

Consultee Comments for Planning Application DC/17/03027

Application Summary

Application Number: DC/17/03027

Address: Land At Scole Roundabout (Junction Between A413 & A140)

Proposal: Full Planning Application - Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

Case Officer: James Platt

Consultee Details

Name: Mrs Sarah Foote, Clerk Palgrave Parish Council

Address: c/o Church Hill, Hoxne, Eye, Suffolk IP21 5AT

Email: palgravepc@gmail.com

On Behalf Of: Palgrave Parish Clerk

Comments

Palgrave Parish Council considered this application at a meeting on 14 September 2017. The Council were in agreement to support the comments submitted by the Diss and District Neighbourhood Plan Group and in addition would like to make the following comments:

1. The application cannot be supported due to the lack of any visibility splay on A143 and the danger this poses to traffic in the vicinity.
2. The application cannot be support due to the severe loss of amenity to neighbouring properties through noise and light polltuon and the environmental impact on the Waveney Valley as a whole.



SCOPE PARISH COUNCIL

SARA CAMPBELL - PARISH CLERK
01953 861138 – clerk@scoleparish.org.uk

21 February 2018

Mid Suffolk District council
By email: planning@baberghmidsuffolk.gov.uk

Attention James Platt, Development Management

Dear Sirs

DC/17/03027 – Full Planning application : Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143. Land at Scole Roundabout (Junction between A143 and A140)

Further to our **OBJECTION** Scole Parish Council would like to further comment on this application. Scole Parish Council believes the proposals for this site are premature, prejudicial to strategic and local planning objectives and detrimental to highway safety:

1. Planning context

1.1. Greater Norwich Local Plan and Babergh Mid Suffolk Joint Local Plan

GNLP is currently out for Regulation 18 consultation and MSJLP has now completed that procedure and progressing towards Regulation 19 final consultation. Both plans offer alternatives for the spatial distribution of growth, including it being sited along major transport routes.

Further it is likely that both will now have to comply with an updated version of the NPPF by preparing a *Statement of Common Ground*, where matters affecting both Local Planning authority Areas will be set out.

Scole Parish Council considers this application to be **PREMATURE** in that it does not take account of potential for substantial growth in the vicinity that will require improvements to the highway network and to the A140 in particular.

1.2. Diss & District Neighbourhood Plan

A public consultation on the Draft Vision and Themes (scope and objectives) is underway. It assumes a certain amount (yet to be quantified) of business development as well as housing growth and provision of the associated infrastructure including road links.

Key highways and traffic related issues already identified include:

- Diversion of through traffic away from the A1066 traversing Diss;
- Reduction/elimination of rat-running traffic through urban housing areas and the settlements;
- Improved lorry routing, away from the settlement.

These will substantially increase the volumes of traffic traversing the A140/A143 junction and lead to a need to increase its capacity.



SCOLE PARISH COUNCIL

SARA CAMPBELL - PARISH CLERK
01953 861138 – clerk@scoleparish.org.uk

1.3. A140 Route Strategy

<https://newanglia.co.uk/wp-content/uploads/2017/11/A140-Study-and-Major-Road-Network-Report.pdf>

Sets out the future strategic development of the A140 and includes details of successful bids for funding improvements at Hempnall crossroads in Norfolk and nearby Eye Airfield link in Suffolk. The document identifies further junction studies to be undertaken at 10 locations, 5 in each county, to provide for further economic growth along the route. As the A140/A143 crossing at Scole is a major junction it is inconceivable it would be omitted from these studies.

With the proposed bypass around Long Stratton funded by substantial housing growth draws nearer together with commercial development and housing growth at Eye Airfield, traffic volumes are going to increase. It is therefore essential that appropriate provision be made to protect the land around the junction of the A140/A143 at Scole.

Approval of this application would prevent widening of the A143 eastbound approach to the roundabout and it presumes appropriation of part of the A140 northbound to form the entry slip to the site.

Scole Parish Council therefore considers this application to be PREJUDICIAL to the public interest.

Given traffic volumes and speeds there are no safe routes for pedestrians crossing at this point without introducing some form of light-controlled crossing or a footbridge. The McDonalds in particular will prove a local attraction to young people who may not have motor vehicles.

Accordingly, South Norfolk Council should be re-consulted and Norfolk County Council as Highway Authority for the section of A140 affected.

2. Summary

Scole Parish Council accepts that there is a demand for a service station with full transport facilities located in the area. However, it feels that this location is not ideal and is much too small, with unsafe ingress and egress for all users of the facility.

Scole Parish Council feels that other locations should be investigated, preferably outside of the nascent Diss and District Neighbourhood Plan area, that are larger, safer and with more HGV facilities and that would not have such a prejudicial effect on any possible future improvements to the local strategic roads network.

Sincerely,

Sara Campbell

Clerk
Scole Parish Council

Comments for Planning Application DC/17/03027

Application Summary

Application Number: DC/17/03027

Address: Land At Scole Roundabout (Junction Between A413 & A140)

Proposal: Full Planning Application - Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

Case Officer: James Platt

Customer Details

Name: Miss Sara Campbell

Address: Scole Parish Council, Woodthorpe Farm Goose Green, Winfarthing DISS IP22 2ER

Comment Details

Commenter Type: Parish Council

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Whilst this development is immediately outside the Scole Parish, South Norfolk Council and Norfolk County Council boundary it is referred to as the Scole McDonalds/BP. The population of Scole is geographically closer than any other settlement and therefore most affected.

The Council has the following environmental/economical concerns:

- The siting of the fuel tanks
- Chemical pollution of the River Waveney
- Litter at the nearby Scole Pocket Park and surrounding lay-bys
- The effect on the resident wildlife; water voles, Nathusius, Pipistrelle and Leisler's bats, otters and birds
- The adverse impact on local business - a loss of 20% to turnover for current businesses will result in closure.
- Size of site - the site is too small, there is no provision for parking for the HGV's that need a fuel filling station to rest, eat and use the hygiene facilities, forcing them to use the Pocket Park and surrounding laybys leaving waste of both a food and human nature.

The Council's greatest concerns are Highways issues:

Local knowledge is invaluable. The Council are aware of 3 accidents at this roundabout in the last 8 weeks, this is an accident hotspot.

- The exit from the proposed site onto the A143 is considered a hazard, with a bend restricting vision for both the vehicles exiting the site and those approaching the roundabout from Stuston.

- The exit design allows for drivers to make an illegal right turn.
- HGV's exiting the site will potentially swing into the path of oncoming traffic leaving the roundabout heading to Stuston.

This facility will undoubtedly attract a large number of young (age 10-16) residents from Scole Parish and Diss either on foot or bicycle at all hours of the day. This stretch of dual carriageway is unsafe for pedestrians to cross, a fatality being inevitable if they try. An alternative pedestrian/cycle route needs to be considered either by way of a foot bridge over the A140 or an underpass. Pedestrians/cyclists on this stretch of highway are a hazard to both themselves and the vehicles driving at speed on this dual carriageway.

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Proposal: Full Planning Application - Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

Case Officer: James Platt

Customer Details

Name: Ms Deborah Sarson

Address: Diss Town Council, 11-12 Market Hill, Diss IP22 4JZ

Comment Details

Commenter Type: Parish Council

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Diss Town Council has resolved to the principle of the proposal for a BP Garage and Drive-Thru McDonalds on the A140/A143 roundabout subject to highways, flooding and other relevant impacts being properly mitigated.

Consultee Comments for Planning Application DC/17/03027

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Case Officer: James Platt

Consultee Details

Name: Mrs Sarah Foote Brome and Oakley Parish Council

Address: Church Hill, Hoxne IP21 5AT

Email: bromeandoakleypc@hotmail.co.uk

On Behalf Of: Brome And Oakley Parish Clerk

Comments

Brome and Oakley Parish Council considered this application at a meeting on 14 August. It was unanimously agreed to recommend REFUSAL of the application. There was much public objection expressed to the Parish Council and the Parish Council were in agreement that the application would have an adverse impact on the local economy with fuel and food already available in the local area, would change the current rural visual amenity and create both environmental hazards and impacts. The proximity of the proposed development to the River Waveney and the pollution the development may create was also a concern.



Planning Applications – Suggested Informative Statements and Conditions Report

AW Reference:	00023114
Local Planning Authority:	Mid Suffolk District
Site:	Land At Scole Roundabout (Junction Between A413 & A140), Stuston
Proposal:	Full Planning Application - Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.
Planning Application:	DC/17/03027

Prepared by: Pre-Development Team

Date: 24 August 2017

If you would like to discuss any of the points in this document please contact me on 0345 0265 458 or email planningliaison@anglianwater.co.uk

ASSETS

Section 1 – Assets Affected

- 1.1 Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

WASTEWATER SERVICES

Section 2 – Wastewater Treatment

- 2.1 The foul drainage from this development is in the catchment of Diss Water Recycling Centre that will have available capacity for these flows.

Section 3 – Foul Sewerage Network

- 3.1 Development will lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures.

We request a condition requiring the drainage strategy covering the issue(s) to be agreed.

Section 4 – Surface Water Disposal

- 4.1 From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 – Trade Effluent

- 5.1 The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted.

"An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer."

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991."

Section 6 – Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Foul Sewerage Network (Section 3)

CONDITION

No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

REASON

To prevent environmental and amenity problems arising from flooding.

Consultation Response

1	Application Number	17/03027 Score	
2	Date of Response	3/8/2017	
3	Responding Officer	Name:	Dawn Easter
		Job Title:	Economic Development Officer
		Responding on behalf of...	Economic Strategy
4	Recommendation Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	No objection	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	This is a good location for a new petrol station and associated facilities, as it is on the junction of two busy 'A' class roads. It will provide 65 new jobs and boost the local economy.	
6	Amendments, Clarification or Additional Information Required (if holding objection) if concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		
7	Recommended conditions		

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

BABERGH/MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Development Control.

For the attention of: Steven Stroud

FROM: Ray Bennett, Environmental Protection Team.

DATE: 08. 08.17

Environmental Health-Other Issues

YOUR REF: DC/17/03027.

SUBJECT: Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

ADDRESS: Land at Scole Roundabout (junction between A143 & A140), Old Bury Road, Stuston, DISS.

Thank you for the opportunity to comment of the above planning application. It should be noted we also advised on the pre application enquiry, Planning Reference 0648/16/ENQ 3.

My main concerns are the possible disturbance to the nearest noise sensitive properties from the following sources.

1. Noise from vehicles, especially HGVs both on site and leaving it. When leaving it is envisaged that they will have to come to a halt before accelerating away in close proximity to the flank wall of a dwelling.
2. Noise from early morning/ late night deliveries from engine noise, reversing alarms, refrigeration plant and manoeuvring.
3. Noise from the use of a voice amplifying equipment to communicate with customers using the fuel pumps during the late night/early morning period.

Before recommending any conditions we would wish to see a noise impact assessment. This usually takes the form of an assessment using the methodology outlined in British Standard 4142 for industrial and commercial noise. It should also detail any noise attenuation scheme to protect the amenity of nearby residents; without this I would be minded to recommend refusal.

It should also be noted that although the lighting plan suggests illumination would not directly impact on to neighbouring properties the amount of lighting proposed would very likely to be noticeable.

Thank you

Ray Bennett
Environmental Protection officer

From: Nathan Pittam

Sent: 25 July 2017 15:55

To: X Delete Aug 17 - Planning Emails <planningcontrol@baberghmidsuffolk.gov.uk>

Subject: DC/17/03027. EH - Land Contamination.

EP Reference : 197120

DC/17/03027. EH - Land Contamination.

Land at Scole Roundabout (junction between A143 & A140), Old Bury Road, Stuston, DISS.

Full Planning Application - Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

Many thanks for your request for comments in relation to the above application. I have reviewed the application and the Phase I report submitted in support of the application. I can confirm that I am satisfied that the former uses of the site will not impact on the proposed development and as such I have no objection to the development from the perspective of land contamination. The Environment Agency should be consulted with respect to the potential impact of the new development on the wider environment.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk

Work: 01449 724715

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DISS & DISTRICT NEIGHBOURHOOD PLAN STEERING GROUP

DC/17/03027 - Full Planning Application: Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143. Land at Scole Roundabout (Junction between A413 & A140)

Local Planning Context

1. Draft Norfolk Strategic Framework

This emerging Framework will set the context for Local Planning within Norfolk, individually by Districts and within the context of the growth envisaged by the Greater Norwich Partnership, which extends over a wide area surrounding that conurbation. The Norfolk Strategic Framework: Transport Constraints document notes that Diss is amongst a number of market towns with a longer distance 'A' route passing through its centre and specifically identifies the A1066/Vinces Road junction a congestion 'hot spot'. Improvements to the A140 (Long Stratton bypass) are intended to provide for housing growth in the Greater Norwich Area.

The A1066 congestion through Diss and particularly the difficulties of exiting the Vinces Road commercial and residential area, with peak time queuing of up to 45 minutes, is a matter under urgent consideration by Norfolk County, South Norfolk District and Diss Town Councils and the local MP in order to retain major employment in Diss.

Norfolk County Council is considering the early inclusion of Diss within the Market Town Traffic Studies.

2. A140 Route Strategies

Suffolk CC's A140 Route Strategy only addresses certain shortcomings. It does not provide for major improvements save for the planned developments at Eye Airfield, just south of the application site. This route strategy does not extend as far north as the A140/A143 junction.

Norfolk CC is understood to be developing an A140 Route Strategy.

The Scole Bypass is the only section of non-urban dual carriageway between that leaving the A14 junction and route termination in Cromer.

3. Local Planning Authority and Revised Transport Assessment

The Local Planning Authority is Mid Suffolk DC, not Babergh as referred to in the Transport Assessment prepared for the applicant by Markides Associates. Therefore references in 1.2 and section 2 are not those applicable. The traffic assessments are made only using evidence gathered at a snapshot in time; queue lengths quoted are much shorter than experienced at peak travel times, notably during holiday periods.

4. Emerging Neighbourhood Plan

The Diss & District Neighbourhood Plan Steering Group was formed over a year ago, to address through the planning system major issues relating to managing growth while ensuring provision of the accompanying infrastructure and services by means of an overarching and holistic plan. The Steering Group comprises representatives of the communities of Diss Town, surrounding Parishes of Burston & Shimpling, Roydon, Scole in South Norfolk and Brome & Oakley, Palgrave, Stuston in Mid Suffolk. This application will impact on a key strategic location within the Neighbourhood Plan Area.

Application for Area designation has been made, public consultation has ended and the formal combined decision of the two Local Planning Authorities is awaited. In the intervening period the members of the Steering Group are engaging with their communities and have collated their joint and individual issues and options to be developed into a consultation document for the public and stakeholders this coming October.

These issues and options include measures that may have an impact on or be in conflict with the proposed development and it is the collective decision of the Steering Group to draw attention to these at an early stage in respect of the duty to co-operate.

The collective view of the Steering Group is not to be taken to challenge the submissions made by individual local councils or meeting but does consider the wider implications that may evolve through the Neighbourhood Plan. Specifically this will include options for the extent and location of growth for housing and for economic development and will bring forward associated highways and infrastructure proposals.

Highways and Traffic

1. Infrastructure proposals intended to relieve the present heavy congestion on the A1066 and reduce 'rat-running' through the villages of Stuston and Palgrave are likely to increase the volumes of traffic routed via the A143;
2. The A143 eastbound already suffers from queuing at busy times that can extend back towards the A143/B1077 Stuston Roundabout. The proposals make no provision for the addition of a second lane extending sufficiently far back from the roundabout to reduce the length of queues and provide for longer segregated turning lanes;
3. The approach to the proposed site and roundabout is around a bend that restricts forward visibility. Drivers already have late warning of the presence of queuing traffic and would have even less warning of vehicles exiting the site in front of them, whilst drivers exiting the site will have insufficient view of approaching traffic or will have to force their way into queueing traffic;
4. The design of the exit allows for drivers to make an illegal right turn across traffic whilst the sharp curve will require HGVs to cross both approaching lanes and, according to Block Plan 30047-22-1, may also cause a temporary obstruction to oncoming westbound traffic by crossing over the centre line;
5. Apart from the two lanes indicated for HGV refuelling there is no provision whatsoever for HGV drivers to park for compulsory breaks from driving, consuming food or to use other facilities which means that they will continue to and increasingly use nearby laybys for these purposes;
6. The dominant traffic flows are along the A140, another cause of the queuing in both directions on the A143. Traffic either travelling northbound or circulating to access the proposed site will be travelling more slowly, will obstruct traffic wishing to enter the roundabout thereby increasing queues on the approaches. Furthermore the entry is short, not segregated and traffic speeds will be low, reducing the efficiency of the two lane exit from the roundabout. At worst and at busy times traffic may queue back from the site onto the A140 at the risk of increasing rear-end or sudden avoidance accidents and reducing the efficiency of a not particularly efficient junction. The Block Plan 30047-22-1 appears to suggest some form of chicane on the A140 at this point to funnel northbound traffic on the A140 but no comment has been made by Highways on this or any other matters raised above;
7. Given traffic volumes and speeds there really cannot be any safe routes for pedestrians crossing at this point without introducing some form of light-controlled crossing;

Environment

1. The site is partially on existing water meadow, close to the River Waveney and at risk of flooding. The Environment Agency has clearly and comprehensively set out its views and the required mitigations;
2. Mid Suffolk District Council is under the new Joint Local Plan proposing to reduce the number of designated areas in favour of specific designations, e.g. SSSI, or local ones. The Steering Group is very conscious of the historic importance of the River Waveney as a long-standing administrative boundary as well as the defining characteristic of the long valley that takes its name. Accordingly policies will be brought forward to protect those characteristics and the riverine ecology whilst arranging to secure safe and un-intrusive access to those parts of it that are accessible. Some work has already been done by Scole and Diss local councils towards realising this;
3. Loss of the water meadow and the physical obstruction created by the proposed development may have unforeseen consequences by changing the hydrological characteristics of a slow-moving river at this point and modifying the water meadows immediately downstream. Given cyclical climatic variation with more extremes of weather and more frequent heavy rainfall there is clearly a greater risk of extended flooding not only in the immediate vicinity but upstream where Stuston Common and the golf course on it regularly flood;
4. This location is rich in ecology including e.g. water voles and also supports a substantial population of bats [including Nathusius Pipistrelle and Leisler's bat, particularly rare in East Anglia]] and birds. These will inevitably be disturbed by construction and ongoing uses emanating lighting, noise and fumes;
5. Concern is expressed about the environmental effects of the Drive-thru. Queueing drivers will either leave engines running, in winter and to power entertainment for children, or will constantly stop-start. In either case the increase in airborne pollutants and particulates will be measurable; these will settle on the nearby river and surroundings and be borne downstream past herds of dairy cattle grazing;
6. Litter is already a major issue and not just on the main roads but also rural routes. McDonald's fast food packaging is already discarded in this area, having travelled upwards of 20 miles.

Summary

The Steering Group recognises the demand for a full facility service station located midway between the A14 and Norwich and Bury St Edmunds and Beccles. However it questions whether this particular location is the most appropriate for these facilities. It is a cramped site with the multiple uses being forced into an inadequate space with no provision for HGV drivers being considered a missed opportunity. There are also concerns about safe entry and exit so close to this very strategic roundabout, constrictions to traffic flows at a time when development is proposed along the A140 corridor, and likely impacts of this development on the very sensitive river valley, water meadow and its rare species.



Planning Services
Mid Suffolk District Council,
131 High Street,
Needham Market,
Suffolk IP6 8DL

07/09/2017

For the attention of: James Platt

Ref: DC/17/03027; Land At Scole Roundabout, (Junction Between A413 & A140),

Thank you for consulting us on the full application for the erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

This letter sets out our consultation response on the landscape and landscape impact of the planning application and how the proposals relate and respond to the landscape setting and context of the site.

Recommendations

In terms of the likely visual effect on the surrounding landscape, the proposals will change the character of the existing landscape and its main constraint will be to keep the visual impact to the minimum through careful building design, building materials and planting mitigation strategy.

The following points highlight our key recommendations for the submitted proposals:

- 1) It is recommended that the SuDS strategy is explored further to integrate the open space and landscaped areas as part of SuDS system. The open area of land to the west of the filling station will incorporate underground storage crates for surface water collection. There is a scope for planting and habitat creation and enhancement which should be explored and incorporated in the landscape plan.
- 2) The landscape proposal would benefit from some additional planting along the north-eastern corner of the site and along the western boundary. The updated planting plan should reflect the existing tree species on site.
- 3) As the site is located in a Special Landscape Area a Landscape Visual Assessment (LVA) will need to be carried out and submitted for this application. The LVA should include:
 - a. Context and character appraisal
 - b. Landscape constraints and opportunities
 - c. Analysis of visual impact from a number of viewpoint locations and key receptors
 - d. Mitigation proposals
- 4) The LVA should take into consideration the height of the proposed buildings when assessing visual impact. The findings from the LVA should inform the landscape strategy and also the building design and material choices.
- 5) A Landscape Maintenance Plan will be required for this application. We recommend a landscape maintenance plan for the minimum of 3 years, to support plant establishment.

6) A Hard Landscape plan showing surface materials is also required to inform the proposals.

The proposal

The application plans set out the full application for the erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.

The site is located to the north-west of the roundabout intersecting the A143 and A140 and is approximately 350 metres south of Scole village located within Norfolk. The site is classified 'Grade D agricultural land: poor' and is within the countryside in a Special Landscape Area.

Review on the submitted information

Relevant to this landscape review, the submitted application includes a Planning Design and Access Statement and landscaping planting plan.

The Planning Design and Access Statement report is satisfactory.

The submitted planting plan shows the areas designated for landscaping with a planting schedule including species and quality of planting, road layout and buildings location. However, it fails to show enough detail on hard surface materials.

A Landscape Visual Assessment needs to be produced which demonstrates how the planting plan mitigates any negative visual impacts of the proposals.

Likely impact on the surrounding landscape

The site is located adjacent to a roundabout intersecting the A143 and A140 and adjacent to a collection of residential properties to the west. It is classed as poor agricultural land and presents an established tree and shrub planting along south and eastern boundaries and parts of the north and western boundaries.

The site is within Special Landscape Area (SLA) and therefore particular care should be taken to safeguard landscape quality, and where development does occur it should be sensitively designed, with high standards of layout, materials, boundary treatment and landscaping.

As part of a desktop study, the site (although within a SLA) does not lie in an overly sensitive location and visual impact can be managed through landscape mitigation strategy and careful design and choice of materials.

Nevertheless, it is recommended that a Landscape Visual Appraisal is carried out for the proposed development to identify any sensitive locations and form an accurate mitigation strategy.

Proposed mitigation

The site already benefits of existing vegetation around most of its boundaries. There are opportunities to increase tree planting within the development area and tree and hedgerow planting along the site boundaries to mitigate the visual impact of the proposals and create a suitable green infrastructure.

Additional planting is required to fill in gaps around the site boundaries. The north-east corner of the site shall be strengthened by increasing the number of trees and hedgerow planting to match the existing tree species on this boundary; proposed species shown on submitted landscape plan appear to be more ornamental. The western boundary requires tree and hedgerow planting to screen the proposals from the existing settlements to the west of the site. Native species are recommended for the proposed planting on site boundaries

As in recommendation 1 above, the SuDS strategy should be explored further to integrate the open space and landscaped areas as part of SuDS system. The open area of land to the west of the filling

station will incorporate underground storage crates for surface water collection. There is a scope for planting and habitat creation and enhancement which should be explored and incorporated in the landscape plan.

Yours sincerely,

Almudena Quiralte BA (hons) DipLA, ALI
Landscape Architect Consultant
Telephone: 03330136858
Email: almudena.quiralte@essex.gov.uk

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



James Platt
Mid Suffolk District Council
Planning Department
131, Council Offices High Street
Needham Market
Ipswich
IP6 8DL

Our ref: AE/2017/121847/02-L01
Your ref: DC/17/03027
Date: 09 November 2017

Dear Mr Platt

FULL PLANNING APPLICATION - ERECTION OF PETROL FILLING STATION AND ASSOCIATED SALES BUILDING, RESTAURANT AND DRIVE-THRU TAKEAWAY AND ASSOCIATED WORKS; CONSTRUCTION OF NEW VEHICULAR ACCESS FROM A140 AND EXIT TO A143.

LAND AT SCOLE ROUNDABOUT (JUNCTION BETWEEN A413 & A140)

Thank you for your consultation dated 25 October 2017. We are removing our objection to this application provided that the following conditions are included should permission be granted. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would maintain our objection to the application.

We ask to be consulted on the details submitted for approval to your Authority to discharge these conditions and on any subsequent amendments/alterations.

Further advice and our comments on the submitted reports are provided in the technical appendix.

Environmental setting

The site is underlain by superficial deposits designated as a Secondary A Aquifer, followed by a chalk Principal Aquifer. The site is located within a Groundwater Source Protection Zone (SPZ3), designated for the protection of Public Water Supply (PWS) abstractions. The site is located over a EU Water Framework Directive (WFD) groundwater body and WFD drinking water protected area. The site is adjacent to

land drains which lead directly to the River Waveney. Shallow groundwater is very likely to be present at the site. The location of the site is therefore considered to be of high environmental sensitivity.

The future use could present potential pollutant linkages to controlled waters. Consideration for the risk posed by surface water drainage will also need to be undertaken.

Condition 1

The development hereby permitted shall not be commenced until such time as a scheme to install the underground tanks have been submitted to, and approved in writing by, the local planning authority.

The scheme shall include the full structural details of the installation, including details of excavation, the tank(s), tank surround, tertiary containment, associated pipework, monitoring system and maintenance, monitoring and sampling schedule. The scheme shall be fully implemented and the tanks and associated infrastructure subsequently maintained and monitored, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

Condition 2

The development hereby permitted shall not be occupied until such time as a validation report has been completed, which includes evidence that the tanks and associated infrastructure have been completed in accordance with the scheme approved under [*condition 1*]. The validation report should be submitted to, and approved in writing by, the local planning authority.

Reasons Conditions 1 and 2

To protect and prevent the pollution of controlled waters (particularly the Secondary A and Principal aquifers, Source Protection Zone 3, nearby River Waveney and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109, 120 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements (2017) D2 and D3.

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason

To protect and prevent the pollution of controlled waters (particularly the Secondary (undifferentiated) and Principal aquifers, Source Protection Zone 3 and future Source Protection Zone 1, nearby water features and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements (2017) A4 – A6, J1 – J7 and N7.

Condition 4

No drainage systems for the infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason

To protect and prevent the pollution of controlled waters (particularly the Secondary A and Principal aquifers, Source Protection Zone 3, nearby River Waveney and EU Water Framework Directive Drinking Water Protected Area) in line with National Planning Policy Framework (NPPF; paragraphs 109, 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements (2017) G1, G9 to G13, N7 and N10. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins.

Condition 5

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

<http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>

Reason

Piling or other penetrative ground improvement methods can increase the risk to the water environment by introducing preferential pathways for the movement of contamination into the underlying aquifer and/or impacting surface water quality.

For development involving piling or other penetrative ground improvement methods on a site potentially affected by contamination or where groundwater is present at a

shallow depth, a suitable Foundation Works Risk Assessment based on the results of the site investigation and any remediation should be undertaken. This assessment should underpin the choice of founding technique and any mitigation measures employed, to ensure the process does not cause, or create preferential pathways for, the movement of contamination into the underlying aquifer, or impacting surface water quality.

We trust this advice is useful.

Yours sincerely

Miss Charlie Christensen
Planning Adviser

Direct dial 02084 745593

Direct e-mail charlie.christensen@environment-agency.gov.uk

cc Aitchison Raffety

Technical appendix

We have reviewed the following documents and make comments below each:

BP letter Response to Environment Agency Letter reference AE/2017/121847/01-L01 and SCC Flood and Water Team dated 8th August 2017

We require details on the depth to the base of the soakaways. The depth of groundwater below the base of the soakaway should have a sufficient unsaturated zone (please refer to our SuDS informative below).

Marks Heeley Proposed SuDS Strategy plan of 29 September 2017 (ref: 30047-101)

The proposed foul drainage on this plan appears to discharge to soakaway following the package treatment plants. Please note that it is only considered acceptable to discharge to field drainage to comply with [General Binding Rules](#). It is normally considered appropriate to discharge to a field drain following appropriate testing.

BP letter Response to Environment Agency Letter reference AE/2017/121847/01-L01

Overall we accept the strategy proposed. We look forward to finalising details in due course but the information provided is sufficient to withdraw our previous planning objection. Please note that there may be engineering difficulties in dewatering and laying the membrane to a high standard – please consider how this is achieved. The final installation must be able to withstand inward pressure from groundwater build up, and dewatering will be required until the tanks are installed and backfilled. The membrane and geotextile fleece should be of sufficient specification to avoid mechanical damage from these pressures. The monitoring wells should be of sufficient diameter to allow periodic dewatering or pumping in the case of an incident.

We will require that the detailed design, as well as monitoring, maintenance and sampling schedule is submitted for approval in due course. Once this has been approved, the installation will require verification (with appropriate evidence).

It should be noted that we welcome ongoing discussion relating to the detailed design for this site and encourage early engagement. For future applications we would appreciate early (pre-application) strategic engagement to discuss the viability of proposed petrol filling stations, and any potential requirements to incorporate into a submitted design when an application is made.

Sustainable Drainage Systems (SuDS) informative

- 1) Infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins shall only be used where it can be demonstrated that they will not pose a risk to the water environment.
- 2) Infiltration SuDS have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. They would only be acceptable if a phased site investigation showed the presence of no significant contamination.
- 3) Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and a suitable number of SuDS treatment train components appropriate to the environmental sensitivity of the receiving waters.
- 4) The maximum acceptable depth for infiltration SuDS is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.
- 5) Deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction).
- 6) SuDS should be constructed in line with good practice and guidance documents which include the SuDS Manual ([CIRIA C753](#), 2015) and the [Susdrain website](#).

For further information on our requirements with regard to SuDS see our Groundwater protection position statements (2017), in particular Position Statements G1 and G9 – G13 available at: <https://www.gov.uk/government/publications/groundwater-protection-position-statements>

We recommend that developers should:

- 1) Refer to our [‘Groundwater Protection’](#) website;
- 2) Refer to our [CL:AIRE Water and Land Library \(WALL\)](#) which includes the risk management framework provided in [CLR11, ‘Model Procedures for the Management of Land Contamination’](#), when dealing with land affected by contamination, and also includes the [Guiding Principles for Land Contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;
- 3) Refer to our [Land Contamination Technical Guidance](#);
- 4) Refer to [‘Position Statement on the Definition of Waste: Development Industry Code of Practice’](#);
- 5) Refer to British Standards BS 5930:1999 A2:2010 *Code of practice for site investigations* and BS10175:2011 A1: 2013 *Investigation of potentially contaminated sites – code of practice*
- 6) Refer to our [‘Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination’](#) National Groundwater & Contaminated Land Centre Project NC/99/73. The selected method, including environmental mitigation measures, should be presented in a ‘Foundation Works Risk Assessment Report’, guidance on producing this can be found in Table 3 of [‘Piling Into Contaminated Sites’](#);
- 7) Refer to our [‘Good Practice for Decommissioning Boreholes and Wells’](#).
- 8) Refer to our [‘Dewatering building sites and other excavations: environmental permits’](#) guidance when temporary dewatering is proposed.

S Stroud
Mid Suffolk District Council
Planning Department
131, Council Offices High Street
Needham Market
Ipswich
IP6 8DL

Our ref: AE/2017/121847/01-L01
Your ref: DC/17/03027
Date: 10 August 2017

Dear Mr Stroud

FULL PLANNING APPLICATION - ERECTION OF PETROL FILLING STATION AND ASSOCIATED SALES BUILDING, RESTAURANT AND DRIVE-THRU TAKEAWAY AND ASSOCIATED WORKS; CONSTRUCTION OF NEW VEHICULAR ACCESS FROM A140 AND EXIT TO A143.

LAND AT SCOLE ROUNDABOUT (JUNCTION BETWEEN A413 & A140)

Thank you for your consultation dated 20 July 2017. We have inspected the application as submitted and we object to the proposed development because there is insufficient information to demonstrate the risk of pollution to controlled waters is acceptable. Our letter also offers advice on flood risk.

The water environment

The site is underlain by superficial deposits designated as a Secondary A Aquifer, followed by a chalk Principal Aquifer. The site is located within a Groundwater Source Protection Zone (SPZ3), designated for the protection of Public Water Supply (PWS) abstractions. The site is located over a EU WFD groundwater body and WFD drinking water protected area. The site is adjacent to land drains which lead directly to the River Waveney. Shallow groundwater is very likely to be present at the site. The location of the site is therefore considered to be of high environmental sensitivity.

We always recommend pre-application discussions relating to these applications. We are happy to outline our requirements prior to an application being made. This will in future help avoid objections to planning applications.

We have reviewed the documents submitted with the application and have found that

there is insufficient information to demonstrate that the risk of pollution to controlled waters is acceptable and the application fails to provide assurance that the risks of pollution are understood.

If this objection is resolved planning conditions would be recommended, specifically relating to contaminated land, tank design and piling.

Our second grounds for objection relates to the drainage scheme. The application form suggests that infiltration features (soakaways) will be used. The Marks Heeley Proposed Drainage Scheme Plan of 21 January 2017 (ref: 30047-100 Rev D dated 30 May 2017) also suggests that soakaways may be present as there appears to be no outlet to watercourse or sewer. Due to the shallow groundwater, proximity of the watercourse and aquifers, source protection zone and polluting substances in the discharges, infiltration is not acceptable at this site. The applicant will need to re-design the drainage scheme to account for this. The only acceptable use of infiltration at this site would be from roof water via a sealed system (i.e. downpipes directly to infiltration feature and not via gullies), due to its low pollution potential.

Reason

To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and our Groundwater Protection website.

Overcoming Our Objection

The applicant should provide:

- 1) A comprehensive and balanced options appraisal fairly comparing above and below ground storage with appropriate mitigation measures to demonstrate best available technique, including above the normal practice measures described in the Association for Petroleum and Explosives Administration document: Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (Revised June 2011) where necessary. The requirements of our Groundwater Protection Position Statements D1 to D4 need to be met. This assessment should consider the underlying sensitive groundwater bodies, the nearby abstractions and associated source protection zone, and the peak seasonal depth to groundwater at the site.
- 2) Confirm that there are no infiltration features at the site, unless this originates only from roof water via a sealed system.

We have reviewed the submitted documents, including the above and below ground options appraisal. We do not agree with this appraisal. We consider that a redesign of the site is possible to include above ground tanks, or underground tanks would need to be re-located where unproductive strata is present throughout the full depth of the tanks. The location of this facility is inappropriate given the high environmental sensitivity of the area. In line with our Groundwater Protection Position Statements D1 and D2, we only agree to underground storage outside of an SPZ1 where the:

- 1) activity cannot take place within unproductive strata
- 2) storage must be underground (for example public safety), in which case it is expected that the risks are appropriately mitigated

Due to the local geology, there is a strong possibility of shallow groundwater at the site. In line with our Groundwater Protection Position Statement D3, we would also object on these grounds. The investigations already undertaken (most notably the Subadra Geotechnical Investigation Report of April 2016, ref: BP16018 CL 002) demonstrate that shallow groundwater has been encountered, therefore making the development unacceptable. The mitigation measures suggested (concrete encasement and active monitoring of double skinned tanks) are insufficient.

We adopt the precautionary principle to protecting groundwater because of:

- the difficulties associated with observing and remediating leaks from underground storage and transmission facilities;
- the previous history of pollution from such facilities.

We would favour above ground tanks with very robust pollution prevention measures instead of underground storage tanks. It is possible to design above ground tanks to satisfy the requirements of the petroleum officer and we have examples of where this has been successfully implemented in the past. The nature of above ground tanks allows any leaks to be observed, contained and remediated with much greater ease than with below ground tanks where leaks can go undetected and clean up can be troublesome and potentially very disruptive and expensive.

We have reviewed the Subadra Preliminary Risk Assessment of March 2016 (ref: BP16018 CL 001) and this document is acceptable.

Further information on our requirements are given in Appendix 1.

Flood Risk

Our maps show the site lies within fluvial Flood Zone 3a defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for the erection of a petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access, which is classified as a 'less vulnerable' development, as defined in [Table 2: Flood Risk Vulnerability Classification](#) of the Planning Practice Guidance. Therefore, to comply with national policy the application is required to pass the Sequential Test and be supported by a site specific Flood Risk Assessment (FRA).

To assist you in making an informed decision about the flood risk affecting this site, the key points to note from the submitted FRA, referenced CLE20304/05/01 and dated April 2017, are:

Actual Risk

- The site lies outside the flood extent for a 1% annual probability event (1 in 100 chance each year), including an allowance for climate change.
- The site does not benefit from the presence of defences.
- The site level varies from a minimum of 23.50m AOD and therefore flood depths could be up to 0.49m in the 0.1% (1 in 1000) annual probability flood event including climate change.
- Assuming a velocity of 0.5m/s the flood hazard is danger for most including the general public in the 1% (1 in 1000) annual probability flood event including climate change.
- This proposal does not have a safe means of access in the event of flooding from all new buildings to an area wholly outside the floodplain (up to a 1% (1 in 100 annual probability including climate change flood event)). We have no objections to the proposed development on flood risk access safety grounds because an Emergency Flood Plan has been submitted by the applicant but you should determine its adequacy to ensure the safety of the occupants.
- Flood resilience/resistance measures have been proposed.
- Compensatory storage is not required.

Further guidance on the matters that are your responsibility are included in Appendix 2.

We trust this information is useful.

Yours sincerely

Miss Charlie Christensen
Planning Adviser

Direct dial 02084 745593

Direct e-mail charlie.christensen@environment-agency.gov.uk

cc Aitchison Raffety

Appendix 1

- 1) Refer to our '[Groundwater Protection](#)' website;
- 2) Refer to our [CL:AIRE Water and Land Library \(WALL\)](#) which includes the risk management framework provided in [CLR11, 'Model Procedures for the Management of Land Contamination'](#), when dealing with land affected by contamination, and also includes the [Guiding Principles for Land Contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;
- 3) Refer to our [Land Contamination Technical Guidance](#);
- 4) Refer to '[Position Statement on the Definition of Waste: Development Industry Code of Practice](#)';
- 5) Refer to British Standards BS 5930:1999 A2:2010 *Code of practice for site investigations* and BS10175:2011 A1: 2013 *Investigation of potentially contaminated sites – code of practice*
- 6) Refer to our '[Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination](#)' National Groundwater & Contaminated Land Centre Project NC/99/73. The selected method, including environmental mitigation measures, should be presented in a 'Foundation Works Risk Assessment Report', guidance on producing this can be found in Table 3 of '[Piling Into Contaminated Sites](#)';
- 7) Refer to our '[Good Practice for Decommissioning Boreholes and Wells](#)'
- 8) Refer to our '[Dewatering building sites and other excavations: environmental permits](#)' guidance when temporary dewatering is proposed.

Appendix 2

Guidance for Local Council on Safety of Building – Flood Resilient Construction

The FRA does propose including flood resistant/resilient measures in the design of the building to protect/mitigate the proposed development from flooding.

You should determine whether the proposed measures will ensure the safety and sustainability of the proposed development. Consultation with your building control department is recommended when determining if flood proofing measures are effective. Further information can be found in the document 'Improving the flood performance of new buildings' at:

http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf. Additional guidance can be found in our publication 'Prepare your property for flooding', which can be found on our website at <https://www.gov.uk/government/publications/prepare-your-property-for-flooding>

Guidance for Local Council on Safety of Inhabitants – Emergency Flood Plan

You are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements, including the safety of the route of access/egress from the site in a flood event or information in relation to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.

You should be satisfied with any emergency flood plan submitted and find it adequate for the purposes of the local authority flood plan (for example, possible rescue of inhabitants during a flood, temporary accommodation whilst flood waters subside and properties are inhabitable).

If you are not satisfied with the emergency flood plan, then we would recommend you refuse the application on the grounds of safety during a flood event, as users would be exposed to flood hazards on access/egress routes.

Other advice: Sequential Test / and Exception Tests

The requirement to apply the Sequential Test is set out in Paragraph 101 of the National Planning Policy Framework. The Exception Test is set out in paragraph 102. These tests are your responsibility and should be completed before the application is determined. Additional guidance is also provided on [Defra's website](#) and in the [Planning Practice Guidance](#).

Other advice: Other Sources of Flooding

In addition to the above flood risk, the site may be within an area at risk of flooding from surface water, reservoirs, sewer and/or groundwater. We have not considered these risks in any detail, but you should ensure these risks are all considered fully before determining the application.

Our ref:
Your ref:

Mid Suffolk District Council,
Planning Services,
131 High Street,
Needham Market,
Ipswich,
Suffolk,
IP6 8DL

David Abbott
Operations - East
Woodlands
Manton Lane
Bedford MK41 7LW

Direct Line: 0300 470 4740

18 August 2017

Dear Sir/Madam,

CONSULTING HIGHWAYS ENGLAND ON PLANNING APPLICATIONS

As you know, Highways England is the highway authority for trunk roads and motorways (the strategic road network) in England and, as such, we are statutory consultees for planning applications as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 (or the "DMPO").

The DMPO sets out, in schedule 4 paragraphs g, h and i, the criteria where we need to be consulted, specifically:

- Development other than minor development, likely to result in an adverse impact on the safety of, or queuing, on a trunk road
- Development likely to prejudice the improvement or construction of a trunk road
- Development which consists of or includes the construction, formation or laying out of access to or from a trunk road.

Planning authorities must apply judgement in interpreting these criteria but it is clear you will not need to consult us on all applications. Nevertheless, we receive numerous consultations relating to proposals that are either very remote from our network, are very minor in scale, or both.

In such cases we are still obliged under the terms of our company licence to issue a formal response within tight deadlines, as we are for all such consultations. This generates unnecessary work for us both.

We readily acknowledge there is likely to be a level of uncertainty in some cases. In such cases it is reasonable for your authority to err on the side of caution and consult us and we will be pleased to respond. In most cases, however, it should be quite clear whether or not a development proposal meets the criteria to warrant consultation.



We would be grateful if you would ensure due diligence is exercised by you and your colleagues when deciding when to consult us on applications. I would be happy to discuss a case before formal consultation if necessary.

Yours faithfully



David Abbott
Asset Manager, Areas 6 & 8
Operations (East)
Email: david.abbott@highwaysengland.co.uk



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Mid Suffolk District Council

CC: growthandplanning@highwaysengland.co.uk

Council's Reference: DC/17/03027

Referring to the planning application referenced above, dated 20 July 2017, application for the erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works, Land at Scole Roundabout, Junction between A143 & A140, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is~~ is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

Signature:

Date: 24 July 2017

Name: David Abbott

Position: Asset Manager

Highways England:

Woodlands, Manton Lane

Bedford MK41 7LW

david.abbott@highwaysengland.co.uk

Resource Management
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich IP6 8DL

Enquiries to: Hannah Cutler
Direct Line: 01284 741232
Email: Hannah.Cutler@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2017_03027
Date: 27/07/2017

For the Attention of Steven Stroud

Dear Mr Isbell

Planning Application DC/17/03027 – Land at Scole Roundabout, Stuston: Archaeology

This site lies in an area of high archaeological potential recorded on the County Historic Environment Record. The Waveney Valley is Archaeologically rich and this site overlooks the river to the north. Nearby Later Prehistoric and Roman finds and features (SUS 004, SUS 010, SUS 027, SUS 023, confirms the high potential for the discovery of below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

There are no grounds to consider refusal of permission to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 141), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording

- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to, and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under part 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site. In this case, an archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made based on the results of the evaluation.

Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Dr Hannah Cutler

Archaeological Officer
Conservation Team

Babergh District Council
Planning Department
Corks Lane
Hadleigh
Ipswich
IP7 6SJ

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: ENG/AK
Enquiries to: Mrs A Kempen
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 15 August 2017

Planning Ref: DC/17/03027

Dear Sirs

RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS: Land at Scole Roundabout (Jct between A143 and A140)
DESCRIPTION: Petrol station, sales building, restaurant, drive through
NO: HYDRANTS POSSIBLY REQUIRED: Required

If the Planning Authority is minded to grant approval, the Fire Authority will request that adequate provision is made for fire hydrants, by the imposition of a suitable planning condition at the planning application stage.

If the Fire Authority is not consulted at the planning stage, the Fire Authority will request that fire hydrants be installed retrospectively on major developments if it can be proven that the Fire Authority was not consulted at the initial stage of planning.

The planning condition will carry a life term for the said development and the initiating agent/developer applying for planning approval and must be transferred to new ownership through land transfer or sale should this take place.

Fire hydrant provision will be agreed upon when the water authorities submit water plans to the Water Officer for Suffolk Fire and Rescue Service.

Where a planning condition has been imposed, the provision of fire hydrants will be fully funded by the developer and invoiced accordingly by Suffolk County Council.

Until Suffolk Fire and Rescue Service receive confirmation from the water authority that the installation of the fire hydrant has taken place, the planning condition will not be discharged.

Continued/

OFFICIAL

Should you require any further information or assistance I will be pleased to help.

Yours faithfully

Mrs A Kempen
Water Officer



SUFFOLK FIRE AND RESCUE SERVICE (SFRS) GENERIC ADVICE FOR PROPOSED DEVELOPMENTS IN FLOOD ZONES

When a developer proposes development in flood zones 2 and 3 (as determined by the local Strategic Flood Risk Assessment and the developer's Flood Risk Assessment (FRA) supports evacuation of occupants in the event of flooding, the FRA needs to suitably detail the provision of a flood emergency kit for however long occupants would be expected to remain evacuated. This kit should include information warning of the dangers of using portable heaters and candles etc during potential utility failures.

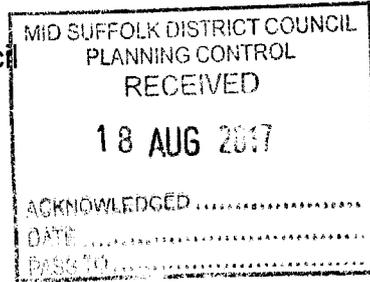
If access roads to the development may be inundated the following advice should be considered by planners and developers:

1. Standard modern Fire and Rescue Service (FRS) vehicle design and crew safety considerations has resulted in SFRS fire appliances being unable to operate in or drive through water any deeper than 20cm.
2. In any event where working in water is required the Crew/Incident Commander must carry out a dynamic risk assessment to confirm the situational risk vs benefit before adopting tactics involving working in water.
3. Whilst every effort will always be made by SFRS to respond to fires and rescues, due to the nature and scale of significant flood events a dynamic risk assessment may determine that FRS resources are unable to respond normally along flooded routes where the depth of flood water at any point is greater than 20cm. This may prevent or delay emergency response. Strategic and tactical risk assessments and resource limitations may also cause response times to vary significantly from normal operating procedures.
4. One consideration compounding the water safety issues for emergency responders would be the fact that fire hydrants in the area may also be rendered unserviceable due to inundation.
5. It is noted that the issues of potentially flooded access routes may be an existing situation for existing properties in the flood zone areas(s) being developed. Notwithstanding this, any new development proposals should actively consider the provision of a suitable and appropriately installed fire sprinkler system(s) (designed to be resilient and operate in flood conditions) in order to:
 - a. Significantly enhance occupant safety by mitigating effects of any fire occurring during flood events which may result in occupant evacuation and restrict the normal capabilities of the Fire and Rescue Service response.

Generic guidance for proposed developments in flood zones
Suffolk Fire and Rescue Service

- b. (This would actually have the beneficial effect of enhancing the fire safety of building occupants at all times);
- c. Significantly limit fire damage and environmental impact of any fire in the new property; and
- d. Reduce additional burden of risk for emergency responders attempting to use best efforts responding to the new property for life critical incidents.

Babergh District Council
Planning Department
Corks Lane
Hadleigh
Ipswich
IP7 6SJ



Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: FS/F190976
Enquiries to: Angela Kempen
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 15/08/2017

Dear Sirs

Land at Scole Roundabout (junction between A143 and A140)
Planning Application No: DC/17/03027

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

For Sales, Restaurant and Takeaway

Suffolk Fire and Rescue Authority recommends that fire hydrants be installed within this development. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

Continued/

OFFICIAL

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully

Mrs A Kempen
Water Officer

Enc: PDL1
Flood Risk letter

Copy: Mr N Ozier, Aitchison Raffety, The Granary, Spring Hill Office Park, Harborough Road, Pitsford, Northampton NN6 9AA
Enc: Sprinkler information

From:RM Floods Planning
Sent:Mon, 13 Nov 2017 08:39:56 +0000
To:BMSDC Planning Area Team Yellow
Cc:Alex Scott
Subject:2017-11-13 JS Reply Land At Scole Roundabout, (Junction Between A413 & A140), Ref DC/17/03027

Dear Alex Scott,

Subject: Land At Scole Roundabout, (Junction Between A413 & A140), Ref DC/17/03027

Suffolk County Council, Flood and Water Management have reviewed application ref DC/17/03/27.

The following submitted documents have been reviewed and we recommend **approval subject to conditions** at this time:

- Proposed Drainage Scheme Ref 30047-100 Rev D
- Infiltration Calculation
- Proposed Site Layout Block Plan 30047-22-1 Rev E
- Site layout plan - landscape: 6941-PA-8370-P007 Rev A
- Soakaway Report Ref BP16-18 CL 003
- Microdrainage Hydraulic Calculation
- Site layout plan - as existing Ref 6941-SA-8370-AL03A
- Site layout plan - as proposed: 6941-SA-8370-P004B
- Letter from Environment Agency ref AE/2017/121847/02-L01
- Proposed SuDs Layout ref 30047-101

We propose the following condition in relation to surface water drainage for this application.

1. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

2. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

3. The site hereby permitted shall not be utilised until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act.

4. No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment is subject to payment of a surface water developer contribution

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Tel: 01473 260411

Fax: 01473 216864

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk [mailto:planningyellow@baberghmidsuffolk.gov.uk]

Sent: 25 October 2017 10:31

To: RM Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/17/03027

Please find attached planning re-consultation request letter relating to planning application - DC/17/03027 - Land At Scole Roundabout, (Junction Between A413 & A140), ,

Kind Regards

Planning Support Team

From: RM Floods Planning
Sent: 08 August 2017 09:09
To: BMSDC Planning Area Team Yellow
Cc: James Platt
Subject: 2017-08-08 Land at Scole roundabout (junction between A413 & A140) Ref DC/17/03027

Dear James Platt,

Subject: Land at Scole roundabout (junction between A413 & A140) Ref DC/17/03027

Suffolk County Council, Flood and Water Management have reviewed application ref DC/17/03/27

The following submitted documents have been reviewed and we recommend a **holding objection** at this time:

- Proposed Drainage Scheme Ref 30047-100 Rev D
- Proposed Site Layout Block Plan 30047-22-1 Rev E
- Site layout plan - landscape: 6941-PA-8370-P007 Rev A
- Soakaway Report Ref BP16-18 CL 003
- Microdrainage Hydraulic Calculation
- Site layout plan - as existing Ref 6941-SA-8370-AL03A
- Site layout plan - as proposed: 6941-SA-8370-P004B

The reason why we are recommending a holding objection is because the applicant has failed to demonstrate that the proposed surface water drainage strategy meets with local and national policy/guidance.

The points below detail the action required in order to overcome our current objection:-

1. Submit hydraulic calculation to demonstrate that the design system will accommodate and 1:30 and 1:100+20% CC rainfall events
2. Submit a revised surface water drainage strategy that splits the surface water from the petrol station canopy from the forecourt water.
3. Submit details of what measures are in place to mitigate pollution to ground water
 - a. Look at possibility of a above ground remediation pond

Documents required to be submitted with each type of application should be as per the following table*

Pre-app	Outline	Full	Reserved Matters	Discharge of Conditions	Document Submitted
✓	✓	✓			Flood Risk Assessment/Statement (Checklist)
	✓	✓			Drainage Strategy/Statement & sketch layout plan (checklist)
	✓				Preliminary layout drawings
	✓				Preliminary "Outline" hydraulic calculations
	✓				Preliminary landscape proposals
	✓				Ground investigation report (for infiltration)

	✓	✓			Evidence of 3 rd party agreement to discharge to their system (in principle/consent to discharge)
		✓		✓	Maintenance program and ongoing maintenance responsibilities
		✓	✓		Detailed development layout
		✓	✓	✓	Detailed flood & drainage design drawings
		✓	✓	✓	Full structural, hydraulic & ground investigations
		✓	✓	✓	Geotechnical factual and interpretive reports, including infiltration test results (BRE365)
		✓	✓	✓	Detailed landscape details
		✓	✓	✓	Discharge agreements (temporary & permanent)
		✓	✓	✓	Development management & construction phasing plan

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council

Tel: 01473 260411
Fax: 01473 216864

Your Ref: DC/17/03027
Our Ref: 570\CON\3058\17
Date: 23rd March 2018



All enquiries should be sent to the Local Planning Authority.

Email: planningadmin@babberghmidsuffolk.gov.uk

The Planning Officer
Mid Suffolk District Council
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the Attention of: Steven Stroud

Dear Steven

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN DC/17/03027

PROPOSAL: **Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.**

LOCATION: **Land To North West Of Scole Roundabout (A140/A143), Stuston**

ROAD CLASS:

Notice is hereby given that the County Council as the local highway authority does not object to the proposal subject to the imposition of the conditions shown below on any permission to be granted and the completion of a S106 planning obligation to its satisfaction:

COMMENTS

Following initial comments made by SCC Highways on this application, we have reviewed the Transport Assessment and the new data supplied with this application, the summary of our findings are as follows:

- The maximum 85thile speed recorded at the A140/A143 roundabout is 54mph which is within the parameters expected at this location.
- The total 2-way flow of traffic on A140 is 14890 vehicles and on A143, 15304 vehicles
- The maximum queues recorded was 22 vehicles on the A143 during evening peak hours.
- The Ratio of Flow to capacity (indicator on the likely performance of a junction) is within acceptable limits for this location.
- The accidents within the area are all due to driver error, weather conditions or reckless driving.
- It is considered the traffic coming to the site is 'passing trade' with minimal diverted traffic which is already on the highway network. The number of new/diverted trips is 21 vehicles in the peak hour (1 every 3 minutes) and on average 1 every 6 minutes though the rest of the day.
- The increase in vehicles visiting the site accounts for less than 1% on the highway network.

Taking all the above into account, it is our opinion that this development would not have a severe impact (NPPF para 32) therefore we do not object to the proposal.

We have asked the Transport and Development team if they have any comments regarding these strategic routes and this development and will forward these on receipt.

CONDITIONS

Should the Planning Authority be minded to grant planning approval the Highway Authority in Suffolk would recommend they include the following conditions and obligations:

1 V 1

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 16025/01/105A with an X dimension of 4.5m and a Y dimension of 160m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely and vehicles on the public highway would have sufficient warning of a vehicle emerging in order to take avoiding action.

2 ER 1

Condition: Before the development is commenced, details of the access, roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

3 ER 3

Condition: The new estate road junction(s) with A140 and A143 inclusive of cleared land within the sight splays to this junction must be formed prior to any other works commencing or delivery of any other materials.

Reason: To ensure a safe access to the site is provided before other works and to facilitate off street parking for site workers in the interests of highway safety.

4 D 2

Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

5 NOTE 15

Condition: The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements including the central reserve island on A143 and the new footway facilities linking the site to the existing bridleway. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

6 P 2

Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage and electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

7 NOTE 12

The existing street lighting system will be affected by this proposal.

The applicant must contact the Street Lighting Engineer of Suffolk County Council in order to agree any necessary alterations/additions to be carried out at the expense of the developer.

Yours sincerely,

Sam Harvey
Senior Development Management Engineer
Strategic Development

Your Ref: DC/17/03027
Our Ref: 570\CON\2660\17
Date: 25th August 2017
Highways Enquiries to: sam.harvey@suffolk.gov.uk

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

Email: planningadmin@baberghmidsuffolk.gov.uk

The Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market
Ipswich
Suffolk
IP6 8DL

For the Attention of: Steven Stroud

Dear Steven

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN DC/17/03027

PROPOSAL: **Erection of petrol filling station and associated sales building, restaurant and drive-thru takeaway and associated works; construction of new vehicular access from A140 and exit to A143.**

LOCATION: **Land To North West Of Scole Roundabout (A140/A143), Stuston**

ROAD CLASS:

Notice is hereby given that the County Council as Highways Authority recommends that permission be refused for the following reasons:

- We consider the access into the development off A140 to be too close to the exit point of the roundabout. Vehicles will be accelerating when leaving the roundabout while vehicles turning into the site may be reducing their speed causing confusion and possible conflict; there have been a number of injury accidents recorded on the roundabout.
- The proposed short diverge lane and tight radii into the site could cause slow approaches into the site therefore resulting in queuing back onto the A140 and roundabout at peak hours.
- The proposal for the exit from the site to be left turn only is acceptable but experience has shown that double white lines with associated signage is not sufficient means of traffic management. Drivers wishing to turn right will do so rather than travel to the roundabout to continue with their journey. Physical means of management is required such as a central island.
- The proposed footway link crossing the A140 does not provide a safe and convenient environment for pedestrians to connect to the existing public highway footway network. The footway crossing point is approximately 60m from the roundabout; vehicles at this point will still be accelerating and speeds will be in excess of 50mph. Also, pedestrians and cyclists may not

have clear visibility of approaching traffic due to vehicles turning into the development. We consider this to be unacceptable as an uncontrolled crossing point.

At present, we would recommend that permission for the application be refused unless the above points can be addressed.

Yours faithfully,

Sam Harvey
Senior Development Management Engineer
Strategic Development

From:Blanaid Skipper
Sent:25 Aug 2017 12:11:06 +0100
To:BMSDC Planning Area Team Yellow
Subject:DC/17/03027 Land at Scole Roundabout (our ref: ENQ/2017/1080)

FAO James Platt

I refer to your consultation letter dated 09 August 2017.

This Council make no comments on this proposal except that, given the proximity to the strategic highway network, the views of Norfolk County Council should also be sought.

Regards

Blanaid Skipper
Planning Technician
t 01508 533985 e bskipper@s-norfolk.gov.uk www.south-norfolk.gov.uk



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