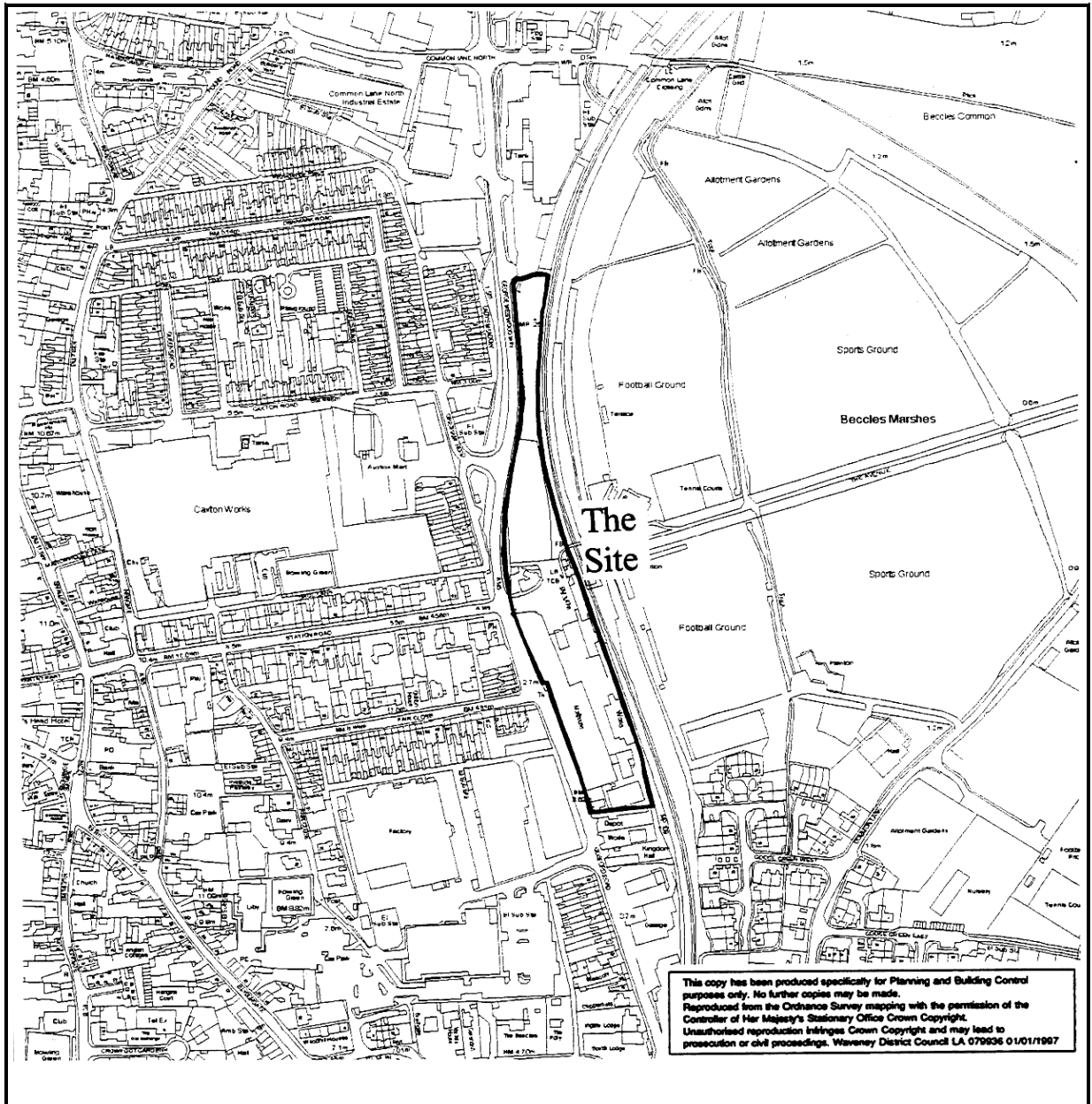


Gosford Road, Beccles

Revised Development Brief

Site of the former Beccles Maltings
October 1998



ADDENDUM

Gosford Road, Beccles (Beccles Maltings) Revised Development Brief

Eastern Electricity has distribution assets that may be affected by the redevelopment of this site.

- a low voltage overhead line exists in the centre of the site, adjacent to Station Square. The overhead line feeds from George Westwood Way to the Pavilion and other station buildings on the east side of the track. If it was necessary to remove this overhead line, then it would have to be replaced with underground cable laid under the railway track; an exercise that would necessitate liaison with Railtrack at an early stage.

- high voltage and low voltage underground cables enter the south end of the development site from Gosford Road and make their way to the "Waveney Baths" pole mounted transformer. This transformer then feeds nearby buildings on both sides of the track.

New electricity supplies could be offered to the development site by connecting into existing high voltage underground mains in Gosford Road and Gresham Road. It is likely that a number of substations will be required, with the actual number dependent on the ultimate loading of the site. Any substation which is not fully enclosed inside a brick and tile enclosure must not be positioned within ten metres of a residential dwelling.

For information relating to the existing plant on site and new electricity supplies prospective developers are requested to contact:-

Eastern Electricity
Network Operations
Longwater Business Park
Dereham Road
Cotessey
Norwich
NR5 0TU Tel: (01603) 732255

L.J. Monkhouse
Director of Planning and Building Control
Waveney District Council
Rectory Road
Lowestoft
Suffolk
NR33 0BX Tel: (01502) 562111

December 1998

Gosford Road, Beccles

Revised Development Brief

October 1998

Laurence Monkhouse
Director of Planning and Building Control
Waveney District Council
Department of Planning and Building Control
Rectory Road
LOWESTOFT
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Tel: (01502) 562111

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1. STATUS AND CONTEXT OF THE BRIEF

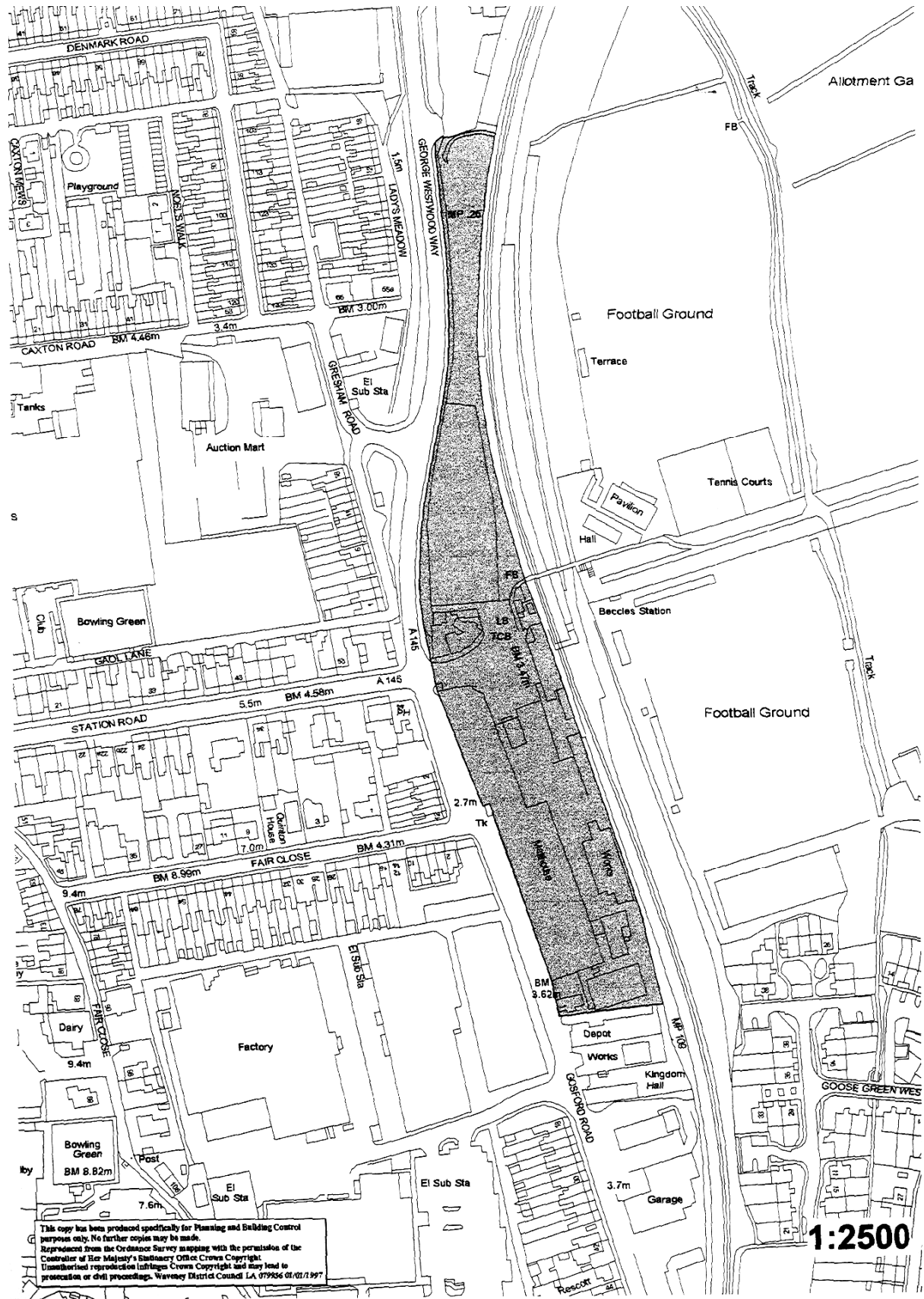
- 1.1 This development brief has been prepared to guide development, on land on the site of and adjacent to the Beccles Maltings, at Gosford Road, Beccles. This guidance sets down the general principles of development that the District Council as Local Planning Authority will expect in any redevelopment scheme.
- 1.2 This brief amalgamates two documents that together have acted as the adopted supplementary planning guidance for the Gosford Road site for a number of years. The documents are; the Beccles Maltings Area Development Brief, published in 1988 and a report to the Council's Development and Operations Committee in March 1994, which to a large extent superseded that brief. This brief provides an up to date picture of the site and acts as a "one stop shop" for developers, and those interested in the site. This brief supersedes the previously adopted guidance. It provides detailed guidance, supplementing Policy BEC4 in the Waveney Local Plan. It is a material consideration when determining planning applications and it should be given considerable weight since it has been adopted by Waveney District Council following a public consultation.
- 1.3 The Gosford Road Development Brief is referred to in the Waveney Local Plan, where Policy BEC4 upholds the aims and design principles set out in this brief, stating;

Redevelopment at the Beccles Maltings site will be permitted provided that:-

- 1. Proposals enhance the character and appearance of the Conservation Area and respect the prominence of the site and the sensitivity of its location;**
- 2. The enclosure of station square is retained by converting the station hotel and the Malting office;**
- 3. Redevelopment along the Gosford Road frontage makes a positive contribution to the townscape;**
- 4. Access, parking and landscaping is in accordance with the development brief.**

- 1.4 The brief is necessary for the following reasons:
- ◆ because there is an opportunity for redevelopment as the site lies derelict and largely unused and is in need of upgrading;
 - ◆ to ensure the proper redevelopment in the form of high quality design and environmental improvement of what is a sensitive site. Part of the site is within the Beccles Conservation Area;
 - ◆ because the site is in a prime location - it is a gateway site, located alongside one of the main road routes into the town centre and adjoining the East Suffolk Railway Line;
 - ◆ since it contains the railway station, an important amenity and a historic landmark at the end of Station Road;
 - ◆ to ensure that any new development respects the site's historic predecessor, the Beccles Maltings, see Appendix 1 - Beccles Maltings, historical background.

MAP 1 - SITE LOCATION



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2. LOCATION AND DESCRIPTION OF SITE

- 2.1 The site as a whole, has an area of 1.6 hectares and lies to the north east of Beccles, see Map 1. It is bounded to the east by the East Suffolk Railway Line and to the west by George Westwood Way and Gosford Road. Its northern boundary is marked by an open public surface water drain which adjoins a car park serving an abattoir. A terraced building, currently being used as offices for a wholesale distribution business, forms the southern perimeter.
- 2.2 It lies in an area of mixed development made up of residential and industrial uses. Part of the site falls within the Beccles Conservation Area.
- 2.3 For the purpose of the brief and for the immediate site description that follows, the site has been divided into six sub-areas. These six areas are not self contained but are simply more convenient for discussion purposes, see Map 2.

Area 1:	Land adjacent to abattoir opposite Lady's Meadow
----------------	---

- 2.4 The area comprises of rough scrubland, grasses and trees. It is not in use and is unlevelled with evidence of dumping.

Area 2:	Narrow area
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- 2.5 A hourglass shaped area of unused scrubland and trees.

Area 3:	Land north of the station square
----------------	---

- 2.6 Formerly used as a wood pallet business, the land is lower lying than the George Westwood Way thoroughfare. It is an exposed scrubland site with areas of rough rubble and gravel surfacing. A main foul sewer passes through the area.

Area 4:	Station square
----------------	-----------------------

- 2.7 Part of the Beccles Conservation Area, it is made up of the "station square" that is formed by the station building itself and the two rounded frontages of the Station Hotel and facade of the former Maltings offices (the back wall of which, once formed part of the concrete lining of the Maltings silo). A footbridge provides access to The Avenue and Beccles Common from the station square.

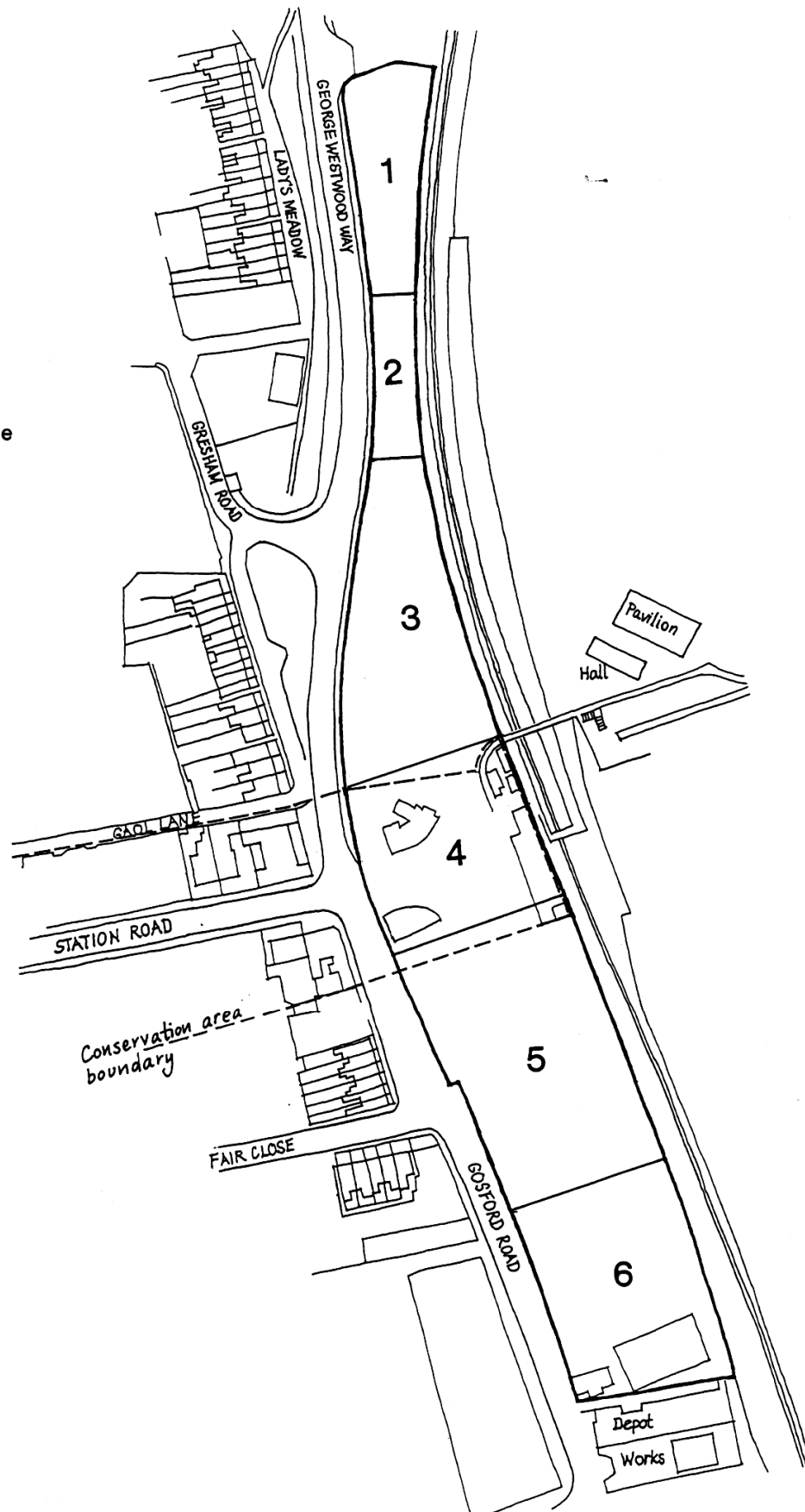
Area 5:	Former Maltings site (north)
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- 2.8 A completely levelled area of the northern half of the former Maltings, apart from a low wall which was retained from the Gosford Road frontage of the Maltings. A narrow section falls within the Beccles Conservation Area.

Area 6:	Former Maltings site (south)
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- 2.9 A levelled area of the southern half of the former Maltings (with similar low wall as Area 5) and an existing detached dwelling/office building and an operating 4-5 storey grain silo are located in this area.

MAP 2 - SIX SUB-AREAS



3. RELEVANT PLANNING BACKGROUND

- 3.1 **1988:** The first development brief was published, guiding the comprehensive phased redevelopment of the whole area. The brief steered developers towards mixed commercial and residential uses, with the retention of the Maltings office. An application to redevelop the site as a garage and petrol station accompanying an application for listed building consent to demolish the Maltings, was refused, failing to meet the brief's requirements.
- 3.2 **1991:** Planning permission and Listed Building Consent to demolish the Maltings and redevelopment of the site for sheltered housing, business units, and a garage were approved in principle. Approval was subject to the applicant entering into a legal agreement to ensure that phased redevelopment took place and thus that the Maltings would only be demolished when a scheme worthy of the site was firmly agreed. Some of the parties hoping to implement the scheme withdrew so a legal agreement was never finalised, nor the permissions issued.
- 3.3 **1994:** There was renewed interest in the site for housing. The Council resolved new guidance for housing, introducing areas of high density housing, served by new points of vehicle access.
- 3.4 **1995:** A high density development scheme involving the demolition of the existing buildings and the redevelopment of site was refused. The site owner and Beccles Town Council urged that the Listed Building Consent for demolition be issued, arguing that the Maltings were becoming dangerous as a result of vandalism and the robbery of building materials. In line with Government advice on Listed Buildings (i.e. PPG15 - which requires that the after use of a Listed Building is approved and legal agreements ensuring its implementation are in place before authorising demolition), the request was refused.
- 3.5 **1996:** The owner of the site began the unauthorised demolition of the Maltings. An application for retrospective Listed Building Consent for the demolition of Maltings, retaining Maltings office facade was subsequently approved in view of the dangerous state of the partially demolished buildings.

4. DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

Opportunities

- Prime site location - a gateway site, situated alongside the railway and a main road route into Beccles
- Highly accessible site for more than one mode of transport
- Contains the railway station - an important amenity
- Part of the site lies within an attractive Conservation Area
- Steeped in history - historic railway station and once home to a nineteenth century malthouse
- Opportunity for high density scheme that designs out crime
- Close to facilities in the town centre
- Attractive views of the Beccles Common.

Constraints

- Noise and outlook - sandwiched between a railway line and main road
- High design expectations put on any replacement - to live up to the listed predecessor
- Facilitating the public (station users) whilst ensuring, that the scheme's private residents needs are met
- Overbearing, 4-5 storey silo in Area 6
- Main foul sewer which passes through Area 3
- Possible contamination from clinker and coal
- Noise and dust from the Silo in Area 6 and the Abattoir.

5. DEVELOPMENT PRINCIPLES

5.1 Broad principles for development

5.1.1 The fundamental aims of this brief are to:

- ◆ ensure that an area for transport interchanges is provided;
- ◆ ensure that the character of the Beccles Conservation Area is retained and enhanced;
- ◆ ensure that a high quality design which fully complements the surrounding area is secured for the important “gateway” site;
- ◆ ensure that any new development respects the Maltings past architectural merit and its role in the economic history of Beccles.

Mixed use development

5.1.2 In order to achieve these fundamental aims it is considered essential that the site is developed comprehensively with a mix of uses. Mixed uses will both take advantage of the site’s important location adjoining Gosford Road and the East Suffolk Railway Line and its proximity to the town centre, whilst being in keeping with the variety of uses found locally. Mixed use environments are preferable because they bring vitality to an area in the form of a variety of sights, sounds and activities and they can attract more users, often at different times of the day, who can “keep an eye on the area” and help to reduce crime.

5.1.3 There should be areas of high density housing and areas of business units. In line with current Government guidance, PPG6 - Retailing and Town Centres, June 1996 (which states that retail developers should adopt a sequential test when choosing development sites, by firstly developing the sites as close to the town centre as possible) and the policies as set out in the Waveney Local Plan, it is considered that a solely retail proposal will be unacceptable. Retailing will only be acceptable as an ancillary part of a business use.

Housing mix

5.1.4 In accordance with PPG3 - Housing, 1992 and Policy H3 of the Waveney Local Plan a mixture of property types and designs should be developed to accommodate different members of society e.g. elderly and young people as well as the more economically active part of the population. However, due to the site’s close proximity to the town and the potential danger to children from the neighbouring carriageway and railway line, it is suggested that the site lends itself more towards single persons’ dwellings than to family housing.

Design and landscape

5.1.5 The design must have references to the areas past architectural merit as well as making a positive contribution to the present townscape. The development should be of a similar mass and scale of the surrounding area. Appendix 1 - Beccles Maltings, historical background provides a brief insight into the sites past development.

5.1.6 The District Council as the Local Planning Authority will be seeking comprehensive landscape treatment throughout the site, both in terms of hard and soft landscaping, with an emphasis on quality materials. Developers should avoid planting trees close to the Railway line, particularly trees of the deciduous variety.

5.1.7 Developers must refer to the advice set out in the Suffolk Design Guide for Residential Areas prepared by the Suffolk Local Authorities, 1993 and the District Council's complement, Residential Design Guidelines, October 1997, as part of their design process.

Enclosed square

5.1.8 The design must help to retain and enhance the present enclosure of the station square by retaining the station building itself and by converting the station hotel and the Malting office. An enclosed square with priority to pedestrian movement will help to draw attention to the public, amenity functions of the area i.e. station, cafe etc. and will improve the setting of the attractive station building itself, which provides a landmark at the end of Station Road, part of the Beccles Conservation Area.

Affordable housing

5.1.9 In accordance with policy H4 of the Waveney Local Plan, a proportion of the housing development should be affordable, i.e. homes for rent below market prices, as this type of housing represents the greatest need in the district. At present family housing is the main category of need although, as previously indicated in paragraph 5.1.4, this particular location might be more suitable for single persons' accommodation, of which elderly rented accommodation represents the greatest need. The involvement of a reputable housing association or other social housing agency will be necessary to ensure that the housing is managed satisfactorily and remains affordable in the long term. Developers can seek advice from the District Council's Director of Housing and Environment Health.

Accessible and adaptable housing

5.1.10 As the site is close to some public transport routes and the shops and facilities in the town centre, it is an appropriate site for accessible and adaptable housing. Accessible housing is designed with disabled people in mind e.g. with doorways which are wide enough for a wheelchair to pass, to allow disabled people to visit. Adaptable housing is designed to be easily modified in the event of future disabled inhabitants. Developers should create as "barrier free" an environment as possible in accordance with policy H5 of the Waveney Local Plan, (see Appendix 3 - Accessible and Adaptable Housing Guidelines) and are advised to seek advice from the District Council's Access Officer, Mr Hardy.

Public art

5.1.11 There are exciting opportunities to incorporate artistic innovation in the form of street furniture (e.g. bollards and lighting) which should run throughout the site and a piece of public art on the square (perhaps something inspired from the Maltings) to establish the square as a new and interesting public area.

Open space provision

- 5.1.12 Beccles is currently deficient in public open space (playing pitches and play areas). Policy OS5 of the Waveney Local Plan attempts to ensure that this position does not deteriorate and that the open space needs of all new general purpose housing developments are adequately met by developers. In accordance with this policy, developers must either provide 60 square metres of open space on the site for every dwelling in excess of 10 dwellings, or make a commuted payment. Current capital contributions towards play equipment are £371.00 per dwelling (costings from 1996/1997 financial year). 25% of the open space provided should be laid out as children's play space.
- 5.1.13 At present all of the playing pitches in Beccles are at Common Lane, very close to the site. This points to an emphasis for play area provision on the site, close to any areas of housing and away from Railtrack's boundary (to avoid trespass) and perhaps to commuted payments for the improvement of the neighbouring existing pitches. However, as previously indicated in paragraph 5.1.4 and 5.1.9, the site is considered appropriate for single persons housing. If this type of development takes place there is unlikely to be a need for play space and the design will only be required to incorporate areas of amenity space.
- 5.1.14 Due to the special qualities of the site i.e. town centre site, in the Beccles Conservation Area, the open space standards are not absolute but should be used as a guide. It is considered that the most important issue is that the scheme is well designed. A successful design will consider the relationship between built form and space as an integral part of the design process and not as an afterthought.

Transport Interchange

- 5.1.15 With the important amenity of the Railway Station located on the site and an increasing emphasis for sustainable forms of transport in Government advice it is essential that the development facilitates transport interchanges.

Highways

- 5.1.16 The redevelopment of the area will require changes to be made to the local road network to cope with any additional traffic that will be generated. Three new access points are proposed for the site, two from George Westwood Way and one from Gosford Road.
- 5.1.17 A staggered junction is proposed comprising of the existing Station Road and the proposed road serving Areas 3 and 4 with George Westwood Way. It is to be signal-controlled, incorporating a crossing of George Westwood Way for pedestrians. A pedestrian crossing will also be required on Gosford Road to the south side of the Station Road junction. A safety audit of these proposals will be required.
- 5.1.18 Although it would be desirable to provide separate accesses to both Area 6 and the Crisp Malting Group's silo to the south of it, this may not be possible in practice. Therefore a combined access to both sites will be acceptable.
- 5.1.19 Roads within the site must be carefully designed to accommodate the Transport Interchange. To allow buses to safely manoeuvre a road should be developed which channels vehicles one way south from an access off George Westwood Way to Area 1

through to a two way access with Area 3. The one-way south route should be supported by a traffic regulation order to that effect.

- 5.1.20 A carriageway width of 7.6 metres must be maintained in Gosford Road. Visibility from the junction with Area 5 must be 4.5 metres by 70 metres and from other junctions 2.5 metres by 70 metres.
- 5.1.21 New roads will need to be constructed to adoption standards and then offered for adoption by the Highway Authority. These details should be agreed, in advance, with Suffolk County Council.

<p>Enquiries to:- Suffolk County Council Department of Environment and Transport Highways Division St Edmund House County Hall Ipswich IP4 1LZ Tel: 01473 583000</p>	<p>Crisp Malting Group Mr Mulford - Group Project Engineer Great Ryburgh Fakenham Norfolk NR21 7AS Tel: 01328 829391</p>
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Footpaths and cycleways

- 5.1.22 The present public footpaths through the site must be retained and within the site new footpaths should be provided at a minimum width of 1.8 metres. A new footpath must be provided from the south end of the site to the Railway Station, either through the residential area or along the east side of Gosford Road. Should the new footpath be developed along Gosford Road it should have a minimum width of 2 metres. Cycle parking facilities should be provided in accordance with the District Council's current standards, as set out in Appendix 2.
- 5.1.23 Friends of the Earth first published a Cycling Strategy for Beccles in June 1996. Detailed schemes were drawn up in November 1997. Redevelopment of the Maltings site provides an opportunity to assist in the implementation of at least two of these well intentioned schemes.
- 5.1.24 Developers must negotiate with Railtrack and the chairman of the Beccles Cycle Strategy with the intent of achieving the two proposed cycle routes, set out in the Beccles Cycle Strategy (i.e. a north-south, Beccles Quay/Safeway to South Beccles cycle link and an east-west cycle link between the town centre via Goal Lane and Beccles Common). In particular arrangements for the provision for cycle routes across the site and a safe cycle crossing facility to serve the east - west link must be made. This could involve developers installing cycle routes or contributing financially to their implementation. As a minimum, developers must set aside a negotiated amount of land within the site for the future development of the cycleway, so as not to preclude its development.
- 5.1.25 In accordance with the advice set out in the Suffolk Design Guide for Residential Areas prepared by the Suffolk Local Authorities, 1993, cycleways should have a minimum width of 2 metres and combined cycleway footpath routes should be at least 3 metres. A greater width may be necessary where the cycleway abuts a wall or where

improved visibility is required. Developers are advised to also seek advice from Suffolk County Council's Cycling Officer, Mr Kemp at the earliest opportunity.

Enquiries to:- Suffolk County Council	Mr Elliot
Department of Environment	Beccles Cycling Strategy
and Transport	Bikeways Unlimited
St Edmund House	2 The Old Hall
County Hall	Barsham
Ipswich	Beccles
IP4 1LZ	Suffolk NR34 8HB
Tel: 01473 583000	Tel: 01502 714661

Car parking

- 5.1.26 Current planning guidance to Local Planning Authorities, PPG13 - Transport, February 1997, promotes the use of alternative modes of transport to the car and encourages measures that reduce the need to travel. In view of the site's proximity to the town centre and the railway station and the potential to encourage cycling and walking, it is considered that one car parking space per residential unit will be acceptable.
- 5.1.27 Car parking for both long and short stay use must be provided. 6 short stay spaces and 4 long stay disabled parking spaces must be made available adjacent to the station buildings for use by existing tenants and rail passengers and 30 long stay spaces in Area 1/2. The design of the development fronting Gosford Road and George Westwood Way must positively discourage parking and or vehicles waiting on the adjoining highway.
- 5.1.28 For the commercial elements of the development, developers should refer to Suffolk County Council's advisory parking standards adopted by this Council and included as Appendix 2.

Crime prevention

- 5.1.29 The design and layout of areas can have a significant influence on the prevention of crime so developers should design with crime prevention in mind. Secure cycle parking should be provided for travellers and located in Area 4 (in addition to the provision by the station). To reduce people's perceived fear of crime pathways should be well lit (with light directed downwards so as not to cause light pollution), particularly in Areas 1 and 2. Area 2 should be sensitively landscaped with low level shrubs and trees with light foliage. This will ensure that pedestrians using the path are visible to passers by and at the same time vegetation will be unable to conceal attackers.

Enquiries to:- Crime Prevention Officer
Suffolk Constabulary
Lowestoft Divisional HQ
Old Nelson Street
Lowestoft
NR32 1EG

5.2 **Other Area specific principles for development**

- 5.2.1 The detailed principles for development guidance for the site are outlined below and pictorially in the accompanying sketch layout, see Map 3 - Indicative Sketch Layout. The sketch layout is indicative of an acceptable design scheme, to aid (rather than stifle) innovative design. It should provide an effective launch pad for good design.

Area 1:	Land adjacent to abattoir opposite Lady's Meadow
----------------	---

Use

- 5.2.2 A landscaped, long stay car parking area for rail users (for approximately 30 cars) with a new one-way south vehicle access from George Westwood Way, through to Area 3. Adequate arrangements for maintenance must be clearly established.

Design requirements

- 5.2.3 Careful use of landscaping to create a safe and attractive parking area. The landscape should to some extent screen the car park with trees and shrubs positioned along the George Westwood Way boundary and shrubs along the railway boundary. However, the design should ensure pedestrian safety by maintaining clear visibility of users from George Westwood Way. It must be well lit to avoid dark corners.

Access

- 5.2.4 The new one-way south access road to Area 3 must be 25 metres (taken centre to centre) from the Hutson access and must have a carriageway width of 7.5 metres where it joins George Westwood Way and throughout its righthand curve onto the site. Beyond the righthand curve the road may taper to 3 metres.

Area 2:	Narrow area
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Use

- 5.2.5 Landscaped long stay parking area which incorporates the one-way south road to Area 3 and the railway station.

Design requirements

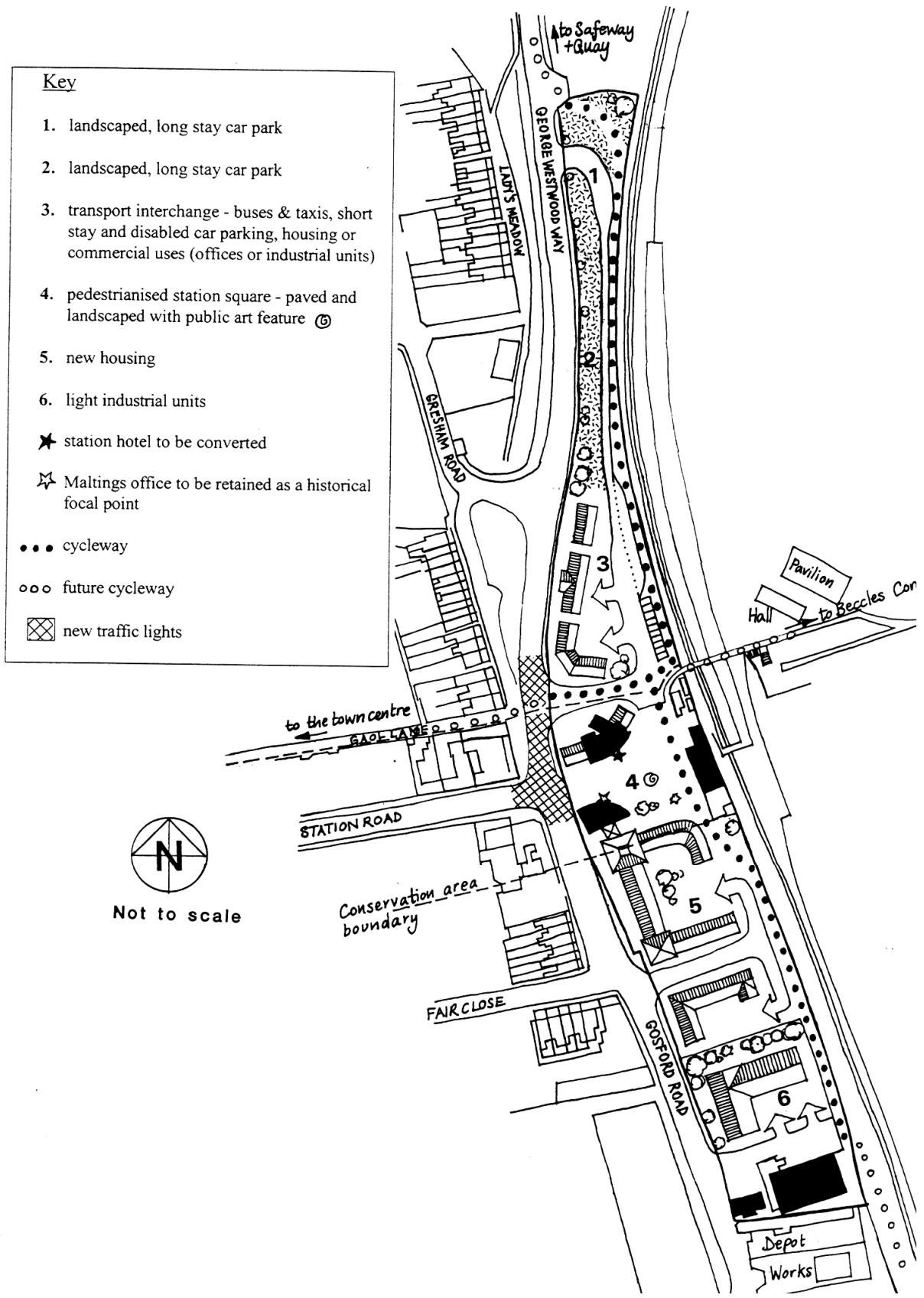
- 5.2.6 Careful use of landscaping to create a safe and attractive environment. Pathway's should be well lit and landscaping should not be too dense so that pedestrians may be observed by other passers by using George Westwood Way.

Area 3:	Land north of station square
----------------	-------------------------------------

Use

- 5.2.7 Commercial uses for example offices or industrial units or alternatively housing, an area for transport interchanges and a short stay and disabled car parking area. A new access road off George Westwood Way will serve the housing or business units and the short stay and the disabled car parking area.

MAP 3 - INDICATIVE SKETCH LAYOUT



Design requirements

- 5.2.8 The residential area should comprise of two storied terraced housing fronting George Westwood Way, with small courtyard gardens and car parking and garaging integral to the design of the housing scheme, positioned behind (to the east of) the dwellings. The commercial development should consist of small units with parking positioned on eastern side of the site. Close to the footbridge and spilling over into area 4 a small transport interchange is proposed. This should include a bus/coach area which can comfortably accommodate two full size buses (2x12 metres) and a turning area, taxi area (for 4 taxis), dropping off point (for rail users arriving by car), 6 short stay spaces and 4 long stay disabled spaces and secure cycle park area should serve the station. Development should accommodate a main foul sewer which passes through the site.

Access

- 5.2.9 A new road providing access to Area 3, situated to the north of the Station Hotel should have a width of 6.7 metres to accommodate buses. A pedestrian access point to the station platform could possibly be developed from area 5. However Railtrack should be consulted over the details of any such proposal.

Area 4:	Station square
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Uses

- 5.2.10 Pedestrianised “square”, area of transport interchange (as outlined in Area 3). Uses surrounding the square could include, a restaurant, a pub, small specialist shops, facilities for travellers, i.e. travel / ticket agencies, parcel distribution and collection service, shelters, toilets and a cafe and the Station Hotel possibly converted into flats.

STATION SQUARE SKETCH



Design requirements

- 5.2.11 This section of the site is of paramount importance as it is part of Beccles Conservation Area. It must make a positive contribution to the environment with a high standard of design by using traditional materials or materials which are sympathetic to the buildings in the Conservation Area. The Maltings office must be retained and enhanced as a focal point.
- 5.2.12 The “square” must be designed to give a sense of enclosure. The Station building is a core feature and must be retained as it provides the terminus to the square and Station Road. The square should be paved over, possibly with small paving blocks, accompanied with innovative and good quality street furniture and tree planting. As it is a large area, the paving should be broken up into smaller sections. The design may need to accommodate cyclists, this can be achieved by channelling. There is an opportunity to incorporate a piece of public art on the square to establish the square as an innovative component of Beccles’s public realm. Single storey buildings will not be permitted as they are considered contrary to the overall objective of enclosing the square. The Station Square Sketch provides for an indication of how the square could look.

Access

- 5.2.13 The present vehicle access to station square from the mini roundabout at the station/Station Road/Gosford Road and George Westwood Way should be closed and replaced with traffic lights, with a signal controlled crossing to facilitate pedestrian access to the station square to the south of Station Road. Unlike a roundabout at this junction, signal controls have the added benefit of favouring pedestrian movement and safety and are considered essential. Secure cycle parking facilities should be provided at the station. Provision must be made to retain the current pedestrian access to the footbridge that leads to Beccles Common.

Area 5:	Former Maltings site (north)
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Uses

- 5.2.14 Residential use served by a new road positioned almost opposite Fair Close.

Design requirements

- 5.2.15 Buildings must reinstate a Gosford Road frontage, or erect a wall or railings to create a continuous element along the road itself. Parking/garaging facilities must be integral to the new residential use. Development should be designed to take advantage of the attractive views across the Beccles Common. Care must be taken to ensure that development helps to create the enclosed square proposed for Area 4. Three storey town houses will be acceptable. To alleviate the problems of flooding in this area, a design which raises ground floor levels will be acceptable.

Access

- 5.2.16 The new road serving the development in Area 5 should maintain a carriageway width of 5.5 metres. A new pavement should be developed either along the western edge of the development or through the site to the Railway Station.

Area 6:	Former Maltings site (south)
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Uses

- 5.2.17 Light industrial or business units, served off an improved access from Gosford Road. This use is considered to be the most compatible with the overbearing silo in this area.

Design requirements

- 5.2.18 A barrier should retain the industrial unit and the Silo from the rest of the site and a buffer strip must provide a distinct barrier between the use in this area and that in Area 5, to help prevent the possibility of noise and dust from the industrial area disturbing those living in the residential area.

Access

- 5.2.19 The access to Area 6 (be it with the Crisp's Malting Group's silo access or exclusive to the industrial or business units) must have a carriageway width of 6 metres.

6 SITE PREPARATION AND INFRASTRUCTURE REQUIREMENTS

Foul Water Drainage

- 6.1 No sewers are available for the drainage of Area 1 and 2. Foul water from Area 1 would either need to be taken to Common Lane North or the private drainage system serving the abattoir, this arrangement would need to be negotiated with Hutsons. Foul water from Area 2 must be taken to Common Lane North and not to the trunk sewer of Area 3. Foul water from Area 3 may discharge to the trunk foul sewer to the south. Where it runs through the site it must either be re-laid or lined to strengthen it (the sewer is 100 years old brick barrel sewer). As this sewer takes discharge from a major part of the town centre, flow must be maintained at all times. Foul drainage from Area 4 should be taken to the trunk sewer mentioned above. Foul drainage from Area 5 should be taken to the existing foul sewer in Gosford Road. Area 6 should also be connected to this sewer either directly or via Area 5.

Enquiries to:- Hutsons
Common Lane North
Beccles
Suffolk NR34 9BL

Surface Water

- 6.2 Surface water drainage for Areas 1, 2 and 3 should be connected to the surface water sewer on the opposite site of George Westwood Way where it runs along Gresham Road. It will be necessary for balancing facilities to be provided so as not to overload the sewer. Surface water drainage from Area 4 should be taken either as present or to the surface water system in Area 3. Surface water drainage from Area 5 is to be taken to either of the surface water sewers in Gosford Road or crossing the site. The whole of the sewer under the site is to be re-laid with a 450 - 600 mm pipe by the developer and a new hole constructed near the railway line. No building is to be erected within 3 metres of the sewer. Alternatively a holding tank with pumps is to be installed. Surface water from Area 6 is to be connected to the sewer in Gosford Road either directly or via the drains in Area 5.
- 6.3 Any landscaping between George Westwood Way and Gresham Road must not interfere with the surface water sewer and trees should not be planted within 5 metres of the sewer.
- 6.4 All surface water discharge from roads or hardstanding areas should be to a positive piped system incorporating trapped road type gullies and other prevention measures where necessary, including interceptions for the proposed garage forecourt.

Enquiries to:- Anglian Water Services Ltd
Mr Thurston
Developer Services
Yare House
62/64 Thorpe Road
Norwich NR1 1SA
Tel: 01603 247246

Drinking water

6.5 Essex and Suffolk Water foresee no difficulties serving the development.

6.6 Water efficiency and conservation

Developers should seriously consider pollution control measures on all surface discharges and designing the development sustainably with:

- waste production minimised;
 - energy efficiency;
 - water efficiency/water conservation measures;
- since Suffolk is one of the most driest parts of the country.

Drinking water and other drainage enquiries to:-

Essex and Suffolk Water PLC
Mrs Sauvary Brown
New Developments
Hall Street
Chelmsford
Essex
CM2 0HH
Tel: 01245 491234

Environment Agency - Anglian Region
Mr Guthrie - Development Planning Officer
Eastern Area
Planning and Customer Services
Cobham Road
Ipswich
IP3 9JE
Tel: 01473 727712

Gas

6.7 Gas supplies are available from Gosford Road and British Gas Transco Inspectors are pleased to assist in gas supply location.

Enquiries to:- British Gas Transco
Ms McGarry - Network Records Assistant
Anglia District
Padholme
Peterborough
Cambridge
PE1 5XR
Tel: 01602 866442

Electricity

6.8 Enquiries to:- Eastern Electricity
Mr Harrison
Network Projects
4 Duke Street
Norwich
Norfolk
NR3 3AH
Tel: 01602 282255

Telephone connections

- 6.9 BT have some apparatus (lines and poles) already on the site and can provide a telephone service.

Enquiries to:- BT Networks and Systems Operations
Mr Frost
Engineering and Planning Department
Trunk Exchange
Long Road
Cambridge
CB2 2HG
Tel: 01603 725024

Contamination

- 6.10 The site may well be contaminated with combustible materials, particularly in Areas 1,2,3 and 5. In the past railway track beds, made from clinker, were located in Area 1,2 and 3. Area 3 has also been used as a coal yard and it may be further contaminated by coal residues. In Area 5, a former railway track served a goods store. Soils here may also be contaminated with clinker.
- 6.11 Developers should employ a Environmental Assessment Specialist to carry out a full investigation of the site (site search and analysis), in the light of the likelihood of contaminants outlined above. In particular, there may be problems creating gardens. Waveney District Council's Planning and Building Control Department should be informed of any contamination found.
- 6.12 Land with combustible contamination can be restored by removing the contaminant and contaminated material(to a metre depth), compacting any that is remaining(to prevent combustion) and filling the hole with materials not adversely affected by the contaminant. Dealing with contamination will obviously increase the costs of development i.e. costs of the Environmental Assessment and contaminated material removal(contaminated material will have to be taken to a special landfill site, the nearest is located in Cambridge). Advice is available from the District Council's Head of Building Control, Mr Abbot.
- 6.13 Should contamination be discovered developers may want to consider its removal by rail freight. (This may also be a method of bringing building materials on to the site).

Enquiries to:- Allen Marsden - Market Research Manager
English Welsh and Scottish Railways
310 Goswell Road
London
EC1V 7LW
Tel: 0171 7132481

Archaeology

- 6.14 The site is outside the medieval urban settlement of Beccles. With no known archaeological sites on it, the potential for significant archaeological preservation is thought to be low. Developers are advised to provide for archaeological monitoring during the site's development (including any decontamination), to record any archaeological deposits.

Enquiries to:- Suffolk County Council
Archaeology Section
Shire Hall
Bury St Edmunds
Suffolk
IP3 9JE
Tel: 01284 352000

Railway safety

- 6.15 Safety considerations are paramount as the site lies adjacent to the Railway. Railtrack have produced guidelines for developments close and adjacent to non-electrified railways which is included as Appendix 5. In particular developers should note:
- Railtrack's agreement is needed where access points are close to their land;
 - new development adjacent to their land needs trespass proof fencing;
 - lights should be directed away from the railway line so they do not distract train drivers or obscure signals.

Enquires to:- Mrs Banks - Town Planner
Railtrack PLC
Railtrack House
Euston Square
London
NW1 2EE
Tel: 0171 5578853

APPENDICES

APPENDIX 1 - BECCLES MALTINGS, HISTORICAL BACKGROUND

Beccles Maltings

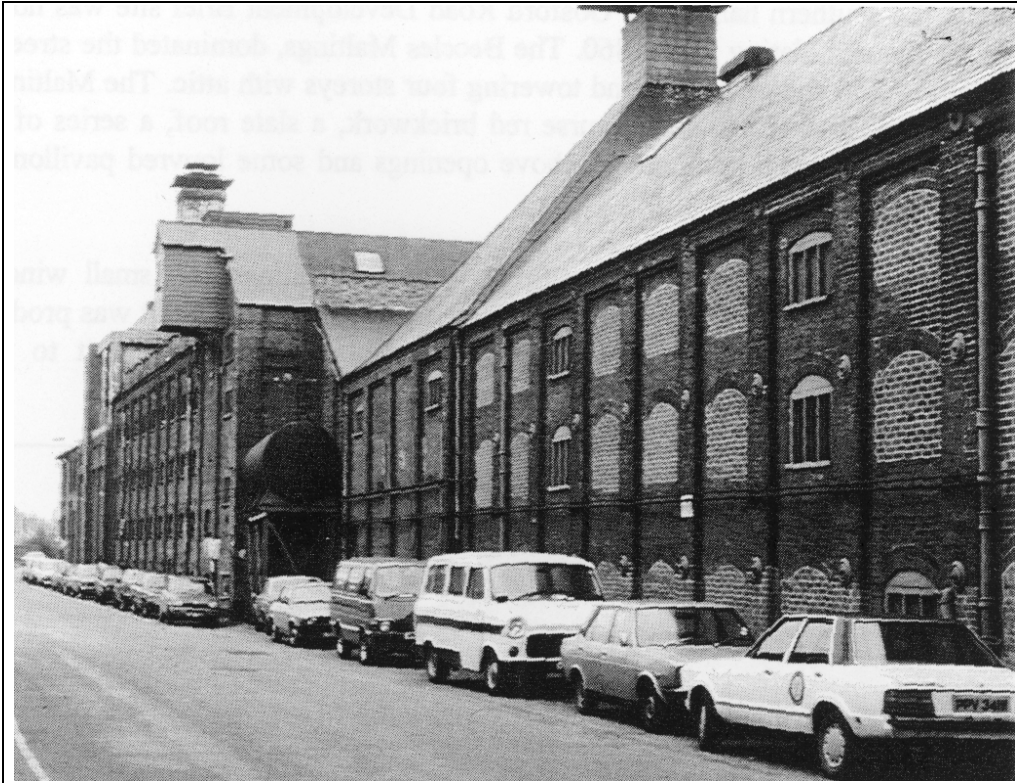
Until recently, the southern half of the Gosford Road Development Brief site was home to a complex of maltings, dating from 1860. The Beccles Maltings, dominated the street scene, occupying some 7,250 square metres and towering four storeys with attic. The Maltings were characterised by; pilaster strips, stringcourse red brickwork, a slate roof, a series of dormer windows, gauged segmental brick arches above openings and some louvred pavillons to the roof.

The building was designed for “floor malting”, with low ceilings and small windows to produce an environment with a controlled temperature and ventilation. Malt was produced by distributing grain, usually barley, over the vast floor areas and allowing it to partially germinate.



Being a striking example of a Suffolk Maltings complex they were listed as being of architectural and historic interest, (local planning authorities are under a statutory obligation to seek the retention of Listed Buildings, in view of their historical and architectural interest, and decisions which involve partial or total demolition must be referred to the Secretary of State for the Environment).

The Maltings were demolished in 1996.



Beccles Maltings

APPENDIX 2 - CAR AND CYCLE PARKING STANDARDS**SUFFOLK COUNTY COUNCIL ADVISORY PARKING STANDARDS, JUNE 1995**Commercial Developments

1)	Light Industry Research and Development (Use Class B1)	Gross Floor Area Up to 499sq m	Room for one 7m lorry	One car space per 25 sq m
		Gross Floor Area Over 500 sq m	Room for one 16.5m lorry per unit	One car space per 25 sq m
2)	Business/Industry (Use class B2)	Gross Floor Area Up to 249 sq m	Room for one 7m lorry per unit	One car space per 30 sq m
		Gross Floor Area Over 250 sq m	Room for one 16.5m lorry per unit	One car space per 30 sq m
3)	Warehousing This standard will only apply where the development is specially designed for storage or as a distribution centre within Use Class B8. If the building has the potential to be converted to other Business uses, those higher standards must be met. By agreement, part of this provision could be deferred provided that adequate land within the site is available.		One 16.5m lorry space 250 sq m	A minimum of 3 spaces plus one car parking space per 150 sq m
4)	Warehousing cash and carry (wholesale)		A minimum of 3 16.5m lorry spaces and one 15m lorry space for every 1500 sq m	One space per 30 sq m
5)	Motor Vehicle Repair		A minimum of 1 16.5m lorry space plus one 15m lorry space for every 1500 sq m	3 car spaces per bay plus staff parking
6)	Car Sales		A minimum of 1 16.5m lorry space plus one 16.5m lorry space for every 1500 sq m	A minimum of 2 car spaces plus one car space per 40 sq m of area used for the display or storage of vehicles for sale. Space to be clearly marked for customer parking

WAVENEY DISTRICT COUNCIL CYCLE PARKING STANDARDS

Houses and flats

- 1) Dwellings with grouped unassigned parking courts.
Residents: At least one secure enclosed cycle storage space per dwelling.
Visitors: one medium-stay space per 4 units.

- 2) Dwellings with parking within the curtilage.
Residents: At least one secure enclosed cycle storage space per dwelling.
Visitors: one medium-stay space per dwelling, unless a garage is provided.

Shops

One long-stay space for every five members of staff, minimum one space.

Customer spaces:

- | | | |
|----|---|------------------|
| 1) | Gross floor area up to 100 sq. metres. | Two short-stay. |
| 2) | Gross floor area 100 to 499 sq. metres. | Four short-stay. |
| 3) | Gross floor area over 500 sq. metres. | Ten medium-stay. |

Public houses

One long-stay space for every 5 members of staff, minimum 1 space.

A minimum of 4 medium-stay spaces for customers.

APPENDIX 3 - ACCESSIBLE AND ADAPTABLE HOUSING GUIDELINES

ACCESSIBLE HOUSING

The Council will expect all new homes to be designed to a “visitability” standard, incorporating the following features:-

- 1) a level or partly ramped, well lit and uncluttered approach, from both the car parking area and the public footway to the main entrance;
- 2) flush thresholds to all entrance storey external and internal doors;
- 3) entrance storey door sets and corridors to be at least 900mm wide (i.e. 750mm minimum clear passage through doorways);
- 4) no change of level on the ground floor or entrance level;
- 5) either a toilet that can be used by the ambulant disabled, or an entrance storey bath or shower room which provides a wheelchair turning space and fittings arranged in accordance with the ‘Centre for Accessible Environments’ guidelines.

Where flats are provided, all the features listed above are to apply to all floors with communal lobbies and corridors of 1400mm minimum width and stairways capable of taking a stair lift and/or wheel chair platform. For buildings of three or more storeys a vertical lift(s) capable of carrying one wheelchair user and one standing person is to be included.

ADAPTABLE HOUSING

A proportion of all new housing must be built to adaptable standards, this will be spread evenly throughout the development.

Adaptable housing must incorporate the following features:-

External

- 1) space for a car port or garage, minimum internal size 3200mm x 6000mm, as close to the dwelling as possible and no more than 20 metres away;
- 2) a level or gently ramped, well lit and uncluttered approach to the main entrances from the car parking space and from the public footways, finished in a hard, durable and non-slip material.

Internal

All provisions listed above for ‘Accessible Housing’ are to be included. Items 2), 3), 4) and 5) will also apply to upper floors. In addition adaptable housing will require the following:-

- 1) all stairways to be designed to accommodate a stair lift with a fixed seat and/or a wheelchair platform;
- 2) all walls within the dwelling which form part of toilets, shower rooms or bathrooms should be capable of taking grab rails;

- 3) all handles and controls throughout the dwelling should be no higher than 1200mm above floor level, and socket outlets should be a minimum of 600mm above floor level;
- 4) windows should be positioned such that a seated person can see out with no transoms at eye level;
- 5) all bathrooms and kitchens are to have a 1500mm diameter circle of free floor space for turning;
- 6) all taps should be of the crosshead or lever type;
- 7) a bath seat of 250mm x the full width of the bath to be provided at the head of the bath and the bath height is not to exceed 450mm;
- 8) kitchen worktop height to be no more than 900mm;
- 9) non-slip flooring to be provided in bathrooms and kitchens;
- 10) where lifts are provided, they should be designed to the 'Centre for Accessible Environments' guidelines to suit disabled people and be capable of carrying a wheelchair user and one standing person.

APPENDIX 4 - OUTDOOR PLAYING SPACE FOR CHILDREN

LOCAL AREA FOR PLAY (LAP)

A LAP is a small area of unsupervised open space specifically designated for young children for play activities close to where they live.

Location: Within 1 minute's walking time of home.

Target Users: They would cater mainly for 4-6 year olds, although they would attract other children in slightly older and younger age groups. LAP's should also be suitable for children with disabilities such as mobility and sensory problems.

NOTE: Children over the age of 6 are likely to cause some disturbance to adjacent residents. It is important, therefore, to ensure that the LAP design should discourage their use by older age groups. This can be achieved by limiting their size, and reducing opportunities for older children.

Content: LAPs should be appropriate for low key games such as tag, hopscotch, French cricket, or play with small toys, and should be signposted with eye-catching visual devices. They should have seating for carers.

Site: Such areas need to be reasonably flat, well drained with grass or hard surface.

Safety: Adequate safety measures should be provided to minimise the risk of road related accidents. Consideration should also be given to any potential danger from nearby electricity cables or water courses.

Size: To minimise disturbance to neighbours, LAPs need to include two zones, an Activity Zone and a Buffer Zone.

Activity Zone - 100 sq. metres.

Buffer Zone - This should be sufficient to minimise audible and visual intrusion to adjacent residents. A minimum distance of 5 metres should exist between the edge of the activity zone and groundfloor windows in full view of the Activity Zone. Gable end or other exposed house walls should be protected from use from ball games by, for example, providing a 1 metre minimum strip of dense planting.

LOCAL EQUIPPED AREA FOR PLAY (LEAP)

A LEAP is an unsupervised play area equipped for children of early school age.

Location: Within 5 minutes walking time of home.

Target Users: LEAPs should cater mainly for accompanied children, aged 4 to 8. Consideration should also be given to accompanied children under 4 and unaccompanied

children slightly older than 8. LEAPs should also be suitable for children with disabilities, such as mobility or sensory problems.

Content: LEAPs should offer at least five types of play equipment, and have seating for accompanying adults.

Site: Areas need to be well drained with grass and/or suitable hard surfaced playing space.

Safety: Play equipment and surfacing should comply with the relevant British standards. Adequate measures should be provided to minimise the risk of road related accidents. Consideration should also be given to other potential dangers, such as electricity cables and water courses. Sites should be located to allow informal supervision by, for example, being clearly visible from nearby houses or from well used pedestrian routes.

Size: To minimise disturbance to neighbours, LEAPs need to include two zones, an Activity Zone and a Buffer Zone.

Activity Zone - 400 sq. metres.

Buffer Zone - This should be sufficient to allow a minimum of 20 metres between the edge of the Activity Zone and the boundary of the nearest dwelling and should take full account of disturbance to nearby residents. If the LEAP is surrounded by housing the total area needed, including the Activity Zone, will be 3600 sq. metres. The buffer zone could include footpaths and planted areas.

NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP)

A NEAP is an unsupervised site servicing a substantial residential area, equipped mainly for older children but with opportunities for play for younger children.

Location: Within 15 minutes walking time of home.

Target Users: NEAPs should cater primarily for unaccompanied and unsupervised children between 8 and 14. Consideration should also be given to slightly younger supervised children, older children and children with disabilities.

Content: NEAPs should include a minimum of eight types of play equipment, providing challenges and enjoyment appropriate to the target users. Within the NEAP there should be a kickabout area, facilities for wheeled play using skateboards, bicycles, roller skates etc. and seating for accompanying adults and for teenagers to use as a meeting place.

Site: Areas need to be well landscaped and planted.

Safety: Play equipment and surfacing should comply with the relevant British standards. Adequate measures, including pedestrian barriers, should be provided to minimise the risk of road related accidents. Consideration should also be given to other potential dangers, such as electricity cables and water courses, particularly those which may attract teenagers.

Size: To minimise disturbance to neighbours, NEAPs need to include two zones, an Activity Zone and a Buffer Zone.

Activity Zone - 1000 sq. metres.

Buffer Zone - This should be sufficient to allow a minimum of 30 metres between the edge of the Activity Zone and the boundary of the nearest dwelling and should take full account of disturbance to nearby residents. If the LEAP is surrounded by housing the total area needed, including the Activity Zone, will be 8400 sq. metres. The buffer zone could include footpaths and planted areas.

NOTE: Estimates of walking distances/times should make allowances for any dangerous crossings, such as busy roads. It should not be assumed that these can be crossed by children unless there is a safe crossing point, such as a bridge, which is as convenient as a direct crossing.

APPENDIX 5 - RAILTRACK'S GUIDELINES FOR DEVELOPMENT CLOSE AND ADJACENT TO NON-ELECTRIFIED RAILWAYS.

31st January 1997

Guidance on general good practice in relation to development proposals adjacent to the Non-Electrified Railway owned by Railtrack East Anglia.

Railtrack has responsibilities both in law and by company policy/instruction for maintaining its infrastructure in a safe condition for operating train services and in relation to the safety of its employees, contractors and the general public.

Use of Railtrack Land

- Proposals requiring the permanent or temporary use of Railtrack land will require Railtrack's agreement.
- Proposals requiring access in close proximity to the operational railway will require Railtrack's agreement. The developer is advised that making arrangements for some activities can take long periods of time and that the early submission of proposals is recommended.

Construction and Building Details

- The new development should be constructed in a location and layout such that all construction and maintenance can undertaken without any need to enter Railtrack property.
- The new development should be planned as far as possible such that children's areas, high value facilities etc. are not located close to the Railtrack boundary to avoid or reduce the likelihood of trespass onto or from the railway.

Works in or to the Ground

- Excavations (generally or for foundations) should not be constructed within the support zone of any of Railtrack's structures or earthworks. As a general principle excavation should not be permitted without prior agreement from Railtrack where it would encroach within 6m of the nearest rail structure, or a line downwards at 45 degrees starting at a rail or founding level 3m away from the nearest rail or structure.
- Any raising of ground levels must not cause a surcharge on any of Railtrack's structures or earthworks. Particular attention should be paid when development is taking place in the proximity of a railway cutting.
- Changes in groundwater levels may cause damage to structures and earthworks. Such changes can be produced by major earthworks, water storage, water extraction or temporary drainage to facilitate construction. The design and construction of the development must avoid any changes in the ground water regime under Railtrack's property.
- Foundations close to the Railtrack boundary should be designed and installed to suit the presence of the typical existing vegetation.

31st January 1997

Drainage and Effects on Water Flows

- Additional drainage or water flows onto Railtrack land or the use of Railtrack drainage will not be permitted. Any alternative proposals will require separate prior agreement with Railtrack.
- Any soakaways to be constructed as part of the development should be located at least 5m away from the Railtrack boundary.

Boundary Details

- A large number of injuries (including fatalities) instances of vandalism and interruptions to the operation of a train service occur every year as a result of trespass onto railway land.
- The developer should provide an independent trespass-proof fence adjacent to the Railtrack boundary and make provision for its future maintenance and renewal. The fencing provided must be located so that all maintenance work to the developer's and Railtrack's fencing can be carried out without effect on or from the other party's fencing. The fencing should also be appropriate to the nature of the immediately adjacent section of the development.
- A suitable kerb or crash barrier should be provided along the road or parking areas adjacent to the development boundary to enhance the safe use of these areas and prevent damage to railway property. These barriers must be located to avoid assisting the scaling of any boundary fencing.
- All trees, shrubs, plants and hedges in the vicinity of the railway boundary should be of a non-deciduous variety.
- Any planting in the vicinity of the railway boundary should make allowances for the following constraints (including effects when the vegetation reaches full maturity):-
 - (a) No branches should overhang Railtrack property, or interfere with clear visibility of equipment at level crossings.
 - (b) No nuisance should arise though penetration of roots.
 - (c) Damage to the Railtrack boundary must be avoided.
 - (d) It should not assist the scaling of any boundary fencing.
- Railtrack requests that the existing trees, shrubs, plants and hedges in the vicinity of the Railtrack boundary remain as part of the development as a feature which provides effective screening.

If the development incorporates a sports area in the vicinity of the railway boundary the developer should provide suitable barriers and/or screening to prevent any objects accidentally entering Railtrack Property and causing a potential hazard to the operational railway. If the development involves golf facilities adjacent to the Railtrack boundary the developer should prevent golf balls entering Railtrack property by careful course design and providing appropriate boundary fencing/screening. Railtrack property must be "Out of Bounds". The developer should also prevent trespass (e.g. for retrieving errant balls) using appropriate fencing/screening, and notices at the boundary.

31st January 1997

If possible an appropriate club membership rule stating that no access to Railtrack property is permitted should be arranged.

- Children are often curious about the operation of the railway and usually less aware than adults about the dangers of the railway environment. If the development is likely to encourage children to be in the vicinity of the railway the developer should provide suitable barriers and/or screening to both reduce the lure of the railway and reduce the ability of children to enter Railtrack property.
- It should be noted that the development may be overlooked from the opposite side of the railway and the developer should provide barriers and/or screening in this respect both to aid security and reduce possible access across the railway.
- Ground levels adjacent to the Railtrack boundary must not be changed such as to undermine the boundary fencing or reduce the effective height of the fencing.

Working Methods

- All excavations must be suitably supported to prevent any effect from the excavation on Railtrack property.
- Railtrack prefers the avoidance of driven, displacement or vibratory piling techniques as such techniques may adversely affect the stability and level of Railtrack land and infrastructure.
The use of cranes (including tower cranes) and other plant must be restricted such that even in the event of mishandling or failure no part of the equipment or its load falls within Railtrack property or within 3m of the track. As a general principle, cranes should not be used within a distance from the Railtrack boundary equal to the jib length of the crane. No part of any equipment or any load must be permitted to oversail Railtrack property.
- If the development will involve a large use of craneage in the vicinity of the railway it is normal for substantial safety screens to be erected to protect both the railway operations and activities on site, and prevent accidental slewing of loads/equipment over the railway land.
- The use of plant and storage of materials and/or spoil should be regulated to prevent excess surcharge load being placed on Railtrack structures and earthworks. In water bearing strata the buoyancy of underground Railtrack structures must also be considered.
- Any scaffolding erected adjacent to Railtrack property should be properly tied into the new or existing structure.
- Construction activities must be controlled to prevent any objects, dust, smoke and fumes passing onto Railtrack property to prevent hazard to Railtrack employees and unplanned disruption to the train service. Where necessary, appropriate screens, netting and scaffolding sheeting should be used. Operations producing excessive noise etc. must be controlled to keep any hazard within safety limits for any people on Railtrack property carrying out normal activities.

31st January 1997

- Unplanned activity on Railtrack property may produce an unsafe situation and cause expensive interruption to the operation of the rail service. Accordingly, any proposal to temporarily make a use of Railtrack property (including in locations with public rights of access) must be separately agreed with Railtrack before work takes place to ensure that appropriate access and safety provisions are made. The developer should be made aware that disruption to train service operation by possession of the track or isolation of the electrification system together with the arrangement of appropriate safety provisions must be approved and programmed a number of months in advance of the work taking place and that, therefore, early contact with Railtrack is recommended in this situation.

General Details

- High voltage power cables which run parallel, or close to parallel, to the operational at railway may have an adverse effect on the railway power supply and signalling systems. In extreme cases the effects may produce significant safety problems. In this context the developer should ensure that any power system associated with the development does not induce currents in the railway cabling, and is requested to confirm this compliance to Railtrack.
- Light from development adjacent to the railway sometimes adversely affects the driver's abilities to correctly use the signalling system. The lighting of the development should be designed so that wherever possible it is directed away from the railway. Railtrack also reserves the right to request the screening or adjustment of any lighting which causes a problem in this respect.
- If the development is likely to affect access to Railtrack property the developer should ensure that such access is maintained to an acceptable standard both during and after construction.
- The developer should be aware that normal operation of the railway - including on occasion heavy maintenance and renewal thereof - produces a certain amount of noise, dust, fumes, vibration and visual intrusion which the developer and/or any user of the development may consider undesirable and that any existing screening vegetation on Railtrack land may be removed at any time. The development must include arrangements to limit such intrusions to the level deemed appropriate.

31st January 1997

Submissions to Railtrack

After consideration of this guidance the developer should submit in writing to the Outside Parties Engineer, Railtrack in writing any appropriate information.

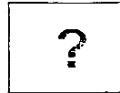
- The following has been produced as a preliminary checklist:-
- If appropriate confirmation that Railtrack's requirements arising from the use of former company land have been and will be complied with.
- General layout plan of the development showing proposed land use.
- Details of construction in the vicinity of the Railtrack boundary, such details to include: piling and foundation types, depths and sizes; building heights; ground level changes; ground water level changes; drainage; boundary fencing, planting and crash barriers.
- Confirmation that no effects on Railtrack property will be caused by watercourse changes.
- Details on any crane or other plant operating within a jib's length of the Railtrack boundary.
- Details of any safety screens for crane operations.
- Details of any excavation supports which ensure the stability of Railtrack land.
- Confirmation that no currents are induced in Railtrack cabling as a result of new or revised power systems associated with the development.
- Intended start date for development construction.

Railtrack reserve the right to take action if the safety of the operational railway is endangered.

Outside Parties Engineer
Railtrack East Anglia
Floor 7 ,
Hamilton House
3 Appold Street
EC2A 2AA

APPENDIX 6 - REPORT ON CONSULTATIONS TO THE REVISED DRAFT DEVELOPMENT BRIEF, PRESENTED TO PLANNING AND TRANSPORTATION COMMITTEE, 19TH MAY 1998.

PLANNING AND TRANSPORTATION COMMITTEE



6 October 1998

REPORT OF THE DIRECTOR OF PLANNING AND BUILDING CONTROL

CONSULTATIONS TO THE GOSFORD ROAD, BECCLES - REVISED DRAFT DEVELOPMENT BRIEF

EXECUTIVE SUMMARY

1. This report sets out the comments received following the consultation exercise for the Gosford Road, Beccles - Revised Draft Development Brief and recommends several amendments.
2. A wide range of issues were raised but on the whole the Development Brief has received support. However the comments fall into six main areas of concern regarding:
 - design and land use principles;
 - consideration to the wider area - need for rail freight;
 - transport interchange;
 - car parking;
 - access points;
 - cycleway and footpaths.

These issues are discussed in the report and appropriate action is recommended.

RECOMMENDATIONS

1. That the consultation responses be noted.
2. That several minor changes are made to improve the clarity of the brief, provide more justification to some of its proposals, in line with recent Government advice.
3. That the changes outlined in this report (para 5.1) are approved and the amended Revised Development Brief be approved as Supplementary Planning Guidance.

Note: Members are requested to bring along their copy of the Gosford Road, Beccles - Revised Draft Development Brief (March 1998) as an aid to the discussion of this report.

Background Papers: Waveney Local Plan, November 1996

Contact: Susan Thursby, Planning Officer, Planning and Building Control Department, 01502 523065

1. INTRODUCTION

- 1.1 The Gosford Road, Beccles - Revised Draft Development Brief was approved for consultation by the Planning and Transportation Committee on 3rd March 1998. The consultation exercise was scheduled to be carried out from 9th March to 17th April 1998. In the event the deadline was extended to allow several important consultees further time to comment.
- 1.2 The Revised Draft Development Brief proposes that the site is developed with a mixture of houses, offices or business units, light industrial units, long stay car parking and an area for transport interchanges, to encourage the greater use of sustainable transport. The area in front of the railway station is proposed to be redeveloped as an enclosed pedestrianised square. The indicative sketch, from the Revised Draft Development Brief, has been included for reference purposes, see Appendix 1.
- 1.3 This report summarises the comments made during the consultation process and outlines the changes which are considered necessary to the Development Brief.

2. CONSULTATION RESPONSES

- 2.1 108 groups and individuals were consulted on the Development Brief, a list is attached as Appendix 2. We received 14 written responses (a 13% response rate). A full summary of the responses is included in Appendix 3.
- 2.2 The responses to the brief were on the whole very supportive but several themes were reoccurring and as such represented six main areas of concern:
- 1) design and land use principles
 - 2) consideration to the wider area - need for freight
 - 3) transport interchange
 - 4) car parking
 - 5) access points
 - 6) cycleway and footpaths.
- 2.3 In addition, a number of individual issues were raised, some of which highlighted simple factual mistakes and others concerned with matters unrelated to planning. These comments are discussed later under "miscellaneous issues".

3. MAIN ISSUES

Design and landuse principles

- 3.1 Three issues were raised, regarding design requirements and two landuse concerns were received.

Level of guidance

- 3.2 Railtrack considered that the design guidance in general was too restrictive and felt that the brief should set out broad design parameters only which allowed developers the freedom to identify their own schemes. In addition they stipulated that proposals for the site must comply with their own guidelines for development nearby non - electrified railways.

Advice on detailed design

- 3.3 The Beccles Society made numerous suggestions as to the detailed design. In Area 3 (see attached area plan from the Draft Development Brief - Appendix 1) they thought a building fronting George Westwood Way and concealing the rear of the existing hotel building would be advantageous. In Area 4 they suggested building on the south side of the square in between the station and the Maltings office and commented that the street surfacing shown on the station square sketch would be acceptable if it was "appropriate and traditional." They also queried one of the fundamental aims of the brief. They questioned the emphasis given to development having echoes of the Maltings in order to respect its past architectural merit and its role in the economic history of Beccles. They considered that well designed buildings that fitted in with the present surroundings would be more appropriate than a scheme that had echoes of the Maltings which could look artificial. The East

Suffolk Travellers' Association (ESTA) wanted the area designed to heavily restrict car speeds in residential areas so that pedestrians have priority (to Home Zone standards) and queried whether visibility was capable along Gosford Road with the Maltings wall still in place.

Landuse

- 3.4 Victoria Cox, a young person living in Beccles, felt strongly that the site should be developed as a Leisure Complex and submitted a petition to the Council in support of her proposals. ESTA considered that because the cycleway would be designed to prohibit trespass to the railway line and would undoubtedly be used by children, children would be present on the site, so family housing need not be precluded from the housing mix.

Analysis of design and landuse principles

- 3.5 A Development Brief is simply a guide for developers indicating the broad principles of development which the Council will expect in any redevelopment scheme. When adopted as Supplementary Planning Guidance the brief becomes a material consideration to be taken into account when determining planning applications. Being a mixed use site a number of acceptable land use options are available, the most appropriate being identified in the brief. The Brief does not prescribe exactly where elements should be located or indeed rule out all other development uses. On the contrary, the brief provides the Council's interpretation of what is possible. Thus it is considered that developers are free to produce their own proposals as long as they conform with the main principles of the brief. As such the brief is not considered to be too restrictive and no changes are proposed in response to Railtrack's or Victoria Cox's or ESTA's landuse concerns.
- 3.6 It is considered essential to incorporate Railtrack's guidelines into the brief since many of them are paramount to railway safety. Therefore it is recommended that the guidelines for development close and adjacent to non-electrified railways are added as an appendix and the following key changes should be added to the text.
- Railtrack's agreement is needed where access is close to Railtrack's land;
 - Children's areas should not be located close to the Railtrack boundary to avoid trespass onto the line;
 - New development along side the railway line needs trespass proof fencing;
 - There should be no deciduous trees near the Railtrack or overhanging branches;
Lights should be directed away from the railway line so they do not distract train drivers or obscure signals.
- 3.7 It is considered that the Beccles Society's suggestions regarding building on the station square are innovative ideas that fit within the design principles i.e. enclosure. Since the brief and the sketch layouts exist to indicate the broad principles of development, it is not proposed to make any changes, in response to these suggestions, as developers have the freedom to come up with their own design solutions. The design requirements for the station square (para 5.2.11 in the Brief) indicate that materials used must be "traditional" or "sympathetic" to the surrounding area, and as such the Beccles Society's concerns are already satisfied.
- 3.8 In the light of the Beccles Society's concerns, it is recommended that the development brief provides for designers' discretion regarding references to the area's past architectural merit, as long as the scheme is well designed. This is because the present stipulation of "echoes to the former Maltings" is not always a guarantee of good design and could potentially stifle innovative design. Therefore it is recommended that the third fundamental aim (para 5.1.1) is amended to remove reference to development having strong echoes of the former Maltings. It is also considered important to amend the second fundamental aim (para 5.1.1) regarding good design, by highlighting the need for development to complement the surrounding area.
- 3.9 Suffolk County Council, as Highway Authority, feels it is undesirable to adopt home zone standards within the residential areas because George Westwood Way and Gosford Road form a busy major route into Beccles where cars have priority over pedestrians and it would be inappropriate to impose a significant change in status (from car priority to pedestrian priority) on entering the development. However, the road may incorporate a feature such as a rumble strip or granite setts of different coloured surfacing to indicate to drivers they are entering a residential area but it is not considered necessary to amend the brief with regard to this matter.

- 3.10 On reflection it is acknowledged that the brief's proposal of retaining the Maltings wall (para 5.2.15) is in conflict with the required visibility splay to Area 5. Therefore it is proposed that the option of retention of the Maltings wall as a liner feature along Gosford Road is deleted from the brief in deference to highway safety. Instead it is recommended that the brief proposes that the new development incorporates a new boundary feature along Gosford Road or as originally proposed, produces a development that reinstates a Gosford Road frontage.

Consideration to the wider area - need for rail freight

- 3.11 Both the Beccles Society and ESTA felt it was important that the Maltings site was viewed in the context of the wider area. In particular consideration should be given to the role of the Railway Station and its potential use for freight. Suffolk County Council's Public Transport Section was also concerned that the need for freight should be investigated.

Analysis of consideration to the wider area - need for rail freight

- 3.12 The brief was produced with full consideration being given to its town wide context. Subsequently, further consideration has been given to the requirements of a 'passing loop' to increase train frequency at Beccles and it is unlikely that the development brief's proposals will prejudice the future growth of passenger travel. Following ESTA's and Suffolk County Council's Public Transport Section's shared concern regarding the needs for freight transport, discussions have subsequently taken place with English, Welsh and Scottish Railways and SCC's Transport Section and it is considered that there is insufficient demand for a rail freight facility, now and in the foreseeable future, to warrant the required costly installation of a brand new rail connection at Beccles. Therefore it is not recommended to amend the brief. But English, Welsh and Scottish Railways highlighted the possibility of using the railway to remove any contamination from the site or to bring new building materials onto the site. It is recommended that this possibility is highlighted in the brief.

Transport interchange

- 3.13 Anglia Railways, the Beccles Society, Eastern Counties and ESTA placed great emphasis on providing a public transport interchange. The Beccles Society wanted a public transport interchange because they saw it as an opportunity to reduce town centre traffic, particularly reducing the need for buses to use the attractive Old Market Square. Anglia Railways and Eastern Counties commented that buses and train services needed to be linked and ESTA considered that the brief should encourage sustainable travel.
- 3.14 More specifically, the Beccles Society wanted a larger transport interchange with an emphasis on bus and coach users as well as railway travellers and thought that housing land could be sacrificed because it is not ideal in this location. Eastern Counties asked for one bus stop on the site whereas ESTA saw the need for a few buses on the site, with the provision of a bus lay-over area. Both the Beccles Society and ESTA wanted room for full size buses on the site.
- 3.15 ESTA suggested that bus stops and pull-ins should be provided along George Westwood Way, with the possibility of using the area to the west of the site (bounded by George Westwood Way, Gresham Road and Lady's Meadow) as a bus pull-in and lay-over area. The Beccles Society requested that this area was drawn into the brief and possibly used for car parking.

Analysis of transport interchange

- 3.16 Following further consideration of these issues and discussions with Suffolk County Council's Public Transport Section, the Council agree that the brief must lay greater emphasis on the transport interchange idea because of the increasing emphasis on sustainability in Government guidance. Therefore it is recommended that the proposed transport interchange is identified as a fundamental aim of the brief.
- 3.17 The proposals for the Maltings site may well reduce some of the town's bus traffic but in order to enable environmental improvements to the Old Market (a Local Plan Proposal) further detailed discussions would be necessary with bus operators outside the context of this brief.
- 3.18 Suffolk County Council also agreed that the site would need to accommodate more than one bus and recommended that two full size buses should be able to stop on the site. Suffolk County Council was

also concerned that obstructions by pedestrians, cyclists and cars using the site would make the turning arrangements as currently proposed in the brief inadequate. Our investigations have revealed that there is not physically enough room to accommodate pull-ins and lay-bys along George Westwood Way due to the raised nature of the road. The development brief site is largely in one ownership. Unfortunately the land on the west side of George Westwood Way is not within the same ownership and as such it is not recommended to be included in this development brief since it is not directly related to the redevelopment of the Maltings. Therefore further buses would have to be accommodated on site. It is proposed to channel buses through the site, one way, from the access point at Area 1 to an exit at Area 3. The landscaped area in Area 2 would be replaced with an extended landscaped car parking area and the new access road. This would avoid using a large turning circle for buses in Area 3, thus leaving enough room for a commercial or housing development. Cars would be able to use both entrances also going one way through the site from the access point in Area 1. Area 3 would be designed to accommodate two way traffic. Eastern Counties the current bus operator at the site support these alternatives and therefore it is recommended that the brief is amended to reflect these proposed new transport arrangements. The access arrangements to Area 1 would need to be altered slightly and are discussed below, see "access."

Car parking

- 3.19 Anglia Railways commented that secure car parking for rail users would help encourage rail travel. The Beccles Society and ESTA thought the number of car park spaces was insufficient. ESTA justified this by outlining the site's current parking role for non-rail users, particularly on weekends.
- 3.20 ESTA thought that resident car parking should be reduced and considered the Council's car parking standards as excessive.

Analysis of car parking

- 3.21 Following further consultations with Anglia Railways and Suffolk County Council and bearing in mind the close proximity of the nearby large and underused "Rainbow" car park, it is not proposed to increase the proposed parking provision at the site. Anglia Railways support the provision of 30 long stay spaces for rail users and 10 short stay spaces for existing tenants at the station and rail users. Anglia Railways are concerned about the distance of the long stay car park from the station in terms of access for those with mobility problems. It is therefore considered necessary to amend the brief so that four short stay car parking spaces are reallocated for long staying disabled users. The brief already discusses how to increase security under its crime prevention section.
- 3.22 The brief already suggests that the parking standard applied to the residential part of the scheme may be able to be reduced (under 5.1.22). It is now proposed to amend this to better reflect the provisions of PPG13 - Transport, February 1997 which seeks to reduce car travel and to increase the development value of the site by enabling a higher number of residential units to be built on the site. It is therefore proposed that the brief does not adopt the usual car parking standards (i.e. Suffolk County Council's advisory parking standards which have been adopted by this Council) but recommends one car parking space per residential unit. Suffolk's advisory parking standards for appropriate commercial developments however remain in place.

Access points

The Crisp Malting Group and a resident on Gresham Road both had concerns about access points to the site. The Crisp Malting Group expressed concern about the access road to Area 6, which is in their private ownership. They were worried that a shared access would bring in new vehicles which would obstruct the road and prevent them from accessing their borehole located in the road entrance and thus cause disruption to their business activities. The local resident feared that the access road to Area 3 was too close to residents on Gresham Road who would be disturbed by the traffic and suggested that the access was moved further away, to a more northerly position.

Analysis of access points

- 3.23 After further discussions with Suffolk County Council's development control section it is considered that it would be desirable to have separate accesses to both Area 6 and the Crisp site to the south of

it (which would allay the fears of the Crisp Malting Group) but that this may not be possible in practice. Therefore Suffolk County Council has acknowledged that a combined access to both sites would also be acceptable at a minimum width of 6 metres. It is therefore proposed to amend the brief to reflect the County's preferences but to leave the negotiations of the detail of the access arrangement to the time of the planning application.

- 3.24 It is proposed that the current position of the access point to Area 3 should remain in its present location. Its position is determined by the operation of the proposed traffic lights which are the maximum approved offset distance from each other (15 metres) and are thus the maximum accepted delay to traffic. It is also considered that any disturbance to residents as a result of the new junction would be minimal (as they already live in close proximity to George Westwood Way).
- 3.25 To tie in with the new proposals for the transport interchange and the access to Area 3 it is recommended that the access to Area 1 is moved southwards, by 25 metres, taken centre to centre from the current Hutson access. In particular the County Council has recommended a kerb radii of 7.5 at the point of access with the width of the road to be 7.5 metres throughout the right-hand curve but then tapering to 3 metres beyond it. A traffic regulation order should also be used to enforce the one-way south link. It is proposed to amend the brief to reflect these specifications.

Cycleway and footpaths

- 3.26 Railtrack commented that they would need to be fully consulted on the details of the cycleway and ESTA advised against the cycleway running along the station platform.
- 3.27 ESTA suggested that a new pedestrian access point be made from the north end of the platform to the car park and also raised the need to consider improving access to the Common's sport pitches from the site because there is currently trespass onto the railway line.
- 3.28 The Beccles Society support provision of pedestrian controlled crossing points at Gosford Road, Station Road and George Westwood Way.

Analysis of cycleway and footpaths

- 3.29 Following Railtrack's concern over the route of the cycleway and the need for their full consultation, it is evident that progress on the proposed cycleway route using the former bed of the railway line is still at an early stage. It is proposed to amend the brief to reflect this, highlighting a need for full consultation with all concerned. Suffolk County Council agreed with ESTA that the cycleway should not run along the platform. It is therefore proposed that the 'Indicative Sketch' plots the cycle route within the development boundary rather than along the railway line and platform. This amendment will also highlight to developers the need to consult on the entire route.
- 3.30 It is recommended that a new pedestrian access to the north end of the platform is proposed in the brief so as to provide a more direct link to the station. Railtrack will need to be consulted on the details and the exact location.
- 3.31 It is considered that the cost of improving access to the sports fields would by far outweigh any access benefits that may be gained by avoiding trespass. It is considered that the existing footbridge arrangement is quite adequate.
- 3.32 The Beccles Society's comments regarding the traffic light arrangements have been endorsed in subsequent consultations with Suffolk County Council's Highways Section, although the Draft Revised Development Brief only proposed a single pedestrian crossing. Therefore in the light of the above comments it is considered appropriate to amend the brief accordingly and to incorporate a crossing at George Westwood Way (within the traffic light arrangements for Area 3's access) and at Gosford Road (to the south side of the Station Road junction).

4. MISCELLANEOUS ISSUES

- 4.1 The following minor factual amendments are recommended which do not change the main development principles.

Factual Amendments:

1. A local resident highlighted that the site description (2 - Location and Site Description) was inaccurate therefore it is proposed to include an up date of the site description in the adopted brief.
2. ESTA commented that the site was close to some bus routes but not many, therefore it is proposed to amend 5.1.10 to reflect this.
3. ESTA commented that the footbridge provides access to the Avenue not the platforms. It is proposed to amend 2.7 to reflect this.
4. ESTA stated that some cycle parking already exists at the station and therefore it is proposed to amend 5.1.18 to reflect this.

Other issues:Maltings office

- 4.2 The Beccles Society has highlighted an area of conflicting advice as to whether the Maltings office is completely retained and converted or just its facade retained. It is proposed to clarify the position to the effect that the retention and the conversion of the entire Maltings office is proposed, in line with Policy BEC4 in the Waveney Local Plan.

Uses on station square

- 4.3 Anglia Railways and ESTA suggested that the station's neighbouring buildings could possibly accommodate rail related uses such as parcel services and travel information and ticket agencies. These specific landuse suggestions are in line with the facilities for travellers proposed, and as such are proposed to be incorporated into the brief (5.2.10).

Footpath along Gosford Road

- 4.4 There seemed to be some confusion as to whether a new footpath along Gosford Road is proposed e.g. ESTA commented that such a footpath was essential. It is in fact proposed under 5.2.16. However on considering the matter further it is now considered that two development options exist whereby a footpath providing access to the station could either be reinstated along the east side of Gosford Road or be integrated within the residential development. It is proposed that the brief is amended to reflect this.

Supporting illustrations and brief development

- 4.5 A local resident living in Gresham Road considered that the 'not to scale' layout was a poor indication of how close the site access to Area 3 was to the Gresham Road and asked whether the proposal been looked at on site. The site had been visited on a number of occasions prior to the revised brief being published. No changes are proposed.

Comprehensive development

- 4.6 Railtrack considered that Area 4 (which is predominantly in their ownership and which is leased to Anglia Railways) is capable of development in isolation. They did not wish to be restricted by the Brief's requirement of comprehensive site development and suggested that any redevelopment should be assessed against normal development control criteria only. It is not proposed to alter the brief because it is considered that the majority of Area 4 is not capable of development in isolation. In the remainder of area 4, isolated development could undermine a comprehensive layout which had fully considered the development requirements of the whole area. When approved the Development Brief becomes a material consideration to be taken into account when determining planning applications. As such it becomes part of the "normal" criteria on which an application is assessed.

Changes requested by Statutory Bodies

- 4.7 British Gas Transco requested the amendment of paragraph 6.6 (advice regarding Gas) to read, "Gas supplies are available from Gosford Road" and stated that a British Gas Transco inspector would be pleased to assist with the location of any gas supply on site.
- 4.8 The Environment Agency commented that the developer would have to negotiate with the Hutson's abattoir if they wanted to make arrangements for foul water to be directed to their private drainage

facility. It is considered that this comment should be added to the brief, to provide more information to developers. They also commented that they would welcome the requirement of pollution control measures on all surface water discharges and that they would encourage the inclusion of sustainable design requirements that minimise waste production and incorporate energy efficiency and water efficiency/conservation measures since Suffolk is one of the most driest parts of the country. It is therefore recommended that in addition the brief encourages sustainably designed development.

- 4.9 Suffolk County Council's Archaeological Section highlighted the need to monitor the site during any decontamination as well as during its development. It is therefore recommended that the brief refers to monitoring during any decontamination, and the need to record any archaeological deposits.

Matters unrelated to planning

- 4.10 The Beccles Society questioned the long term life of the Silo and Beccles Town Council considered that for the brief's aims to be fulfilled, Railtrack needed to keep their area tidy and litter free. No amendments to the brief are proposed.

Government Advice

- 4.11 Since March the Government has issued advice as part of their Modernising Planning series on best practice for development briefs, (Planning and Development Briefs : A Guide to Better Practice, April 1998). Several changes to the brief, in order to improve clarity and justify guidance are considered necessary in the light of this Government Report.

5. CONCLUSION

- 5.1 The changes proposed are:

1. the incorporation Railtrack's guidelines for development close and adjacent to non - electrified railways as an appendix and some changes to the text (paragraph 3.6 of this report).
2. amendment to the third fundamental aim to give greater discretion to designers regarding references to the areas past architectural merit (paragraph 3.8 of this report).
3. amendment to the second fundamental aim to highlight the need for development to complement the surrounding area (paragraph 3.8 of this report).
4. that the proposed retention of the Maltings wall is deleted in preference to highway safety (paragraph 3.10 of this report).
5. that the possibility of using freight to remove any possible contamination from the site or for bringing building materials on to the site during its development is highlighted (paragraph 3.12 of this report).
6. identification of the proposed transport interchange as a fundamental aim of the brief (paragraph 3.16 of this report).
7. new road and transport arrangements to allow safer movement and parking arrangements for buses and cars on site (paragraph 3.18 of this report).
8. move access to Area 1 southwards following highway's specifications (paragraph 3.26 of this report).
9. 4 disabled car parking spaces within the short stay parking allocation (paragraph 3.21 of this report).
10. reduce the residential car parking requirement to 1 space per residential unit and to adopt and include Suffolk's advisory parking standards for appropriate commercial developments as a revised appendix (paragraph 3.22 of this report).
11. identify that separate accesses to Area 6 and the adjacent Silo are preferable but a shared access to both is acceptable (paragraph 3.24 of this report).
12. amendment to highlight the need for cross party negotiations on the cycleway and reposition the route so it does not run along the platform (paragraph 3.30 of this report).
13. new pedestrian access at north end of station (paragraph 3.31 of this report).
14. propose two pedestrian crossings, one over George Westwood Way and the other over Gosford Road (paragraph 3.33 of this report)
15. amendments to miscellaneous issues identified in the previous section (section 4).

A revised brief is submitted with this report.

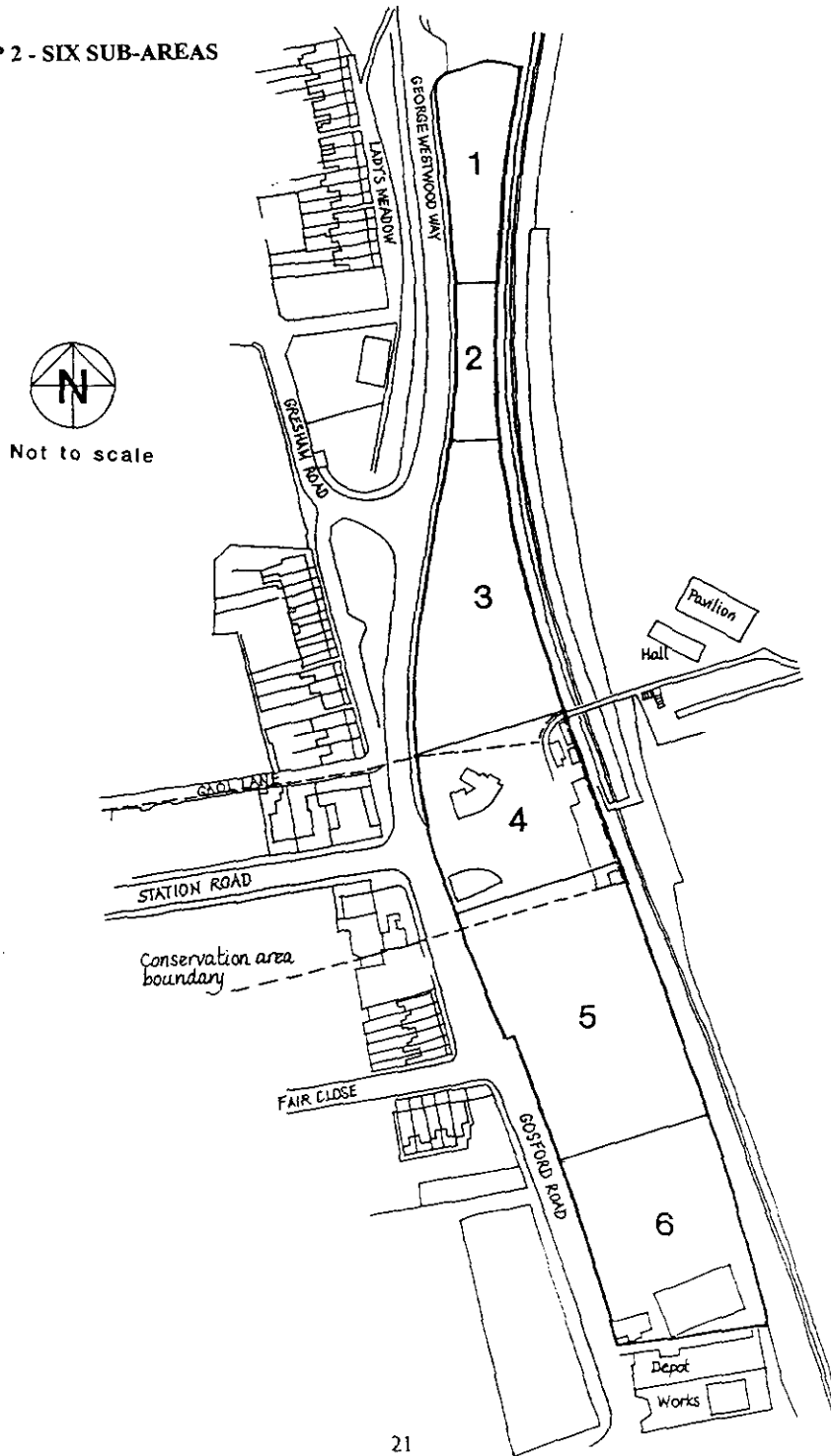
6. **RECOMMENDATIONS**

1. That the consultation responses be noted.
2. That several minor changes are made to improve the clarity of the brief, provide more justification to some of its proposals, in line with recent Government advice.
3. That the changes outlined in this report (para 5.1) are approved and the amended Revised Development Brief be approved as Supplementary Planning Guidance.

Appendix 1

Area Plan (Six Sub-Areas), Revised Draft Development Brief, March 1998

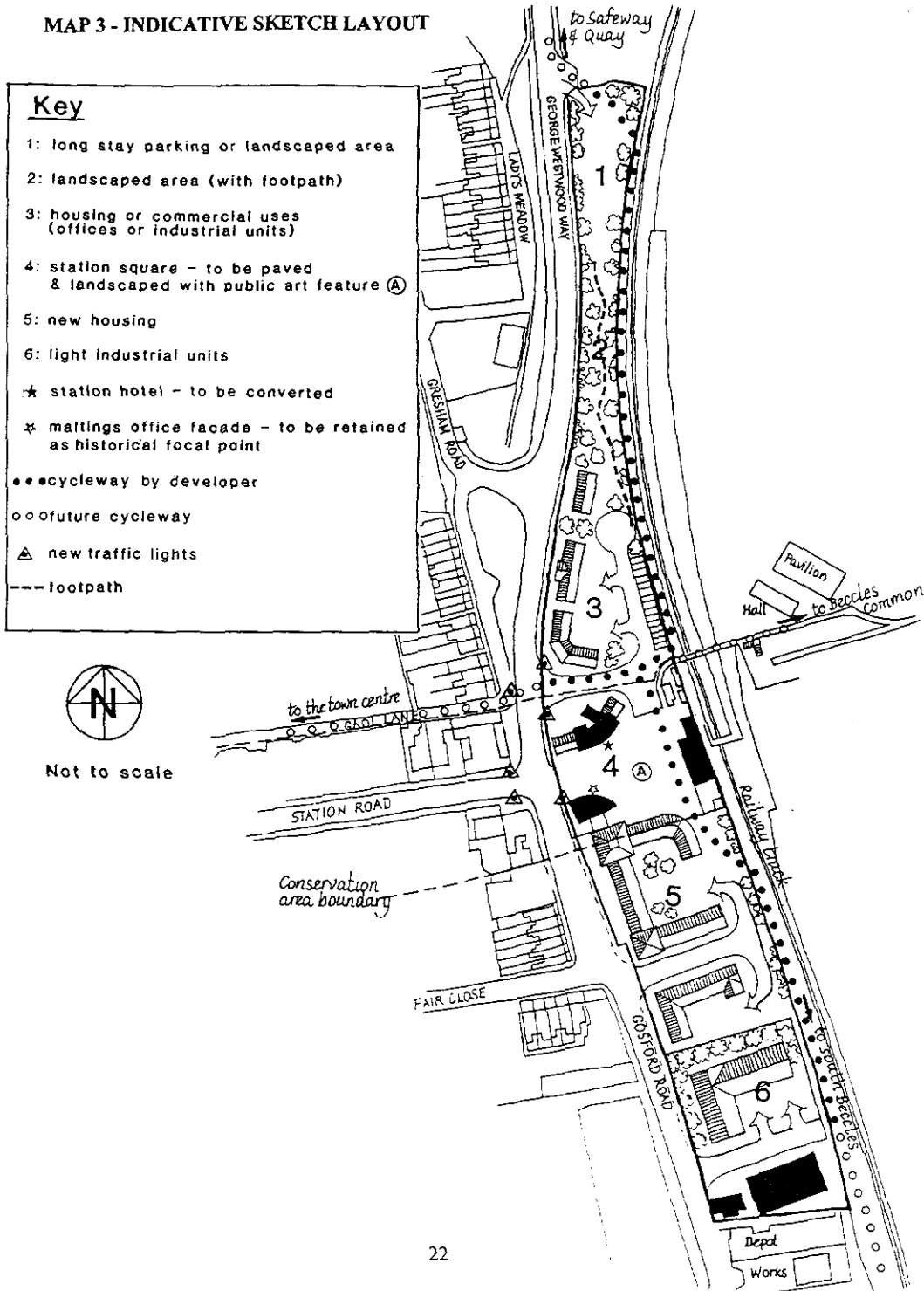
MAP 2 - SIX SUB-AREAS



Appendix 2

Indicative Sketch Layout, Revised Draft Development Brief, March 1998

MAP 3 - INDICATIVE SKETCH LAYOUT



Appendix 3 - List of Consultees

85 Local Residents and Businesses

Gosford Road	Even numbers 2 - 12 + 18 - 48 42a, "Rescott" + "Copperfield" Atoms Taxis Premiere Garage John's Joinery Beccles Heat Treatment Beccles Carpet Centre Fabric Flare Limited Beccles Tile Centre Ltd Crisp Malting Group Ltd (Land Owner)* Hickman Supplies Kingdom Hall Pageant Garage Jet Petrol Station Rainbow Superstore
Station Road	42 + 44 Gifana Reproduction Furniture, Railway Station
Fair Close	Even numbers 2 - 14
Gresham Road	1 - 16*
Lady's Meadow	1 - 18
Caxton Road	55 + 55a
George Westwood Way	Hutsons

15 Other Individuals, Organisations and Local Groups

Mr W J Boast (Land Owner)
 Beccles Town Council*
 The Beccles Society*
 Bikeways Unlimited
 Eastern Counties Omnibus Co. Ltd*
 Anglia Railways*
 Railtrack Property (Land Owner)*
 East Suffolk Travellers' Association (ESTA)*
 Cycling and Railways Officers, Suffolk County Council
 Gosford Road Residents Association
 Beccles and District Traders Association
 Broads Authority*
 Government Office for the Eastern Region
 Internal Drainage Board

8 Statutory Consultees

Highways Division, Suffolk County Council*
Archaeological Section, Suffolk County Council*
Eastern Electricity
Essex and Suffolk Water Plc
Anglian Water Services Ltd
Environment Agency - Anglian Region*
British Gas Transco*
British Telecom

108 TOTAL CONSULTEES
* indicates a response

Additional copies were also placed at Waveney District Council's Department of Planning and Building Control, Lowestoft, Beccles Library and at Waveney District Council's Beccles office, for information.

Appendix 4 - Summary of Responses

A total of 14 written responses were received - 13% response rate.

Local Residents and Businesses

1. Crisp Malting Group Ltd
 - 1) Expressed concern about the sharing the access road to Area 6, which is in their private ownership, because of disruption to their business activities through obstruction from other vehicles and problems accessing their borehole located in the road entrance.
2. Local Resident - Gresham Road
 - 1) Delighted with the overall proposals.
 - 2) Suggested moving the access road to Area 3 to a more northerly position so it is further away from residents on Gresham Road who could be disturbed by the traffic. Commented that the "not to scale" indicative sketch layout failed to give an accurate impression of how close Area 3's access road is to Gresham Road / Goal Lane and inquired whether the site had been looked at on site and on paper.
 - 3) Commented that there is no prefabricated structure in Area 3.
3. Victoria Cox
 - 1) Considered that the site should be developed as a Leisure complex.

Other Organisations and Local Groups

2. Beccles Society
 - 1) Gave the brief general support.
 - 2) Stated that it was important that the wider area was taken into consideration - the brief should be considered in the context of the whole town.
 - 3) Placed great emphasis on providing a public transport interchange because:
 - it can help to relieve traffic problems in the town and help the enhancement of Old Market Square
 - the site is not ideally suited for housing

However considered that the proposed interchange is too small and is catering more for railway travellers rather than as bus and coach users. The transport interchange should be able to accommodate full size buses.
 - 4) Support provision of long stay car parking for rail, coach or bus users but consider 30 spaces to be insufficient.
 - 5) If enough space is available, consider that a building fronting George Westwood Way would be advantageous because it would conceal the rear of the existing hotel building.
 - 6) Support provision of pedestrian controlled crossing points at Gosford Road, Station Road and George Westwood Way.
 - 7) Would not oppose building on the south side of the square in between the station and the Maltings office.
 - 8) Support the impression given by the station square sketch, as long as the street surface materials are appropriate and traditional.
 - 9) Support the use of the hotel as a restaurant and cafe.
 - 10) Consider the Maltings office should be retained and seek clarification in the brief as to whether the Maltings office is to be converted or just the facade retained, currently both options are mentioned.
 - 11) Support development taking advantage of views over the Common.
 - 12) Consider that well designed buildings that fit in with the area to be more appropriate than a scheme that echoes the Maltings which could look artificial, and that links with the town's heritage can be achieved by sensitively incorporating the Maltings office into the scheme.
 - 13) Support the use of Area 6 for business and light industrial use, questioned the long term life of the silo.
 - 14) Consider that the area to the west of the site (bounded by George Westwood Way, Gresham Road and Lady's Meadow) should drawn into the brief as an area for parking (for bus coach or car) or HGV delivery point for the town's businesses.

3. Beccles Town Council
 - 1) Pleased with the brief and urge its implementation.
 - 2) Commented that Railtrack need to keep the area tidy and litter free for the brief to meet its aims.
4. Broads Authority
No comments
5. Eastern Counties
 - 1) Commented that they would welcome the siting of a bus stop on the site because of:
 - the need to link buses and train services
 - the opportunity to link the site with a planned extension to the Beccles Town bus services, proposed to serve Gosford Road, Grove Road and Goose Green.
6. East Suffolk Travellers' Association
 - 1) Stated that it was important that the wider area was taken into consideration - particularly the Railway Station and any proposals for its future.
 - 2) Agreed that the area is should be enhanced as it is an important gateway site but not only from its roadway approaches but also from its rail.
 - 3) In the light of current thinking on sustainability and given that the site is already accessible to sustainable modes of travel (i.e. travel on foot, cycle, and by public transport - buses and trains) and that this accessibility is likely to increase in the future (with the possible introduction of a passing loop at Beccles - a place where two trains can pass each other and Anglia Railways recent announcement that there will be more frequent trains at Beccles) considered that the brief should encourage sustainable travel more, whilst directly discouraging unsustainable travel (i.e. car use). Various methods for achieving this are suggested they are:
 - a reduction in resident car parking (ignoring Suffolk County Council's car parking standards which are considered excessive)
 - an increase in car parking for rail users (considers 10 short stay spaces and 30 long stay spaces insufficient unless parking is provided elsewhere - especially since non-rail users use the area at present for parking)
 - should be able to accommodate full-size buses on the site
 - provision for more than one bus on site
 - should be provision for a bus lay-over area
 - bus stops and pull-ins should be provided along George Westwood Way, possibility of using the area to the west of the site (bounded by George Westwood Way, Gresham Road and Lady's Meadow) as a lay-over.
 - 4) Commented that the site was currently close to some bus routes but not many.
 - 5) Supported the provision in the brief for a cycleway and extra footpaths.
 - 6) Commented that the footbridge is a public right of way which provides access to the Avenue not the platforms.
 - 7) Highlighted the need to consider improving access to the Common's sport pitches from the site because there is currently trespass onto the railway line.
 - 8) Suggested that an access point be made from the north end of the platform to the car park.
 - 9) Commented that it was essential that public areas and pathways are well lit.
 - 10) Considered that a pathway is essential along the eastern side of Gosford road and a public crossing is needed from Station Road / Fair Close to the site.
 - 11) Commented that the cycleway should not run along platform.
 - 12) Stated that some cycle parking already exists at the station.
 - 13) Commented that there is an increase in freight transported by rail and this could grow in the future and the proposals for the area should not preclude the access to and use of the railway land to the east of the railway line, bounded by allotments and the Common, for freight purposes and this should be identified as a constraint in section 4 - Opportunities and Constraints.
 - 14) Supports the need for high quality design.
 - 15) Strongly supports the principle of mixed use in the Brief and suggests the station square could also accommodate rail related uses such as parcel services and travel and ticket agencies.

- 16) Considered that since the cycleway (which would be used by children) would be fenced from the railway it would act as a barrier to the railway line and as long as developers provide safe fencing, family housing need not be excluded from the housing mix.
- 17) Highlights a possible conflict with the retention of the Maltings wall and implementation of visibility splays.
- 18) Commented that housing should be constructed to a "Home Zone" standard of provision. (A concept whereby car speeds are heavily restricted in residential areas so that children have priority in the street).
- 19) Suggested a railway theme for public art in station square.

7. Anglia Railways

- 1) Welcomed the proposed development of the area, commenting that if developers followed the brief the area would be greatly enhanced.
- 2) Commented that secure car parking for rail users would help encourage rail travel and that 30 long stay car parking spaces for Rail users was acceptable.
- 3) Considered that interchange with local bus services, cycle storage and easy pedestrian access are important.
- 4) Suggested that station's neighbouring buildings could possibly provide train information and rail ticket sales.

8. Railtrack

- 1) Commented that they would need to be consulted on the details of the cycleway, particularly where it is located on their land and on the footbridge, to:
 - assess its compatibility with a level crossing to the south of the site at Grove Road and a future passing loop at Beccles
 - stipulate where new fencing would be required and safety requirements.
- 2) Commented that costs associated with the cycleway should be met by other parties.
- 3) Considered that Area 4 (which is predominantly in their ownership and leased to Anglia Railways) is capable of development in isolation so they should not be restricted by the requirement of comprehensive site development and should be assessed against normal development control criteria only.
- 4) Considered that the design guidance was too restrictive because it sets down the exact location of element to be included in a proposal, although they fully recognise need for good design. Considered that the brief should set out broad parameters only, so that developers have the flexibility to identify a scheme which is technically and commercially viable.
- 5) Commented that the proposals for the site must comply with Railtrack's own guidelines for development close to or adjacent to non - electrified Railways.

Statutory Consultees

9. British Gas Transco

- 1) Requested the amendment of paragraph 6.6 (advice regarding Gas) to read, "Gas supplies are available from Gosford Road" and stated that a British Gas Transco inspector would be pleased to assist with the location of any gas supply on site.

10. Environment Agency

- 1) Commented that the developer would have to negotiate with the Hutson's abattoir if they wanted to make arrangements for foul water to be directed to their private drainage facility.
- 2) Commented that they would welcome the requirement of pollution control measures on all surface water discharges.
- 3) Commented that they would encourage the inclusion of sustainable design requirements that minimise waste production and incorporate energy efficiency and water efficiency/conservation measures since Suffolk is one of the most driest parts of the country.

11. Archaeological Section, Environment & Transport, SCC

- 1) Highlighted the need to monitor the site during any decontamination as well as during its development.

12. Highways Section. Environment & Transport. SCC

- 1) Considered that the current turning arrangement is inappropriate as it does not allow buses to safely manoeuvre and at the present time the best way of creating a bus interchange on the site is a one way from Area 1 through to Area 3 for traffic with a lay over for two buses (2 x 12 metre buses). Because this complies with the requirements of the Integrated Transport White Paper, which outlines plans for sponsoring two separate new bus services to rural stations and Eastern Counties recent plans for a single new bus route along Gosford Road.
- 2) Specified that the one way from Area 1 through to Area 3 should have a kerb of radii of 7.5 metres onto a road of 7.5 metres through the parking area, tapering to 3 metres beyond the right-hand curve. The one-way south link should be supported by a traffic regulation order to that effect.
- 3) Considered that the new one way from Area 1 through to Area 3 should be constructed to adoption standards and then offered for adoption by the Highway Authority, as the specified for the other new roads in the draft development brief.
- 4) Considered that signal controls are needed at the proposed staggered junction with the existing Station Road and the proposed road serving Area 3 off George Westwood Way. The signal controls would also incorporate a pedestrian crossing over George Westwood Way. An additional pedestrian crossing would also be needed over Gosford Road to the south side of the Station Road junction.
- 5) Considered that a visibility splay for Area 5 of 4.5m x 70m was essential and that all other new junctions should have visibility splays of 2.5m x 70 metres.
- 6) Considered that a footpath was necessary to provide access to the station from the east side of Gosford Road and that the brief should propose that a footpath is necessary either along road frontage or through the residential development. Were a new footpath to be created along Gosford Road, it should have a minimum width of 2 metres. Other footpaths throughout the site should have a minimum width of 1.8 metres.
- 7) Considered that in view of the Integrated Transport White Paper and the site's burden on developers in the form of its constraints e.g. possible contamination and infrastructure requirements that car parking in the residential area would increase the quantity of units on the site, thus the development potential of the site and recommended that the brief proposed a reduced parking standard of 1 car parking space per residential unit.
- 8) Considered that a separate access to serve Area 6 and one to serve the Crisp Malting Group's silo would be preferable but as this may not be possible in practice a shared access to Area 6 and the silo would be acceptable. But a shared or a separate access should have minimum widths of 6 metres.
- 9) Considered that it would be undesirable to adopt home zone standards within the residential areas because there would be to significant a change in status from the site's roads and Gosford Road and George Westwood Way and that any traffic within the site's proposed residential areas would be incapable of high speeds due to the short length of road involved. But a rumble strip near entrance to the residential areas or granite setts or different coloured surfacing to indicate to drivers that they are entering a new zone could be provided

13. Public Transport Section. Environment & Transport. SCC

- 1) Commented that the transport interchange was essential and that the brief must cater for different transport modes and encourage their integration because passenger rail services are expected to grow in the future and current policies favour public transport. In addition they recommended that the need for freight should be considered.
- 2) Commented that the proposed transport interchange and turning arrangements for buses was undesirable due to possible conflicts with buses trying to manoeuvre an pedestrians, cyclists and cars using the station site.
- 3) Considered that full size - 12 metre long buses should be able to use the interchange.
- 4) Considered that 2 full size buses should be able to stop at Beccles station in line with the Government's recently published White Paper on Integrated Transport which outlines plans for sponsoring 2 separate bus services to railway station in rural areas and Eastern Counties plans for a bus service serving Gosford Road.
- 5) Considered that good parking was essential and the current level of car parking provision maybe insufficient due to plans a foot to the improve train frequency and increase passenger

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travel, with for example the development of the Beccles Loop to facilitate long distance commuting to London not just local commuting. It was recommended that Anglia Railways were re-consulted as the existing operator over Beccles Station's future car parking requirements.

- 6) Strongly supported associated facilities for travellers as access to refreshments, toilets and shelter would improve the quality of travel by public transport.
- 7) Commented that letter lighting would encourage a sense of security.
- 8) Questioned whether the existing bus station at Old Market would be relocated on the site.

ST/TJC

9 September, 1998