

**Title:** Committee Site Plan

**Reference:** 0764/15

**Site:** Land on the west side of Broad Road, Bacton



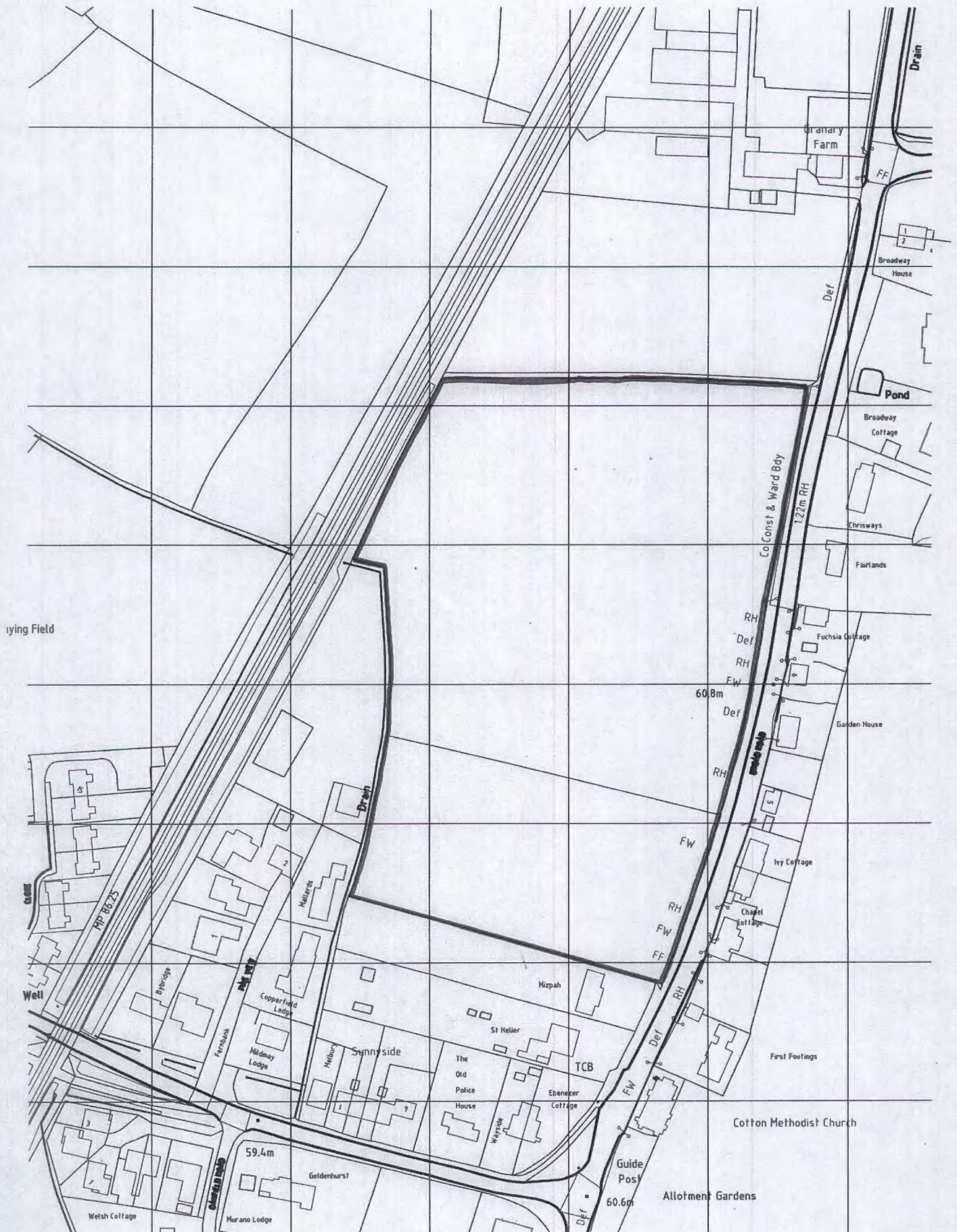
**MID SUFFOLK DISTRICT COUNCIL**  
 131, High Street, Needham Market, IP6 8DL  
 Telephone : 01449 724500  
 email: customerservice@csduk.com  
 www.midsuffolk.gov.uk



SCALE 1:1250

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 ARCHITECT  
 HAMILTON HOUSE  
 LANGENHOE PARK  
 LANGENHOE  
 COLCHESTER  
 ESSEX CO5 7JF  
 TELEPHONE & FAX  
 01206 735990

**PROJECT:** PROPOSED DEVELOPMENT  
 BROAD ROAD, BACTON  
 SUFFOLK

**CLIENT:** EDWARD GITTINS AND ASSOCIATES

**TITLE:** SKETCH BLOCK PLAN 2

**DATE:** MAY 15      **SCALE:** 1:1000 at A3.      **DRG No:** 1047/SK/02

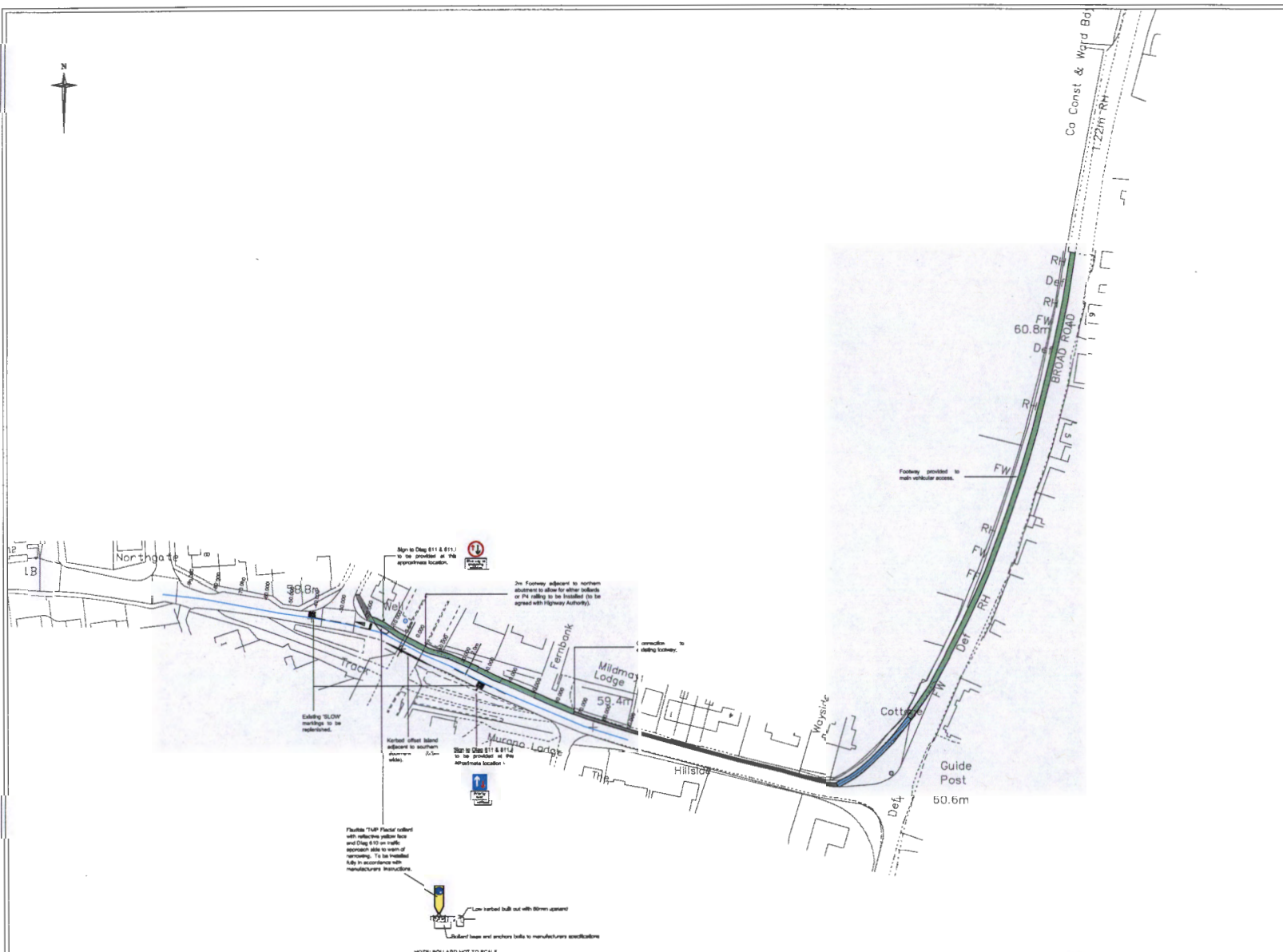
No dimensions to be scaled. Check all dimensions on site. Any discrepancies to be reported.

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ILLUSTRATIVE ONLY







**KEY:**

- Existing footway to be retained
- Proposed new 2.0m footway
- Existing footway to be widened

IT Project		BROAD ROAD, BACTON	
Rev:	B	Sign Amendment	4.8.15
A		Revised section labels & extended OS Map	30.1.15
Rev:	B	Description	Date
Drawing No:	IT 1527/SK/03	GAO File:	IT1527_SK_01.dwg
Date:	JUL 2015	Scale:	1:500 (unless stated)
Client:	MRS C ABBOTT	Drawn by:	EC
		Approved by:	SW

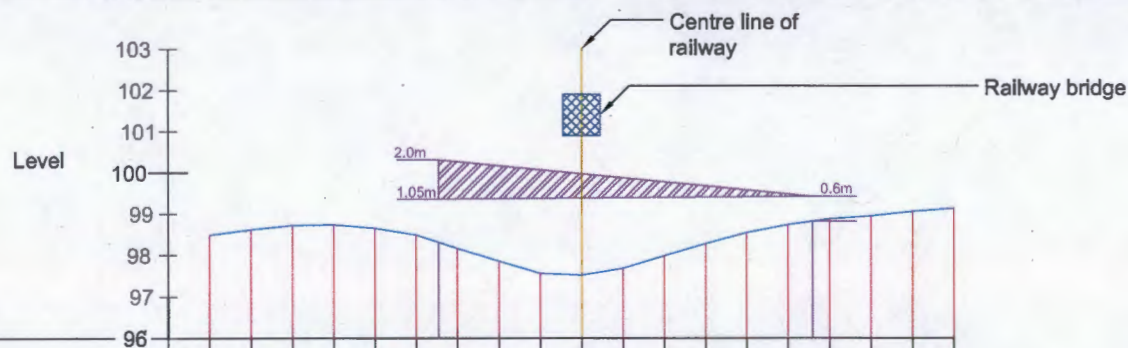
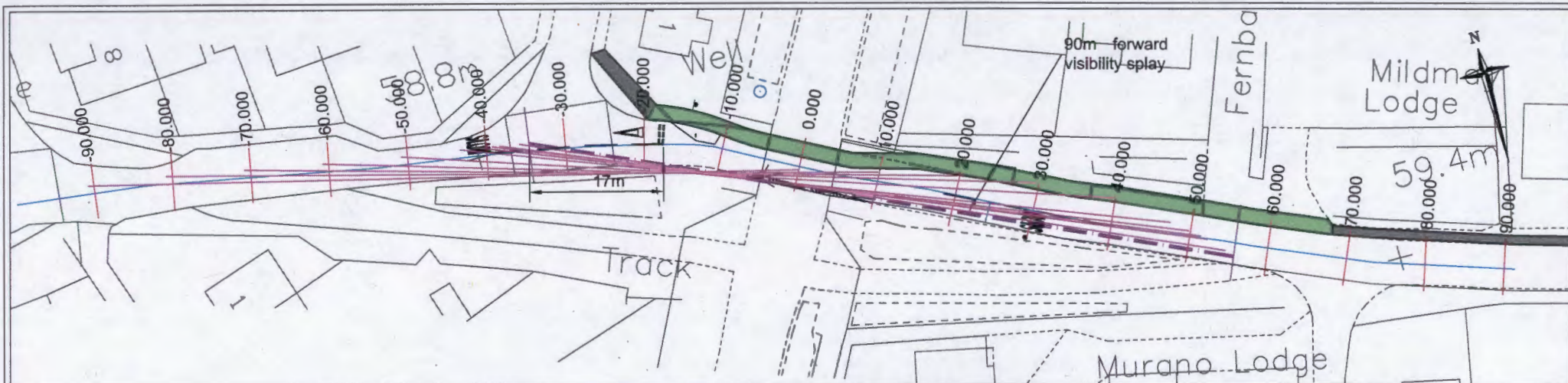
**Intermodal**  
TRANSPORTATION

Highway Court  
Ladbroke Grove  
London W2 1DU  
Essex SS11 4AA

Tel: +44 (0)1799 529529  
Fax: +44 (0)1799 529530  
E: enquiries@intermodal-transport.co.uk

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Chainage	-90.000	-80.000	-70.000	-60.000	-50.000	-40.000	-30.000	-20.000	-10.000	00.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000
Centreline Level	98.493	98.624	98.730	98.743	98.664	98.495	98.164	97.854	97.559	97.517	97.687	97.986	98.282	98.554	98.741	98.887	98.961	99.063	99.143
North Channel Level	98.464	98.512	98.655	98.702	98.615	98.454	98.116	97.804	97.570	97.520	97.658	97.929	98.226	98.492	98.682	98.809	98.902	99.008	99.073
South Channel Level	98.433	98.524	98.684	98.710	98.619	98.442	98.114	97.849	97.583	97.505	97.675	97.957	98.244	98.509	98.732	98.852	98.900	98.002	99.050

BROAD ROAD - LONGITUDINAL SECTION  
SCALE: H 1:1250, V 1:125. LOCAL DATUM: 96.000

A	Forward visibility amendment	30.7.15
Rev	Description	Date
IT Project: BROAD ROAD, BACTON		
Rev: A		
Drawing Title: EXISTING VERTICAL ALIGNMENT		
Sheet 1 of 1		
Drawing No: IT1527/SK/04	CAD File: IT1527_SK_01.dwg	
Date: JUL 2015	Scale: 1:500 (unless stated)	
Drawn By: EC	Approved By: SW	

Client: MRS C ABBOTT

A3

Notes: 1. All dimensions are in metres unless otherwise stated. 2. The contractor shall be responsible for the accuracy of the data provided. 3. All rights reserved. 4. No part of this document may be reproduced without the prior written consent of Intermodal.

**Intermodal TRANSPORTATION**  
 Eastern Coast  
 Seabee Road  
 Salford Wharfedale  
 Essex SS11 4AA

Tel: +44 (0)1779 829629  
 Fax: +44 (0)1779 829630  
 e: enquiries@inter-modal.co.uk

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**Project:** Broad Road, Bacton (Planning Ref: MS/0764/15)      **Job No:** IT1527  
**Subject:** Off Site Highway Improvements: Additional Information  
**Prepared by:** Chris Glegg      **Date:** 14/08/2015  
**Checked by:** Justin Bass      **Date:** 17/08/2015

## Introduction

This Technical Note (TN) has been prepared by ITL to address the comments raised by Suffolk County Council (SCC) in their letter to Mid Suffolk District Council dated 30<sup>th</sup> June 2015 and also comments raised by Bacton Parish Council. This TN follows on from Technical Note 01 dated 27/07/15 to provide:

- Traffic speed results on Broad Road to assess appropriate visibility splay requirements.
- Stage 1 Safety Audit of the Priority Arrangement under the Pound Hill Railway Bridge
- Worst case estimate of traffic arrival scenarios at the one-way priority scheme, to assess performance

## Speed Survey on Bacton Road

The results of the speed survey undertaken over a 7-day period between 28<sup>th</sup> July and 3<sup>rd</sup> August, attached, show that the 85<sup>th</sup> percentile speeds on Broad Road adjacent to the site, not unexpectedly, are higher than the posted speed limit.

The 85<sup>th</sup> percentile speeds recorded were 38.4 mph in the northbound direction and 35.7 mph in the southbound direction. To provide a safe junction to respect these actual speeds and meet the DMRB standards, a splay giving a 'y' distance of 120m for a 40mph design speed would need to be provided. It should be noted the average speeds of cars monitored over the one week period were under 30mph in both directions.

There is a sufficient length of site frontage either side of the access position shown on the application drawings to provide 120m visibility splays in both directions.

There would appear to be a case to have this section of road monitored under the community speed radar check programme (if Suffolk operates this scheme) and/or request that Suffolk police undertake some 'ad hoc' speed enforcement checks, given many people appear to be breaching the posted speed limit.





## **Pound Hill Railway Bridge Priority One-Way Working Scheme**

The proposed improvements to the footway from the site on Bacton Road to the junction of Pound Hill with St Mary's Close, located to the west side of the railway line are shown on drawing IT1527/SK03B attached which also shows the priority one-way scheme under the bridge. This scheme was presented as part of TN 01.

We have consulted with Colin Bird of SCC in relation to this scheme and also Bacton Parish Council. SCC has indicated that the principle of a footway under the bridge, with the one-way traffic priority system, could be supported, subject to the findings of a safety audit review. Bacton Parish Council also appear to be supportive of the proposals, as clearly the severance and safety concerns created by walking under the bridge into a live carriageway without any protection has been an issue for the village over a number of years. The Parish Council did ask if the Applicant could commission a traffic survey in Pound Hill to be able to give an indication of how the restriction may work in practice.

A Stage 1 Safety Audit has been commissioned and was undertaken on 11<sup>th</sup> August 2015. The audit is attached. None of the two issues identified are serious problems that would condemn the scheme on safety grounds and ITL have issued a 'designer's response', to be read in conjunction with the audit, outlining how the safety matters raised can readily be overcome. Hence, we consider that the matters highlighted are capable of resolution during the detailed design stage (post planning approval, if granted) following further consultation with the Highway Authority.

Hence, we believe that the Highway Authority should be satisfied that this proposal, which would be paid for by the Developer of the site, would perform acceptably and offer significant highway benefits overall.

A further manual traffic count was undertaken on Pound Hill near the junction with North Close on 6<sup>th</sup> August 2015 to ascertain the eastbound and westbound movements of vehicles during the traditional morning and evening peak periods. A copy of the raw data is attached. Please note that the recorded intervals were set at 5-minute increments to gain a good appreciation of when the absolute two-way peak occurred.

As the aforementioned count was carried out during the school summer recess, we have made very robust assumptions regarding adjustment factors for the traffic flow during the school term period including a robust estimate of the worst case school trips passing under the bridge, allowing for the development also. Also, we have assigned a proportion of non-school, i.e. commuter, traffic from the new development under the bridge. The school trips include the trips anticipated to both the 'Sandcastles' under fives pre-school (based on a telephone discussion with the Manager of Sandcastles) and also based upon an internet search of the primary school student roll.



The above findings and other assumptions are all as set out within the attached spreadsheet summary and the following basic conclusions can be drawn.

- School trips, which could be notable, only affect the morning peak, because all school trips are clear of the road network by 16.30 hrs when the evening peak survey period commenced.
- Assuming cars arrive at an average separation rate during the heaviest 5-minute period, there would be a minimum 10.5 second gap between cars traveling westbound into the restriction (the unopposed direction). As it takes only 7.4 seconds to start from a halt and clear the restriction in the eastbound direction and assuming a uniform arrival rate in this direction also, then only a very short one vehicle queue should develop at the build out at any given time, which would clear quickly, even during the busiest 5-minute calculated flow period.
- As traffic is unpredictable, two extreme scenarios have also been considered. They are that either a 6 vehicle platoon arrives, as a contiguous traffic stream, in the unopposed direction (Case 1) or, in the opposed direction (Case 2) assuming the opposing flows in both these cases are taken to arrive at an average rate (worst case). With Case 1, it can be seen that it takes 17.4 seconds for the 6 vehicle train to arrive at the restriction and pass through the restriction. Hence, one vehicle could have to wait on the west side of the bridge for 17.4 seconds. In this time another vehicle would arrive behind the first eastbound waiting car; the expectation would be that if 6 cars come through as a train then there will be much longer than average time periods where there would be no westbound traffic and statistically this could be for periods in excess of a minute or two; therefore a queue of two vehicles queuing under the Case 1 scenario would be the likely maximum. With Case 2, it can be seen that a platoon of 6 vehicles arriving on the west side of the bridge, would be able to interweave in batches of two vehicles between opposing vehicles arriving at the average rate. Hence, it may be up to a 43 second wait before the third batch of two waiting drivers can move forward to pass under the bridge.
- The above calculations are all based on a number of robust assumptions and the likely flows expected to visit the local school/pre-school during term time and with the development in place. The actual flows would more than likely be lower than those assumed within the spreadsheet for demonstration purposes. Hence, we do not envisage any problems with the capacity at the system under the bridge to accept the development traffic and existing traffic flows. By way of an example, it is not uncommon for traffic to have to wait between one and one and a half minutes at some signalised junctions in urban networks and therefore the worst case delays calculated and presented should be viewed in context and this should not be seen as serious impediment to a typical journey time, even a short based trip.



## Conclusions

This technical note provides sufficient information to satisfy the queries raised by both SCC and Bacton Parish Council, in terms of considering the merits of the development and the opportunity to resolve a long standing village issue, where pedestrian safety and severance within the village has been a long standing concern.

We are able to confirm that appropriate visibility splays can be provided to the main vehicular access to the proposed development site from Bacton Road, to meet the more onerous 'Design Manual for Roads and Bridges' standards.

A safety audit of the one-way priority system has highlighted two problems which are capable of being addressed as part of any detailed design should the development be approved. Most safety audits attract a number of identified problems and so this should not be viewed as a concern. Typically most safety audit problems identified, as with this proposal, can be addressed during detailed design. It is only if a serious problem is identified which is incapable of being resolved that the scheme would not pass to the detailed design stage and the more rigorous Stage 2 Safety Audit.

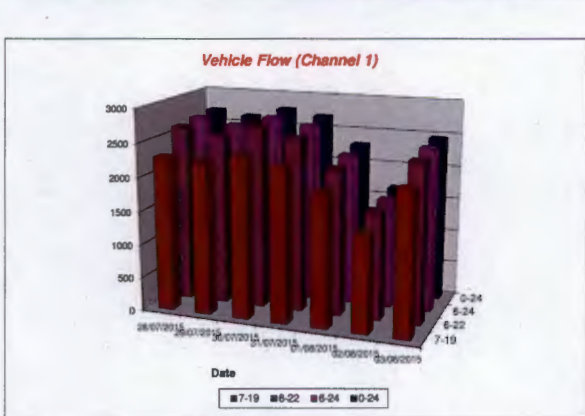
We believe that we have demonstrated that any queuing at the proposed restriction under the Pound Hill railway bridge would generally be very short lived. There would be occasions when vehicles arrive on the west side of the bridge and be totally unopposed with no delay apart from slowing down to approach the build out and give way marking. The worst case extreme investigated of a platoon of 6 vehicles arriving together on the west side of the bridge indicates this may give rise to a delay to some drivers travelling eastbound of circa 43 seconds. Even under this extreme loading case, the delay should be regarded as acceptable.

We conclude that the footway linkage and provision of a footway under the railway bridge in Bacton are notable highway infrastructure improvements which are fairly related to the development and would also allow highway safety benefits to accrue for the travelling public, particularly those on foot with children.

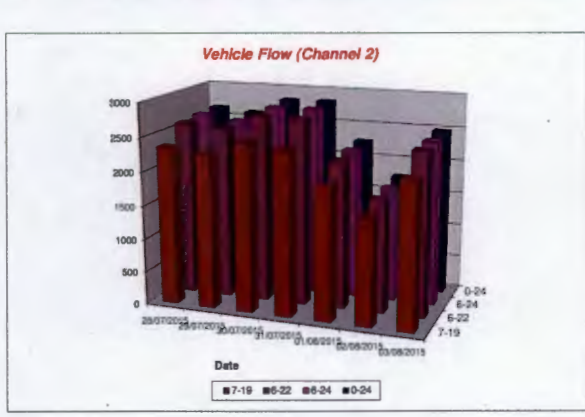
Broad Road, Bacton Radar Box ATC

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Channel 1 - Northbound		Vehicle Flow							Week 1	
Hr Ending	28/07/2015 Tuesday	29/07/2015 Wednesday	30/07/2015 Thursday	31/07/2015 Friday	01/08/2015 Saturday	02/08/2015 Sunday	03/08/2015 Monday	5 Day Ave	7 Day Ave	
1	14	7	11	15	13	24	6	11	13	
2	5	2	3	2	11	5	2	3	4	
3	0	3	1	10	4	0	3	3	3	
4	1	4	0	2	13	6	2	2	4	
5	0	3	4	0	2	6	2	2	2	
6	16	22	19	18	7	3	20	19	15	
7	39	31	35	43	10	3	36	37	28	
8	87	82	81	82	48	16	82	79	65	
9	180	191	174	174	84	24	188	181	142	
10	134	131	138	164	129	67	79	129	120	
11	194	151	200	190	262	143	182	179	188	
12	188	169	196	256	222	197	172	186	202	
13	198	163	189	165	222	190	167	176	185	
14	185	171	200	197	184	157	175	188	179	
15	228	193	214	187	185	177	176	199	194	
16	227	258	232	235	179	138	226	226	214	
17	230	265	248	225	177	122	235	240	214	
18	317	295	304	223	160	114	323	292	248	
19	121	181	195	218	144	73	131	169	152	
20	108	84	122	82	74	80	112	104	96	
21	113	103	98	84	65	67	53	65	80	
22	81	78	71	79	59	38	51	72	69	
23	30	42	32	45	41	16	41	38	35	
24	13	10	11	33	34	5	22	18	18	



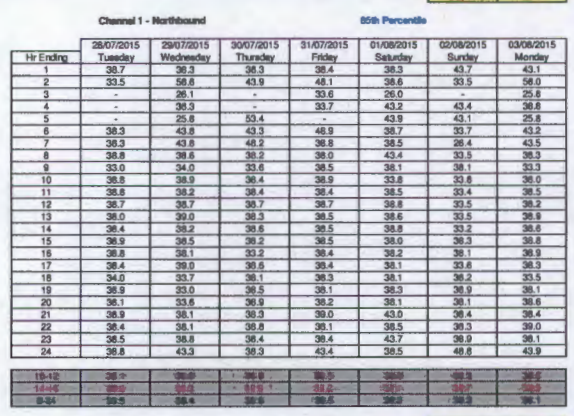
Channel 2 - Southbound		Vehicle Flow							Week 1	
Hr Ending	28/07/2015 Tuesday	29/07/2015 Wednesday	30/07/2015 Thursday	31/07/2015 Friday	01/08/2015 Saturday	02/08/2015 Sunday	03/08/2015 Monday	5 Day Ave	7 Day Ave	
1	0	0	0	5	2	14	4	3	4	
2	0	1	0	2	7	1	1	2	3	
3	0	3	3	3	2	7	3	2	3	
4	0	2	0	0	0	1	2	1	1	
5	0	3	5	5	2	0	6	5	4	
6	17	21	14	14	13	7	23	18	16	
7	91	111	121	108	36	14	120	110	86	
8	170	188	181	179	39	37	175	178	139	
9	324	296	324	336	180	43	300	316	259	
10	219	210	208	178	172	117	180	199	153	
11	137	89	144	150	190	159	162	134	147	
12	200	146	181	185	153	172	173	169	187	
13	204	194	193	184	203	214	184	186	192	
14	223	163	213	190	171	182	148	187	184	
15	237	217	232	234	204	178	208	228	216	
16	191	218	212	200	192	145	196	203	190	
17	189	238	213	227	198	146	194	212	201	
18	178	181	218	187	135	113	174	190	171	
19	82	159	164	192	128	77	86	137	127	
20	80	82	100	117	96	58	74	91	87	
21	47	53	45	86	58	39	58	54	52	
22	29	25	24	43	37	17	22	29	28	
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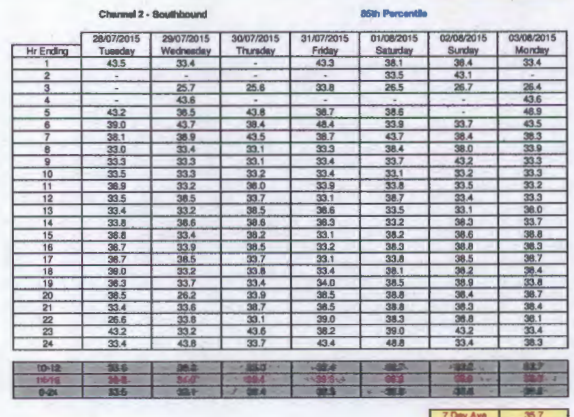
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Channel 1 - Northbound		Average Speed							Week 1	
Hr Ending	28/07/2015 Tuesday	29/07/2015 Wednesday	30/07/2015 Thursday	31/07/2015 Friday	01/08/2015 Saturday	02/08/2015 Sunday	03/08/2015 Monday	5 Day Ave	7 Day Ave	
1	31.0	35.1	33.0	33.0	33.0	35.7	35.5	35.7	35.5	
2	33.0	55.5	33.8	45.5	32.8	18.9	55.5	35.7	35.5	
3	33.1	29.5	25.5	27.0	23.0	25.5	35.7	35.5	35.5	
4	43.0	28.6	-	40.0	30.1	37.2	28.7	35.7	35.5	
5	-	25.5	45.5	-	40.5	37.2	25.5	35.7	35.5	
6	32.7	38.8	30.9	36.9	34.4	28.0	32.5	35.7	35.5	
7	33.1	31.1	33.8	32.2	33.2	18.8	31.5	35.7	35.5	
8	28.7	28.2	28.5	29.0	32.2	28.3	28.8	35.7	35.5	
9	26.5	26.7	27.2	28.5	29.0	28.0	26.5	35.7	35.5	
10	30.1	29.1	29.8	29.8	27.4	24.3	28.5	35.7	35.5	
11	28.7	28.6	29.0	30.7	30.0	25.3	28.2	35.7	35.5	
12	29.7	29.3	29.8	29.4	30.6	25.5	28.9	35.7	35.5	
13	30.5	29.7	30.4	30.7	31.1	25.9	28.5	35.7	35.5	
14	30.1	30.0	30.1	29.3	30.1	26.8	29.6	35.7	35.5	
15	29.9	30.1	30.2	29.4	28.1	26.9	29.5	35.7	35.5	
16	28.6	29.2	30.3	29.3	29.9	27.4	28.5	35.7	35.5	
17	29.7	28.9	29.1	29.9	29.2	28.0	29.5	35.7	35.5	
18	27.3	28.1	28.2	29.5	29.8	28.2	27.8	35.7	35.5	
19	31.1	27.7	29.0	28.9	29.3	30.5	30.7	35.7	35.5	
20	32.1	31.2	31.1	31.0	31.8	32.2	31.4	35.7	35.5	
21	31.9	29.7	31.1	28.2	30.3	30.6	29.4	35.7	35.5	
22	29.1	30.9	29.1	30.4	30.1	30.2	33.0	35.7	35.5	
23	34.1	33.1	32.5	27.5	27.2	30.7	31.6	35.7	35.5	
24	34.7	34.8	35.7	34.3	29.4	33.3	32.1	35.7	35.5	



Channel 2 - Southbound		Average Speed							Week 1	
Hr Ending	28/07/2015 Tuesday	29/07/2015 Wednesday	30/07/2015 Thursday	31/07/2015 Friday	01/08/2015 Saturday	02/08/2015 Sunday	03/08/2015 Monday	5 Day Ave	7 Day Ave	
1	38.9	27.4	-	34.5	31.5	30.5	27.4	38.9	38.4	
2	-	22.2	25.5	30.5	25.5	28.6	22.2	38.9	38.4	
3	-	43.0	-	-	-	33.0	43.0	38.9	38.4	
4	-	-	-	-	-	-	-	38.9	38.4	
5	30.1	32.2	38.0	32.0	-	35.5	30.8	38.9	38.4	
6	32.4	35.4	33.5	35.9	26.7	28.4	35.4	38.9	38.4	
7	28.9	28.9	31.2	31.3	32.7	30.3	29.3	38.9	38.4	
8	25.6	26.8	25.5	27.9	26.5	25.5	26.7	38.9	38.4	
9	25.0	24.7	24.8	24.2	27.3	29.3	25.0	38.9	38.4	
10	28.0	28.2	28.4	27.3	25.3	26.3	28.8	38.9	38.4	
11	26.0	28.8	28.5	27.8	28.0	27.5	27.8	38.9	38.4	
12	26.5	29.1	29.3	28.2	27.4	28.8	27.8	38.9	38.4	
13	28.4	28.6	29.2	28.1	27.8	28.8	28.6	38.9	38.4	
14	29.3	29.9	29.5	28.5	27.1	29.3	28.2	38.9	38.4	
15	29.4	28.6	29.2	28.2	27.6	28.6	28.2	38.9	38.4	
16	28.8	28.2	27.3	29.0	28.4	29.5	29.0	38.9	38.4	
17	30.1	28.1	28.4	28.3	27.5	29.7	30.2	38.9	38.4	
18	27.9	27.4	28.5	28.4	28.4	29.4	28.4	38.9	38.4	
19	27.6	26.8	26.8	27.0	30.3	29.7	28.0	38.9	38.4	
20	33.2	23.6	28.1	29.0	29.7	31.5	32.1	38.9	38.4	
21	26.6	27.8	28.8	27.4	29.7	29.8	31.8	38.9	38.4	
22	26.5	30.4	27.3	29.1	28.5	34.0	28.4	38.9	38.4	
23	29.0	27.5	29.8	29.9	31.1	27.8	27.8	38.9	38.4	
24	31.1	29.0	30.5	31.6	34.2	28.5	35.5	38.9	38.4	

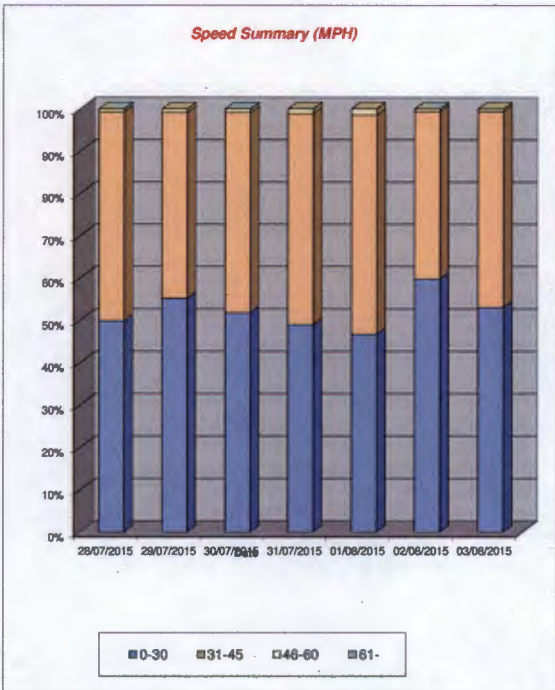




**Broad Road, Bacton Radar Box ATC**

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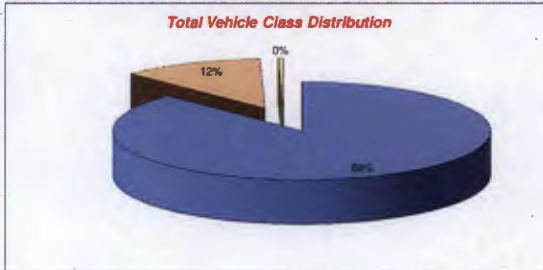
Channel 1 - Northbound		Speed Summary							Week 1
Speed (MPH)	28/07/2015	29/07/2015	30/07/2015	31/07/2015	01/08/2015	02/08/2015	03/08/2015		
0-30	19	23	24	23	29	33	11	15	
31-45	0	0	0	0	0	0	0	0	
46-60	0	0	0	0	0	0	0	0	
61+	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>19</b>	<b>23</b>	<b>24</b>	<b>23</b>	<b>29</b>	<b>33</b>	<b>11</b>	<b>15</b>	



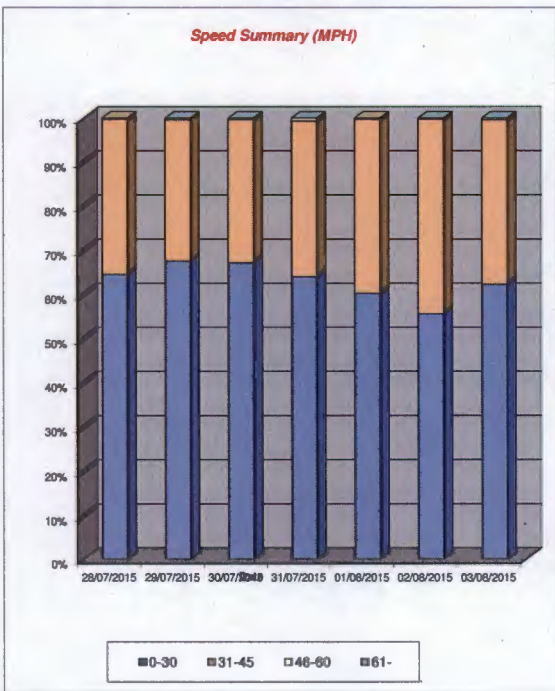
**Broad Road, Bacton Radar Box ATC**

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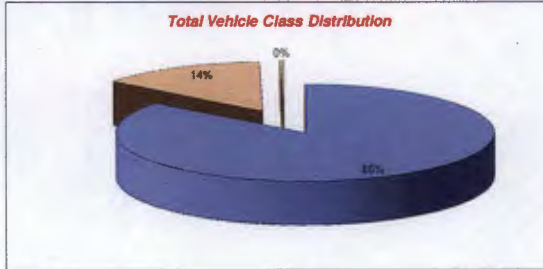
Channel 1 - Northbound		Vehicle Class				Week 1
Day/Time	Class	OGV1 / Bus - 2, 3, 5, 6, 7, 12	OGV2 - 4, 8, 9, 10, 11, 13	TOTAL	- 1-13	
28/07/2015	7-19	220	5	225		
28/07/2015	6-22	318	8	326		
28/07/2015	6-24	320	8	328		
28/07/2015	0-24	322	6	328		
29/07/2015	7-19	270	7	277		
29/07/2015	6-22	319	7	326		
29/07/2015	6-24	322	8	330		
29/07/2015	0-24	325	11	336		
30/07/2015	7-19	324	6	330		
30/07/2015	6-22	359	6	365		
30/07/2015	6-24	362	6	368		
30/07/2015	0-24	365	8	373		
31/07/2015	7-19	333	16	349		
31/07/2015	6-22	367	18	385		
31/07/2015	6-24	373	18	391		
31/07/2015	0-24	385	19	404		
01/08/2015	7-19	191	9	200		
01/08/2015	6-22	199	10	209		
01/08/2015	6-24	203	11	214		
01/08/2015	0-24	207	11	218		
02/08/2015	7-19	126	4	130		
02/08/2015	6-22	145	8	153		
02/08/2015	6-24	146	8	154		
02/08/2015	0-24	159	9	168		
03/08/2015	7-19	280	7	287		
03/08/2015	6-22	328	8	336		
03/08/2015	6-24	329	8	337		
03/08/2015	0-24	332	9	341		
<b>Average</b>	7-19	271	9	280		
<b>Average</b>	6-22	311	9	320		
<b>Average</b>	6-24	314	9	323		
<b>Average</b>	0-24	318	10	328		



Channel 2 - Southbound		Speed Summary							Week 1
Speed (MPH)	28/07/2015	29/07/2015	30/07/2015	31/07/2015	01/08/2015	02/08/2015	03/08/2015		
0-30	8	10	10	19	7	5	10	10	
31-45	0	0	0	0	0	0	0	0	
46-60	0	0	0	0	0	0	0	0	
61+	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>10</b>	<b>10</b>	



Channel 2 - Southbound		Vehicle Class				Week 1
Day/Time	Class	OGV1 / Bus - 2, 3, 5, 6, 7, 12	OGV2 - 4, 8, 9, 10, 11, 13	TOTAL	- 1-13	
28/07/2015	7-19	330	4	334		
28/07/2015	6-22	401	4	405		
28/07/2015	6-24	402	5	407		
28/07/2015	0-24	407	5	412		
29/07/2015	7-19	336	3	339		
29/07/2015	6-22	381	3	384		
29/07/2015	6-24	383	5	388		
29/07/2015	0-24	384	5	389		
30/07/2015	7-19	328	4	332		
30/07/2015	6-22	412	4	416		
30/07/2015	6-24	414	4	418		
30/07/2015	0-24	415	4	419		
31/07/2015	7-19	375	16	391		
31/07/2015	6-22	424	17	441		
31/07/2015	6-24	431	17	448		
31/07/2015	0-24	435	17	452		
01/08/2015	7-19	230	10	240		
01/08/2015	6-22	246	10	256		
01/08/2015	6-24	250	10	260		
01/08/2015	0-24	250	12	262		
02/08/2015	7-19	170	2	172		
02/08/2015	6-22	181	4	185		
02/08/2015	6-24	181	4	185		
02/08/2015	0-24	184	4	188		
03/08/2015	7-19	351	6	357		
03/08/2015	6-22	387	6	393		
03/08/2015	6-24	387	6	393		
03/08/2015	0-24	388	6	394		
<b>Average</b>	7-19	311	6	317		
<b>Average</b>	6-22	341	7	348		
<b>Average</b>	6-24	351	7	358		
<b>Average</b>	0-24	353	8	361		





Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows (0-24). Data shows vehicle counts per hour for various classes.

Channel 2 - Southbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows (0-24). Data shows vehicle counts per hour for various classes.

Channel 1 - Northbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows (0-24). Data shows vehicle counts per hour for various classes.

Channel 2 - Southbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows (0-24). Data shows vehicle counts per hour for various classes.

Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows (0-24). Data shows speed distribution per hour.

Channel 2 - Southbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows (0-24). Data shows speed distribution per hour.

Channel 1 - Northbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows (0-24). Data shows speed distribution per hour.

Channel 2 - Southbound

Table with columns: 28/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows (0-24). Data shows speed distribution per hour.



Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 30/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows for 7-19, 8-20, 9-24.

Channel 2 - Southbound

Table with columns: 30/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows for 7-19, 8-20, 9-24.

Channel 1 - Northbound

Table with columns: 31/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows for 7-19, 8-20, 9-24.

Channel 2 - Southbound

Table with columns: 31/07/2015, Hr Ending, Vehicle Classes (1-13), and summary rows for 7-19, 8-20, 9-24.

Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 30/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows for 7-19, 8-20, 9-24.

Channel 2 - Southbound

Table with columns: 30/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows for 7-19, 8-20, 9-24.

Channel 1 - Northbound

Table with columns: 31/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows for 7-19, 8-20, 9-24.

Channel 2 - Southbound

Table with columns: 31/07/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary rows for 7-19, 8-20, 9-24.



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Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 01/09/2015, Hr Ending, Vehicle Classes (1-13), and summary statistics (P-19, P-20, P-21, P-24).

Channel 2 - Southbound

Table with columns: 01/09/2015, Hr Ending, Vehicle Classes (1-13), and summary statistics (P-19, P-20, P-21, P-24).

Channel 1 - Northbound

Table with columns: 02/09/2015, Hr Ending, Vehicle Classes (1-13), and summary statistics (P-19, P-20, P-21, P-24).

Channel 2 - Southbound

Table with columns: 02/09/2015, Hr Ending, Vehicle Classes (1-13), and summary statistics (P-19, P-20, P-21, P-24).

Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 01/09/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary statistics (P-19, P-20, P-21, P-24).

Channel 2 - Southbound

Table with columns: 01/09/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary statistics (P-19, P-20, P-21, P-24).

Channel 1 - Northbound

Table with columns: 02/09/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary statistics (P-19, P-20, P-21, P-24).

Channel 2 - Southbound

Table with columns: 02/09/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and summary statistics (P-19, P-20, P-21, P-24).



Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 03/08/2015, Hr Ending, Vehicle Classes (1-13), and a final column with values. Rows represent hourly data from 1 to 24.

Summary table for Channel 1 - Northbound with columns: 7-19, 8-22, 9-25, 9-24 and rows of numerical data.

Channel 2 - Southbound

Table with columns: 03/08/2015, Hr Ending, Vehicle Classes (1-13), and a final column with values. Rows represent hourly data from 1 to 24.

Summary table for Channel 2 - Southbound with columns: 7-19, 8-22, 9-25, 9-24 and rows of numerical data.

Broad Road, Bacton Radar Box ATC

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Table with columns: 03/08/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and a final column with values. Rows represent hourly data from 1 to 24.

Summary table for Channel 1 - Northbound with columns: 7-19, 8-22, 9-25, 9-24 and rows of numerical data.

Channel 2 - Southbound

Table with columns: 03/08/2015, Hr Ending, Vehicle Speeds (MPH) (0-10, 11-20, 21-30, 31-35, 36-40, 41-45, 46-50, 51-55, 56-60, 61-70, 71-80, 81+), and a final column with values. Rows represent hourly data from 1 to 24.

Summary table for Channel 2 - Southbound with columns: 7-19, 8-22, 9-25, 9-24 and rows of numerical data.



← TOWARDS RAIL BRIDGE



AWAY RAIL BRIDGE →

ACTUAL ①

Client:		Mrs C Abbott												
Project:		Broad Road, Bacton												
Site:		Pound Hill (just west of railway bridge)												
Date:		Thursday 6th August 2015												
Time	Destination: 'LEFT'	Eastbound					Total	Destination: 'RIGHT'	Westbound					Total
		Car	LGV	HGV	Mc				Car	LGV	HGV	Mc		
07:00						3 0						9 0		
07:05						0 0						3 0		
07:10						4 0						6 0		
07:15						7 0						4 0		
07:20						3 0						9 0		
07:25						7 0						7 0		
07:30						3 0						12 0		
07:35						7 0						13 0		
07:40						6 0						10 0		
07:45						9 0						4 0		
07:50						7 0						9 0		
07:55						7 0						14 0		
08:00						6 0						6 0		
08:05						3 0						15 0		
08:10						6 0						12 0		
08:15						9 0						13 0		
08:20						8 0						11 0		
08:25						2 0						9 0		
08:30						5 0						9 0		
08:35						12 0						13 0		
08:40						11 0						13 0		
08:45						6 0						8 0		
08:50						10 0						7 0		
08:55						8 0						14 0		
16:30						10 0						11 0		
16:35						6 0						11 0		
16:40						8 0						11 0		
16:45						6 0						12 0		
16:50						16 0						13 0		
16:55						11 0						8 0		
17:00						14 0						16 0		
17:05						18 0						14 0		
17:10						19 0						9 0		
17:15						10 0						26 0		
17:20						16 0						14 0		
17:25						16 0						9 0		
17:30						16 0						10 0		
17:35						13 0						9 0		
17:40						8 0						12 0		
17:45						12 0						6 0		
17:50						13 0						11 0		
17:55						15 0						14 0		
18:00						11 0						12 0		
18:05						15 0						12 0		
18:10						13 0						8 0		
18:15						12 0						11 0		
18:20						11 0						7 0		
18:25						13 0						10 0		
TOTAL						0						0		



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**BROAD ROAD  
BACTON  
SUFFOLK**

**PROPOSED FOOTPATH CONNECTION TO  
VILLAGE CENTRE**

**STAGE 1 ROAD SAFETY AUDIT**

**August 2015**

**Client Intermodal Transportation Ltd**

# **BROAD ROAD BACTON SUFFOLK**

## **PROPOSED FOOTPATH CONNECTION TO VILLAGE CENTRE**

### **Stage 1 Road Safety Audit**

**August 2015**

#### **Notice**

This report was produced by *JB Road Safety Consultancy Limited* for *Intermodal Transportation Ltd*, for the specific purpose of documenting the Stage 1 Road Safety Audit process undertaken in accordance with HD19/15.

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1. Introduction	2
2. Items Raised During This Stage 1 Road Safety Audit	4
3. Road Safety Audit Team Statement	6

**Appendix A – Drawings supplied by Intermodal Transportation Ltd for This Stage 1 Road Safety Audit**

**Appendix B – Annotated Drawing showing the location of the problems highlighted in This Stage 1 Road Safety Audit**

## DISTRIBUTION RECORD

Issued to	Document Number	Issue Number
Master/File Copy – Author	1	1
Intermodal Transportation – Chris Glegg	2 & 3	1







The Stage 1 Road Safety Audit was undertaken by the Audit Team and the site was visited during the morning of Tuesday 11<sup>th</sup> August 2015 when the weather conditions were dry and sunny. The road surface was dry.

During the site visit traffic movements through the village in the vicinity of St Mary's Close, the bridge and Broad Road were moderate, comprising of all classes of road user, including buses; pedal cyclists; pedestrians and a number of mobility scooter users.

- 1.2** No details of any Departures from Standard have been provided to the Audit Team by the Design Organisation.
- 1.3** No Traffic flows have been provided to the Audit Team by the Design Organisation.
- 1.4** The Audit Team have not been provided with any collision data. However, a check of the 'Crash Map' collision data site has been undertaken and shows that there was one recorded personal injury collision in the vicinity of the bridge. Full details are not known but it occurred on 2<sup>nd</sup> December 2013 involving 2 vehicles resulting in one casualty sustaining slight injuries.



## 2. Items Raised During This Stage 1 Road Safety Audit

As a result of an examination of the drawing supplied by Intermodal Transportation Limited, and the site inspection undertaken between 10:45hrs and 11:30hrs on Tuesday 11<sup>th</sup> August 2015, the problems highlighted in Sections 2.1 to 2.3 were identified. The recommended course of action that should be taken in respect of each problem is also indicated.

### 2.1 GENERAL

The drawings and documentation provided make no reference to provisions of the following:

- a) Drainage – re-location and or provision of new, especially on the adjacent to the north-east abutment on the new footway;
- b) Street lighting – existing and or provision of new;
- c) Low-kerbed build-out construction, north east of St Mary's close;
- d) Provision of 'New Road Layout' signage and its location;
- e) Auto Tracking for eastbound buses through the build-out under buses, and
- f) Removal of excessive vegetation adjacent to the proposed footway under the bridge.

### RECOMMENDATION

All information should be provided for the detailed design Stage 2 Road Safety Audit, and in accordance with the Local Authority policy.

### 2.2 PROBLEM

#### *Location A: Northbound footway under the bridge*

**Summary: Reduction in available space for Pedestrians especially mobility scooter users due to the proposed bollards or P4 railings on footway.**

The drawing provided shows the provision of either bollards or P4 railings on the 2m wide footway adjacent to the northern bridge abutment. It is not clear if these are to be set at the rear of the footway or kerbside. In either case if provided kerbside they must be 450mm from the edge of the kerb thereby reducing the available width for pedestrians and mobility scooter users to 1.55m. Studies find that pedestrians and other footway users tend to move away from walls, railings and bollards which will reduce the available width, this in collaboration within the 1.55m available space will not provide sufficient footway space.

The DfT 'Inclusive Mobility' document recommends that there should be a minimum preferred obstacle free footway space of 2.0m width reducing to a minimum of 1.5m. Narrow footways result in mobility scooter users preferring to travel on the carriageway



increasing the risk of collision with other road users (As was observed by the Audit Team on site).

### RECOMMENDATION

Design Team to review layout, continue to discuss with the LA and all details should be provided for the detailed Stage 2 Road Safety Audit.

## 2.3 PROBLEM

**Location B: Westbound Approach to bridge – adjacent to maintenance track.**

**Summary: Proposed location of priority road sign – obstruction of maintenance track.**

The Audit Team note that the location of the existing westbound 'SLOW' road marking shown on the drawing is too far to the west and is in fact adjacent to the maintenance track opposite property named 'Mildmay Lodge'. This may impact upon the design location of the 'Priority working' road sign as it could cause an obstruction to maintenance vehicles (See photo below).



Photo showing actual location of road marking

### RECOMMENDATION

The Design Team to review the proposals for the location of the 'Priority Working' road sign. Full details should be provided at the detailed design for the Stage 2 RSA.



### 3. Road Safety Audit Team Statement

We certify that this audit has been undertaken in accordance with HD 19/15.

AUDIT TEAM LEADER:

**Name:** John Bowman MCIHT MSoRSA  
**Position:** Director  
**Organisation:** JB Road Safety Consultancy Ltd  
**Address:** 12 Dorset Avenue, Gt Baddow, Chelmsford, Essex, CM2 9TZ

Signed

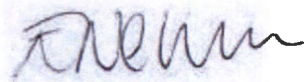


Date 13 August 2015

AUDIT TEAM MEMBER:

**Name:** Beth Newiss AMCIHT MSoRSA  
**Position:** Road Safety Consultant  
**Organisation:** JB Road Safety Consultancy Ltd  
**Address:** 12 Dorset Avenue, Gt Baddow, Chelmsford, Essex, CM2 9TZ

Signed:



**Audit Team Leader's Contact Details:**

**Direct Telephone:** 07775 631650  
**Email address:** [javbowman@btinternet.com](mailto:javbowman@btinternet.com)



# **Appendix A**

(Details of the Drawings Supplied by  
the Client for This Stage 1 Road Safety Audit)



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**Drawing Number IT1527/SK/03 Rev A – Broad Road, Bacton - Proposed Footpath  
Connection To Village Centre.**

**Drawing Number IT1527/SK/04 Rev A – Broad Road, Bacton – Existing vertical  
alignment.**

## **Appendix B**

(Annotated Drawing showing the location of Problems  
Highlighted in This Stage 1 Road Safety Audit)





**Audit Team Leader's Contact Details:**

JB Road Safety Consultancy Ltd

12 Dorset Avenue

Chelmsford

Essex CM2 9TZ

Telephone: (M) 07775 631650 (H) 01245 264419

Email address: [javbowman@btinternet.com](mailto:javbowman@btinternet.com)



## PROPOSED FOOTWAY AND PRIORITY ONE-WAY WORKING SCHEME, BACTON, SUFFOLK.



### DESIGNER'S RESPONSE TO STAGE 1 SAFETY AUDIT

<b>Date of Audit:</b>	August 2015
<b>Date of Response:</b>	17 <sup>th</sup> August 2015
<b>Audit Company:</b>	JB Road Safety Consultancy Ltd

The audit was carried out at the request of:

<b>Name</b>	Steve Williamson
<b>Organisation</b>	Intermodal Transportation Ltd

This Designer's Response was produced by:

<b>Name</b>	Chris Glegg
-------------	-------------

The following represents the Intermodal Transportation designer's responses, where relevant, to the comments raised in the audit. The following comments should be read in conjunction with the original audit.

<b>Audit Reference</b>	<b>Accepted (Y/N)</b>	<b>Comments</b>
2.2	Y/N	Whilst it is possible achieve a minimum acceptable width of 1.55m for the short section of footway under the bridge, the issue of having the railway bridge abutment wall at the back edge of the carriageway is noted. We consider that the detailed design could afford to reduce the carriageway width under the bridge to 3.4m and also the build out on the south side of the bridge to 0.45m. This would allow a clear footway width (including railing) of 1.7m under the bridge which should be regarded as an acceptable compromise to address a very dangerous situation at present of mixing pedestrians with vehicles in a live carriageway, particularly in dark and inclement weather conditions. Moreover, it is to be noted that part of the existing footway infrastructure on the approach to the bridge is only 1.2m wide; also in other parts of the village the footway is less than 1.55m. We however, concur with the Auditor that this is a matter for further discussion with the Highway Authority to agree the best geometric design at detailed design stage.
2.3	Y	The position of the 'SLOW' marking and the priority one way working sign is a matter that can be further refined at detailed design stage to ensure that there are no conflicts with the maintenance entrance to Network Rail's land. The position of the sign shown on the drawing appears to avoid such conflict in any event.



## Traffic Flow Resume: Pound Hill Railway Bridge Review

Description	Value	Worst AM peak 5 minute slot		Worst PM peak 5 minute slot	
		Eastbound	Westbound	Eastbound	Westbound
Peak Flow from Survey, 6th August 2015: Peak 5 minute interval during morning and evening peak period (08.35 to 08.45 & 17.15 to 17.20)		12	13	10	26
Allow 10% increase for school term peak		13	14	11	29
Pupil attendance at Bacton Primary	135				
Child Attendance at Pre School (Average) Source	45				
Percentage of existing village stock to east of railway bridge (robust assumption)	25%				
Number of New Houses	47				
Assumed households with children of primary age or under from new development	25%				
Robust estimate of all existing child trips to school/pre school passing under the bridge assuming all school trips by car		45	45	0	0
Robust estimate of all new child trips to school/pre school assuming all by car		12	12	0	0
Total worst case car borne school/pre school trips under bridge		57	57	0	0
Assume 20% of school/pre school trips in a 5 minute time period		11	11	0	0
Total worst case car borne commuter trips under bridge based upon a trip rate per household of 0.8 (robust) during the peak hour and a 40% distribution of trips to Pound Hill based on the Parish Council's views that a notable amount of development traffic would use this route. Figure derived is the average number of car trips in a 5 minute period		0	1	1	0
Total Worst Case Design Flows under bridge		25	27	12	29
Average gap between vehicles during busiest 5 minute period (seconds)		12.2	11.2	24.5	10.5
Car at rest to 25mph (seconds)	4.8				
Distance travelled from rest to 25mph (metres)	26.7				
Total distance of restricted one way working (metres)	55.0				
Time it takes to clear one way working when ambient 25mph speed has been reached over and above acceleration distance (seconds)	2.6				
Total time for opposed vehicle to clear system from rest (seconds)	7.4				
<b>Case 1: Assume worst case that a 6 vehicle platoon in the unopposed direction arrives at build out at same time (procession) but with average arrival flow in opposed direction</b>					
One car would initially have to wait; this car would be able to move forward after a maximum 7 second wait for the opposing six vehicle train to reach the restriction (this is regarded as being the minimum safe acceptance gap) plus the time it takes to clear the restriction (seconds)	17.4				
<b>Case 2: Assume worst case that a 6 vehicle platoon arrives at build out at same time (procession) in the opposed direction with an average arrival rate in the unopposed direction</b>					
Time it would take for two eastbound cars to pass through the restriction travelling in platoon from rest allowing an extra 12m per car for the following car	9.5				
All six cars would initially have to wait; the first two would be able to move forward together after a maximum 7 second wait for an opposing car to reach the restriction (this is regarded as being the minimum safe acceptance gap) plus the time it takes to clear the restriction (seconds)	12.0				
Following discharge of the first two cars the following cars would be able to pass incrementally in slots of (seconds)	21.5				
Hence to clear the backlog of 6 queuing cars in three tranches of two would take (seconds)	64.4				
Worst case wait time for the last two cars of the 6 queue before starting to move through restriction	42.9				

Note: All calculations are rounded to actual vehicles numbers



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Bacton Parish

**From:** Ian Brookman [mailto:bactonparishclerk@googlemail.com]

**Sent:** 01 October 2015 08:50

**To:** Planning Admin; Mark Pickrell

**Subject:** Planning APPLICATION0764/15 Up to 47 DWELLINGS BROAD ROAD, BACTON

**Application for Outline Planning Permission for the erection of up to 47 No. dwellings with attenuation basin 0764/15 Location: Land on the west side of Broad Road, Bacton**

- Further to the Council's initial comment supporting the application subject to there being safe passage for pedestrians to the main part of the village, the Council are now supportive of the application with the inclusion of the proposed pavements and priority scheme under the bridge subject to the following detailed comments.
  - Inclusion of a pedestrian access into the development at the corner nearest to the Methodist Chapel
  - Provision of street lights at the junction into the development and at the suggested pedestrian access
  - Lighting under the railway bridge and consideration to painting the underside of the railway bridge to make it lighter
  - An appropriate drainage scheme so that after heavy rainfall, the footpath does not become impassable
- The proposal to include a visibility splay that is appropriate for 40mph was considered reasonable given the preliminary data from the traffic survey had indicated the 85th percentile northbound was 38mph, southbound was slower.
- The Council wish to see the replacement of any hedgerow removed as a result of the visibility splay by similar natural hedgerow and this to be a condition for the properties along Broad Road to maintain this natural hedge line

Ian Brookman  
Parish Clerk  
Bacton Parish Council





**AMENDED PLANS CONSULTATION  
PARISH COUNCIL**

Comments from: Cotton Parish Clerk, Highberry Fields

**Planning Officer:** Mark Pickrell

**Application Number:** 0764 / 15

**Proposal:** Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin

**Location:** Land on the west side of Broad Road, Bacton

**Please find below the comments from the Parish Council:**

After studying the report on a "Traffic Survey" the Parish Council are still opposed to the application.

The Council challenge the assumptions made regarding speed of traffic along Broad Road, the number of vehicles likely to be using Pound Hill under the railway bridge and the length of time taken for dropping off children at the school. If the survey had been carried out in term time and not at the height of the holiday season it would have been obvious that school traffic is using or parked on the road for a considerable time

There are other planning application that may be submitted submitted in the near future and if approved would make all projections made totally irrelevant.

The propose footpath under the railway bridge does not allow for safe passage of cyclist (or mobility scooters) whilst other vehicles travelling under the bridge. safety

A site meeting between S.C.C. Councillor Stringer, Parish Council Chairman Peter Gibbs and Suffolk County Council's Chief Highways Engineer, at the site revealed that the safety margins for farm vehicles and buses passing under the bridge are inadequate. High vehicles that are unable to pass under the bridge and use the alternative route along Turkey Hall Lane have to use the whole width of Pound Hill to turn safely into or out of the road adding to site line problems.

Since the Council's last response the road under the bridge has once again flooded.

Signed: Colin Hall

Date: 20<sup>th</sup> October 2015



**AMENDED PLANS CONSULTATION****COTTON PARISH COUNCIL**

Comments from: Cotton Parish Clerk, Highberry Fields

Planning Officer: Mark Pickrell

**Application Number:** 0764 / 15

**Proposal:** Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin

**Location:** Land on the west side of Broad Road, Bacton

**Please find below the comments from the Parish Council:**

The amended application has failed to address two of the major problems raised in our initial response.

The speed of vehicles travelling along Broad Road in either direction has not been surveyed by the developer. In the past Suffolk Police have refused permission to undertake a speed cheque by the Parish Council as there is not a suitable site to carry out the survey and they considered it too dangerous.

The proposed priority system under the bridge in Pound Hill is poorly thought out, traffic travelling towards the centre of Bacton will have a view of oncoming traffic, however vehicles leaving Bacton will have a severely restrict view of oncoming traffic. It is highly likely that every vehicle travelling in that direction will have to stop whether is or isn't any oncoming traffic as the site line is restricted.

The road under the bridge is, and always has been, liable to flooding during heavy rainfall and has suffered flooding in the past few weeks. With the restricted width of the road this will put cyclists and pedestrians at more risk than present.

It is known that farm vehicles which are able to use the bridge at present will have very little leeway when passing under the bridge if a footpath is installed. Once again increasing the danger to pedestrians.

A more suitable brown field site is now available, for development, in Bacton which is much closer to the village's amenities and avoids all the problems which have been highlighted in this response and Cotton Parish Council's earlier response.

Cotton Parish Council has no reason to change its opposition to the proposed development in Broad Road.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_



## **Response to Outline Planning Application for up to 47 dwellings with attenuation basin in Broad Road, Bacton - Ref 764/15**

Cotton Parish Council met on 18<sup>th</sup> June 2015 to consider the application. The meeting was also attended by 10 members of the public. Shown below is the reasoning offered by the Parish Council to support their unanimous **refusal of the application**.

The Parish Council acknowledged the planning application is in Bacton Parish but that there are many knock-on implications for the residents of Cotton and other neighbouring communities and road users.

### **Reasoning based on the National Planning Policy Framework for sustainable development:**

#### **1. Conserving and enhancing natural environments**

- The area covered by this application is an open piece of countryside dividing the villages of Cotton and Bacton. As such it is the buffer between the two villages and is the outline of the natural boundary. (This issue was specifically held as a matter of value in the recent findings of a planning appeal for some nearby land in Cotton).
- The housing development would be out of character of the local rural ribbon development and would give the area an urban look with curbing, pavements and street lighting it currently does not have nor want.
- Most of the local villages have much casual flow of pedestrians, cyclists and car users, with many opportunities to 'stop and chat'. This development will be a car-based housing estate of residents having to journey to anything they attend. It is unlikely the residents will be part of either Cotton or Bacton communities by default.

#### **2. Re-use of brownfield sites**

- Bacton has other sites available for development which are nearer the centre of

the settlement and nearer to public services.

- There is also a centrally located brownfield site, which has received considerable local support recently for development.

### **3. Fullest possible use of public transport, walking, cycling**

- The proposed development is detached from Bacton village centre by at least 1.5km.
- There is minimal public transport available to mitigate the use of private motor cars.
- Foot access to the village centre services is dangerous and will still be so with the proposed footpath beside a road where speeding is acknowledged to be an issue.
- The railway under-bridge has been the subject of considerable local debate. It is a traffic hazard for vehicles in that it has obstructed sight lines, a dip under the railway which causes flooding and a height restriction. For pedestrians and cyclists this railway bridge is dangerous, for car drivers it is hazardous and in peak times causes congestion.
- During school term time the increasingly busy junior school attracts enormous vehicle congestion on a busy road at the start and close of the school day. Additional vehicles and children will make this area more dangerous than it already is.
- Foot access to the countryside will involve the crossing of a busy road as above.
- Cycling will similarly be hazardous for young cyclists and 'a reasonably safe cycle area for a confident cyclist' according to the Highway and Transport Review. It is, therefore, unlikely cycling will be a chosen means to get to the school.
- The application acknowledges most access to and from the development will be by private car.

### **4. Community and cultural facilities to meet local needs**

- There are no easily accessed facilities in Bacton other than those requiring a car journey. The church, village hall and school in Bacton all have considerable parking difficulties.



- Cotton has nearer facilities at the village Hall and Pub, both of which would require the crossing of an unlit B class road and a walk down a country lane with no street lighting or footpath. Cotton has no other facilities other than a church.

#### **5. Viable infrastructure**

- Because of the detached nature of the development there is no easily accessible infrastructure. The road network combined with an inherently dangerous railway under-bridge would make this a detached community with no local infrastructure other than a local car sales site.

#### **6. Sustainable modes of transport**

- Most residents in this community will be served by their own private cars. The location of the site makes this a given, which is acknowledged by the Highway and Transport Review (see comments below).

#### **7. Mixed developments with houses commensurate with planned need**

- Sadly no housing needs assessment has been produced for Bacton so it is difficult to see if this development satisfies any perceived need.

#### **8. All housing should enhance the quality of the area**

- The planned development is two agricultural fields sandwiched between a busy railway line on an embankment and a busy B class road. The railway line is designated to run faster and therefore louder trains very soon and the road is likely to become busier and noisier too. To install a substantial housing development into this mix will not enhance the quality of this rural area.
- Living in such a development will not be part of tranquil rural village life.
- Cotton specifically does not have any street lighting, it is likely a concentrated housing development will attract considerable electric lighting, further detracting from the countryside and skylines of the locality.

**9. Incorporate green spaces and support transport networks**

- This development has no accessible green spaces other than private gardens.
- There are no regular wide ranging support transport networks. The bus service is limited and not easy for commuting to nearby urban areas of employment.
- There is very limited employment locally.

**10. Reducing Flood Risk**

- This area of Cotton has a complicated network of ditches, drains and culverts made more difficult because of the railway embankment.
- Long-term residents, home owners and land owners speak of various flooding incidents in the immediate area over a long period of time.
- Houses in Broad Road have been built over filled-in ditches and over-piped drains, there is therefore of great concern that any development would upset the current water levels and drainage system such that people's houses, agricultural land or the road itself would be put in peril.

**11. Permission not to be given unless character of area is enhanced and the way it functions**

- Cotton Parish Council is of the view that this development will not enhance either the villages of Cotton or Bacton.
- There are better and more appropriate sites available for development in Bacton, ones which have received local public support and would fulfil the criteria for 'sustainable development' more appropriately.
- The development physically is separated from the Key Service Centre to which it belongs and it is not in context with the important rural divide between the two communities

**12. Applicants should work closely with those affected**

- Sadly, there has been no informal contact between the developer and Bacton Parish with Cotton about this development.



- Clearly Cotton residents will be impacted proportionately more than Bacton residents.
- The added access point(s) onto Broad Road and the additional traffic added to the already dangerous railway under-bridge will affect all the local residents and businesses and road users from much further away.

### **13. Ensure there are sufficient school places available**

- With a significant increase in houses locally there must be a knock-on effect to the local schools, presumably this will be factored into the planning process, more importantly the impact of additional cars used to convey children to and from Bacton Primary School will make a difficult and dangerous traffic hazard even worse.

### **14. Access to sports and recreational facilities**

- There are no such facilities proposed on the development.
- The nearest facilities are very basic ones in Cotton or more comprehensive ones in Bacton but those will involve a tricky walk or cycle journey. More likely a trip in the car.

### **Extracts from the Highway and Transportation Review submitted as part of the Planning Application, shown together with comments from Cotton Parish Council.**

1. *'The development is 1.5km from Bacton Village Centre'* - this illustrates the distance residents would be from local services and the greater likelihood of them using motor cars rather than other means.
2. *Reasonably busy at peak times* - this is a subjective assessment, locals would argue it is reasonably busy at all times and even busier at peak times.
3. *Average vehicle speed seemed higher than the speed limit* - locals would agree with this assessment citing the fact that the local Constabulary would not authorise Community Speed Watch because the road is too dangerous. The increased use of Broad Road by emergency vehicles at speed because of the rearrangements of Police operational bases, also the increasing use of the road by speeding leisure

motorcyclists is increasing average speeds and noise year on year.

4. *Pound Hill the only route to the village (Bacton)*- this is correct, implicit in that is the need to negotiate the railway under-bridge which is described in the sections above.
5. *Possibly two access points*- the number of access points to the development is not shown in the application but a second access point is inferred in this report. Any access point will bring with it dangers, two would double those dangers.
6. *For 47 houses 38 vehicle movements in peak times* - local experience is that each household will have at least two cars, an assessment of 38 vehicle movements at peak times seems a gross underestimate. Any increased vehicle turnings will bring additional noise, pollution and danger.
7. *We consider that as the road into and out of Bacton is unlikely to be very heavily trafficked that a one way working system be introduced* - this road is very busy at peak times, particularly boosted at school times. A one way system of any sort would be a major traffic hazard for local people and the many drivers who use this as a rat-run to and from the A14.
8. *The site is just about within walking distance of the village centre and some residents might walk* - the conditional words in this statement 'just about' and 'some' are clear indications that the author of the report anticipates most journeys will be by car.
9. *Reasonably safe cycle area for a confident cyclist* - as above, the conditional words used to describe the safety of pedal cyclists using these roads indicates the dangers of cycling on a busy B road and designated lorry route and trying to safely negotiate the railway crossing.
10. *Overall the site does not score too highly in relation to its accessibility profile as most residents would be reliant on private mean of travel.* - this gross understatement just about sums it up!

**Relevant Extracts from a recently refused planning application for four houses in Blacksmiths Road, Cotton (some 200 metres from the proposed development)**

- a) The area is an important part of separation between Bacton and Cotton.



- b) Development would significantly reduce existing rural character.
- c) Local planning policies encourage development within defined settlements and resist new developments in the countryside.
- d) Although a relatively short distance from services there are relatively narrow unlit rural roads.
- e) Generally the highways conditions are not conducive to walking or cycling.
- f) The development would be heavily dependent on the use of private motor cars.
- g) The development is unacceptably isolated from a range of services and facilities.
- h) Highway, safety and living conditions would be demonstrably outweighed by the harm caused by the development.

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Environmental Health  
(Other Issue)

**From:** David Harrold  
**Sent:** 08 October 2015 10:20  
**To:** Planning Admin  
**Cc:** Mark Pickrell  
**Subject:** Plan Ref 0764/15/OUT Fyrther Ammended Plan Land West Side of Broad Road Bacton. EH - Other Issues

Thank you for consulting me on the most recent amendments to the plans.

I can confirm that I do not have any further comments to those already submitted in respect of the application.

David Harrold MCIEH

Senior Environmental Protection Officer  
Babergh and Mid Suffolk Council

01449 724718



Plan Ref 0764/15/OUT Land On The West Side Of Broad Road, Bacton

Thank you for consulting me on the amendments to the above application and in particular the Environmental Noise Report (ENR) by Sharps Redmore Acoustic Consultants, dated 20th July 2015

The report identifies the main source of noise affecting the site as train movements along the railway line on the western boundary. The level of noise is quantified and discussed in respect of the impact it will have on any future occupiers of residential premises

The report advises that in some locations the average external daytime and night time noise levels are likely to exceed the limits, suggested by BS 8233 as being acceptable for external and internal living spaces. In particular, any dwellings located on the western boundary will be significantly and adversely impacted by noise from passenger and freight trains.

The National Planning Policy Framework (NPPF) and relevant Planning Practice Guidance (PPG) recommend that planning decision should be avoided where the perception of noise is noticeable and disruptive and such that it has a significant adverse impact. However, neither the NPPF nor the Noise Policy Statement for England (NPSE) expects noise to be considered in isolation to other social, economic and environmental benefits. PPG also states:

"The planning process should avoid this (*significant adverse effects*) occurring, by using appropriate mitigation...."

And

"Such decisions must be made taking into account the economic and social benefit of the activity..."

In mitigation Sharps Redmore recommend a high standard of acoustic double glazing and alternative acoustic ventilation. This combined with careful design of site layout and screening gardens with solid (acoustic) fencing, where this is appropriate, will achieve a reasonable noise climate for habitation.

I would advise you that these mitigation measures can be regarded as appropriate if you consider there are significant wider social and economic benefits of the development.

Due to the application being in outline these matters would need to be considered further in any subsequent detailed application.

I would therefore recommend the condition should outline approval be granted:

The residential accommodation shall be constructed so as to provide sound insulation against external noise to achieve internal noise levels not exceeding 30 dB LAeq (night) and 45 dB L<sub>max</sub> (measured with F time weighting) for bedrooms, and 35 dBA LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided. Where external private amenity space is provided it shall be designed to achieve a level not exceeding 55 dB LAeq (day).



Construction of the residential premises shall not commence until a scheme demonstrating the achievement of these standards has been submitted to the Local Planning Authority and approved in writing.

Reason: To avoid any significant adverse impacts from external noise on the occupiers and habitation of the proposed dwellings.

David Harrold MCIEH



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Environmental Health  
(Land Contamination)

**From:** Nathan Pittam  
**Sent:** 20 October 2015 08:40  
**To:** Planning Admin  
**Subject:** 0764/15/OUT. EH - Land Contamination.

**0764/15/OUT. EH - Land Contamination.**

**Land on the west side, Broad Road, Bacton, STOWMARKET, Suffolk.  
FURTHER AMENDED PLANS: Application for Outline Planning Permission for  
the erection of up to 47No. dwellings with attenuation basin.**

Many thanks for your request for comments in relation to the above application. I have reviewed the application and note that the applicant has not submitted the required information for a residential development of this scale. Any application of this scale will be required to submit a full Phase I investigation in accordance with BS10175 and undertaken by a competent person. Without this information I would be minded to recommend that the application is refused on the grounds of insufficient information.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD  
Senior Environmental Management Officer  
Babergh and Mid Suffolk District Councils – Working Together  
t: 01449 724715 or 01473 826637  
w: [www.babergh.gov.uk](http://www.babergh.gov.uk) [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)

157

Environmental Health  
(Land Contamination)

**From:** Nathan Pittam  
**Sent:** 07 October 2015 13:39  
**To:** Planning Admin  
**Subject:** 0764/15/OUT. EH - Land Contamination.

**0764/15/OUT. EH - Land Contamination.**

**Land on the west side, Broad Road, Bacton, STOWMARKET, Suffolk.  
FURTHER AMENDED PLANS: Application for Outline Planning Permission for  
the erection of up to 47No. dwellings with attenuation basin.**

Many thanks for your request for comments in relation to the above application. I will respond to the land contamination consultation request in due course. However, I note that we should also be consulted on EH-Sustainability Issues with this application owing to the number of houses within the proposal. Could you please send through a consultation request to sustainability issues through the usual channels and we will respond to that too.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD  
Senior Environmental Management Officer  
Babergh and Mid Suffolk District Councils – Working Together  
t: 01449 724715 or 01473 826637  
w: [www.babergh.gov.uk](http://www.babergh.gov.uk) [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)



**From:** Nathan Pittam  
**Sent:** 27 July 2015 12:48  
**To:** Planning Admin  
**Subject:** 0764/15/OUT. EH - Land Contamination.

**0764/15/OUT. EH - Land Contamination.**

**Land on the west side, Broad Road, Bacton, STOWMARKET, Suffolk.**

**AMENDED PLANS: Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin.**

Many thanks for your request for comments in relation to the above application. I have reviewed the applicaiotn and can confirm that he applicant has submitted sufficient information to demonstrate that he site is unlikely to be adversely impacted by land contamination. In light of this I would have no objections to raise with respect to land contamination. I would only request that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

Regards

Nathan

159

Environmental Health  
(Land contamination)

**From:** Nathan Pittam  
**Sent:** 02 June 2015 10:38  
**To:** Planning Admin  
**Subject:** 0764/15/OUT. EH - Land Contamination.

**0764/15/OUT. EH - Land Contamination.**

**Land on the west side, Broad Road, Bacton, STOWMARKET, Suffolk.**

**Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin.**

Many thanks for your request for comments in relation to the above application. The application is for a large scale development with a sensitive end use and therefore the applicant will be required to demonstrate the suitability of the site for its intended end use through the submission of a Phase I desk study which complies with BS10175. The applicant has submitted a very basic online desk study which is not appropriate given the scale of the proposed development. I would request that the applicant submits the required information to allow us to determine the risks as the site. If the applicant fails to submit this information I would be minded to recommend that the application is refused on the grounds of insufficient information.

Regards

Nathan



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waste management

**From:** Hannah Bridges  
**Sent:** 12 June 2015 17:03  
**To:** Planning Admin  
**Subject:** RE: Consultation on Planning Application 0764/15

Good Afternoon,

I do not appear to have the option consultee to comment on these planning applications. I have no comments or objections at this stage of the application.

Kind regards

Hannah

Hannah Bridges  
Waste Management Officer - Waste Services  
Mid Suffolk and Babergh District Councils - Working Together  
Tel: 01449 778649  
[www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk) [www.babergh.gov.uk](http://www.babergh.gov.uk)

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Housing officer



## Consultation Response Pro forma

1	<b>Application Number</b>	0764/15/OUT	
2	<b>Date of Response</b>	18.6.15	
3	<b>Responding Officer</b>	Name:	Ian Tippet
		Job Title:	Housing Development Officer
		Responding on behalf of...	Strategic Housing Team
4	<b>Recommendation</b> (please delete those N/A)  Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	Holding objection – the application as submitted is considered unacceptable, but may be acceptable with the revisions/clarification/further information as specified below – please see 'amendments required' in box 6 below)	
5	<b>Discussion</b> 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.	<p>Housing mix – The proposed housing mix across all tenures does not provide a balanced range of dwelling types and sizes for Bacton. A range of one, two, three and four bedroom properties should be offered, with an emphasis on smaller one and two bedroom dwellings, to meet the growing need for such accommodation across all tenures. Smaller, lower priced housing will assist first time buyers and single people, couples and small family units. Accommodation suitable for older people, downsizing from larger dwellings should also be offered. These could be higher specification apartments and/or bungalows.</p> <p>Affordable Housing – 35% affordable housing is required to include 25% 1-bedroom 2-person properties, 25% 2-bedroom 3 and 4-person properties, 35% 3-bedroom 5-person properties and 15% 4-bedroom 6-person properties. These properties should be constructed to current HCA standards and Lifetime Homes.</p> <p>Highways concerns – In order to provide safe access to the village and its facilities all Highways issues need to be resolved appropriately including pedestrian access relating to the nearby railway bridge.</p>	
6	<b>Amendments, Clarification or Additional Information Required</b>	Details of the proposed mix and internal floor space of the affordable housing.	

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.



	(if holding objection) If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate	Details of how the Highway issues will be resolved.
7	<b>Recommended conditions</b>	Affordable housing mix, standards and floor spaces

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.

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Building Control

**MEMORANDUM**

**FROM:** PLANNING CONTROL MANAGER  
**TO:** MSDC - Building Control Manager  
**OUR REF:** 0764 / 15 - **AMENDED PLANS**  
**DATE:** 07/10/2015

**PROPOSAL:** Application for Outline Planning Permission for the erection of up to 47No. Dwellings with attenuation basin

**LOCATION:** Land on the west side of Broad Road, Bacton

I recently sent you a consultation in respect of the above application for Outline Planning Permission.

I have recently received further information/revised plans in respect of this and would ask you to take this additional information in account when replying. Please ensure that I receive your reply by **21/10/2015** at the latest.

Planning Control Manager

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**My observations are:**

Building Control has no comment to make and supports this application

**Signed:** Tony Fitch

**Dated:** 7/10/15



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Phil Watson Landscape Development Officer  
Natural Environment Team

**DISCLAIMER:** This information has been produced by Suffolk County Council's Natural Environment Team on behalf of Mid Suffolk District Council, at their request. However, the views and conclusions contained within this report are those of the officers providing the advice and are not to be taken as those of Suffolk County Council.

Endeavour House ( B2 F5 56)  
Russell Road  
IPSWICH

IP1 2BX  
Suffolk  
Tel: 01473 264777  
Fax: 01473 216889  
Email: phil.watson@suffolk.gov.uk  
Web: <http://www.suffolk.gov.uk>

Your Ref: 0764/15  
Our Ref:  
Date: 16/06/2015

Mr Mark Pickrell  
Planning Dept  
Mid Suffolk District Council  
131 High St  
Needham Market  
Suffolk  
IP6 8DL

Dear Mark,

**Proposal: Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin**

**Location: Land on the west side, Broad Road, Bacton**

Based on the information provided by the applicant and a site visit carried out on the 12<sup>th</sup> June 2015, with Sue Hooton Senior Ecologist, I offer the following comments:

#### **The proposal and information provided**

The proposal will infill a block of land on the edge of the village and extend the footprint of the settlement. The applicant has not provided an assessment of the landscape and visual effects of the proposal and has not dealt with landscape and visual issues in the design and access statement.

However given the location and scale of the proposed development it is possible to evaluate the anticipated effects of the proposal based on the information provided.

#### **The landscape and visual effects**

The proposal will clearly create as significant change in the character of the site with the replacement of current open uncultivated land by housing. However it appears that the proposal will retain/reinforce the existing boundary trees and hedgerows.



The proposal will create a significant change to views from the public highway, and the outlook from adjacent dwellings. However, it appears that these changes can be made acceptable with appropriate detailed design and mitigation.

The design and arrangement of street lighting may also have adverse effects that will need to be minimised with design and embedded mitigation.

### **Other issues**

Given the distance from the village centre there appear likely to be issues with connectivity of services and play space etc. Given the relative isolation of the site it is notable that no play area is provided within the development.

It appears that the proposed SuDs area will also have to provide greenspace and ecological mitigation for displaced species, therefore the management of this area could usefully be included within the scope of a landscape and ecological management plan secured by condition. I understand the adequacy of the SuDs provision itself is a matter for SCC Flood Management team to advise you on.

It is notable that the illustrative layout does not appear to be consistent with the existing streetscape with the majority of dwellings side on to Broad Road.

In addition to a scheme of tree protection a more detailed Arboricultural Method Statement may be required, given the proximity of excavations to existing trees and shrubs. This is a matter for the Arboricultural Officer Mr David Pizzey to consider and advise you on.

It appears that lighting may also be an ecological issue given that the ecology report states that "*The site was considered of moderate suitability for foraging and commuting bats with features such as the hedgerows/treelines, wet ditch and pond likely to produce significant quantities of flying insects for feeding bats*". Therefore the detailed scheme of lighting may need to minimise light falling on boundary trees and hedgerows, however this is a matter for your ecological advisors.

### **Recommendations**

The outline proposal is acceptable in terms of landscape and visual impacts subject to conditions to secure reserved matters; these are suggested in detail below.

The details of these matters should demonstrably minimise adverse impacts on visual amenity, the dark skies character of the countryside and local landscape, and contribute to a high quality of design for the project.

### **CONCURRENT WITH RESERVED MATTERS: DESIGN MATERIALS AND LAYOUT**

Concurrent with the submission of the Reserved Matters application(s), in any development area or phase details of design and materials shall be submitted to the Local Planning Authority, including colour, materials, finishes, signage, parking, boundary treatments (including the details of walls and fences for individual buildings), movement patterns, lighting, outdoor spaces, security principles and waste bin storage arrangements. Samples of the facing and roofing materials to be used in the development shall also be



provided. Thereafter the development shall be carried out in accordance with the approved details.

#### PRIOR TO COMMENCEMENT: SOFT LANDSCAPING

No development shall commence within the development area or phase, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping for that development area/phase, drawn to a scale of not less than 1:200. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities, and any tree works to be undertaken during the course of the development. Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

#### PRIOR TO COMMENCEMENT: HARD LANDSCAPING

No development shall commence within the development area or phase, until full details of a hard landscaping scheme for that area/phase has been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features).

#### PRIOR TO COMMENCEMENT: EXTERNAL LIGHTING

No external lighting shall be provided within the development area or phase unless details thereof have first been submitted to and approved in writing by the Local Planning Authority. Prior to occupation a detailed lighting scheme for areas to be lit shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show how and where external lighting will be installed, (through technical specifications and the provision of appropriate lighting contour plans which shall include lux levels of the lighting to be provided), so that it can be clearly demonstrated that areas to be lit have reasonably minimised light pollution, through the use of minimum levels of lighting and features such as full cut off cowls and LED.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved scheme, and shall be maintained thereafter in accordance with the scheme.

#### PRIOR TO COMMENCEMENT: TREE PROTECTION

Any trees shrubs or hedgerows within, or at the boundary of, the development area or phase that are to be retained, shall be protected in accordance with a scheme of tree protection, (BS5837:2012), to be agreed in writing with the Local Planning Authority prior

to commencement of that area or phase. The Local Planning Authority shall be advised in writing that the protective measures/fencing within a development area/phase have been provided before any equipment, machinery or materials are brought onto the site for the purposes of development and shall continue to be so protected during the period of construction and until all equipment, machinery and surplus materials have been removed from that development area/phase.

Within the fenced area no work shall take place; no materials shall be stored; no oil or other chemicals shall be stored or disposed of; no concrete, mortar or plaster shall be mixed; no fires shall be started; no service trenches shall be dug; no soil shall be removed or ground level changed at any time, without the prior written consent of the Local Planning Authority.

### **Reasons**

I have made these recommendations in order to minimise the adverse impacts of the proposal on the character of the landscape, local visual amenity and the dark skies character of the countryside.

Yours sincerely

**Phil Watson**  
Landscape Development Officer



**DISCLAIMER:** This information has been produced by Suffolk County Council's Natural Environment Team on behalf of Mid Suffolk District Council, at their request. However, the views and conclusions contained within this report are those of the officers providing the advice and are not to be taken as those of Suffolk County Council.

Mrs S Hooton  
Senior Ecologist  
Natural Environment Team  
Suffolk County Council  
Endeavour House (B2 F5 48)  
Russell Road  
Ipswich  
Suffolk IP1 2BX

Tel: 01473 264784  
Fax: 01473 216889  
Email: sue.hooton@suffolk.gov.uk  
Web: <http://www.suffolk.gov.uk>

Your Ref: 0764/15 OUT  
Our Ref: Ecology/MSDC/Broad Rd Bacton  
Date: 15th July 2015

Mr Mark Pickrell  
Planning Dept  
Mid Suffolk District Council  
131 High St  
Needham Market  
Suffolk  
IP6 8DL

Dear Mark,

**Proposal: Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin**

**Location: Land on the west side, Broad Road, Bacton**

#### **REVISED COMMENTS FOLLOWING SUBMISSION OF FURTHER INFORMATION**

Based on the information provided by the applicant and a site visit carried out on the 12<sup>th</sup> June 2015, with Phil Watson, Landscape Development Officer, and additional biodiversity information submitted by email on 7<sup>th</sup> July, I offer the following revised comments:

#### **Likely Ecological Impacts**

The Phase 1 habitat survey report (Skilled Ecology, June 2014) identified that additional surveys were necessary to assess the likely impacts of the proposed development on biodiversity. These have been carried out by suitably qualified ecologists with the necessary skills and experience to conduct this type of assessments and separate reports submitted.

It appears that lighting may be an issue given that the Phase 1 report states that "*The site was considered of moderate suitability for foraging and commuting bats with features such as the hedgerows/treelines, wet ditch and pond likely to produce significant quantities of flying insects for feeding bats*". Therefore a detailed scheme of lighting will need to minimise light falling on boundary trees and hedgerows, using directional LED or lamps fitted with shields.



The reptile & Gt crested newt survey was carried out to the industry recognized methodology and the report confirmed likely impacts on common lizards & slow-worms (Priority Species) within the grassland of the main area for development and Gt Crested newts (a European Protected Species) in pond 1 which is within the boundary of the site.

### Other issues

Due to the ecological sensitivity, both the SuDS and the wildlife mitigation area, are not suitable for use as accessible greenspace.

I note that *short term* management may be required by a Natural England licence for Gt Crested Newts to work on the SuDs construction.

In addition, *long term* management of the wildlife mitigation area is required and a model mechanism to implement this would be a residents' management group as instigated for the pond at Crossing Road, Palgrave.

Given that the proposed SuDS area will be adjacent to the wildlife mitigation area, the management of both these areas will need to be carefully timetabled to avoid maintenance impacts on reptiles and Gt Crested newts.

### Recommendations

The following model conditions are taken from BS42020:2013 Biodiversity – Code of practice for planning and development:

1. As the development is likely to require approval from Natural England the applicant should provide a copy of the approved licence for Gt Crested newts or evidence that this is not necessary to avoid deliberate disturbance to these European Protected Species, as a pre commencement condition.

#### **PRIOR TO COMMENCEMENT: EUROPEAN PROTECTED SPECIES LICENCE**

*"Prior to commencement of any phase of the development the LPA will confirm, in writing, receipt from the applicant of a copy of the European Protected Species licence, issued by Natural England, pursuant to Reg 53 of The Conservation of Habitats and Species Regulations, 2010, authorising the construction activity to go ahead."*

2. A condition for lighting design to minimise impacts on bats will be required to avoid deliberate disturbance to these European Protected Species and light sensitive biodiversity.

#### **PRIOR TO COMMENCEMENT: LIGHTING**

*"Prior to commencement of any phase of the development, a lighting design scheme for biodiversity" shall be submitted to and approved in writing by the local planning authority. The scheme shall*

- a) *Identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and*
- b) *Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be*



*clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.*

*All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority."*

3. I would expect the preparation of both a Construction Environmental Management Plan (CEMP) prior to commencement and a Landscape & Ecological Management Plan (LEMP) prior to 1<sup>st</sup> occupation and their implementation in full to be conditions of any planning consent.

**CONCURRENT WITH SUBMISSION OF RESERVED MATTERS:  
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

*"Concurrent with submission of reserved matters, no development shall take place (including vegetation clearance or ground works) until a construction environmental management plan (CEMP) shall be submitted to and be approved in writing by the local planning authority. The content of the CEMP shall include the following*

- a) *Risk assessment of potentially damaging construction activities*
- b) *Identification of "biodiversity protection zones"*
- c) *Practical measures to avoid or reduce impacts during construction*
- d) *Location and timing of sensitive works to avoid harm to biodiversity features*
- e) *Times during construction when specialist ecologist need to be present on site to oversee works*
- f) *Responsible persons and lines of communication*
- g) *Use of protective fences, exclusion barriers and warning signs*

*The approved plan shall be adhered to and implemented in full throughout the construction period for all phases strictly in accordance with the approved reserved matters, unless otherwise agreed in writing by the local planning authority."*

**PRIOR TO FIRST OCCUPATION: LANDSCAPE AND ECOLOGICAL  
MANAGEMENT PLAN**

*"Prior to 1<sup>st</sup> occupation of any phase, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the local planning authority. The content of the LEMP shall include the following:*

- a) *Description and evaluation of the features to be managed*
- b) *Aims and objectives of management*
- c) *Appropriate management options for achieving aims and objectives*
- d) *Prescriptions for management actions*
- e) *Preparation of a work schedule (including annual work plan capable of being rolled forward over a five year period)*
- f) *Details of the body or organisation responsible for implementation of the plan*
- g) *Ongoing monitoring and remedial measures*

*The LEMP shall also include details of the legal and funding mechanisms by which the long term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details."*

**Reasons**

1. The applicant has provided sufficient information to allow the LPA to discharge its duties under the Habitats Regulations.
2. The use of a condition requiring a copy of a licence from Natural England helps the LPA to discharge its obligations under S17 of the Crime and Disorder Act (1998) where it is obliged in the exercise of all its various functions to do all that it can to prevent crime in its area.

I have made these recommendations in order to minimise the impact of the proposal on ecology and having due regard for the NPPF and Policy CS5, as well as the statutory obligations of the LPA.

Yours sincerely

**Sue Hooton CEnv CMIEEM**  
Senior Ecologist



**DISCLAIMER:** This information has been produced by Suffolk County Council's Natural Environment Team on behalf of Babergh District Council, at their request. However, the views and conclusions contained within this report are those of the officers providing the advice and are not to be taken as those of Suffolk County Council.

Mrs S Hooton  
Senior Ecologist  
Natural Environment Team  
Suffolk County Council  
Endeavour House (B2 F5 48)  
Russell Road  
Ipswich  
Suffolk IP1 2BX

Tel: 01473 264784  
Fax: 01473 216889  
Email: sue.hooton@suffolk.gov.uk  
Web: <http://www.suffolk.gov.uk>

Your Ref: 0764/15 OUT  
Our Ref: Ecology/MSDC/Broad Rd Bacton  
Date: 6th July 2015

Mr Mark Pickrell  
Planning Dept  
Mid Suffolk District Council  
131 High St  
Needham Market  
Suffolk  
IP6 8DL

Dear Mark,

**Proposal: Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin**

**Location: Land on the west side, Broad Road, Bacton**

Based on the information provided by the applicant and a site visit carried out on the 12<sup>th</sup> June 2015, with Phil Watson, Landscape Development Officer, I offer the following comments:

#### **Likely Ecological Impacts**

The Phase 1 habitat survey report (Skilled Ecology, June 2014) identified that additional surveys were necessary to assess the likely impacts of the proposed development on biodiversity. These have been carried out by suitably qualified ecologists with the necessary skills and experience to conduct this type of assessments and separate reports submitted.

It appears that lighting may be an issue given that the Phase 1 report states that "*The site was considered of moderate suitability for foraging and commuting bats with features such as the hedgerows/treelines, wet ditch and pond likely to produce significant quantities of flying insects for feeding bats*". Therefore a detailed scheme of lighting will need to minimise light falling on boundary trees and hedgerows, using directional LED or lamps fitted with shields.



The reptile & Gt crested newt survey was carried out to the industry recognized methodology and the report confirmed likely impacts on common lizards & slow –worms (Priority Species) within the grassland of the main area for development and Gt Crested newts (a European Protected Species) in pond 1 which is within the boundary feature.

However, although the full invertebrate study was undertaken by a specialist surveyor, it was not carried out at a suitable time of year to survey for butterflies & moths – this is particularly unfortunate as grizzled skipper (a Priority Species) was recorded on site during the Phase 1 habitat survey. Indeed no reference to this species is made within this specialist report therefore insufficient information has been provided within the application because a priority species has been identified on the site, for which the impacts have not been assessed, or mitigation proposed.

It is reasonable for the applicant to provide survey information for species likely to be present and affected by development; there could be impacts on grizzled skipper which have not been considered.

Therefore there is insufficient information available to the planning authority to allow determination of this outline application.

### **Other issues**

It appears that the proposed SuDS area will be adjacent to the wildlife mitigation area. The recommended management for these 2 areas will need to be carefully timetabled to avoid additional impacts on reptiles and Gt Crested newts. As there is no other accessible greenspace within the development layout, ecological mitigation for protected species needs to dictate the management of these areas.

I note that short term management may be required by a Natural England licence to work on the SuDs construction. However in addition, long term management of the wildlife mitigation area is required and a model to ensure this would be a residents' management group as instigated for the pond at Crossing Road, Palgrave.

### **Recommendations**

1. As the development is likely to require approval from Natural England the applicant should provide a copy of the approved licence for Gt Crested newts or evidence that this is not necessary to avoid deliberate disturbance to these European Protected Species, as a pre commencement condition.
2. A condition for lighting design to minimise impacts on bats will be required to avoid deliberate disturbance to these European Protected Species and light sensitive biodiversity.
3. I would expect the preparation of a Landscape & Ecological Management Plan, to cover both construction and post construction phases, and its implementation in full to be a condition of any planning consent.

Please note that I have not supplied model conditions at this stage, though I would be happy to do so when full information is available.

4. As the applicant has not provided sufficient information on Priority Species to allow the Local Planning Authority to determine the application, unless the additional



information can be supplied prior to determination, I suggest that the application should be refused.

I therefore suggest that to avoid this outcome the applicant undertakes a survey and assessment on grizzled skipper as soon as possible and this is then provided by the applicant to the LPA.

#### **Reasons**

1. The applicant has provided sufficient information to allow the LPA to discharge its duties under the Habitats Regulations.
2. However the applicant has not provided sufficient information to allow the LPA to discharge its duties under s40 of the NERC Act 2006 (Priority Species)
3. This additional information requested is relevant, necessary and material to the application in accordance with Para 193 of the NPPF.

I have made these recommendations in order to minimise the impact of the proposal on ecology and having due regard for the NPPF and Policy CS5, as well as the statutory obligations of the LPA.

Yours sincerely

**Sue Hooton CEnv CMIEEM**  
Senior Ecologist



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Your Ref: MS/0764/15  
Our Ref: 570\CON\3116\15  
Date: 28 October 2015  
Highways Enquiries to: colin.bird@suffolk.gov.uk



Highways

**All planning enquiries should be sent to the Local Planning Authority.**  
Email: [planningadmin@midsuffolk.gov.uk](mailto:planningadmin@midsuffolk.gov.uk)

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

**For the Attention of:** Mark Pickrell

Dear Mark

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN MS/0764/15**

**PROPOSAL:** Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin

**LOCATION:** Land on the west side,, Broad Road, Bacton, Stowmarket, Suffolk

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority make the following comments:

Further to our previous response, dated 2 October, we have assessed the information provided by the applicant's transport consultant in their Technical Notes and undertaken further site visits and discussions with interested parties. Our conclusion is that the proposed development can be considered acceptable in highway terms with appropriate mitigation.

With regard to the proposed new footway link and the priority system required at the railway bridge, this scheme can be safely implemented if approach speeds are at or reduced to an appropriate level. We will require a speed survey, prior to consideration of the final design, to determine if additional traffic management measures will be needed to make the scheme acceptable. It is likely that an enhanced scheme is required from that which is currently proposed. The approved scheme will then be subject to a safety audit and any necessary changes made prior to approval for the works to be carried out on the highway.

In addition to the footway connection to the village centre, as shown on the applicant's drawing no. IT1527/SK03 Rev B, the site layout must incorporate a footway along the site frontage. This will improve highway safety as the new footway will highlight to drivers that there is a change in character of the road and this is likely to result in a reduction in vehicles speeds. In addition, our Street Lighting Team have indicated that street lighting will be required from the new estate to the junction with Pound Hill which will reinforce the change in nature of Broad Road and assist in reducing speeds.



The S106 requests relating to this site remain as given in my previous letter.

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

1.  
No dwelling shall be occupied until the proposed footway connection to the village centre and associated priority system as shown on drawing no. IT1527/SK/03 Rev.B having been revised as required by the Highway Authority has been provided in accordance with details which previously shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure pedestrian safety and to provide suitable sustainable links to the development.

2.  
No dwelling shall be occupied until a footway has been provided along the site frontage adjacent to Broad Road and street lighting has been implemented between and including the junction between the site access and Broad Road and the junction between Pound Lane and Broad Road in accordance with details which previously shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure highway safety is maintained.

### 3 AL 2

Condition: No part of the development shall be commenced until details of the proposed access (including the position of any gates to be erected and visibility splays provided) have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to any other part of the development taking place.

Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

### 4 V 2

Condition: Before the access is first used visibility splays shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 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 to take avoiding action.

### 5 B2

Condition: Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins 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 for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

### 6 ER 1

Condition: Before the development is commenced, details of the estate 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.



## 7 ER 2

Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

## 8 HGV1

Condition: All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

## 9 NOTE 02

Note 2: It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: [www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/](http://www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/)

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

## 10 NOTE 07

Note: The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

## 11 NOTE 15

Note: 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. 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.

## 12 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 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.



Yours sincerely,

**Mr Colin Bird**  
**Development Management Engineer**  
Strategic Development – Resource Management

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Highways

Your Ref: MS/0764/15  
Our Ref: 570\CON\1607\15  
Date: 03 November 2015

**All Planning enquiries should be sent to the Planning Authority.  
Email: [Highways.DevelopmentControl@suffolk.gov.uk](mailto:Highways.DevelopmentControl@suffolk.gov.uk)**

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

**For the Attention of:** Mark Pickrell

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN MS/0764/15**

**PROPOSAL:** Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin.

**LOCATION:** Land on the west side,, Broad Road, Bacton, Stowmarket, Suffolk

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority make the following comments:

There are a number of concerns with the location of this proposed site and these should be addressed before the application can be approved.

**1. Pedestrian safety.**

The application proposes 47 homes to the east of the railway. The majority of village facilities are to the west of the railway line and there is an inadequate footway link to provide a safe route and to promote sustainable travel. The provision of a safe pedestrian facility is considered essential, as stated in the applicant's Highway and Transportation Review.

The Review considers that a 1.2m footway could be provided but this is below the standard SCC would normally consider unless the usage is expected to be very low, which we do not consider would be the case here.

The Review states that a one-way priority system is possible under the bridge and would allow a 1.8m footway to be provided. However, this is based upon assumptions about the highway boundary and there are no plans submitted to allow SCC to consider if a satisfactory scheme can be provided.

In addition, the suggested scheme must be the subject of a safety audit before it could be accepted.



In the absence of this information we are unable to consider whether a safe route can be provided for pedestrians and would recommend refusal on highway safety grounds.

## **2. Speeding on Broad Street**

From my site visit it was clear that some drivers are exceeding the local 30mph speed limit. The frontage of the site appears to allow the provision of visibility splays in accordance with the Design Manual for Roads and Bridges, depending upon the position of the access, however, these are not shown on a scale plan to allow us to confirm a safe access can be achieved. Existing vehicle speeds would inform our decision on what the minimum dimensions are for a safe visibility splay.

The new junction would require detailed design to be approved by SCC and for the works to be carried out under a S278 Agreement. This will require a safety audit as part of the standard process for a new junction on a "B" class road and this must include consideration of existing speed data. It is possible that as a result of this process, additional measures are required to address vehicles speeds on the main road to ensure acceptable safety is achieved at the new junction.

## **S106 Requests**

The scheme should provide the following S106 contributions:

Bus stops - £4k to improve both north and southbound bus stops with a further £6k for a bus shelter/new base. **TOTAL = £10,000**

Rights of Way

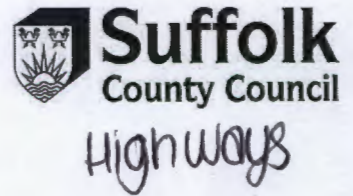
Please see the full response below detailing the requirement for maintenance contributions  
**TOTAL = £4392,00**

Yours faithfully

**Mr Colin Bird**  
**Development Management Engineer**  
Highway Network Management Group  
Economy, Skills & Environment

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Your Ref: MS/0764/15  
Our Ref: 570\CON\2813\15  
Date: 2 October 2015  
Highways Enquiries to: colin.bird@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**  
Email: [planningadmin@midsuffolk.gov.uk](mailto:planningadmin@midsuffolk.gov.uk)

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

**For the Attention of: Mark Pickrell**

Dear Mark

**TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/0764/15**

**PROPOSAL:** Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin

**LOCATION:** Land on the west side, Broad Road, Bacton, Stowmarket, Suffolk

**ROAD CLASS:**

Further to my previous response dated 29<sup>th</sup> June 2015 the applicant has provided further information with regard to pedestrian safety. The proposal is for a new footway link from the site entrance to the existing footway west of the railway bridge on Pound Hill. This requires a section of footway under the railway bridge where there is inadequate width to allow two-way traffic and provide a new footway. The applicant has addressed this issue by suggesting a priority system which would restrict traffic to one-way movements through the narrow section of road.

We have considered this issue and accept that this type of scheme can be used to free up space for a pedestrian facility, provided it is carefully designed and subject to a safety audit to ensure the design is to the appropriate standards. At this stage enough evidence has been provided by the applicant for us to accept that a scheme is possible and that matters of detail could be resolved through the Section 278 process which will be necessary for the developer to obtain permission to work on the highway. Issues which must be taken into account during this process include ensuring the scheme does not affect highway drainage, provision of improved street lighting if necessary and ensuring adequate safe visibility is provided for approaching vehicles.

A further area of concern in my previous response related to speeding on Broad Street. Giving consideration to the fact that vehicles may be exceeding the 30mph speed limit it is clear that the site has



adequate frontage to allow the appropriate visibility splays to be provided for the actual speeds and this issue can be covered by an appropriate condition. In addition, the new access to the highway will be covered by a S278 agreement and this process would include a safety audit which we would expect to include consideration of actual speeds. Therefore, the visibility splays, and any further measures required to ensure the safety of the access, would be considered in more detail prior to permission being granted for construction.

The S106 requests relating to this site remain as given in my previous letter.

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

1.  
No dwelling shall be occupied until the proposed footway connection to the village centre and associated priority system as shown on drawing no. IT1527/SK/03 Rev.B has been provided in accordance with details which previously shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure pedestrian safety and to provide suitable sustainable links to the development.

#### 2 AL 2

Condition: No part of the development shall be commenced until details of the proposed access (including the position of any gates to be erected and visibility splays provided) have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to any other part of the development taking place.

Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

#### 3 V 2

Condition: Before the access is first used visibility splays shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 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 to take avoiding action.

#### 4 B2

Condition: Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins 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 for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

#### 5 ER 1

Condition: Before the development is commenced, details of the estate 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.



## 6 ER 2

Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

## 7 HGV1

Condition: All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

## 8 NOTE 02

Note 2: It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: [www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/](http://www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/)

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

## 9 NOTE 07

Note: The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

## 10 NOTE 15

Note: 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. 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.

## 11 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 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.



Yours sincerely,

**Mr Colin Bird**  
**Development Management Engineer**  
Strategic Development – Resource Management

**From:** Steven Halls  
**Sent:** 12 June 2015 15:27  
**To:** Planning Admin  
**Subject:** Comments on 0764/15 - Land on the west side, Broad Road, Bacton

FAO Mark Pickrell

**Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin - Land on the west side, Broad Road, Bacton**

Thank you for referring the above application which was received on 1<sup>st</sup> June 2015. Please see SCC comments on the above application regarding dispose of surface water and all other surface water drainage implications.

SCC Requirements prior to any approval:-

Because the proposed development is located on a greenfield site and is greater than 1ha or 10 dwellings, there needs to be a suitable scheme implemented for the disposal of surface water. This is to prevent increased risk of flooding, both on and off site due to the increase in impermeable areas post development. Currently no details have been submitted regarding surface water drainage, thus we recommend the outline application is not approved until a simple masterplan for the drainage of the site incorporating a suitable building layout and location of open spaces and SuDS features (blue corridors) has been submitted to SCC for approval, all layout designs should be based on our SuDS protocol and guidance submitted in the FRA.

**Specific Comments:-**

1. Applicant to provide details of the proposed SuDS management train including most suitable methods of surface water disposal given the site conditions and information in the corresponding FRA
2. As indicated in the FRA the use of infiltration as the means of drainage is not achievable and our records largely agree with this. However we would advise checking the soakage rates on the site to fully discount using infiltration techniques. Infiltration tests should be undertaken to BRE 365 as the agreed standard.
3. Discharge to a local watercourse is the preferred method with attenuation on site to limit discharges to the greenfield rate. This is absolutely fine. However at this stage in the application the building layout for the site does not incorporate any open spaces to accommodate SuDS features. This is indicated by Fig.11 in the FRA where the proposed layout does not leave space for an attenuation basin. We recommend that all attenuation features are housed within the lowest points of the site and within open spaces, this is to mimic the natural drainage of the site and to prevent flooding to properties. Therefore the building layout needs to be revised to accommodate the attenuation basin as stated in the FRA (item 6.5.9).

Once the above comments have been addressed and SCC are satisfied, we may provide approval with the following condition(s):-

**Condition 1**

As part of any reserved matters application a surface water drainage scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be in accordance with the submitted FRA and include:-



1. A surface water drainage strategy with dimensioned drawings showing all aspects of the surface water drainage system.
2. If the use of infiltration is not possible then modelling or similar assessment shall be submitted to demonstrate that the surface water discharge to the receiving watercourse, up to the 1 in 100yr +CC rainfall event, will be restricted to 2l/s/ha or QBAR (5 l/s) for the critical duration as specified in the FRA.
3. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100yr rainfall event including climate change.
4. Modelling of the pipe network in the 1 in 30yr rainfall event to show no above ground flooding
5. Modelling of the volumes of any above ground flooding from the pipe network in a 100yr + climate change rainfall event, along with topographic plans showing where water will flow and be stored to ensure there is no flooding to buildings on the site and there is no flooding in the immediate area due to offsite flows.
4. If exceedance is being designed into the surface water system, then topographic plans shall be submitted depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite. If exceedance routes are to be directed to SuDS features then the potential additional volume of surface water must be included within the design of the surface water system.
5. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality or any Source Protection Zones. Likewise SuDS features should demonstrate betterment to water quality, especially if discharging to watercourse
6. Details of adoption and maintenance on all SuDS features for the lifetime of the development. Submission of an operation and maintenance schedule.

**Reason**

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

Kind Regards

**Steven Halls**

Drainage Technician  
Highway Network Management  
Economy, Skills and Environment  
Suffolk County Council

Tel: 01473 264430

Mobile: 07713093642

email: [steven.halls@suffolk.gov.uk](mailto:steven.halls@suffolk.gov.uk)

**From:** RM Floods Planning  
**Sent:** 19 October 2015 11:49  
**To:** Planning Admin  
**Subject:** RE: Reconsultation on Planning Application 0764/15

FAO Mark Pickrell

I can confirm that I do not have any further comments to those already submitted and our concerns still remain in respect of the drainage aspects to the application.

Regards

**Steven Halls**  
Flood and Water Engineer  
Highway Network Management  
Resources Directorate  
Suffolk County Council

Tel: 01473 264430  
Mobile: 07713093642  
email: [steven.halls@suffolk.gov.uk](mailto:steven.halls@suffolk.gov.uk)



**From:** RM Archaeology Mailbox  
**Sent:** 07 October 2015 10:44  
**To:** Planning Admin  
**Cc:** Mark Pickrell  
**Subject:** RE: Reconsultation on Planning Application 0764/15

Dear Mark,  
Thank you for consulting us on these amendments.  
Our advice remains the same as that sent on 3/6, which I have attached again for convenience.  
Best wishes,  
Rachael

Rachael Abraham  
Senior Archaeological Officer  
Suffolk County Council Archaeological Service  
No. 6 The Churchyard  
Shire Hall  
Bury St Edmunds  
Suffolk IP33 1RX  
Tel.: 01284 741232  
Mob: 07595 089516  
Email: [rachael.abraham@suffolk.gov.uk](mailto:rachael.abraham@suffolk.gov.uk)  
[www.suffolk.gov.uk/archaeology](http://www.suffolk.gov.uk/archaeology)

**From:** [planningadmin@midsuffolk.gov.uk](mailto:planningadmin@midsuffolk.gov.uk) [mailto:[planningadmin@midsuffolk.gov.uk](mailto:planningadmin@midsuffolk.gov.uk)]  
**Sent:** 07 October 2015 09:49  
**To:** RM Archaeology Mailbox  
**Subject:** Reconsultation on Planning Application 0764/15

Correspondence from MSDC Planning Services.

We recently sent you a consultation in respect of the above application.

We have recently received further information/revised plans in respect of this and would ask you to take this additional information into account when replying.

Please ensure that we receive your reply by **21/10/2015** at the latest.

To view details of the planning application online please click [here](#)

We look forward to receiving your comments.



## The Archaeological Service

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Economy, Skills and Environment  
 9-10 The Churchyard, Shire Hall  
 Bury St Edmunds  
 Suffolk  
 IP33 1RX

Philip Isbell  
 Professional Lead Officer  
 Planning Services  
 Mid Suffolk District Council  
 131 High Street  
 Needham Market  
 Ipswich IP6 8DL

Enquiries to: Rachael Abraham  
 Direct Line: 01284 741232  
 Email: rachael.abraham@suffolk.gov.uk  
 Web: <http://www.suffolk.gov.uk>

Our Ref: 2015\_0764  
 Date: 3 June 2015

For the Attention of Mark Pickrell

Dear Mr Isbell

### **PLANNING APPLICATION 0764/15 – LAND ON WEST SIDE OF BROAD ROAD, BACTON: ARCHAEOLOGY**

This proposed development site lies in an area of archaeological potential as recorded by information held by the County Historic Environment Record (HER). The site is located to the north of Bacton Green (HER no BAC 020) where there is potential for medieval green-edge occupation, particularly along the roadside. Although there are no recorded heritage assets within the proposed development site itself, this area has not been the subject of previous systematic investigation and recording. The scale of the site is such that it offers potential for the discovery of hitherto unknown important features and deposits. The proposed works would cause significant ground disturbance that has potential to damage any archaeological deposit and below ground heritage assets that exist.

There are no grounds to consider refusal of permission in order 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.

The following two archaeological conditions, used together, are recommended:

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 Condition 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 investigation. 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 on the basis of the results of the evaluation.

Please let me know if you require any clarification or further advice.

Yours sincerely

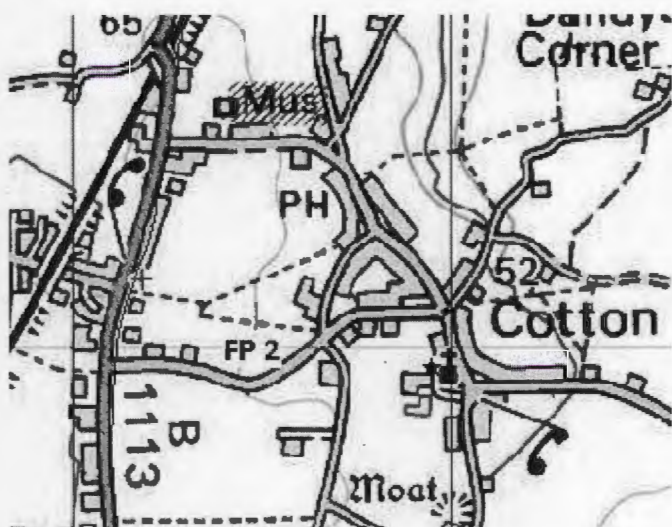
*Rachael Abraham*

Senior Archaeological Officer  
Conservation Team

## Public Rights of Way Response

As a result of the anticipated use of the Public Rights of Way network and as part of developing the health agenda to encourage people to walk and cycle more, this service would be looking for funding to improve and enhance these routes.

Public Footpath 2 would provide a recreational route for the residents of the proposed development. A section of the route is prone to damage from agricultural vehicles exiting the field. To provide a route easier to use for pedestrians, we would be looking to improve the surface.



An estimate based on average market costs to provide a sealed surface: 40m length x 1.5m width = 60m<sup>2</sup>  
 @ £60m<sup>2</sup> = £3,600.00

Officer time @ 12% = £432.00

Contingency @ 10% = £360.00

The total s106 contribution requested is £4,392.00



Date: 11/06/2015

Ref: 14.618

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

15 De Grey Square  
De Grey Road  
Colchester  
Essex  
CO4 5YQ

T: 01206 769 018  
F: 01206 564 746

[colchester@boyerplanning.co.uk](mailto:colchester@boyerplanning.co.uk)  
[boyerplanning.co.uk](http://boyerplanning.co.uk)

Dear Mark,

### **Developer Contributions Enquiry – 0764/15 – Land to west of Broad Road, Bacton**

I am writing on behalf of Suffolk County Council in relation to the above planning application for 47 dwellings in Bacton. Boyer has been instructed to assist in providing an assessment of the infrastructure requirements for this application on behalf of Suffolk County Council.

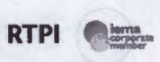
The requirements will need to be considered by Mid Suffolk District Council if residential development is successfully promoted on the site. The County Council will need to be party to any sealed Section 106 legal agreement if there are any obligations secured which is its responsibility as service provider. Without the following contributions being agreed between the applicant and the local authority, the development cannot be considered to accord with policies.

The contribution requirements set out in this letter are intended to be a starting point for discussion between Suffolk County Council and the Local Authority. This is the basis from which to understand the priorities that are going to be related to this site and proposal.

The National Planning Policy Framework (NPPF), at paragraph 203 - 206, sets out the requirements of planning obligations, and requires they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The County Council have adopted the 'Section 106 Developers Guide to Infrastructure Contributions in Suffolk' (2012), which sets out the agreed approach to planning applications with further information on education and other infrastructure matters provided within the supporting topic papers. This can be viewed at [www.suffolk.gov.uk/business/planning-and-design-advice/planning-obligations/](http://www.suffolk.gov.uk/business/planning-and-design-advice/planning-obligations/)





Mid Suffolk adopted its Core Strategy in 2008 and more recently undertook a Core Strategy Focused Review which was adopted in December 2012 and includes the following objectives and policies relevant to providing infrastructure:

- Strategic Objective S06 seeks to ensure that delivery of necessary infrastructure takes place to accommodate new development.
- Policy FC1 sets out the presumption in favour of sustainable development in Mid Suffolk.

Policy FC 1.1 highlights the Council will facilitate the delivery of sustainable development through a variety of means including the appropriate use of planning conditions and obligations.

### **Community Infrastructure Levy**

In March 2015, Mid Suffolk District Council formally submitted documents to the Planning Inspectorate for examination under Regulation 19 of the Community Infrastructure Levy Regulation 2010 (as amended). Mid Suffolk District Council are required by Regulation 123 to publish a list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL.

The current Mid Suffolk 123 List, dated November 2014, includes the following as being capable of being funded by CIL rather than through planning obligations:

- Provision of passenger transport
- Provision of library facilities
- Provision of additional pre-school places at existing establishments
- Provision of primary school places at existing schools
- Provision of secondary, sixth form and further education places
- Provision of waste infrastructure

As of 6<sup>th</sup> April 2015, the 123 Regulations restrict the use of pooled contributions towards items that may be funded through the levy. The requirements being sought here would be requested through CIL, once adopted by Mid Suffolk District Council, and therefore would meet the new legal test. It is anticipated that the District Council is responsible for monitoring infrastructure contributions being sought.

The details of specific contribution requirements related to the proposed scheme are set out below:

#### **1. Education**

Paragraph 72 of the NPPF states that *'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.'*

The NPPF at paragraph 38 states *'For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.'*

We would anticipate the following minimum pupil yields from a development of 47 dwellings (taking into account dwelling type and mix):



- Primary school age range, 5-11: 12 pupils. Cost per place is £12,181 (2014/15 costs)
- Secondary school age range, 11-16: 9 pupils. Cost per place is £18,355 (2014/15 costs)
- Secondary school age range, 16+: 2 pupils. Cost per place is £19,907 (2014/15 costs)

The local catchment schools are Bacton CP School and Stowupland High School. There are currently insufficient places available at the schools to accommodate children arising from the development and therefore the following contributions are required:

- Primary School – 4 places required = **£48,724**
- Secondary School – 9 places required = **£165,195**
- Sixth Form – 2 places required = **£39,814**

The scale of contributions is based on cost multipliers for the capital cost of providing a school place, which are reviewed annually to reflect changes in construction costs. The figures quoted will apply during the financial year 2014/15 only and have been provided to give a general indication of the scale of contributions required should residential development go ahead. The sum will be reviewed at key stages of the application process to reflect the projected forecasts of pupil numbers and the capacity of the schools concerned at these times. Once a Section 106 legal agreement has been signed, the agreed sum will be index linked using the BCIS Index from the date of the Section 106 agreement until such time as the education contribution is due. SCC has a 10 year period from date of completion of the development to spend the contribution on local education provision.

Clearly, local circumstances may change over time and I would draw your attention to paragraph 12 of this letter which sets out this information is time-limited to 6 months from the date of this letter.

## 2. Pre-school provision

It is the responsibility of SCC to ensure that there is sufficient provision under the Childcare Act 2006 and that this relates to section 8 of the NPPF. Section 7 of the Childcare Act sets out a duty to secure free early years provision for pre-school children of a prescribed age. The current requirement is to ensure 15 hours per week of free provision over 38 weeks of the year for all 3 and 4 year olds. The Education Act (2011) introduced the statutory requirement for 15 hours free early years education for all disadvantaged 2 year olds.

In this area there is 1 childcare provider with adequate spaces to accommodate children arising from this development proposal. Therefore no contribution is required in this instance.

## 3. Play space provision

Consideration will need to be given to adequate play space provision. A key document is the 'Play Matters: A Strategy for Suffolk', which sets out the vision for providing more open space where children and young people can play. Some important issues to consider include:



- In every residential area there are a variety of supervised and unsupervised places for play, free of charge;
- Play spaces are attractive, welcoming, engaging and accessible for all local children and young people, including disabled children, and children from minority groups in the community;
- Local neighbourhoods are, and feel like, safe, interesting places to play;
- Routes to children's play spaces are safe and accessible for all children and young people.

#### 4. Transport

The NPPF at Section 4 promotes sustainable transport. A comprehensive assessment of highways and transport issues is required as part of any planning application. This will include travel plan, pedestrian and cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 agreements as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278. This will be co-ordinated by Andrew Pearce of Suffolk County Highway Network Management.

In its role as Highway Authority, Suffolk County Council has worked with the local planning authorities to develop county-wide technical guidance on parking in light of new national policy and local research. This was adopted by the County Council in November 2014 and replaces the Suffolk Advisory Parking Standards (2002). The guidance can be viewed at <http://www.suffolk.gov.uk/assets/suffolk.gov.uk/Environment%20and%20Transport/Planning/2014-11-27%20Suffolk%20Guidance%20for%20Parking.pdf>

With regard to this proposal, £4,000 is required to improve both the north and southbound bus stops, with a further £6,000 required for a bus shelter/new base, totalling **£10,000**.

#### 5. Rights of Way

Section 8 of the NPPF promotes the need to protect and enhance public rights of way and access.

As a result of the anticipated use of public rights of way network and as part of developing the health agenda to encourage people to walk and cycle more, the Rights of Way service are reviewing their requirements and will advise at a later date if anything is required.

#### 6. Libraries

Section 8 of the NPPF promotes healthy communities and highlights the importance of delivering the social, recreational and cultural facilities and services a community needs.

Suffolk County Council requires a minimum standard of 30sqm of new library space per 1,000 population. Construction and initial fit-out cost of £3,000 per sqm for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of (30 x 3,000) £90,000 per 1,000 people or £90 per person for library space. Assuming an average of 2.4 persons per dwelling the requirement is 2.4 x 90 = £216 per dwelling.



On the basis of an average of 2.4 persons per dwelling, the capital contribution towards the development of library services arising from this scheme is  $216 \times 47 = \text{£}10,152$ . This would be spent at the local catchment library in Stowmarket.

#### **7. Waste**

Site waste management plans have helped to implement the waste hierarchy and exceed target recovery rates and should still be promoted. The NPPF (para. 162) requires local planning authorities to work with others in considering the capacity of waste infrastructure.

A waste minimisation and recycling strategy needs to be agreed and implemented by planning conditions. Design features for waste containers and the availability of recycling facilities should be considered in finalising the design of the development.

We would also request a contribution of £51 per dwelling towards waste disposal facilities. For this development that would be a capital contribution of **£2,397**.

#### **8. Supported Housing**

Section 6 of the NPPF seeks to deliver a wide choice of high quality homes. Supported Housing provision, including Extra Care/Very Sheltered Housing providing accommodation for those in need of care, including the elderly and people with learning disabilities, may need to be considered as part of the overall affordable housing requirement. We would encourage all homes to be built to the 'Lifetime Homes' standard.

#### **9. Sustainable Drainage Systems**

Section 10 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. National Planning Practice Guidance notes that new development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems.

On 18 December 2014 there was a Ministerial Written Statement made by The Secretary of State for Communities and Local Government (Mr Eric Pickles). The changes will take effect from 06 April 2015.

"To this effect, we expect local planning policies and decisions on planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010) - to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.

Under these arrangements, in considering planning applications, local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate."



## 10. Fire Service

The Suffolk Fire and Rescue Service requests that early consideration is given to access for fire vehicles and provisions of water for fire-fighting. The provision of any necessary fire hydrants will need to be covered by appropriate planning conditions.

Suffolk Fire and Rescue Service (SFRS) seek higher standards of fire safety in dwelling houses and promote the installation of sprinkler systems and can provide support and advice on their installation.

## 11. High-speed broadband

Section 5 of the NPPF supports high quality communications infrastructure and highlights at paragraph 42 that high speed broadband plays a vital role in enhancing the provision of local community facilities and services. SCC would recommend that all development is equipped with high speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion. Direct access from a new development to the nearest BT exchange is required (not just tacking new provision on the end of the nearest line). This will bring the fibre optic closer to the home which will enable faster broadband speed.

## 12. Legal costs

SCC will require an undertaking for the reimbursement of its own legal costs, whether or not the matter proceeds to completion.

13. The information contained within this letter is time-limited for 6 months only from the date of this letter.

## 14. Summary Table

Service Requirement	Contribution per dwelling	Capital Contribution
Education - Primary	£1,036.68	£48,724
Education – Secondary	£3,514.78	£165,195
Education – Sixth Form	£847.10	£39,814
Pre-School Provision	£0	£0
Transport	£212.76	£10,000
Rights of Way	£0	£0
Libraries	£216	£10,152
Waste	£51	£2,397
<b>Total</b>	<b>£5,878.32</b>	<b>£276,282</b>

Table 1.1: Summary of Infrastructure Requirements

I consider that the above contributions requested are justified, evidenced and satisfy the requirements of the NPPF and the CIL 122 Regulations. Please let me know if you require any further supporting information.



198

Yours sincerely

*C. Pollard*

Catherine Pollard  
Senior Planner  
**Boyer Planning Ltd**

Tel: 01206 769018

Email: [catherinepollard@boyerplanning.co.uk](mailto:catherinepollard@boyerplanning.co.uk)

cc. Neil McManus, Suffolk County Council

199

Environment Agency

**From:** Hunter, Andrew [mailto:[andrew.hunter@environment-agency.gov.uk](mailto:andrew.hunter@environment-agency.gov.uk)]

**Sent:** 19 October 2015 13:05

**To:** Planning Admin

**Subject:** 0764/15 - Land on the west side of Broad Road, Bacton

**Application for Outline Planning Permission for the erection of up to 47No. dwellings with attenuation basin**

We have no comments to make on this additional consultation.

Andrew Hunter  
Sustainable Places - Planning Advisor  
Environment Agency  
Iceni House  
Cobham Road  
Ipswich  
IP3 9JD

Direct dial 01473 706749  
email [andrew.hunter@environment-agency.gov.uk](mailto:andrew.hunter@environment-agency.gov.uk)



**From:** Consultations (NE) [mailto:consultations@naturalengland.org.uk]  
**Sent:** 05 June 2015 10:21  
**To:** Planning Admin  
**Subject:** Re: 0764/15

Dear Mr Pickrell

**Your ref:** 0764/15

**Our Ref:** 155652

**Natural England has no comments to make regarding this application.**

### **SSSI Impact Risk Zones**

The Town and Country Planning (Development Management Procedure) (England) Order 2015, which came into force on 15 April 2015, has removed the requirement to consult Natural England on notified consultation zones within 2 km of a Site of Special Scientific Interest (Schedule 5, v (ii) of the 2010 DMPO). The requirement to consult Natural England on "*Development in or likely to affect a Site of Special Scientific Interest*" remains in place (Schedule 4, w). Natural England's **SSSI Impact Risk Zones** are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments *likely to affect a SSSI*. The dataset and user guidance can be accessed from the [gov.uk](http://gov.uk) website.

Please see the information below for further advice on when Natural England should be consulted and links to guidance on the [gov.uk](http://gov.uk) website.

Unless there are additional local consultation arrangements in place, Natural England **should** be consulted for all developments where:

- The proposal affects a protected species not covered by the Standing Advice
- The proposal requires an environmental impact assessment
- The proposal is likely to damage features of a Site of Special Scientific Interest (SSSI)
- The proposal is likely to have a significant effect upon Special Area of Conservation (SAC), Special Protection Area (SPA) or Wetland of International Importance under the Ramsar Convention (Ramsar Sites)
- The proposal could lead to the loss of more than 20 ha of the best and most versatile agricultural land
- Any minerals and waste development where the land will be restored for agriculture

Yours sincerely

Joanne Widgery

Natural England

Sustainable Development

Consultations Team

Hornbeam House

Crewe Business Park

Electra Way,

Crewe

Cheshire, CW1 6GJ

Tel: 0300 060 3900

Email: [www.gov.uk/natural-england](http://www.gov.uk/natural-england)

[www.naturalengland.org.uk](http://www.naturalengland.org.uk)

**We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.**

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

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**From:** Toolan Adrian [mailto:Adrian.Toolan@networkrail.co.uk] **On Behalf Of** Town Planning SE  
**Sent:** 11 June 2015 11:37  
**To:** Planning Admin  
**Subject:** Network Rail consultation - 0764/15

Dear Mr Pickrell,

Thank you very much for consulting with Network Rail in regards to application 0764/15. Please see related comments below;

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail

development both now and in the future

I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

#### **Future maintenance**

The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

#### **Drainage**

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network

Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

#### **Plant & Materials**

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

#### **Scaffolding**

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

#### **Fencing**

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

#### **Lighting**

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

#### **Noise and Vibration**

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

#### **Landscaping**



Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

**Permitted:** Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padius), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

**Not Permitted:** Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts [AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk) prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at [www.networkrail.co.uk/asp/1538.aspx](http://www.networkrail.co.uk/asp/1538.aspx).

Kind regards,

Adrian Toolan



**Adrian Toolan,**  
Town Planning Technician,  
1 Eversholt Street ,  
London,  
NW1 2DN.  
**Mobile – 07710 959 611**  
**[Adrian.Toolan@networkrail.co.uk](mailto:Adrian.Toolan@networkrail.co.uk)**

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**From:** Toolan Adrian [mailto:Adrian.Toolan@networkrail.co.uk] **On Behalf Of** Town Planning SE  
**Sent:** 06 August 2015 10:15  
**To:** Planning Admin  
**Subject:** Network Rail Consultation - 0764/15 - FAO Mr Mark Pickrell

Dear Mr Pickrell,

Thank you for consulting Network Rail with regard to the above planning application.

Please note that my previous comments submitted on behalf of Network Rail on 11/06/2015 still apply to the proposed development.

Thank you.

Kind regards,



**Adrian Toolan,**  
Town Planning Technician,  
1 Eversholt Street ,  
London,  
NW1 2DN.  
**Mobile – 07710 959 611**  
**Adrian.Toolan@networkrail.co.uk**

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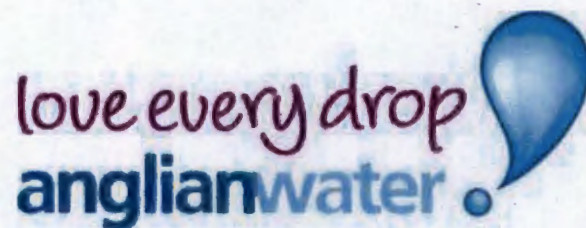
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**Planning Applications – Suggested Informative  
Statements and Conditions Report**

AW Reference:	00007297
Local Planning Authority:	Mid Suffolk District
Site:	Land on the west side, Broad Road, Bacton
Proposal:	Erection of 47 Dwellings
Planning Application:	0764/15

**Prepared by Carl Lee**

**Date 19 June 2015**

If you would like to discuss any of the points in this document please contact me on 01733 414690 or email [planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

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## **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 Bacton Water Recycling Centre that will have available capacity for these flows.

### **Section 3 – Foul Sewerage Network**

- 3.1 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

### **Section 4 – Surface Water Disposal**

- 4.1 The surface water strategy/flood risk assessment submitted with the planning application is not relevant to Anglian Water and therefore this is outside our jurisdiction for comment and the Planning Authority will need to seek the views of the Environment Agency.

We will request that the agreed strategy is reflected in the planning approval.

### **Section 5 – Trade Effluent**

- 5.1 Not applicable.
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