STATEMENT OF COMMON GROUND

Between

Suffolk County Council, Highways England and Trinity College Cambridge

in respect of the emerging allocation of

Land at Innocence Farm (identified as SCLP12.35 in the Submitted Local Plan)

1. Scope of this Statement

1.1 This Statement of Common Ground (SoCG) has been prepared to confirm the extent of co-operation and understanding between Suffolk County Council Highways Team, Highways England and Trinity College Cambridge (landowner), (hereafter referred to as ‘the Parties’).

1.2 This SoCG confirms the understanding between the parties that the delivery of the emerging allocation Land at Innocence Farm (Policy SCLP12.35) is acceptable in principle and the details of any potential phasing of access improvements will be evidenced by technical work at the planning application stage.

2. The principle of Innocence Farm

2.1 Subject to the considerations set out below, Highways England consider that the allocation site could reasonably be delivered without causing severe impacts to the A14 and, therefore, do not object to the principle of a warehousing and freight handling facility in this location. In fact, by locating such a facility near Felixstowe Port, it could help minimise unnecessary travel by Heavy Goods Vehicles along the Strategic Road Network (SRN) when compared to other locations further away from the Port.

2.2 The landowner has yet to complete the full detail of their assessment work to assure Highways England over their proposed phasing of the delivery of the site. The impact of the full allocation on the SRN is, however, likely to be acceptable, subject to confirmation of the following:

- Provision of an all-movements junction with the A14 to serve the site;
- Confirmation that the design and traffic movement ranges of the left-in, left-out junctions on the A14 at Innocence Lane and Felixstowe Road can comply with current DMRB standards, if necessary with a mitigation scheme to bring them up to those standards;
- Confirmation through the use of suitable junction capacity models that severe impacts at A14 junctions 58 or 59 (in relation both to a phased approach and for the whole development) are either unlikely or can be mitigated through appropriate improvements;
- Bringing forward junction capacity and/or road safety mitigation work at any or all of the junctions listed above, should the analysis show that this is necessary to avoid a severe impact.
2.3 Suffolk County Council are content that Highways England’s position adequately reflects that of the local highway authority.

2.4 The landowner welcomes Highways England’s and Suffolk County Council’s consideration that the allocation could be reasonably delivered without causing a severe impact to the affected highway network.

2.5 Flexibility is built into the policy wording (SCLP12.35), which is crucial to enable the optimum access design and the phasing of development to be agreed at the planning application stage, informed by technical transport and highway evidence. It will also allow further consideration of the likely interplay between road and rail transportation at the appropriate time.

Signed on behalf of Suffolk County Council

[Signature]

Date: 02/08/2019
Name: Graeme Mateer
Position: Head of Transport Strategy

Signed on behalf of Highways England

[Signature]

Date: 02/08/2019
Name: David Abbott
Position: Spatial Planner
Signed on behalf of Trinity College Cambridge

Date: 02/08/2019
Name: Timothy Collins
Position: Partner, Managing Agent for Trinity College Cambridge