

From: [James Ogborn](#)
To: [Lake Lothing Third Crossing](#)
Cc: [Lake Lothing Third Crossing](#)
Subject: RE: Brookhouse (Lowestoft) Nominees VI Ltd - North Quay Retail Park
Date: 29 January 2019 09:52:24
Attachments: [image001.png](#)
[323809_TN02_LLTC_North Quay Retail Park_BG_190128.pdf](#)

Dear Richard

I refer to our previous exchanges of emails.

My client would like to register its comments in relation to the updated Transport Assessment recently submitted by the council however I am unsure of the procedure for ensuring this is done correctly. I have therefore attached a Technical Note provided by my client's Transport Planning advisors which sets these out.

Please could you confirm if this email is sufficient as I cannot see anywhere on the National Infrastructure Planning website to upload the document.

During our telephone conversation I confirmed that my client would like to attend the Issue Specific Hearing in relation to the environment (including traffic and transport) but I understand that this has now been postponed. I presume we will need to check the website to find out when a new date has been arranged?

I look forward to receiving your further response.

Many thanks

James

James Ogborn MRICS

Partner

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From: [Lake Lothing Third Crossing](#)
Sent: 16 January 2019 11:11
To: [James Ogborn](#)

Cc: [Lake Lothing Third Crossing](#)

Subject: RE: Brookhouse (Lowestoft) Nominees VI Ltd - North Quay Retail Park

Dear James

Thank you for your email.

The revised Transport Assessment was received at 12.03am on 9 January 2019 – three minutes late. Deadline 4 will not be extended from 29 January 2019 pursuant to this.

Re. hearings – you will have seen in our notification dated 14 January 2019 that an Issue Specific Hearing dealing with the environment (including traffic and transport) will be held at 10am on 14 February 2019. An agenda for this hearing will be published on the National Infrastructure Planning website about a week before the event takes place.

Note however that on the basis that your client is an Affected Person, the Compulsory Acquisition Hearing at 2.00pm on 13 February 2019 will likely be the more appropriate forum to give representations on behalf of your client about the impact of the Proposed Development on its interests.

I would be grateful if you could confirm which hearing you are instructed to attend as soon as you are able.

Kind regards

Richard Price
National Infrastructure Planning | Case Manager



The Planning Inspectorate

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Web: www.gov.uk/government/organisations/planning-inspectorate (The Planning Inspectorate)

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From: James Ogborn [mailto:jamesogborn@axisllp.com]

Sent: 16 January 2019 10:00

To: Lake Lothing Third Crossing

Subject: Brookhouse (Lowestoft) Nominees VI Ltd - North Quay Retail Park

To The Planning Inspectorate

We are currently appointed to act on behalf of the owner of the North Quay Retail Park which is affected by the proposed Lake Lothing Third Crossing.

You will be aware that we submitted a Relevant Representation on behalf of the owner in September 2018 setting out our concerns regarding the impact of the scheme on the access to the retail park. Since then Suffolk County Council have produced a revised Transport Assessment on 10th January 2019 which has not sufficiently addressed these concerns and as a consequence our client will be providing comments on this document in accordance with the timetable provided to us on 17 December 2018.

Please could you confirm that as the revised Transport Assessment was a late submission whether the deadline date for comments of 29th January 2019 has been extended. Furthermore as our client is not satisfied that the revised Transport Assessment has fully addressed their concerns regarding access they now wish to attend an Issue Specific Hearing.

We would be grateful to receive confirmation that this is acceptable together with a specific time and date for the hearing to deal with the concerns which will be fully addressed in writing by the required deadline date.

We look forward to receiving your response as soon as possible.

Yours faithfully

James Ogborn MRICS

Partner

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TECHNICAL NOTE



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Lake Lothing Third Crossing Review

Job Number: J323809

Date: 28 January 2019

Client: Brookhouse Group

Prepared By: LCW

Approved By: ME

North Quay Retail Park, Lowestoft

1 Introduction

- 1.1.1 Mode Transport Planning ('Mode') has been commissioned by Brookhouse Group (the 'Client') to consider the implications of the proposed Lake Lothing Third Crossing (LLTC) on the operation of the North Quay Retail Park in Lowestoft, Suffolk.
- 1.1.2 This Technical Note presents the findings following a review of the highways analysis presented by Suffolk County Council (SCC) in their LLTC Transport Assessment (TA), dated January 2019. More specifically, this note considers the impact of the LLTC on vehicular access for the North Quay Retail Park off the Barnards Way/ Denmark Road/ Peto Way roundabout junction.
- 1.1.3 There are no proposed highways works associated with the Barnards Way/ Denmark Road/ Peto Way roundabout as part of the LLTC and the extent of works, comprising a new pedestrian/ cyclist crossing point on Denmark Road, stops approximately 100m to the east of the roundabout junction.
- 1.1.4 For reference, [Figure 1.1](#) illustrates the proposed LLTC highways works on the northern side of Lake Lothing.

Figure 1.1: Extent of Lake Lothing Third Crossing Works (North Side) (source: SCC website)



2 Transport Assessment Modelling Review

- 2.1.1 The results of the junction capacity modelling are presented in Chapter 8 'Scheme Impacts – Junction Operation' of SCC's TA. Section 8.13 of the TA provides a summary of the junction capacity modelling results for the Barnards Way/ Denmark Road/ Peto Way junction (listed as junction 12 in the TA).
- 2.1.2 Table 8.15 of the TA provides a summary of the modelling results for the AM, PM and Saturday peak periods, which includes the opening year 2022 and future year 2037 Do Minimum (no LLTC) and Do Something (with LLTC) scenarios.
- 2.1.3 **Figure 2.1** presents an extract of Table 8.15 from SCC's TA.

Figure 2.1: Extract of Table 8.15 (source: SCC TA, January 2019)

Arm	AM			PM			Saturday		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Base 2016									
Peto Way	0.32	2.53	0.24	0.34	2.55	0.25	0.2	3.36	0.17
Barnards Way	0.08	3.33	0.08	0.15	3.68	0.13	1.82	9.28	0.65
North Quay Retail	0.10	3.28	0.09	0.42	4.26	0.30	1.75	9.56	0.64
Denmark Rd	0.36	3.29	0.26	0.53	4.07	0.35	0.56	5.7	0.36
Lidl	0.03	1.94	0.03	0.04	2.16	0.04	0.64	3.17	0.39
2022 DM									
Peto Way	0.38	2.73	0.28	0.35	2.64	0.26	0.20	3.29	0.17
Barnards Way	0.11	3.55	0.10	0.16	3.93	0.14	1.72	8.77	0.63
North Quay Retail	0.11	3.45	0.10	0.48	4.55	0.33	1.91	10.31	0.66
Denmark Rd	0.53	3.68	0.35	0.78	4.61	0.44	0.57	5.87	0.37
Lidl	0.04	2.01	0.04	0.04	2.26	0.04	0.64	3.11	0.39
2022 DS									
Peto Way	1.42	5.02	0.59	0.96	3.94	0.49	0.21	3.57	0.18
Barnards Way	0.16	5.15	0.14	0.22	5.2	0.18	2.06	10.56	0.68
North Quay Retail	0.19	5.07	0.16	0.75	6.7	0.43	9.49	38.61	0.92
Denmark Rd	1.78	6.66	0.64	3.17	10.53	0.76	0.75	7.72	0.43
Lidl	0.05	2.39	0.04	0.06	2.70	0.05	0.86	3.54	0.46
2037 DM									
Peto Way	0.49	2.98	0.33	0.41	2.78	0.29	0.20	3.32	0.17
Barnards Way	0.15	3.85	0.13	0.19	4.16	0.16	1.75	8.96	0.64
North Quay Retail	0.14	3.67	0.12	0.59	4.99	0.37	2.15	11.19	0.69
Denmark Rd	0.69	4.14	0.41	1.09	5.53	0.52	0.59	6.02	0.37
Lidl	0.05	2.11	0.04	0.05	2.41	0.05	0.66	3.16	0.40
2037 DS									
Peto Way	2.18	6.71	0.69	1.28	4.6	0.56	0.22	3.64	0.18
Barnards Way	0.24	6.21	0.19	0.27	5.88	0.22	2.17	11.13	0.69
North Quay Retail	0.25	5.97	0.20	1.05	8.29	0.51	17.79	65.61	0.98
Denmark Rd	2.99	9.74	0.75	6.03	18.53	0.87	0.79	8.18	0.45
Lidl	0.06	2.60	0.06	0.07	2.97	0.07	0.92	3.65	0.48

Table 8.15: Junction 12 – Barnards Way / Denmark Road / Peto Way roundabout

- 2.1.4 As can be seen, and highlighted yellow in Table 8.15 of the TA, the junction capacity modelling summary results in the 2022 and 2037 Do Something scenarios show the North Quay Retail Park arm operating above its practical capacity and close to its theoretical capacity in the Saturday peak period.

- 2.1.5 For reference, one of the key outputs from the Junctions 8 (ARCADY) software used to model the junctions presents is the Ratio of Flow to Capacity (RFC). An RFC value of 0.85 or less typically demonstrates that a junction arm or turning movement is operating within its practical capacity and is therefore unlikely to experience regular queuing and delays; an RFC value of 0.85 is typically seen as the acceptable threshold. However, junction arms showing an RFC value between 0.85 and 1.00 are considered to be operating above its practical capacity and is likely to experience queuing and delay. The ultimate theoretical capacity of a junction is an RFC value of 1.00.
- 2.1.6 In the Saturday peak, the introduction of the LLTC increases the RFC on the North Retail Park arm to 0.92 in 2022 and 0.98 in 2037. This means the junction arm is almost operating at its theoretical capacity and, as a result, increased queuing and delays will occur.
- 2.1.7 However, without the LLTC, the North Retail Park will be operating well within its practical capacity with RFC values of 0.66 and 0.69 with minimal queuing and delay.
- 2.1.8 **Table 2.1** provides a comparison between the Do Minimum and Do Something scenario results on the North Quay Retail Park arm of the Barnards Way/ Denmark Road/ Peto Way junction.

Table 2.1: Comparison of Do Minimum and Do Something Results for 2022 and 2037 Scenarios

Scenario	Queue (vehicles)	Delay (seconds)	RFC
2022 Do Minimum	1.91	10.31	0.66
2022 Do Something	9.49	38.61	0.92
Difference	7.58	28.3	0.26
2037 Do Minimum	2.15	11.19	0.69
2037 Do Something	17.79	65.61	0.98
Difference	15.64	54.42	0.29

- 2.1.9 The results confirm that the introduction of the LLTC in the 2022 and 2037 scenarios will generate an additional delay to vehicles leaving the retail park by approximately half a minute and one minute respectively.
- 2.1.10 Whilst this delay may not sound significant, the introduction of the LLTC will lead to additional queuing of 8 vehicles and 16 vehicles in 2022 and 2037 respectively.
- 2.1.11 The existing North Quay Retail Park exit arm has capacity for 6 vehicles between the give way line on the Barnards Way/ Denmark Road/ Peto Way roundabout and the existing internal mini-roundabout. As a result, in both the 2022 and 2037 Do Something scenarios, the additional queuing generated by the LLTC will lead to queues which extend beyond the internal mini-roundabout leading to potential gridlock within retail park car park.

2.1.12 Figure 2.1 and Figure 2.2 show the potential queuing extents in 2022 and 2037 that can be anticipated within the retail park in the Do Something scenario compared with the Do Minimum scenario.

Figure 2.1: 2022 Increase in Queuing – Do Something Scenario

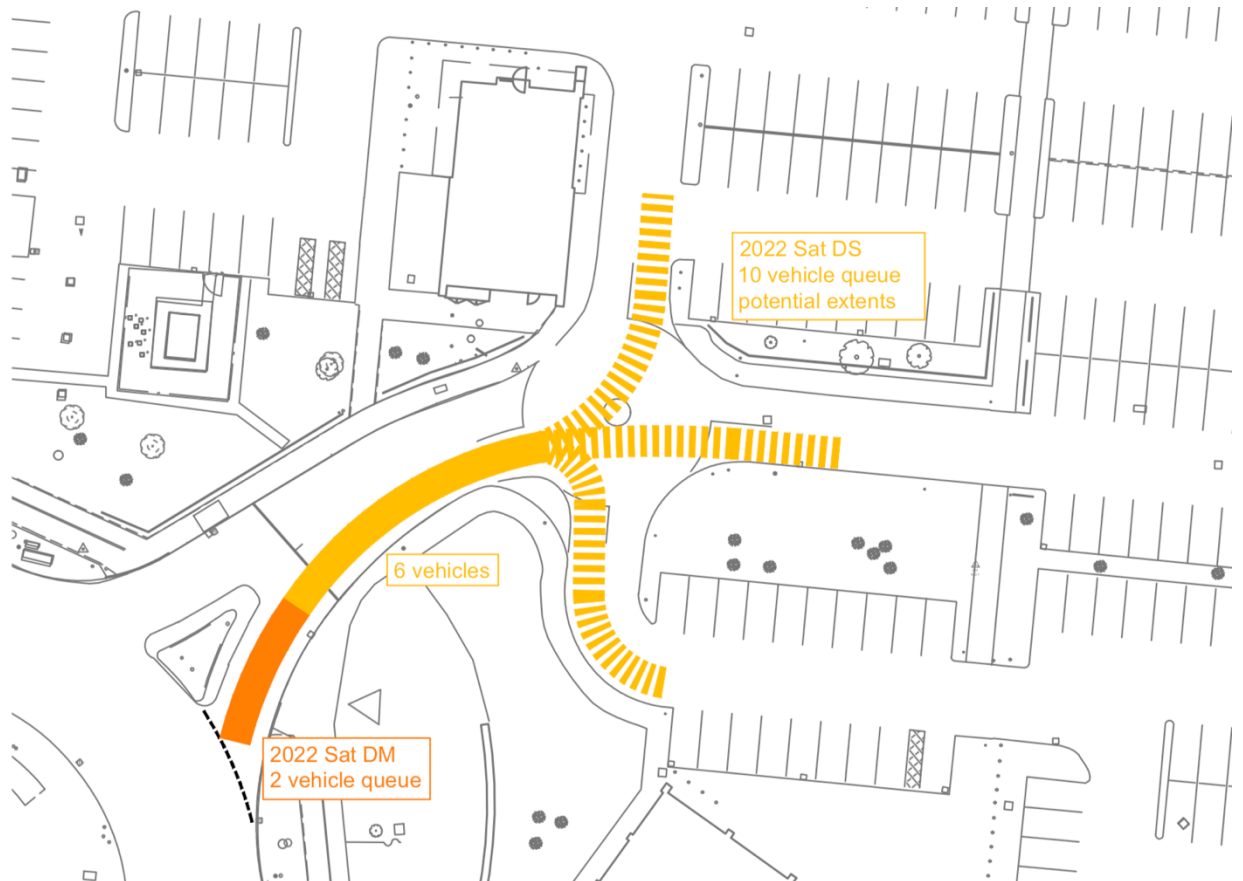
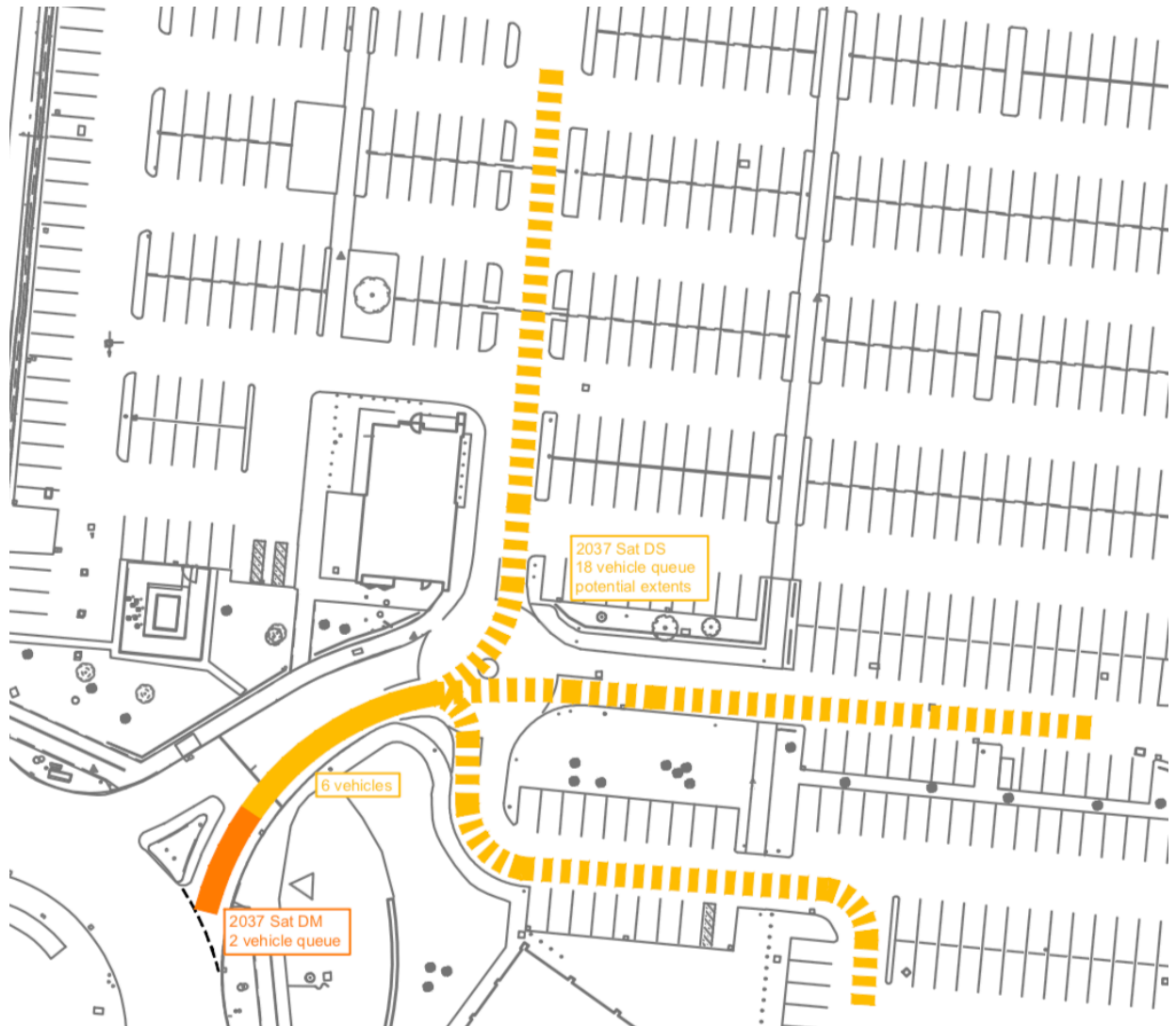


Figure 2.2: 2037 Increase in Queuing – Do Something Scenario



2.1.13 It is evident from [Figure 2.1](#) and [Figure 2.2](#), that the additional queuing generated as a result of the LLTC will have an adverse impact on operation of the North Quay Retail Park during the busiest Saturday shopping period.

2.1.14 Within the summary of the Barnards Way/ Denmark Road/ Peto Way roundabout results (paragraph 8.13.6 of the TA), SCC state that:

“The table [8.15] shows that the junction operates within the limit of theoretical capacity (an RFC of 1.00) in both AM and PM peaks in all scenarios. The results for the Saturday models show that the junction does come under some pressure as a result of the high traffic demand for the North Quay Retail Park compared to on a weekday. The queuing would be limited to the North Quay Retail Park arm of the junction and would therefore be contained within the retail park and off the local highway network. Given

that the impact is related to a short shopping peak on a Saturday, and queues would be contained off-highway, the impact at this junction is considered acceptable.”

- 2.1.15 From the Client's perspective, it is not acceptable that additional queuing within their retail park is being generated as a result of the LLTC. Especially, as it is likely to cause gridlock within the car park during the busiest trading period. The delays to customers exiting and entering the retail park will have a negative impact on their shopping experience which has the potential to adversely affect retail operators trading if customers choose to shop elsewhere.
- 2.1.16 Notwithstanding the concerns relating to additional queuing, the statements that queuing would be *'limited to the North Retail Park arm'* and *'contained within the retail park and off the local highway network'* may in reality be incorrect. As demonstrated, queuing within the retail park as a result of the LLTC will block the internal mini-roundabout junction, which in turn has the potential to block the exit arm from the Barnards Way/ Denmark Road/ Peto Way roundabout heading into the retail park.
- 2.1.17 **Figure 2.3** confirms that there is a stacking capacity of 10 vehicles between the mini-roundabout and the Barnards Way/ Denmark Road/ Peto Way roundabout on the North Quay Retail Park exit arm.

Figure 2.3: Stacking Capacity on North Retail Park Exit Arm



- 2.1.1 The traffic flows contained within the ARCADY model outputs (Appendix I of TA) show that 644 and 676 vehicles enter the retail park during the Do Something Saturday peak period in 2022 and 2037 respectively. Based on the level of traffic entering the retail park, the stacking capacity from the internal

mini-roundabout could be exceeded. This would cause queuing onto the local highway network within approximately one minute of the mini-roundabout being blocked, which would impact the overall capacity and operation of the Barnards Way/ Denmark Road/ Peto Way roundabout.

- 2.1.2 It should be noted, based on the modelling results in the TA, that this situation would not occur in the Do Minimum scenario. The adverse impact on the North Quay Retail Park can therefore be attributed to the LLTC proposals.

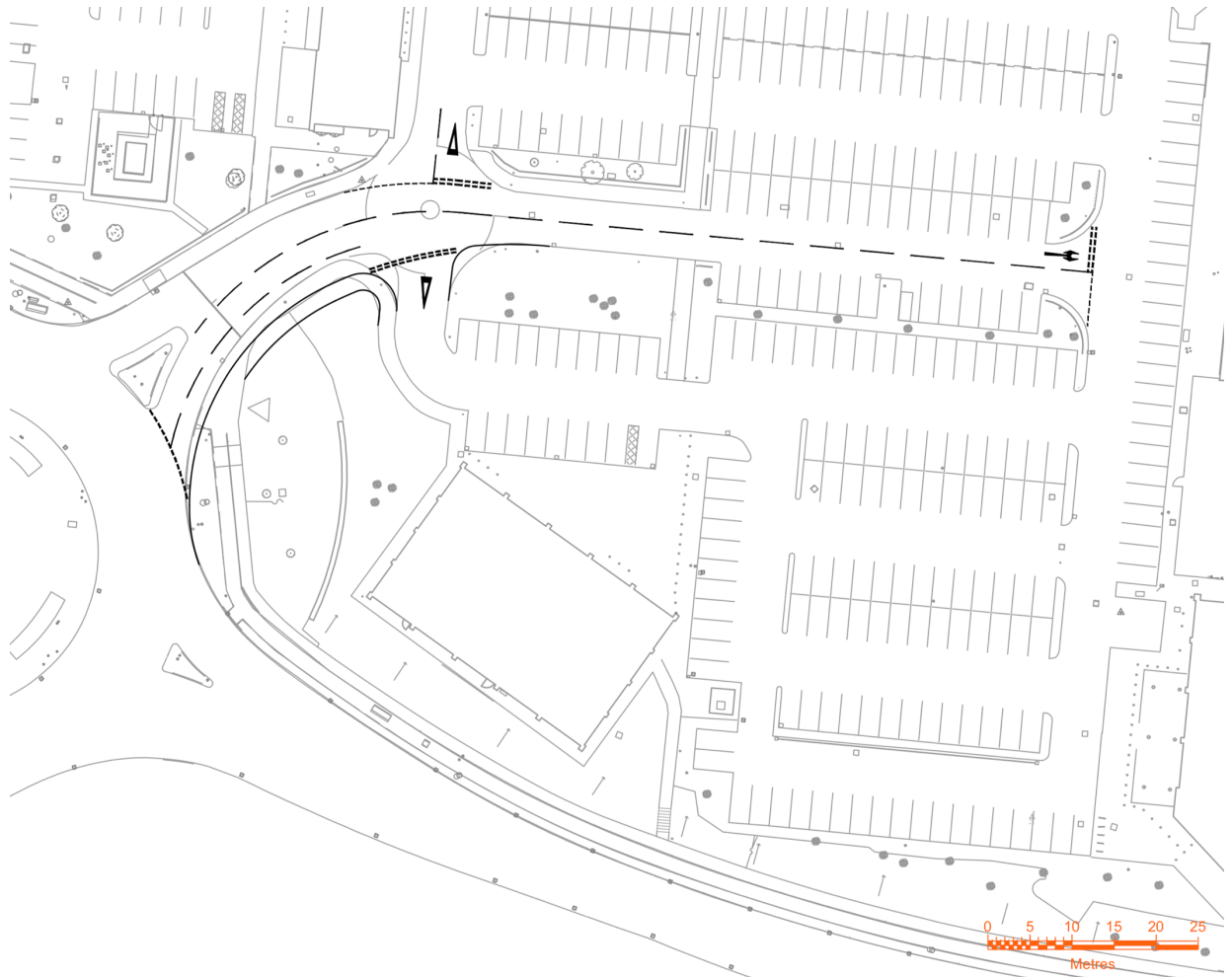
3 Traffic Flow Disparities

- 3.1.1 A review of the peak hour traffic flows entering and exiting the retail park confirm that there is only a marginal increase between the Do Minimum and Do Something scenarios. This indicates that additional traffic has not been assigned to the retail park as a result of the LLTC's potential to alter the retail catchment area and customer journey times from the south of Lake Lothing. On this basis, the reduction in capacity and increase in queuing demonstrated by SCC's modelling is therefore as a result of increased traffic on the local highway network and not from an increase in traffic associated with the retail park.
- 3.1.2 A review of the modelling inputs shows an increase in vehicles exiting the Lidl/ Wickes/ Health Club site and entering the retail park between the Do Minimum and Do Something scenarios. An increase from 141 to 268 vehicles in 2022 and 157 to 300 vehicles in 2037 has been noted, without any explanation.
- 3.1.3 Heavy vehicle percentages have been applied to two movements in SCC's modelling, Peto way to Denmark Road and Barnards Way to Peto Way. There is no explanation as to why these movements require HGV factors and none of the other movements on the same arms or other arms do.

4 Mitigation Scheme

- 4.1.1 An indicative mitigation scheme has been developed to address the impact of the LLTC on the North Quay Retail Park, which is shown in [Figure 4.1](#). An initial assessment using the Junctions 9 (ARCADY) software confirms that the improvement would mitigate the adverse impact of the LLTC on the North Retail Park arm and prevent queuing onto the local highway network. The scheme shown in [Figure 4.1](#) would result in all arms of the Barnards Way/ Denmark Road/ Peto Way roundabout junction operating within practical capacity in the Do Something future scenarios.
- 4.1.2 The indicative mitigation measures increase the entry width of the retail park arm to two lanes at the Barnards Way/ Denmark Road/ Peto Way roundabout, which in turn increases the capacity of that arm. The increased flare leading to the two lane entry increases the stacking capacity of vehicles, reducing the distance vehicles will queue into the retail park.
- 4.1.3 The removal of the internal mini-roundabout and prevention of the right turn movement into the southern parking area, will allow free flow of vehicles into the retail park and prevent any queuing back onto the local highway network.

Figure 4.1: Indicative LLTC Mitigation Scheme



5 Summary and Conclusion

- 5.1.1 Mode has been commissioned by Brookhouse Group to consider the implications of the proposed LLTC on the operation of the North Quay Retail Park in Lowestoft, Suffolk.
- 5.1.2 The review has considered the analysis presented in SCC's TA, dated January 2019, which relates to the North Quay Retail Park and the Barnards Way/ Denmark Road/ Peto Way roundabout junction. A summary of the findings following the review are as follows:
- The results of the junction capacity modelling within the TA demonstrate that the retail park will be adversely impacted on as a result of the LLTC during the Saturday peak period;
 - The projected increase in queuing and delay as a result of the LLTC on the retail park arm of the Barnards Way/ Denmark Road/ Peto Way roundabout is likely to cause gridlock within the car park. The delays will have a negative impact on the customer shopping experience which has the potential to adversely affect retail operators trading;

- Based on the level of traffic entering the retail park, the stacking capacity of the entrance arm could be exceeded as a result of the LLTC, causing queuing onto the local highway network within approximately one minute of the retail park mini-roundabout being blocked;
- The traffic flows used within the TA junction capacity modelling suggests that the increased accessibility of the retail park, and subsequent potential increase in vehicle trips, has not been taken account;
- There is a large increase in vehicles entering the retail park from the Lidl/ Wickes/ Health Club arm of the Barnards Way/ Denmark Road/ Peto Way roundabout, which is unexplained in the TA; and
- HGV factors have been applied to only two movements within the modelling without explanation.

5.1.3 In conclusion, without improvements to the Barnards Way/ Denmark Road/ Peto Way roundabout, there will be an adverse impact on the North Quay Retail Park as a result of the LLTC. It is recommended that a mitigation scheme, as presented in [Section 4](#), be included with the LLTC to address the adverse impact on the operation of the retail park.

5.1.4 The Client has confirmed that if SCC were to undertake the mitigation works as part of the LLTC scheme this would address the concerns set out in the Relevant Representation dated 24th September 2018.