



# BUNGAY TOWN COUNCIL



## Minutes of the Extraordinary Planning, Environment & Highways Committee Meeting held on Monday 7<sup>th</sup> December 2020 at 7.00 p.m.

As permitted by the Local Authorities (Coronavirus) (Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020 No.392 this meeting was conducted “online”.

Members:

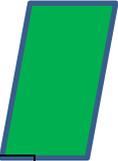
Cllr. R. Marshall (RM) Chair    Cllr. K Lodge (KL) Deputy Chair    Cllr. B. Prior (BP)    Cllr. L. Harnden (LH)  
Cllr. D. O’Neill (DO’N)    Cllr. L. Richardson (LR)    Cllr. G. Halliwell (GH)    Cllr. F. Betts (FB)

Also present: J. Burton (JB) Town Clerk & RFO and 14 members of the public.

PE&H-103 2020/2021	<b>Apologies for Absence:</b> To receive any apologies for absence. Apologies were received from LR – <b>Noted.</b> GH was absent from the meeting – <b>Noted.</b>
PE&H-104 2020/2021	<b>Declarations of Interest &amp; Requests for Dispensations:</b> Councillors to declare any Pecuniary or Non-Pecuniary Interests. Notwithstanding this item, Members may subsequently declare an interest at any point in the meeting.  No declarations of Interest or requests for dispensations were made by Town Councillors – <b>Noted.</b>
PE&H-105 2020/2021	<b>Public Forum:</b> Members of the public are invited to give their views on issues on this agenda, or raise issues for future consideration, at the discretion of the Chair, for no more than 15 minutes. Members of the public may not take part in the Committee meeting itself.
	Members of the public from Bungay spoke at the meeting and raised the following points: <ul style="list-style-type: none"> <li>• It was expected that the site would be developed for additional housing rather than a Retail Outlet</li> <li>• St John’s Road is 1 of the busiest Roads in Bungay with heavy 2-way traffic. Bardolph Road is also very narrow. The physical capacity &amp; width of St John’s Road was also a concern. Traffic Calming was needed</li> <li>• Concern was expressed that the store would be opened 7.00 am to 11.00 pm in this residential area</li> <li>• There is currently no Pedestrian Crossing and large lorries would be travelling through.</li> <li>• The impact this new store would have on the Town Centre of Bungay and also this would be competing with the current Co-Op Store in Bungay.</li> <li>• There was concern that alcohol would be sold from this store as it is in the middle of a residential Area.</li> <li>• Concern was expressed at how poorly the Co-Op have communicated with nearby residents for this application as it appeared that several of them had not been notified of these proposals.</li> <li>• The design and materials being used on the new store were at odds with neighbouring properties and nearby to a Conservation Area.</li> <li>• The Co-Op had originally closed their premises in the Town Centre and in addition 2 convenience stores had recently closed in the Town Centre and it was considered that this new store would detract people further from using the Town Centre.</li> </ul>



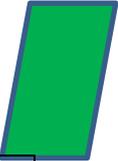
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	<ul style="list-style-type: none"> <li>Issues were also raised regarding the residential units being proposed above the retail premises.</li> </ul> <p>A Representative for the Planners thanked the Residents for their comments and understood their concerns fell under 2 main categories:</p> <ol style="list-style-type: none"> <li>Highways concerns – especially vehicle movements and safety concerns.</li> <li>The impact on the Town Centre – especially the current retailers.</li> </ol>			
PE&H-106 2020/2021	<p><b>Planning Applications:</b> To consider the following planning applications:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 33%; text-align: center;">DC/20/4732/FUL</td> <td style="width: 33%; text-align: center;">Site Of Former St Johns Garage Bardolph Road Bungay Suffolk</td> <td style="width: 33%;">Construction of two-storey building to provide Class E retail unit at ground floor with 4 no. Class C3 residential units above; and ancillary car parking and servicing area.</td> </tr> </table>	DC/20/4732/FUL	Site Of Former St Johns Garage Bardolph Road Bungay Suffolk	Construction of two-storey building to provide Class E retail unit at ground floor with 4 no. Class C3 residential units above; and ancillary car parking and servicing area.
DC/20/4732/FUL	Site Of Former St Johns Garage Bardolph Road Bungay Suffolk	Construction of two-storey building to provide Class E retail unit at ground floor with 4 no. Class C3 residential units above; and ancillary car parking and servicing area.		
	<p>Town Councillors were asked by RM to comment on the application and the following points were raised:</p> <ul style="list-style-type: none"> <li>This was not a residential site at present and the design of the new building mimicked the previous building. However, it was pointed out later in the debate that just because there was poor quality design on the previous premises this did not mean that the new premises also needed to be poorly designed.</li> <li>The sale of alcohol on the premises was not a reason to dismiss an application.</li> <li>The volume of traffic, and the speed of the traffic along this road is an issue and St Johns Road is the 2<sup>nd</sup> busiest road in the Town and the junction with Bardolph Road is particularly busy. The Wingfield Junction is also a major problem and near a school. There is no pedestrian crossing point along this road and 1 would need to be provided with an island in the middle. Concern was expressed about the large lorries that would require access to this store and the turning circles needed for them. There have been 3 road accidents along this piece of road in the last 5 years.</li> <li>There is currently no provision on the plans for any Electric Car Charging Points.</li> <li>This application would have a major impact on the existing shops in the Town Centre. The Retail Impact Assessment did not fully show the significant impact that this store would have on the current Bungay Town Centre shops and the local Chamber of Trade Association (BEBA) were strongly opposed to the plans and had said that this new store will have a major impact on existing businesses.</li> <li>Concerns were expressed that this development is on the edge of a Conservation Area and we should be looking to enhance this area.</li> <li>Parking together with noise and disturbance for local residents was a concern and the Plans generally considered ill thought out.</li> <li>The environmental impact on the area together with general noise levels and air pollution had not been considered and it appeared that sustainable travel had not been looked at. There was nothing in the design to enhance the frontage i.e., trees to break up the landscape.</li> <li>Plans considered wholly inappropriate, in the wrong place &amp; will destroy the Town Centre.</li> <li>The small size of the flats was a concern and in particular the 1 bedroom flats.</li> <li>Concern was expressed that East Suffolk had not sent out Planning Letters to many of the nearby residential addresses.</li> <li>Some of the Planning Papers available suggested that the ground at this site contained too high an element of Mercury, Lead and other substances which precluded development for a number of years. The reference to hydrocarbon impact in soil, groundwater and soil gas can be found in the report by Subadra, part 7.2, which is in the list of documents on the ESC website and is labelled somewhat obscurely as ‘additional investigation report’. They make recommendations about clearance of the hydrocarbons in the section attached as a</li> </ul>			

Signed \_\_\_\_\_

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Date \_\_\_\_\_



JPEG and this is not addressed in any of the plans made by the Co-Op. There is an obvious danger of the significant hydrocarbon pollution in the north east of the site entering the local water system.

- Parking spaces allocated in accordance with the Suffolk Guidance for Parking should be a minimum of 25 with 3 disabled spaces. 15% of the parking spaces should have Electric Charging points. The flats should also have 6 parking spaces and there is no long-term cycle parking provision in the plans.
- The sheer volume of pedestrian traffic is a concern and there are no desire lines identified on the plans.

Taking the above points into consideration:

**DC/20/4732/FUL - Site of Former St Johns Garage Bardolph Road Bungay Suffolk - Construction of two-storey building to provide Class E retail unit at ground floor with 4 no. Class C3 residential units above; and ancillary car parking and servicing area**

**It was proposed by DO’N, seconded by BP, and RESOLVED that these plans are recommended for REFUSAL with the following comments.**

<b>For</b>	<b>6</b>
<b>Against</b>	<b>0</b>
<b>Abstain</b>	<b>0</b>

**Parking.**

**"Suffolk Guidance for Parking Technical Guidance Third edition May 2019 " abbreviated to SGP**

**From the Waveney local plan, WLP8.21 - Sustainable transport indicates that the SGP be used.**

**SGP section 3.1 States in relation to pedestrians that;**

**"Pedestrian access to the development must be considered and pedestrian desire lines through a site identified. Pedestrians must be able to walk easily and safely on a convenient route through car parks"**

**On the plans, there are no desire lines shown and plans would mean may need to pass by offloading or around trucks.**

**From the figures within the application, there are expected to be 64 people crossing the car park from their vehicles during the busiest hour.**

**Within SGP section 3.2 Cycle Parking -**

**"Generally, the longer cycles are expected to be parked at a location, the higher the level of weather protection and security is required."**

**This does not seem to be considered for staff and residents, SGP mentions that the Sheffield stands on the plan are suitable for short term use or visitors with an indication that cycle bins are suitable for staff and longer-term parking.**

**There is also the consideration given;**

**"In addition to the provision of secure parking for visitors, as part of any agreement on Travel Plans, developers of non-residential proposals will be required to demonstrate that the Travel**



Plan has considered the additional needs of employees, such as locker, changing and shower facilities."

There is no consideration within this travel plan.

**SGP section 7 - Parking guidance for use classes**

**Class A1 - Shops. <1000m2 gfa (page 38)**

**Vehicle spaces - Minimum 25 as per guidance (1 per 16m2). 15 on application - the reasoning for this seems flawed as time frame which has been given is an average and doesn't consider the maximum peak during 1800-1900 on the expected figures given which also do not consider peaks in traffic as are calculated on perfect, average, in and out.**

**Disabled spaces - a minimum of 3. 1 on the application, states that the Parent and child space could be used, this does not seem to be a space that fits disabled regulations.**

**Space for 1 16.5m lorry as a minimum. This would not be possible with these plans.**

**The service and delivery plan shows calculations for a 10.35m truck. If this is the largest truck that would be used on the site the guides show that although the turning doesn't impinge on the spaces will practically touch the lines of the parking spaces and gets very close to the border of the site to the West so any variation on the turn indicated would not be possible. This does not seem realistic.**

**SGP on pg.68 also states for A1 retail.**

**"15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity"**

**This application shows none.**

**For the flats on the application as per page 52 for Class C3 the minimums are;**

**1 bedroom - 1 space**

**2 bedroom - 2 spaces**

**visitors 0.25 spaces per dwelling**

**Therefore, there should be a minimum of 6 spaces (plus one for visitors). Only 4 shown on the application.**

**In regards to EV provision on pg.68 of SGP states;**

**"Ducting and suitable consumer unit to allow the Install of one wall charging unit per dwelling when required by householder where possible"**

**Therefore, a minimum of 4 spaces, no provision has been shown on the application.**

**Overall, there is parking below minimum standards and no further consideration beyond minimum levels for sustainable transport.**

**Highway safety.**

**Within the transport statement 4.29 it is stated;**

**"It is noted that on-street parking may occur from time to time on the northern carriageway of Bardolph Road where the double yellow lines end"**



The "may occur" on that statement is a gross understatement as on regular inspection there always seems to be vehicles parked in this space. There is nothing to stop this and it should be assumed that there is in any plans. Looking at the plans and dimensions compounded with the plan to widen the pathway to 2m it seems that a 2.3m or 2.5m wide truck would not be able to turn out of the site if there is a car parked within this area.

Within this section, there is no consideration for the increased pedestrian volume to and from the site. Given the figure of 967 two-way trips per day, this shows on average for the 17 hours opening 56.88 trips to or from the store per hour, clearly, there will be periods of higher and lower footfall. There is no plan for pedestrian movement across the roads and no route to the town centre which does not need a person to cross a road. Only one path to the store allows this and this is away from the town.

The accidents noted in the area within 5 years prior to the application were all in the dark with wet conditions. During the winter months, this may be the case after 5 pm on any day. From expected figures presented within the application, the average pedestrian movements between 1700-2300 are still 55.62 two-way trips per hour which include the two busiest hours.

There was no traffic monitoring along St. Johns road which has a much higher volume of traffic.

With any increase in vehicle, cycle or pedestrian traffic without any mitigating plans this would also contradict WLP8.21 "It reduces conflict between users of the transport network including pedestrians, cyclists, users of mobility vehicles and drivers and does not reduce road safety;"

With these considerations along with Bungay Town Council's SIDs data showing over 40% speeding along St. Johns road, there may be a much higher risk.

#### Design.

Within the Southend conservation area, the houses around the site have black or red pantile roofing and the buildings opposite the site use slate roofing. The site may not be within the conservation area itself however the concrete tiles within the application do not fit the area and WLP8.29

#### Impact on the town centre.

Along with consideration given in paragraphs 89 and 90 of the National planning policy framework 2019, WLP8.18 states that;

"Planning applications for town centre use development on edge of centre, and out of centre sites over 350sqm should be accompanied by an Impact Assessment which demonstrates the proposal will have no significant adverse impact on the vitality and viability of the town centre, and no significant adverse impact on any town centre investments."

Although an impact statement is included it only seems to state that an expected approximately 80% of revenue would be diverted from the Coop site on Hillside road East (section 6.3) and that £0.7m in convenience revenue would come from customers living outside of Bungay (section 6.2) but does not state which stores that would be affected by this whether in or out of the town centre as Table 1 shows that both the town centre and existing coop have revenue from a wider area. Given that the remaining 20% not being taken from the Coop on Hillside road East is approximately £568,000 (calculated from section 5.2) and the town centre total of £1.4m in revenue currently (Table 1), there is the possibility of significant impact especially as this would be focussed on a small number of stores as stated in section 6.6. This is not answered in any meaningful way within the Retail impact assessment.



# BUNGAY TOWN COUNCIL



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Signed \_\_\_\_\_

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Date \_\_\_\_\_