL08 - Protecting wildlife habitats
T09 - Parking Standards
T10 - Highway Considerations in Development

Officer Assessment:

Principle of Development

The site currently falls outside of the established settlement boundary for Onehouse, such that development of the site would run contrary to policies CS01, CS02 and H07 the adopted Development Plan of the Council.

However, two additional points should be noted. One, the application site falls within the proposed settlement boundary put forward by the emergent Joint Local Plan such that if it were to be adopted, the policy considerations would not apply. At present time, it should be noted that the weight that can be attached to this consideration is limited, but as the new Local Plan moves closer towards adoption, the weight it carries increases such that it would become a larger factor within any planning consideration of the site.

Secondly, paragraph 213 of the NPPF requires that where the policies of the adopted Development Plan are not considered to accord with the provisions of the NPPF, they should carry a lesser weight. Given the comparative disparity between the age of the adopted Development Plan and the revised NPPF, the policies contained within it cannot be expected to carry full weight.

Therefore, it is considered that the principle of development in this case, would hinge on the ability of any application to demonstrate that it would meet the definition of sustainable development set out within the NPPF while also according with the other policies of the Council with regards to the provision of residential dwellings.

Design and Layout

The submitted layout is typical of a housing estate and is considered to be overly suburban when read in the context of the surrounding area which is that of a rural edge of an existing settlement. Discussions during the meeting focussed on the importance of retaining a rural character within the site and for the form of any future application to be more linear in appearance, reflecting to some extent the layout of the development on the northern side of Forest Road directly opposite the site.

In pursuing a more linear form of development, it was considered prudent to explore whether alternative highways access or accesses would facilitate a layout more in keeping with the context of the location.

Landscaping

Strong boundary landscaping exists along the road frontage of the site as well as along its eastern edge. The submitted layout plans attempt to retain and strengthen this element of landscaping as well as to provide landscaping to the southern boundary of the site. This approach is welcomed, although it is recommended that the proposed landscaping to the southern boundary is strengthened to provide a clear boundary to the agricultural land to the south.

That being said, if removal of existing landscaping is required in order to facilitate access to the site, it is considered that this would be acceptable, and could be adequately mitigated through the provision of additional landscaping elsewhere on site.

Listed Buildings

It is likely that any development on this site would have potential to affect the setting of the two identified listed buildings, with Elder Cottage likely to be particularly affected due to its proximity to the application site. Some intervening buildings and boundary landscaping are noted which may help to alleviate any impact however, it is recommended that specialist conservation advice is sought regarding this issue as it may drive the layout and landscaping for this area of the site.

Highways

Specific advice from the Highway Authority was obtained as part of this application, full detail of which is given at the end of this letter. From the perspective of the Local Planning Authority and as already mentioned, additional work with regards to the location of the access or accesses to the site may help to achieve a more acceptable layout on the site.

Further, the enhancement of the public right of way through the site is welcomed, as is the provision of a footpath through the site to connect the existing edge of Onehouse with the wider footpath network, both are seen as positive features of the proposed application which should be retained.

Other Matters

The Council is under a specific legal duty with regards to having certainty of the likely ecological impacts of development. A preliminary ecological appraisal of the site is therefore recommended to support any application. Further, due to this duty, the Council cannot rely on conditioning the additional ecological reports recommended by this appraisal. Instead it must have these additional reports at the time of making its decision such that the mitigation and enhancement measures recommended in these documents can be secured via condition.

Failure to provide these required ecological reports and surveys with an application may lead to delays in the determination of an application.

From assessing the site from aerial photography, it is considered that the existing landscape buffers may be nesting sites to birds as well as roosting sites for bats. Assessment of the site does not indicate any landscape or protected species designations affecting the site, while it falls outside the 13km zone of influence from the Stour and Orwell Estuary such that financial contributions towards the aims of the emergent Suffolk RAMS is not required.

Given the agricultural past of the application it is likely that there may be interest in below ground heritage from Suffolk County Council Archaeological Service. It is likely that any interest would require planning conditions to secure its investigation, however, further detail can be obtained from the Archaeology Service directly.

Finally, a phase one land contamination desk study should be provided to support any application such that the Council may be assured that no contamination risk to the end users of the proposed development is present on site.

Planning Obligations

Mid Suffolk operates a Community Infrastructure Levy (CIL) to provide funding for the infrastructure to support development. More information on which can be found through our website or directly from our Infrastructure Team. The correct CIL forms will be required to support any planning application.

Given the number of housing proposed within the submitted plans, 35% affordable housing is required to be provided on site in order to meet adopted policy. Please be aware that changes within the NPPF requires affordable housing to be provided on any residential development on a site of over 0.5 hectares or where 10 dwellings are proposed.

Conclusion:

In general, it is considered that the principle of development can be met provided that the application can generate sufficient positive benefits to outweigh the negative weight brought by the conflict with the adopted Development Plan. That being said, the application site would continue to generate positive weight as the emergent Local Plan continues through consultation towards adoption.

Further thought should be applied towards the access to the site, its layout, design and landscaping. It is thought a reduction in unit numbers in order to facilitate a more linear layout and a design that is reflective of an edge of settlement location with a strong rural character would be more acceptable, while strong landscaping is also recommended, both to act as new boundary to the agricultural land and to maintain the existing borders to the site.

This advice is informal officer opinion only and made without prejudice to the formal determination of any application. If you want a formal opinion then you will need to make an application with its associated supporting documentation, plans and fee.

All applications will be subject to consultation and publicity and any proposal may be subject to a call-in by a Councillor for determination at Development Control Committee.

All proposals in excess of 15 dwellings will require a decision by the Planning Committee.

This advice is informal officer opinion only and made without prejudice to the formal determination of any application. If you want a formal opinion then you will need to make an application with its associated supporting documentation, plans and fee.

All applications will be subject to consultation and publicity and any proposal may be subject to a call-in by a Councillor for determination at Development Control Committee.

All proposals in excess of 15 dwellings will require a decision by the Planning Committee.

Application Submission:

Any future application could be made as either outline or full, although if an outline permission is preferred it is recommended that this is supported by a design guide to ensure that future development on site can deliver a design that would be appropriate in this location. Should outline permission be sought, it is also recommended that access, layout and landscaping be determined within any outline application.

It should also be remembered that ecological impacts of development will be required to be assessed regardless of whether outline or full planning permission is sought.

Any future planning application should provide:

- o Application forms, correct fee and certificate of land ownership;
- o Site location plan;
- o Required plans as discussed below;
- o Planning Statement to justify any departure from the adopted Development Plan;
- o Design and Access Statement, which could be incorporated with the planning statement noted above;
- o Flood Risk Assessment if the application site area is greater than one hectare;
- o Phase 1 Land Contamination Study on the site; and
- o Preliminary Ecological Appraisal and any recommended surveys.

The noted difference in plans for either an outline or full application would be found in the number and detail shown in the submitted drawings. A full application would need to show, the site, location of access, layout, elevations, floorplans, roof plans, streetscene and landscaping while the outline application would need to, at minimum, show the site plan and an indicative layout, however, given the issues recommended to be assessed in full along with the outline application, this would require layout plans, landscaping plans and access details.

Consultation Responses:

SCC - Highways

Transport Considerations

The applicant must adequately consider any impacts the additional traffic generated by the development will have on the highway network, therefore this will need be included in the Design and Access statement or a separate Transport Statement is required as part of the formal planning permission consultation.

The closest bus stops are approx 300m from the site which is considered within walking distance to catch public transport with a minimal bus service. Therefore, it is not considered a sustainable location from a transport policy perspective.

The catchment primary is in Chilton (approx. 1.7 miles) and the secondary school is in Stowmarket High School, approx 1 mile away, The primary school is within walking distance but requires a safe route for the vulnerable user. The distance to the high school is also within walking distance but with no safe walking or cycle route, many parents will drop their children off at schools by car. The increase in trips and traffic would present a detrimental impact to the road network and landscape character of the area.

There have been three injury accidents recorded in the immediate area and so we would like to see an analysis in the area as part of the Transport Statement.

Vehicular Access

Forest Road is a 'C' classified highway (C440). The plan shows an access at the existing filed access which is just on the edge of the 30mph speed limit. To allow safe entry onto the public highway, the required minimum visibility splays are 2.4m (x distance) with 90m to the west and 215m to the east as shown in Design Manual for Roads and Bridges (DMRB). However, as these dimensions cannot be achieved or you wish to reduce the splays to retain hedgerows, a speed survey is acceptable evidence to show actual vehicle speeds which may enable a lower standard of visibility. If the access is moved west to the centre or the other side of the site, then the 'Y' visibility can be 90m in both directions.

...

If you have requested a consultation response and no response is set out above, a refund of this part of the fee will be due. Nonetheless a response will be provided as soon as possible.

If the above applies, you will be contacted about it as soon as possible and you should expect to receive a refund within 21 days.

I hope that this provides useful information with regards to your enquiry. If you have any queries in respect of this letter, or require clarification of issues please do not hesitate to contact me. If you would like further discussion with regards to the detail of the proposal this would be subject to a charge for further advice, see www.midsuffolk.gov.uk for further details.

Yours sincerely

Daniel Cameron - Planning Officer

on behalf of Philip Isbell – Acting Chief Planning Officer – Growth & Sustainable Planning

Please note that any advice provided by the Council's Officers is informal opinion only and is made without prejudice to any formal determination which may be given in the event of an application being submitted. In particular, it will not constitute a formal response or decision of the Council with regard to any future planning applications, which will be subject to wider

consultation and publicity. Although the Case Officer may indicate the likely outcome of a subsequent planning application, no guarantees can or will be give about the decision.

Please also note, responses to pre-application enquiries are only valid for six months from the date of receipt. You should seek confirmation that circumstances have not changed if you are submitting an application outside of this period.

Appendix B



Application Site Boundary: 1.37ha

Existing Vegetation (Retained)

Sustrans Route 51

Public Footpath

New Homes

Plot Number

Parking Space & Number

House Type

Visitor Parking (0.25 per Total Dwellings)

1 Vehicular, Pedestrian and Cycle Access

2 Farm Access

Route of Farm Access to Field to South

3 Connection with Public Footpath

Public Open Space, to include Benches

Street Tree and Native Hedgerow Planting

New native tree and wildflower planting

1.8m High Brick Walls (Overlooking Key Public Realm Public or Open Space)

4 Children's Play Area

5 SuDS Basins (to include micro-pools) and Swales

Rev	Date	By	Description
C	27.08.21	JC	Updated Layout
B	02.08.21	JC	Amended SoA
A	30.07.21	JC	Updated to reflect Pre-App comments

Drawing Status FOR PLANNING



Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT

t 01462 743647
e ashwell@csaenvironmental.co.uk
w csaenvironmental.co.uk

Project Land off Forest Road ONEHOUSE

Drawing Title Illustrative Masterplan & Proving Layout

Client Harris Strategic Land

Scale @ A2 1:500 Drawing No. CSA/5398/107

Date May 2021 Rev C

Drawn JC Checked RR

New houses to be set back from the western development boundary behind an area of public open space to respect the setting of the adjacent Grade II Listed Building.

The western part of the development is to be left open in order to preserve glimpsed views southwards to countryside from Forest Road and Sustrans Route (51).

Within the new development, bat and bird boxes could be implemented within the external walls, to further promote habitat creation and roosting potential. Hedgehog gaps in new rear garden fencing will promote habitat connectivity across and within the development.

Incorporation of native plants and those of wildlife importance into the landscaping scheme will provide foraging opportunities for birds, invertebrates and bats.

Retention of existing hedgerow along the development frontage, will reduce the visual effects on the adjoining residential properties along Forest Road, as well as retaining habitat value.

To promote adherence with the NPPF and Babergh and Mid Suffolk local policy, micro-pools will be created within the Basin, promoting a longer term water presence, enhanced with aquatic planting to provide new aquatic habitats and increase biodiversity.

Existing Public Footpath to be retained in its current alignment. A new recreational route along the development's southern boundary will connect into this.

Proposed children's play area will be designed with a natural character and will incorporate grass mounds, boulders and logs to complement its rural setting.

A recreational footway will meander through the public open space. The footway will be formed of a self-binding hoggin gravel, in a natural colour to reflect the informal / semi-natural setting.

Proposed hedgerows to be enhanced with supplementary planting to reinforce their function as wildlife corridors, and habitats of interest in their own right.

Proposed new hedgerow and tree planting along southern boundary of the development, will improve connectivity for wildlife and will soften views of the development from vantage points further south. A gap will be left at the western end to retain views southwards to countryside.

1.8m high brick walls to boundaries of new homes which overlook the public realm will be detailed to create an interesting street scene.

Proposed housing set back from eastern boundary to retain farm access and the existing public footpath along current alignment. This will also help in mitigating the visual effects of the development on users of the footpath.

The proposals allow for the retention of the existing farm access along the development's eastern boundary.

Site:	Land off Forest Road, Onehouse
Client:	Harris S.L (James Bailey Planning Ltd)
Ref:	5398 - Schedule of Accommodation (SoA)
Date:	26.08.2021

Market			
Plot Ref.	Type		No.
2.1	2b4p		3
3.1	3b5p (Bungalow)		2
3.2	3b5p		5
3.3	3b6p		2
4.1	4b6p		1
TOTAL UNITS			13

65% Market Housing

Affordable			
Plot Ref.	Type		No.
AR1	1b2p		2
AR2	2b2p		2
SO2	2b4p		1
AR3	3b5p		1
SO3	3b5p		1
TOTAL UNITS			7

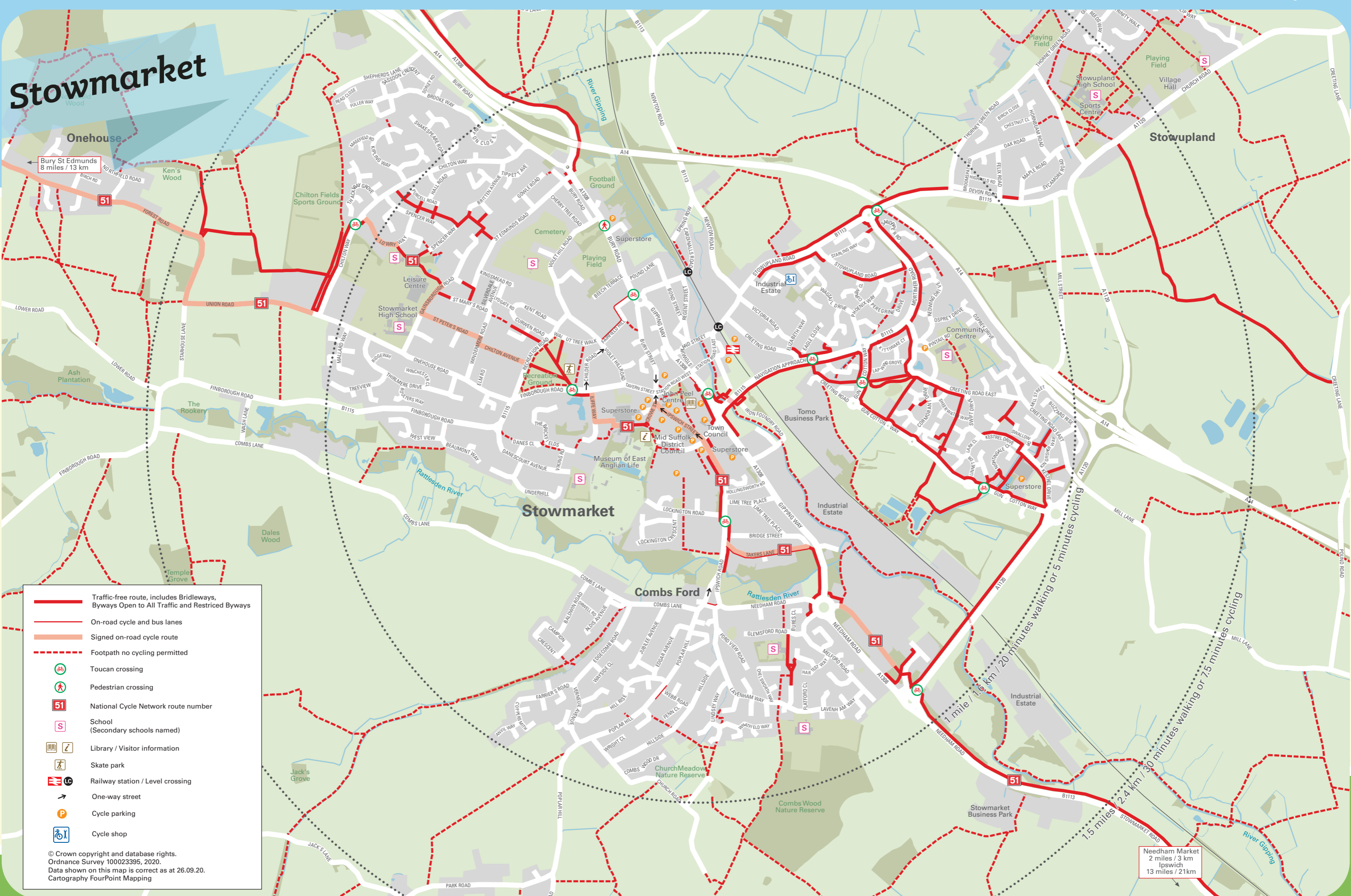
35% Affordable Housing

SoA Glossary:
b - Bedroom
p - Person
AR - Affordable Rent
SO - Shared Ownership



Appendix C

Stowmarket



- Traffic-free route, includes Bridleways, Byways Open to All Traffic and Restricted Byways
- On-road cycle and bus lanes
- Signed on-road cycle route
- Footpath no cycling permitted
- Toucan crossing
- Pedestrian crossing
- National Cycle Network route number
- School (Secondary schools named)
- Library / Visitor information
- Skate park
- Railway station / Level crossing
- One-way street
- Cycle parking
- Cycle shop

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 Ordnance Survey 100023395, 2020.
 Data shown on this map is correct as at 26.09.20.
 Cartography FourPoint Mapping

Appendix D

Monday to Friday (Except Bank Holidays)

Service Restrictions	Operator	FNS				FNS		FNS		FNS		FNS		FNS		FNS		
		FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	NSch	Sch	FNS	FNS	FNS	FNS	FNS	FNS	
Ipswich, Old Cattle Market Bus Station (D)		0635	0735	0845	0915	then	15	45	until	1345	1415	1415	1445	1530	1615	1645	1715	1745
Ipswich, Tower Ramparts Bus Station (FF)		0638	0738	0848	0918	at	18	48		1348	1418	1418	1448	1533	1618	1648	1718	1748
Westbourne, Norbridge Social Club (o/s)		0646	0748	0856	0926	these	26	56		1356	1426	1426	1456	1541	1628	1658	1728	1758
Claydon, The Greyhound (adj)		0656	0800	0906	0936	mins	36	06		1406	1436	1436	1506	1551	1638	1708	1738	1808
Great Blakenham, Chequers (adj)		0659	0806	0909	0939	past	39	09		1409	1439	1439	1509	1554	1641	1711	1741	1811
Needham Market, The Swan (adj)		0706	0816	0916	0946	each	46	16		1416	1446	1446	1516	1601	1650	1720	1750	1820
Combs Ford, Cracknells (o/s)		0715	0825	0925	0955	hour	55	25		1425	1455	1455	1525	1610	1700	1730	1800	1830
Stowmarket, Argos Store (o/s)		0720	0830	0930	1000		00	30		1430	1500	1500	1530	1615	1705	1735	1805	1835
Stowmarket, Kipling Way (adj)		-	-	-	-		-	-		-	-	1507	-	-	-	-	1812	1842
Stowmarket, Binyon Close (adj)		-	-	-	-		-	-		-	-	1508	-	-	-	-	1813	1843
Stowmarket, Newbolt Close (opp)		-	-	-	-		-	-		-	-	1509	-	-	-	-	1814	1844
Stowmarket, Beech Terrace (opp)		-	-	-	-		-	-		-	-	1512	-	-	-	-	1817	1847

Saturday

Service Restrictions	Operator	FNS		FNS		FNS		FNS		
		FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	
Ipswich, Old Cattle Market Bus Station (D)		0745	0815	then	15	45	until	1645	1715	1745
Ipswich, Tower Ramparts Bus Station (FF)		0748	0818	at	18	48		1648	1718	1748
Westbourne, Norbridge Social Club (o/s)		0756	0826	these	26	56		1656	1726	1756
Claydon, The Greyhound (adj)		0806	0836	mins	36	06		1706	1736	1806
Great Blakenham, Chequers (adj)		0809	0839	past	39	09		1709	1739	1809
Needham Market, The Swan (adj)		0816	0846	each	46	16		1716	1746	1816
Combs Ford, Cracknells (o/s)		0825	0855	hour	55	25		1725	1755	1825
Stowmarket, Argos Store (o/s)		0830	0900		00	30		1730	1800	1830
Stowmarket, Kipling Way (adj)		-	-		-	-		-	1807	1837
Stowmarket, Binyon Close (adj)		-	-		-	-		-	1808	1838
Stowmarket, Newbolt Close (opp)		-	-		-	-		-	1809	1839
Stowmarket, Beech Terrace (opp)		-	-		-	-		-	1812	1842

Sunday

no service

NOTES

NSch Not School Days

Sch School Days Only

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Suffolk 08/03/2021

Monday to Friday (Except Bank Holidays)

Service Restrictions	Operator	FNS				FNS				FNS		FNS		FNS		FNS			
		FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	Sch	NSch	Sch	NSch	FNS	FNS		
Stowmarket, Argos Store (o/s)		-	-	0722	0832	0832	-	0932	1002	then	02	32	until	1432	1500	1502	-	1532	1617
Stowmarket, Recreation Ground (opp)		0628	0658	0723	0833	0833	0903	0933	1003	at	03	33		1433	1501	1503	1523	1533	1618
Stowmarket, Mallard Way (adj)		0631	0701	0726	0835	0836	0906	0936	1006	these	06	36		1436	1504	1506	1525	1536	1621
Stowmarket, Kipling Way (adj)		0634	0704	0729	0839	0839	0909	0939	1009	mins	09	39		1439	1507	1509	1529	1539	1624
Stowmarket, Newbolt Close (opp)		0636	0706	0731	0841	0841	0911	0941	1011	past	11	41		1441	1509	1511	1531	1541	1626
Stowmarket, Beech Terrace (opp)		0639	0709	0734	0844	0844	0914	0944	1014	each	14	44		1444	1512	1514	1534	1544	1629
Stowmarket, Station Road West (adj)		arr 0642	0712	0737	0847	0847	0917	0947	1017	hour	17	47		1447	-	1517	1537	1547	1632
Stowmarket, Station Road West (adj)		dep 0645	0715	0740	0850	0850	0920	0950	1020		20	50		1450	-	1520	1540	1550	1635
Combs Ford, The Ford (o/s)		0652	0722	0747	0857	0857	0927	0957	1027		27	57		1457	-	1527	1547	1557	1642
Needham Market, The Swan (opp)		0704	0734	0759	0907	0907	0937	1007	1037		37	07		1507	-	1537	1557	1607	1652
Great Blakenham, Chequers (opp)		0711	0741	0810	0913	0913	0943	1013	1043		43	13		1513	-	1543	1603	1613	1658
Claydon, The Crown (adj)		0716	0746	0815	0917	0917	0947	1017	1047		47	17		1517	-	1547	1607	1617	1702
Westbourne, Norbridge Social Club (opp)		0723	0756	0825	0927	0927	0957	1027	1057		57	27		1527	-	1557	1617	1627	1712
Ipswich, Old Cattle Market Bus Station (D)		0730	0805	0835	0935	0935	1005	1035	1105		05	35		1535	-	1605	1625	1635	1720

NOTES

NSch Not School Days

Sch School Days Only

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Suffolk 08/03/2021

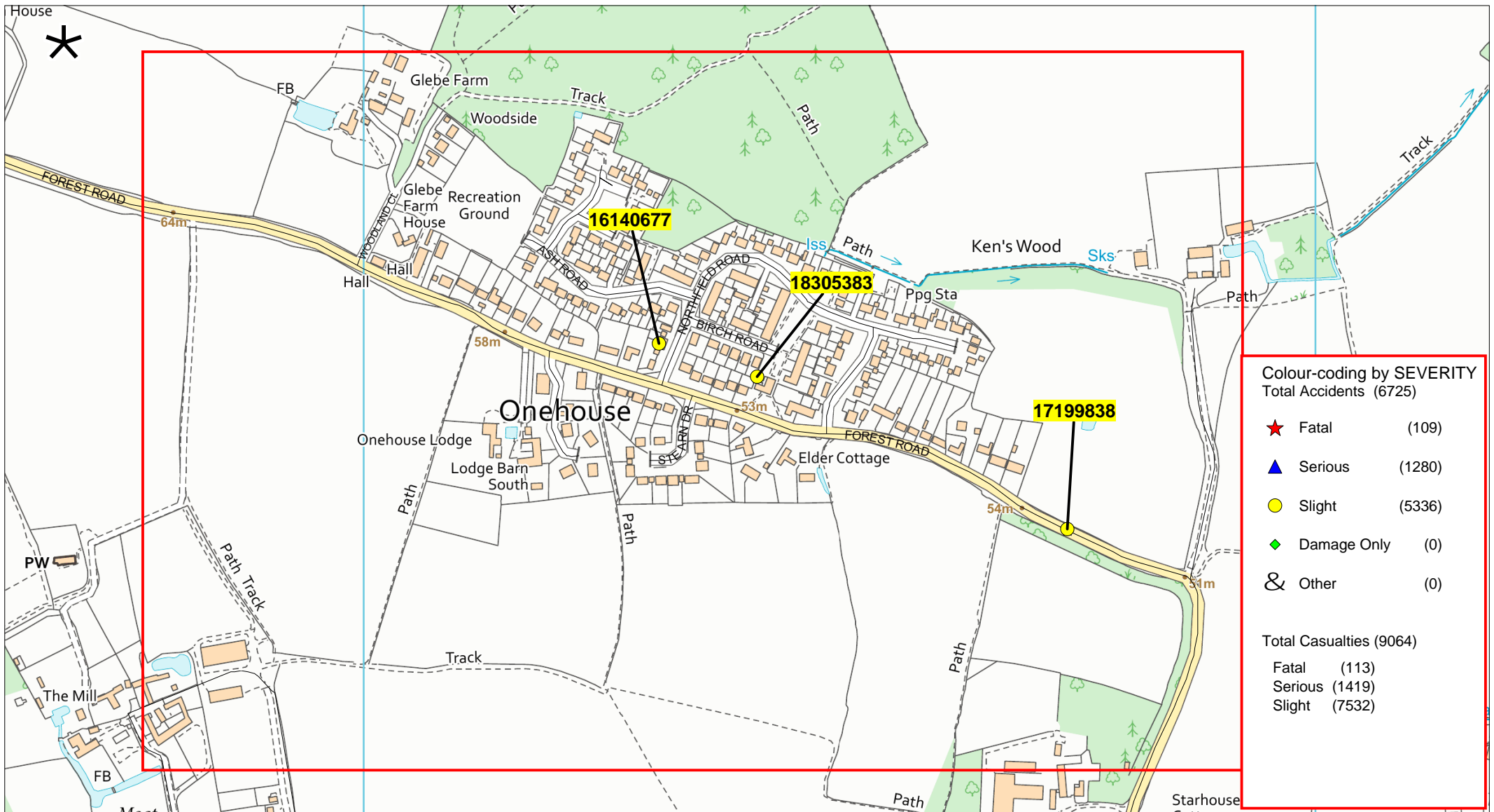
	Monday to Friday (Except Bank Holidays)				Saturday								
	Operator	FNS	FNS		FNS	FNS	FNS	FNS	FNS	FNS			
Stowmarket, Argos Store (o/s)		1707	1737		–	–	0832	0902	then	02	32	until	1732
Stowmarket, Recreation Ground (opp)		1708	1738		0733	0803	0833	0903	at	03	33		1733
Stowmarket, Mallard Way (adj)		1711	1741		0736	0806	0836	0906	these	06	36		1736
Stowmarket, Kipling Way (adj)		1714	1744		0739	0809	0839	0909	mins	09	39		1739
Stowmarket, Newbolt Close (opp)		1716	1746		0741	0811	0841	0911	past	11	41		1741
Stowmarket, Beech Terrace (opp)		1719	1749		0744	0814	0844	0914	each	14	44		1744
Stowmarket, Station Road West (adj)		arr	1722	1752	0747	0817	0847	0917	hour	17	47		1747
Stowmarket, Station Road West (adj)		dep	1725	1755	0750	0820	0850	0920		20	50		1750
Combs Ford, The Ford (o/s)		1732	1802		0757	0827	0857	0927		27	57		1757
Needham Market, The Swan (opp)		1742	1812		0807	0837	0907	0937		37	07		1807
Great Blakenham, Chequers (opp)		1748	1818		0813	0843	0913	0943		43	13		1813
Claydon, The Crown (adj)		1752	1822		0817	0847	0917	0947		47	17		1817
Westbourne, Norbridge Social Club (opp)		1802	1832		0827	0857	0927	0957		57	27		1827
Ipswich, Old Cattle Market Bus Station (D)		1810	1840		0835	0905	0935	1005		05	35		1835
	Sunday												
	no service												

OPERATORS

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Suffolk 08/03/2021

Appendix E



JPratt_Onehouse_010616-310521_Location Plan

Accidents between dates 01/06/2016 and 31/05/2021

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 Suffolk County Council Licence No. 100023395

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SCALE	1 : 5560
DATE	31/08/2021
DRAWING No.	
DRAWN BY	

Accidents between dates 01/06/2016 and 31/05/2021 (60) months

Selection: Notes:

16140677 04/12/2016 Sunday Time 0150 Vehicles 2 Casualties 1 Slight
 Other Road surface Frost/Ice Darkness: street lighting unknown
 Special Conditions None Road Type Single 2 lanes
 V2, TAXI DROPPING OFF FARE IN RESIDENTIAL STREET. V1 PASSES & THE WING MIRROR OF V1 IMPACTS WITH THE REAR OFFSIDE DOOR OF V2 AS FARE IS EMERGING, CAUSING FARE TO BE HIT BY DOOR.

Occurred on NORTHFIELD ROAD

	Factor:	Causation	Participant:	Confidence:
1st:	Failed to look properly		Vehicle 1	Possible
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference 1 Car
 Going ahead other
 No skidding, jack-knifing or overturning
 First point of impact Offside Age of Driver 22 Breath test Driver not contacted
 Vehicle direction N to S

Journey Purpose: 6
 Vehicle Reference 2 Car
 Stopping
 No skidding, jack-knifing or overturning
 First point of impact Offside Age of Driver 40 Breath test Driver not contacted
 Vehicle direction Park to Parked

Journey Purpose: 6
 Casualty Reference: 1 Age: 34 Male Passenger Severity: Slight

Accidents between dates 01/06/2016 and 31/05/2021 (60) months

Selection:

Notes:

17199838 17/06/2017 Saturday Time 0008 Vehicles 4 Casualties 1 Slight
 Fine without high winds Road surface Dry Darkness: no street lighting
 Special Conditions None Road Type Single 2 lanes
 V001 FAILS TO STOP FOR MARKED POLICE VEHICLE V003, WHICH IS FOLLOWED BY MARKED POLICE VEHICLE V004. .
 PURSUIT AUTHORISED BY CONTROL ROOM OFFICER. MARKED POLICE VEHICLE V002 ENTERS ROAD FROM
 OPPOSING
 AMS V002 CAUSING DAMAGE INJURY. V003 AND V004 STRIKE V002 AS THEY PASS . D001 DECAMPS AND
 MAKES

Occurred on 22FOREST ROAD

		Causation					
Factor:		Participant:		Confidence:			
1st:	Aggressive driving	Vehicle 1	Very Likely				
2nd:	Vehicle in course of crime	Vehicle 1	Very Likely				
3rd:	Tyres illegal, defective or under inflated	Vehicle 1					
4th:							
5th:							
6th:							
Vehicle Reference 1 Car		Going ahead other					
		No skidding, jack-knifing or overturning					
First point of impact	Nearside	Age of Driver 17	Breath test Negative				
Vehicle direction	W to E						
Journey Purpose: 6							
Vehicle Reference 2 Car		Going ahead other					
		No skidding, jack-knifing or overturning					
First point of impact	Nearside	Age of Driver 48	Breath test Negative				
Vehicle direction	E to W						
Journey Purpose: Journey as part of work							
Casualty Reference:	1	Age: 48	Female	Driver/rider	Severity:	Slight	
Vehicle Reference 3 Car		Going ahead other					
		No skidding, jack-knifing or overturning					
First point of impact	Nearside	Age of Driver 40	Breath test Negative				
Vehicle direction	W to E						
Journey Purpose: Journey as part of work							
Vehicle Reference 4 Car		Going ahead other					
		No skidding, jack-knifing or overturning					
First point of impact	Front	Age of Driver 36	Breath test Negative				
Vehicle direction	W to E						
Journey Purpose: Journey as part of work							

Accidents between dates 01/06/2016 and 31/05/2021 (60) months

Selection: Notes:

18305383 19/05/2018 Saturday Time 1902 Vehicles 1 Casualties 1 Slight

Fine without high winds Road surface Dry Daylight

Special Conditions None Road Type Single 2 lanes

V1 HAS REACH A SHARP LEFT HAND BEND IN CARRIAGEWAY AND HAS VEERED OFF THE ROAD INTO A TELEGRAPH POLE.

Occurred on FOREST ROAD NEAR JN WITH STARHOUSE LANE

	Factor:	Causation	Participant:	Confidence:
1st:	Impaired by alcohol		Vehicle 1	Very Likely
2nd:	Dazzling sun		Vehicle 1	Possible
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference 1 Car

Going ahead other

Skidded

First point of impact Front

Age of Driver 22 Breath test Positive

Vehicle direction S to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Accidents between dates 01/06/2016 and 31/05/2021 (60) months

Selection:

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	3	3
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	3	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	2	2
Passenger	0	0	1	1
Motorcyclist	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	3	3