

Tabled Papers

DC/22/00754 - Former Chambers Bus Depot, Church Square, Bures St Mary, Suffolk, CO8 5AB

The wording of the paragraphs below has been amended as follows:

- 1.1. *The application site is located within the historic core of Bures St Mary, a small town situated by the River Stour on the border with Essex. The site is located to the east side of the B1508 at the junction of Bridge Street, Church Square, and the High Street.*

Amendment:

- 1.1. The application site is located within the historic core of Bures St Mary, a Core Village situated by the River Stour on the border with Essex. The site is located to the east side of the B1508 at the junction of Bridge Street, Church Square, and the High Street.

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- 5.10. **Off-site improvements – Bridge Street:** *An informal pedestrian crossing point with tactile paving is proposed on Bridge Street around 7 metres east of the gate providing access to the footpath into the churchyard. It was originally proposed that this would be in the form of a central refuge outside the gate to the churchyard; however, this would have resulted in the loss of on-street car parking outside the houses on the north side of the street. Therefore, it is instead now proposed to provide a kerb build-out on the north side, so that only one parking space is lost, whilst allowing crossing movements at this location as close to the bend as possible whilst enabling sufficient visibility to the left/north east for pedestrians crossing from north to south.*

Amendment:

- 5.10. **Off-site improvements – Bridge Street:** An informal pedestrian crossing point with tactile paving is proposed on Bridge Street adjacent to the gate providing access to the footpath into the churchyard. It was originally proposed that this would be in the form of a central refuge outside the gate to the churchyard; however, this would have resulted in the loss of on-street car parking outside the houses on the north side of the street. Therefore, it is instead now proposed to provide a kerb build-out on the north side, so that only one parking space is lost, whilst allowing crossing movements at this location as close to the bend as possible whilst enabling sufficient visibility to the left/north east for pedestrians crossing from north to south.

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- 5.12. *The westbound stop would be relocated to the west of the pedestrian gate into the church to allow the crossing to be provided. The existing single yellow line restrictions would remain in place here, allowing around five cars to park overnight Mondays and Saturdays and all day on Sundays.*

Amendment:

- 5.12. The westbound stop would be relocated adjacent to the pedestrian gate into the church to allow the crossing to be provided. The existing single yellow line restrictions would remain in place here, allowing around five cars to park overnight Mondays and Saturdays and all day on Sundays.
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- 5.13. **Off-site improvements – Church Square:** *A crossing point is also to be provided on Church Square to the south of the access, outside Queen’s House, while allowing access to the vehicle driveway to that property to be maintained. Again this would feature kerb build-outs, here on both sides of the road, maintaining a 6-metre carriageway width, and resulting in the loss of 2 no. on-street car parking spaces on the western side of the road, with parking for one car retained to the north of the build-out on this side.*

Amendment:

- 5.13. **Off-site improvements – Church Square:** A crossing point is also to be provided on Church Square to the south of the access, outside Queen’s House, while allowing access to the vehicle driveway to that property to be maintained. Again this would feature kerb build-outs, ~~here on both sides of the road,~~ maintaining a 6-metre carriageway width, and resulting in the loss of 3 no. on-street car parking spaces on the western side of the road, with parking for one car retained to the north of the build-out on this side.
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- 5.17. *The proposal also offers numerous works to the existing highway that would provide highway safety benefits, including improvements to access visibility and pedestrian crossing facilities as well as improvements to the bus stop. To facilitate these works, there would be a loss of one on-street parking space on Bridge Street and two spaces on Church Square.*

Amendment:

- 5.17. The proposal also offers numerous works to the existing highway that would provide highway safety benefits, including improvements to access visibility and pedestrian crossing facilities as well as improvements to the bus stop. To facilitate these works, there would be a loss of one on-street parking space on Bridge Street and three spaces on Church Square.
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- 8.3. *The Lead Local Flood Authority (LLFA) originally raised a holding objection to the scheme due to a lack of information on surface water and foul drainage issues. The*

site sits on a hillside which runs down to the River Stour, with houses to the north and west being elevated from the site. Although there are large buildings on the site currently, there is also a large piece of open ground. Much of this area is to be covered with dwellings and hard surfaces for access routes and parking. Therefore, it is likely that surface water run-off will increase in the future.

Amendment:

- 8.3. The Lead Local Flood Authority (LLFA) originally raised a holding objection to the scheme due to a lack of information on surface water and foul drainage issues. The site sits on a hillside which runs down to the River Stour, with houses to the north and west being elevated from the site. Although there are large buildings on the site currently, there is also a large piece of open ground. Much of this area is to be covered with dwellings and hard surfaces for access routes and parking. Therefore, it is likely that the volume of surface water run-off will increase in the future. The proposals incorporate a surface water attenuation system, whereby the peak rate of surface water discharge from the site will be restricted to no greater than the existing annual peak rates. The peak rate of surface water run-off from greater than annual storm events will be significantly reduced, thereby providing betterment, in accordance with current national design practice.

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- 9.22. *No free-standing traffic signage or similar appears to be proposed/required, which may otherwise have been of heritage concern, and the works include relatively modest additions to existing pavements, that are not of historic materials, rather than the introduction of pavements where none currently exist or additions to historic paving.*

Amendment:

- 9.22. No further free-standing traffic signage or similar is proposed, which may otherwise have been of heritage concern. The works include relatively modest additions to existing pavements, that are not of historic materials, rather than the introduction of pavements where none currently exist or additions to historic paving.