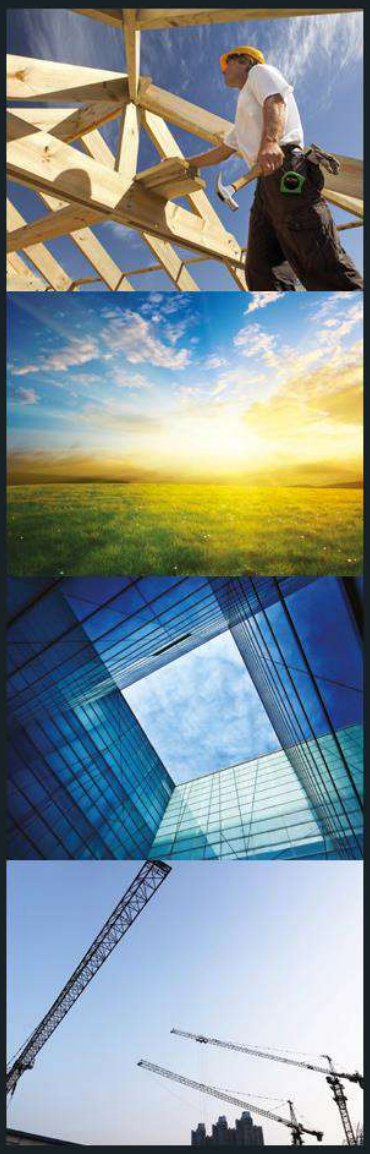
CODE Development Planners



Greater Norwich Local Plan Regulation 18 Consultation

Land west of Ipswich Road, Swainsthorpe (GNLP0604)

Ben Burgess

CONTENTS

EXECUTIVE SUMMARY

On behalf of Ben Burgess, these representations and the accompanying technical documents find the general approach of the draft Regulation 18 Greater Norwich Local Plan to be 'sound' in accordance with the NPPF paragraph 182, however, there are elements of the approach and evidence base which are not considered to be effective, justified or consistent with national policy. These representations therefore identify the specific areas of the plan and evidence base which require further clarification and/or consideration prior to the regulation 19 stage of the Local Plan's preparation.

As demonstrated by the suite of supporting technical documents concerning flood risk and drainage, highways and access, habitat and landscape, and availability of utility connections and local services, these representations also conclude that Land west of Ipswich Road, Swainsthorpe (GNLP0604) is suitable for employment use and that the proposed use for a new Ben Burgess' headquarters (including agricultural, horticultural and construction vehicle and machinery repair, retail and education hub with office accommodation and areas for internal and external storage, as well as external areas for best practice demonstration purposes) is deliverable.

Land west of Ipswich Road, Swainsthorpe should therefore be considered appropriate for inclusion within the emerging Greater Norwich Local Plan site-specific policies as a new employment allocation.

1 INTRODUCTION

1.1 This report has been prepared by CODE Development Planners on behalf of Ben Burgess. It sets out general representations in response to the Greater Norwich Local Plan (GNLP) Regulation 18 consultation growth options document and site-specific representations in relation to land west of Ipswich Road (GNLP0604), which are supported by a suite of technical documents.

Supporting technical documents

1.2 The technical documents listed below demonstrate the site's overall deliverability and suitability in response to the RAG analysis included within the Housing and Employment Land Availability Assessment (HELAA) for Land west of Ipswich Road, Swainsthorpe (site reference GNLP0604).

1.3 It should be noted that the supporting technical documents relate to a larger site area than that included in the HELAA. This is because new technical information presented within the below documents have redirected the overall strategy for the site. An amended site location plan for GNLP0604 is therefore included as part of these representations, along with updated site details within a new 'Site Submission' form.

1.4 The full list of supporting technical documents are as follows:

- an updated site location plan (drawing 1472) – March 2018, prepared by K Garnham Design;
- an updated 'Site Submission' form – March 2018, prepared by CODE Development Planners;
- Flood Risk and Drainage Representations - Technical document, March 2018, prepared by Create Consulting Engineers Ltd;
- Highways Representations - Technical document, February 2018, prepared by Create Consulting Engineers Ltd;
- Habitat Representations – Technical document concerning access proposals, March 2018, prepared by Wild Frontier Ecology;
- Landscape Representations – Technical document, July 2017, prepared by Liz Lake Associates;
- Utilities Representations (drawing 03/001) – February 2018, prepared by Create Consulting Engineers Ltd;
- Local Services and Facilities Representations (drawing 06/001) – February 2018, prepared by Create Consulting Engineers Ltd.

2 PURPOSE OF THE REPORT

2.1 General representations

2.1.1 Paragraph 182 of the NPPF sets out the 'Tests of Soundness' that should be considered by an independent inspector when examining whether a Local Plan has been prepared in accordance with the necessary legal and procedural requirements including a duty to cooperate between neighbouring authorities where appropriate. To be considered sound, a plan must consider the following four aspects in conjunction:

- the plan should be positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities;
- the plan should enable the delivery of sustainable development in accordance with the national planning policy.

2.1.2 These representations have been compiled following a review of the draft Local Plan (dLP) Growth Options Document and supporting evidence base with consideration as to whether the local plan as currently drafted meets the four tests of soundness. They demonstrate that with minor amendments to wording for consistency and factual corrections, the dLP has the potential to satisfy the tests of soundness as set out above. However, we are concerned that there is insufficient recognition of the need for single occupier employment sites and these representations, therefore, set out our concerns on this aspect of the plan.

2.2 Site specific representations

2.2.1 The main focus of these representations is to demonstrate that Land west of Ipswich Road (HELAA site reference: GNLP0604) is suitable and deliverable for the uses proposed. Land west of Ipswich Road is, therefore, appropriate for inclusion within the emerging Greater Norwich Local Plan site-specific policies.

3 CONTEXT

3.1 Ben Burgess are a family owned business and have served the farming community of East Anglia since 1931. They are regional suppliers of several leading manufacturers in agricultural, horticultural, construction and grounds care equipment and currently employ 230 staff across six sites located throughout the region including Aylsham, Beeston, Coates, Ellington, Newmarket and Norwich. The company specialise in the sale, service and hire of quality parts and machinery worldwide and proudly hold a Royal Warrant as suppliers to the Royal Estate at Sandringham.

3.2 Ben Burgess' current headquarters is based in Trowse, Norwich and the site has been operating at capacity for many years. The company therefore recognise they are unable to fulfil their immediate and future growth aspirations without relocating to a larger facility designed to accommodate their specific spatial and operational requirements.

3.3 Lack of space at the Trowse site has led to a number of operational issues including the erosion of staff safety due to inadequate turning and storage areas used by increasingly larger vehicles and machinery. Concerns over staff safety at the current 2.5acre site has subsequently resulted in the need for 35 staff members to park off-site on surrounding public roads and in alternative locations nearby. Lorries visiting the site daily are also currently loaded and unloaded on public highway adjacent the site and some larger machinery is stored at three other off-site locations due to spatial constraints and safety concerns. These inefficiencies mean that Ben Burgess are unable to increase their market performance in-line with the strong competition from similar companies in Europe.

3.4 The need to relocate is also crucial to enable Ben Burgess to grow the company's export operation which currently accounts for 12.5% of its annual turnover. As exports have become an increasingly important exit route for used equipment and machinery, which could not otherwise be sold in the UK, the need for the company's relocation to remain relevant and competitive within the global markets has also increased.

3.5 As leading suppliers and promotors of the latest agricultural technology and innovative farming practices, Ben Burgess are also seeking to expand their operation to include a dedicated education hub which, combined with best practice vehicle demonstration areas, will provide a state-of-the-art learning facility ensuring customers are fully trained in the use of advancing agricultural technology such as telematics and satellites which can greatly improve crop yields. A new purpose-built learning facility would also allow Ben Burgess to improve the offer of their apprenticeship program for those seeking a career in the agricultural sector. The company already provide engineering apprenticeships to 27 trainees located across their six sites, as well as a family owned farm near Brooke, and a larger headquarters will increase apprenticeship availability.

3.6 For the reasons above, Ben Burgess are seeking to relocate their existing headquarters to a new purpose-built facility which will provide adequate space to meet both their immediate and long-term

growth requirements, whilst allowing the company to continue its significant contribution to the economic prosperity of Norwich and East Anglia.

3.7 It is therefore proposed that a new headquarters for Ben Burgess will be of a high-quality sustainable design and will include an agricultural, horticultural and construction vehicle and machinery repair, retail and education hub with office accommodation and areas for internal and external storage, as well as external areas for best practice demonstration purposes.

3.8 These proposals represent a long-term commitment for the company and it is anticipated they will enable Ben Burgess to establish a centre of excellence for agriculture, focused on the demonstration and training of innovative and best practice agricultural techniques for the arable and horticultural sectors.

3.9 The nature of the company's existing and proposed service and retail offer, therefore, requires that the proposal site's location meets all the following list of requirements to ensure all Ben Burgess immediate and long-term objectives can be fulfilled:

Ben Burgess requirements:

i. The developable site area must be between 5-10ha dependent on site specific considerations (eg a flat site with no constraining features could be accommodated on a site at the lower end of this range with additional room for long-term growth);

ii. The site must accommodate an office/workshop building of no less than 8,422sqm gross internal floor space (GIA) and a storage building of no less than 1,535sqm GIA. The buildings would be of a high-quality design and sustainable construction. Footprints would be dependent on storey height achievability in response to site specific considerations;

iii. The site must be within four miles of the A47 Trowse junction to ensure the geographical coverage in relation to its customer base is optimised in consideration of proximity to other Ben Burgess sites and improved accessibility resulting from the Northern Distributor Road (NDR).

iv. The site's location must enable Ben Burgess to continue their legacy in supplying south Norfolk due to location of their existing client base served by the Norwich site which is key to the business and its future prosperity.

v. The site must be available and deliverable within 18 months from receiving positive feedback to pre-application submission. This is critical to the Ben Burgess business model and will allow the company to maintain a competitive edge in the European export market in light of Brexit.

vi. The site must provide a minimum of two acres for best practice grounds care demonstration purposes.

vii. The site must be accessibly located and visible from a main arterial route to allow commercial exposure, promote the agricultural sector and attract new talent.

viii. The site must be located on a main arterial highway route to provide accessibility for the import and export of deliveries between Germany and the USA via the ports of Hull and Liverpool;

ix. To eliminate current operational inefficiencies the site must have capacity for external storage of approximately 75% of the company's hire vehicles including 110 tractors which are currently stored across four locations including at the existing headquarters and across three satellite storage facilities.

x. The site must ensure that all staff have enough space to work safely to meet both immediate and future needs as the company grows. The site must, therefore, allow flexibility so that proposals can be configured to focus on health and safety of workers, customers and other users.

xi. The site must be viable in terms of land acquisition and business rate costs. The specific requirements of Ben Burgess require land to store large vehicles and machinery which result in characteristically high and unaffordable rates being sought on employment sites which are configured for multiple occupiers or single occupier sites with high £'s per square metres profit ratios.

xii. The site must provide adequate space to enable training and best practice demonstration of increasingly sophisticated technological advances in agricultural machinery and practices. Meeting and training rooms must also be accommodated as part of the proposals education and learning facility offer.

4 LAND WEST OF IPSWICH ROAD, SWAINSTHORPE (GNLP0604)

4.1 Ben Burgess are promoting approximately 11ha of land west of Ipswich Road (A140), Swainsthorpe (HELAA site reference GNLP0604) to create a new headquarters including an agricultural, horticultural and construction vehicle and machinery repair, retail and education hub with office accommodation and areas for internal and external storage, as well as external areas for best practice demonstration. Appendix 1 provides a location plan of the site for information.

4.2 The site is located south of Norwich, approximately four miles south-west of Ben Burgess' existing Trowse headquarters. Malthouse Farm, which is currently used by Ben Burgess for demonstration events is also located 800 metres south of the site. Like Malthouse Farm, land west of Ipswich Road was recently acquired by Ben Burgess and represents a significant commitment to relocate the Trowse headquarters for the long-term prosperity of the company in southern Norfolk.

4.3 The site's eastern boundary fronts the Ipswich Road and comprises a mix of vegetation with some adolescent and mature trees. Its northern boundary abuts Hickling Lane; a single lane track, lined with scattered mature trees, providing a byway between Ipswich Road and Gowthorpe Lane further west. The site's southern boundary is partly open and abuts the proposed northern boundary of land off Church View (HELAA site reference: GNLP0603) before interfacing with the Swainsthorpe settlement boundary and rear garden boundaries of properties off Station Close. The western boundary of the site

is positioned adjacent to an elevated railway embankment supporting the main route connecting Norwich with London Liverpool Street. This embankment comprises a significant number of trees and vegetation along the southern half of the western boundary, whilst the northern half is more open with shorter vegetation.

4.4 The site comprises an open field currently in arable use. It is mostly featureless apart from a line of trees and mature hedgerow which dissect the site at its centre from east to west. Topographical levels across the site vary with the lowest point centrally located close to the eastern Ipswich Road boundary. From this point, the site gradually ascends southwards by approximately seven metres towards the southern boundary and northwards towards the site's north-western corner by between 6–11m.

4.5 To assist in understanding the site and its existing characteristics, Ben Burgess have commissioned a suite of technical documents which confirm the site's deliverability and help to identify the most appropriate areas for the uses proposed. The technical documents also respond directly to the individual site suitability assessment included within the dLP Housing and Employment Land Availably Assessment (December 2017) which considers the site (GNLP0604) 'suitable' and 'appropriate for the land availability assessment' subject to the caveats identified within the RAG analysis.

4.6 The technical reports which form part of these representations relate to flood risk and drainage, highways and access, habitat and landscape and demonstrate that all caveated areas within the RAG assessment can be overcome. Information on the availability of utility connections and local facilities are also included.

4.7 Due to new technical understanding acquired since the site's original submission to the previous 'Call for Sites' consultation, the technical documents submitted as part of these representations relate to a larger site area than that included in the HELAA. An amended site location plan for GNLP0604 is therefore also included, along with updated site details within a new 'Site Submission' form.

5 QUESTIONS OF THE DRAFT LOCAL PLAN

5.1 This section of the report includes general representations relating to specific questions from the draft Local Plan (dLP). Ben Burgess' response to relevant questions are presented in the order they appear within the dLP and include the following:

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
2	Do you support the broad strategic approach to delivering jobs, homes and infrastructure set out in paragraphs 4.1 to 4.7?	We largely support the broad strategic approach to delivering jobs, homes and infrastructure set out in paragraphs 4.1 to 4.7 with the following suggestions of necessary focus. The strategy recognises the need to align delivery of jobs, homes and infrastructure and make the most of opportunities

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
		for economic and housing growth made available by recent infrastructure improvements and existing strengths of the Norwich area and existing economic community. We particularly support in paragraph 4.2 the specific drive for economic growth in proven sectors already active in the Norwich area. These include references to strategic employment locations and the need to promote inclusive growth and social sustainability, and support a thriving rural economy. There is undoubted strength to be achieved from the momentum and need to cluster development around the 'hubs' of particular sectors but in the Norwich area it will also be important to expand on the important indigenous industries which have brought prosperity and jobs to the area and have manged to constantly adapt to changing circumstances and economic conditions. The aligned strategy of providing housing to support the economic growth opportunities of the area is welcomed together with its recognition that planned growth should be focussed in and around Norwich supporting the area's regional, national and international economic functions. Such an approach is in accordance with government advice contained in the National Planning Policy Framework (NPPF) for sustainable development. We also support the strategy focus on delivery as a key to the success of the plan (paragraph 5.1). The plan must avoid the mistakes of the past where sites in inappropriate locations, often not sustainable and in areas which are not favoured by the market or supported by adequate infrastructure are allocated and other more appropriate and deliverable sites are rejected. In the Norwich area policies should be designed to recognise and support those allocations of land for employment growth where there are existing activities related to the Norwich area and where occupiers are prepared to invest. Many activities and specific occupiers, including Ben Burgess, have very specific locational requirements. Investment in employment generating uses and infrastructure is expensive and so in addition to providing a variety of sustainable, deliverable sites for known and emerging sectors close to their hubs, policies should be designed to encourage and welcome individual occupiers willing to invest in the area and able to demonstrate a need to be located on a specific chosen site. Towards ensuring delivery of the right sites in the right places, the plan should favourably consider the relationships between rurally located sites which can both support and benefit from services and facilities across wide areas away from primary growth hubs. Therefore, in the interest of

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
		consistency with paragraph 4.114 of the dLP, which states that 'nearby villages can in effect share some services', we consider the following wording is an appropriate amendment to paragraph 4.7 of the proposed strategy for delivering jobs, homes and infrastructure: *'Growth of the economies of the main towns and rural areas will also be encouraged and supported, with some housing growth in all towns and in the villages with access to a range of services'.* This alteration would also ensure the plan is consistent with the NPPF and its drive towards supporting a prosperous rural economy and the growth and expansion of all types of business and enterprise in rural areas, as reflected in paragraph 55 which notes that *'where there are groups of smaller settlements, development in one village may support services in a village nearby'.*
3	Which option do you support for jobs growth?	We support option JT1. As explained and justified in the Employment Land Assessment (ELA) it is unlikely that "business as usual" will be a true reflection of the future economy of Greater Norwich (paragraph 5.5 of ELA). The economy of the area displays exciting opportunities emanating from a number of high productivity tech industries such as those which have established a firm and respected local base. In addition, the recent improvements to strategic infrastructure have delivered much greater opportunities for expansions and access to wider markets.
9	Which alternative or alternatives do you favour?	Having considered a wide range of complementary factors related to the achievement of the plan's vision and broad strategic approach we believe that each of the stated options have both strengths and weaknesses. However, none of them present an ideal option for growth.
13	Do you support the establishment of a green belt?	We do not support the establishment of a green belt. There is no evidence to meet the requirements of the NPPF to demonstrate exceptional circumstances. Paragraph 82 of the NPPF is clear that new green belts should only be established in exceptional circumstances. Although the NPPF refers to an example where a council may be planning for larger scale developments such as new settlements or major urban extensions this feature alone is insufficient to meet the other criteria for assessing exceptional circumstances which include the following: a) demonstrate why normal planning and development management policies would not be adequate;

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
		b) whether any major changes in circumstances have made the adoption of this exceptional measure necessary; c) show what consequences of the proposal would be for sustainable development; d) demonstrate the necessity for the green belt and its consistency with Local Plans for adjoining areas; e) show how the green belt would meet the other objectives of the Framework.
22	Do you know of any specific issues and supporting evidence that will influence further growth in the main towns?	The majority of (3 of the 5) Main Towns (Harleston, Diss and Aysham) are located outside of the Norwich Policy Area, where established policy has always ensured growth took place in the most sustainable locations close to Norwich. This remains a valid policy framework for the future (See Q22 and Q26). In our view, while those main towns outside of the NPA should be identified for some growth proportionate to their functions as sustainable communities for their immediate hinterlands, they should not be seen as being sufficiently sustainable to accommodate the most sustainable and appropriate growth close to Norwich. In addition, the main town of Wymondham has accommodated substantial levels of growth over recent years and may need time to adapt and integrate the new communities before any further major allocations are made. The consequences of these points for the Growth Options is that the target numbers for the main towns should be maintained at the lower levels of suggested allocations.
23	Do you agree with the approach to the top three tiers of the hierarchy?	We agree that the top three tiers should be the focus of development subject to comments made to Q11. However, for the sake of clarity the reference to "the built-up parts of the fringe parishes" should be removed in Tier 1 because in order to meet the growth opportunities and the OAN it will be necessary to develop land outside but adjacent to the built-up parts of specific parishes.
25	Do you favour the Village Group approach in option SH2? And a) What criteria should be used to define groups? b) Which specific villages could form groups? c) How could growth be allocated between villages within a group?	We support option SH2 and agree with proposals to amend the settlement hierarchy from a six to four-tier approach, with the inclusion of 'Village Groups'. This is on the grounds that neighbouring villages share services and that some development is required in all villages to ensure local social and economic sustainability. We feel this approach is justified when considered against the reasonable alternatives and is consistent with NPPF paragraph 55 which notes that *'where there are groups of smaller settlements, development in one village may support services in a village nearby'*. In the interest of Land west of Ipswich Road, Swainsthorpe, the villages of Mulbarton, Swainsthorpe, Stoke Holy Cross, Newton Flotman and Swardeston should be considered as

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
		supporting one another and could therefore form a village group. The suitability of sites within village groups should be considered against the NPPF's 'three dimensions to sustainable development', whilst recognising that sustainable transport solutions will vary from urban to rural areas in-line with paragraph 29. In the interest of social sustainability, we propose that a proportionate number of new dwellings could be delivered on suitable sites adjacent defined settlement boundaries via site specific allocations. Site specific policy allocations within villages groups are vital to ensure that growth is spread out evenly and sustainably across rural areas, whilst ensuring that growth distribution allowances for tier 4 village group settlements are not directed to a small number of larger sites which would be contrary to the village groups tier ethos as would not represent sustainable growth patterns and would strain shared village services.
26	Do you support a Norwich centred policy area and, if so, why and on what boundaries?	The existing boundaries of the Norwich Policy Area (NPA) should be maintained as a focussed tool for targeted sustainable growth to assist in achieving the vision and strategic approach to economic growth in the plan. The policy approach has served Norwich and Norfolk well over many years and has helped Norwich achieve and then maintain an established reputation for sustainable growth and economic excellence in sectors such as bio-medical and life science research. The maintenance of this approach combining sustainable and accessible, often co-located employment and housing will continue to give Norwich a Unique Selling Point (USP) to compete in a market place which in some areas has become 'over-heated', eg Cambridge. We support the sentiment of paragraph 4.161 of the Growth Options Document. "4.161 The NPA plays a role in promoting the economic strength of Norwich and its surrounding area, demonstrating the collective importance of the area and showing the scale of housing and jobs growth with a focus on Norwich. It is also the same as the NATS area used for transport planning." Paragraph 4.162 comments that "a number of ongoing changes in the area may affect consideration of whether there is a future role for the NPA." In fact, the changes positively affect the suitability of sites within the NPA such as being adjacent to the new strategic infrastructure of the Norwich Northern Distributor Road (NNDR) or in the south being in close proximity to a now designated Enterprise Zone

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
		of the NRP. These changes only strengthen the justification for the maintaining the NPA policy framework.
27	Which option or options do you support?	Each option, in different locations and scenarios have both weaknesses and strengths. It may, therefore, be necessary to adopt parts of each. However, whatever option is adopted it is essential that it is based on the aim of achieving the broad strategic objective of delivering and encouraging growth in those growth sectors most likely to deliver the jobs targets quoted in the City Deal agreement and, for specific areas such as NRP, quoted in the Enterprise Zone Agreement. This approach would be entirely in accordance with advice in the NPPF. In addition, elsewhere other sites should be carefully identified and allocated and criteria established for the consideration of later applications. This would ensure that as employment sectors change, the delivery of suitable sites can be established. This may be of particular relevance to individual users and employment generators who can demonstrate a willingness to invest and a need to be sited in a particular location. This approach is particularly important for 'key growth sector' developments, such as agri-tech, where sites require specific locations due to business model requirements and where opportunities for a company's long-term growth and ability to operate safely depend on large open sites. It is also important to consider the need for single occupier sites which are currently under-represented in the Greater Norwich area but are, in many cases, vital to secure delivery of large sites required by the key growth sectors. It is for this reason that many existing allocated employment sites that are configured for multiple occupiers are unviable due to high £'s per square metre profit ratios. With this in-mind, the adopted option should also strongly consider the NPPF's stance that 'planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose'. If a criteria based policy for assessing 'windfall' employment development, such as that described in EC3, was adopted, we suggest it should include wording that reflects the following: i. allowance for single occupier sites where deliverability is suitably demonstrated; ii. allowance for proposals that demonstrate alignment with the key growth sectors; iii. allowance for development sites located adjacent defined settlement boundaries;

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
		iv. allowance for sites with direct access onto a corridor of movement via a new junction.
30	Are there any new employment sites that should be allocated?	With refence to Q27, we propose that land west of Ipswich Road, Swainsthorpe (GNLP0604) should be considered for allocation as a new employment site, given its deliverability as set out within the technical documents included as part of these representations.
33	What measures could the GNLP introduce to boost the rural economy?	In the interest of boosting the rural economy, we consider the following measures could be introduced to ensure the emerging plan is effective and consistent with the NPPF: i. allow flexibility for key growth sector development sites; ii. allow flexibility for rural developments with location specific requirements; iii. allow flexibility for high land take operations including developments which require large areas for demonstration and storage purposes; iv. allow flexibility for single occupier sites within rural areas where multi-occupier sites could make new employment allocations unviable and undeliverable, particularly where large areas for demonstration and storage are required.
36	Which approach do you support for promoting good design of new development?	We support Option DE1. It is essential that planning policy is not so prescriptive it removes the flexibility and design opportunities for developers, architects, urban designers, landscape architects and development management teams to address innovative specific site related design issues. The GNLP is not the appropriate process or plan in which to introduce design and development management policies. According to paragraph 1.25 of the Growth Options document, the GNLP will not amend existing adopted Development Management policies.
38	Which approach do you favour for affordable housing percentages?	The only option which is supported by evidence is Option AH3.
41	Which approach to the mix of housing do you support?	We strongly favour Option AH10. Any evidence gathered on housing mix, particularly in respect of market housing mix can only be a 'snap shot' in time based on a wide and generic consideration of influencing factors. It fails to take into account often large swings in housing mix requirements brought about by economic conditions and site-specific issues such as surrounding uses, landscape integration, need for inclusive communities, viability, affordability and access.

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
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53	Which option do you support [green infrastructure]?	The GNLP is not the appropriate process or plan in which to introduce changes to the approach to protecting designated sites. Policies for the provision of additional GI space are contained in the Development Management Policies Local Plan according to paragraph 1.25 of the Growth Options document, the GNLP will not amend existing adopted Development Management policies. These are currently largely contained in policies EN2 and EN3. If these policies are to be changed in the GNLP process there would need to be much greater transparency and a whole new level of evidence gathering.
54	Do you think any changes should be made to the green infrastructure network?	The GNLP is not the appropriate process or plan in which to introduce changes to the approach to protecting designated sites. Policies for the provision of additional GI space are contained in the Development Management Policies Local Plan according to paragraph 1.25 of the Growth Options document, the GNLP will not amend existing adopted Development Management policies. These are currently largely contained in policies EN2 and EN3. If these policies are to be changed in the GNLP process there would need to be much greater transparency and a whole new level of evidence gathering. The extent of the green infrastructure network is also, in some cases shown in Area Action Plans, including in the Growth Triangle AAP. According to paragraph 1.26 the future role of the adopted AAPs for Long Stratton, Wymondham and the North-East Growth Triangle and Neighbourhood Plans will be considered in plan making. If there is a possibility that the GNLP will seek to change the green infrastructure network this should be made clear now and consulted upon properly. Designation and delivery of GI sites affects individual landownerships and communities and it would be unreasonable to exclude those stakeholders from participation.

Questions of the Regulation 18 'draft' Greater Norwich Local Plan		
Question Number	**Question**	**Ben Burgess response**
55	Which of these options do you favour? [landscape]	Of the two options identified as reasonable alternatives, we favour Option LA2. Landscape protection policies are not just contained in the JCS and various Site Allocation documents. Some are contained in the Development Management Policies Local Plan and AAPs. According to paragraph 1.25 of the Growth Options document, the GNLP will not amend existing adopted Development Management policies. Additionally, according to paragraph 1.26 the future role of the adopted AAPs for Long Stratton, Wymondham and the North-East Growth Triangle and Neighbourhood Plans will be considered in plan making. If there is a possibility that the GNLP will seek to adopt a similar approach to that adopted in the current South Norfolk Local Plan, designating large areas on either side of the main circulatory road for landscape protection with newly worded policies and explanatory texts this should be made clear now and consulted upon properly. Changes to policies and designations would affect individual landownerships and communities and it would be unreasonable to exclude those stakeholders from participation. In addition, the circumstances which apply to South Norfolk and applied when the Bypass Landscape Protection Zone was first introduced requires interrogation before it is simply and blindly adopted to apply to an entirely different road with very different features.

6 SUMMARY AND CONCLUSIONS

6.1 These representations and accompanying technical documents demonstrate that Land west of Ipswich Road, Swainsthorpe (GNLP0604) is suitable for employment use and proposals for a new Ben Burgess headquarters are deliverable and would constitute sustainable economic development.

6.2 These representations also find the general approach of the draft Regulation 18 Greater Norwich Local Plan to be 'sound' and in accordance with national policy, however there are specific areas which would benefit from further consideration to ensure the published Regulation 19 submission Local Plan's effectiveness to deliver the broad strategic approach to delivering jobs, homes and infrastructure across the Greater Norwich area.

Appendix 1

LAND WEST OF IPSWICH ROAD (A140), SWAINSTHORPE, NORWICH

STATION TABLE				
Station Name	Easting	Northing	Height (m)	Station Identifier
STNBBS1	622168.623	300927.799	20.513	Mag Nail & Washer
STNBBS1A	622153.263	300851.076	18.626	Mag Nail & Washer
STNBBS2	622179.819	301005.527	21.908	Mag Nail & Washer
STNBBS3	622181.004	301091.654	22.871	Mag Nail & Washer
STNBBS4	622166.345	301247.861	22.736	Mag Nail & Washer
STNBBS5	622155.736	301362.982	23.011	Mag Nail & Washer
STNBBS6	622148.032	301476.327	25.859	Mag Nail & Washer
STNBBS7	621934.350	301621.641	33.632	Mag Nail & Washer
STNBBS8	622143.611	301600.947	26.407	Mag Nail & Washer
STNBBS9	622175.775	301518.497	26.023	Mag Nail & Washer
STNBBS10	622185.665	301452.551	24.897	Mag Nail & Washer
STNBBS11	622253.300	301404.431	22.584	Mag Nail & Washer
STNBBS12	622131.756	300923.079	22.491	Mag Nail & Washer
STNBBS13	622033.066	300939.899	26.688	Mag Nail & Washer
STNBBS14	621935.537	300959.683	28.557	Mag Nail & Washer
STNBBS15	621890.974	301033.685	28.948	Mag Nail & Washer

Control Stations have been forced to a Scale Factor of 1.

N
W E
S

ORDNANCE SURVEY LOCATION PLAN WITH OVERLAY OF SITE TOPOGRAPHICAL SURVEY

0 20 40 60 80 100 120 140 160 180 200 220 240 [M]

Location Plan - Metres @ 1:2500 @ A0

Rev -	Date -	Description -
A	15.03.2018	GNLP Reg18 submission material
B	20.03.2018	GNLP Reg18 submission material

K GARNHAM DESIGN

01603 616884 www.kgarnham.co.uk
info@kgarnham.co.uk

Project - Land West of Ipswich Road (A140), Swainsthorpe, Norwich.

Client - For Ben Burgess Holdings Limited

Scale - 1:2500 @ A0 Drawing Number - 1472

Drawn By - James Sheet Number- 1

Date - 20.03.2018 Revision Number - B

Appendix 2

Greater Norwich Site Submission Form

FOR OFFICIAL USEONLY	
Response Number:	
Date Received:	

This form is to be filled out by any interested parties who want to promote a site for a specific use or development to be allocated in the Greater Norwich Local Plan.

Only one form should be submitted for each individual site i.e. it is not necessary for a separate form to be completed for each landowner on a single site in multiple ownerships. However, a separate form must be completed for each individual site submitted.

Your completed form should be returned to the Greater Norwich Local Plan team no later than **5pm** on **Thursday 15 March 2018.**

By email: gnlp@norfolk.gov.uk

Or, if it is not possible submit the form electronically,

By Post to:

Greater Norwich Local Plan Team
PO Box 3466
Norwich
NR7 7NX

The site submissions received as part of the Greater Norwich Local Plan Regulation 18 Consultation will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual site(s) being stored by Norfolk County Council and shared with Broadland District Council, Norwich City Council and South Norfolk District Council, and that the details of the site will be published for consultation purposes.

Further advice and guidance can be obtained by visiting the Greater Norwich Local Plan website or by contacting the Greater Norwich Local Plan team directly:

Website: www.gnlp.org.uk
E-mail: gnlp@norfolk.gov.uk
Telephone: 01603 306603

1a. Contact Details	
Title	Mr
First Name	Grant
Last Name	Heal
Job Title (where relevant)	Senior Planner
Organisation (where relevant)	CODE Development Planners
Address	17 Rosemary House Lanwades Business Park Kentford Suffolk
Post Code	CB8 7PN
Telephone Number	01223 290138
Email Address	grantheal@codedp.co.uk

1b. I am…	
Owner of the site ☐	Parish/Town Council ☐
Developer ☐	Community Group ☐
Land Agent ☐	Local Resident ☐
Planning Consultant ☒	Registered Social Landlord ☐
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)	
Title	Mr
First Name	Ben
Last Name	Turner
Job Title (where relevant)	Managing Director
Organisation (where relevant)	Ben Burgess
Address	Europa Way Martineau Lane Norwich
Post Code	NR1 2EN
Telephone Number	N/a
Email Address	N/a

2. Site Details	
Site location / address and post code (please include as an attachment to this response form a location plan of the site on an scaled OS base with the boundaries of the site clearly shown)	Land west of Ipswich Road, Swainsthorpe
Grid reference (if known)	Easting: 622015 Northing: 301315
Site area (hectares)	11ha

Site Ownership		
3a. I (or my client)….		
Is the sole owner of the site	Is a part owner of the site	Do/Does not own (or hold any legal interest in) the site whatsoever
☒	☐	☐
3b. Please provide the name, address and contact details of the site's landowner(s) and attach copies of all relevant title plans and deeds (if available). Please refer to question 1c for landowner details. Information on title is available on request.		
3c. If the site is in multiple landownerships do all landowners support your proposal for the site?	Yes ☒	No ☐
3d. If you answered no to the above question please provide details of why not all of the sites owners support your proposals for the site. N/a		

Current and Historic Land Uses		
4a. Current Land Use (Please describe the site's current land use e.g. agriculture, employment, unused/vacant etc.)		
Arable use.		
4b. Has the site been previously developed?	Yes ☐	No ☒

4c. Describe any previous uses of the site. (please provide details of any relevant historic planning applications, including application numbers if known)

Arable use.

Proposed Future Uses

5a. Please provide a short description of the development or land use you proposed (if you are proposing a site to be designated as local green space please go directly to question 6)

A new headquarters for Ben Burgess including an agricultural, horticultural and construction vehicle and machinery repair, retail and education hub with office accommodation and areas for internal and external storage, as well as external areas for best practice demonstration purposes.

5b. Which of the following use or uses are you proposing?

Market Housing ☐	Business and offices ☒	Recreation & Leisure ☐
Affordable Housing ☐	General industrial ☒	Community Use ☐
Residential Care Home ☐	Storage & distribution ☒	Public Open Space ☐
Gypsy and Traveller Pitches ☐	Tourism ☐	Other (Please Specify)

5c. Please provide further details of your proposal, including details on number of houses and proposed floorspace of commercial buildings etc.

Office/workshop building of no less than 8,422sqm gross internal floor space (GIA) and a separate storage building of no less than 1,535sqm GIA.

5d. Please describe any benefits to the Local Area that the development of the site could provide.

The proposals will support the local economy through the increased use of existing local services and via the creation of new employment opportunities.

Local Green Space
If you are proposed a site to be designated as Local Green Space please complete the following questions. These questions do not need to be completed if you are not proposing a site as Local Green Space. Please consult the guidance notes for an explanation of Local Green Space Designations.
6a.Which community would the site serve and how would the designation of the site benefit that community.
N/a
6b. Please describe why you consider the site to be of particular local significance e.g. recreational value, tranquillity or richness in wildlife.
N/a

Site Features and Constraints
Are there any features of the site or limitations that may constrain development on this site (please give details)?
7a. Site Access: Is there a current means of access to the site from the public highway, does this access need to be improved before development can take place and are there any public rights of way that cross or adjoin the site?
Please see main site-specific representations document for further information.
7b. Topography: Are there any slopes or significant changes of in levels that could affect the development of the site?
Please see main site-specific representations document for further information.
7c. Ground Conditions: Are ground conditions on the site stable? Are there potential ground contamination issues?
Site investigation information is available on request.
7d. Flood Risk: Is the site liable to river, ground water or surface water flooding and if so what is the nature, source and frequency of the flooding?
Please see main site-specific representations document for further information.
7e. Legal Issues: Is there land in third party ownership, or access rights, which must be acquired to develop the site, do any restrictive covenants exist, are there any existing tenancies?
No.

7f. Environmental Issues: Is the site located next to a watercourse or mature woodland, are there any significant trees or hedgerows crossing or bordering the site are there any known features of ecological or geological importance on or adjacent to the site?
Please see main site-specific representations document for further information.
7g. Heritage Issues: Are there any listed buildings, Conservation Areas, Historic Parklands or Schedules Monuments on the site or nearby? If so, how might the site's development affect them?
Please see main site-specific representations document for further information.
7h. Neighbouring Uses: What are the neighbouring uses and will either the proposed use or neighbouring uses have any implications?
Please see main site-specific representations document for further information.
7i. Existing uses and Buildings: are there any existing buildings or uses that need to be relocated before the site can be developed.
No.
7j. Other: (please specify):
Please see main site-specific representations document for further information.

Utilities			
8a. Which of the following are likely to be readily available to service the site and enable its development? Please provide details where possible.			
	Yes	No	Unsure
Mains water supply	☒	☐	☐
Mains sewerage	☒	☐	☐
Electricity supply	☒	☐	☐
Gas supply	☐	☐	☒
Public highway	☒	☐	☐
Broadband internet	☒	☐	☐

Other (please specify):	N/a

8b. Please provide any further information on the utilities available on the site:

Please see main site-specific representations document for further information.

Availability	
9a. Please indicate when the site could be made available for the land use or development proposed.	
Immediately	☒
1 to 5 years (by April 2021)	☐
5 - 10 years (between April 2021 and 2026)	☐
10 – 15 years (between April 2026 and 2031)	☐
15 - 20 years (between April 2031 and 2036)	☐

9b. Please give reasons for the answer given above.

The site is owned by Ben Burgess.

Market Interest		
10. Please choose the most appropriate category below to indicate what level of market interest there is/has been in the site. Please include relevant dates in the comments section.		
	Yes	Comments
Site is owned by a developer/promoter	☒	The site is owned by Ben Burgess.
Site is under option to a developer/promoter	☐	
Enquiries received	☐	

Site is being marketed	☐	
None	☐	
Not known	☐	

Delivery	
11a. Please indicate when you anticipate the proposed development could be begun.	
Up to 5 years (by April 2021)	☒
5 - 10 years (between April 2021 and 2026)	☐
10 – 15 years (between April 2026 and 2031)	☐
15 - 20 years (between April 2031 and 2036)	☐
11b. Once started, how many years do you think it would take to complete the proposed development (if known)?	
Approximately 18 months from planning consent.	

Viability			
12a. You acknowledge that there are likely to be policy requirements and Community Infrastructure Levy (CIL) costs to be met which will be in addition to the other development costs of the site (depending on the type and scale of land use proposed). These requirements are likely to include but are not limited to: Affordable Housing; Sports Pitches & Children's Play Space and Community Infrastructure Levy			☒
	Yes	No	Unsure
12b. Do you know if there are there any abnormal costs that could affect the viability of the site e.g. infrastructure, demolition or ground conditions?	☐	☐	☒
12c. If there are abnormal costs associated with the site please provide details: N/a			
12d. Do you consider that the site is currently viable for its proposed use taking into account any and all current planning policy and CIL considerations and other abnormal development costs associated with the site?	☒	☐	☐

12e. Please attach any viability assessment or development appraisal you have undertaken for the site, or any other evidence you consider helps demonstrate the viability of the site.

Viability information is available on request.

Other Relevant Information

13. Please use the space below to for additional information or further explanations on any of the topics covered in this form

These representations are supported by a main site-specific representations document prepared by CODE Development Planners on behalf of Ben Burgess. Technical documents concerning flood risk and drainage, highways and access, habitat and landscape, utility connections and local facilities are included.

Check List	
Your Details	X
Site Details (including site location plan)	X
Site Ownership	X
Current and Historic Land Uses	X
Proposed Future Uses	X
Local Green Space (Only to be completed for proposed Local Green Space Designations)	N/a
Site Features and Constraints	X
Utilities	X
Availability	X
Market Interest	X
Delivery	X
Viability	X
Other Relevant Information	X
Declaration	X

14. Declaration

I understand that:

Data Protection and Freedom of Information
The Data Controller of this information under the Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk District Council. The purposes of collecting this data are:

- to assist in the preparation of the Greater Norwich Local Plan
- to contact you, if necessary, regarding the answers given in your form
- to evaluate the development potential of the submitted site for the uses proposed within the form

Disclaimer
The Site Submission response forms received as part of the Greater Norwich Local Plan Regulation 18 Consultation will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual sites being stored by Norfolk County Council, and the details being published for consultation purposes. Any information you consider to be confidential is clearly marked in the submitted response form and you have confirmed with the Council(s) in advance that such information can be kept confidential as instructed in the Greater Norwich Local Plan: Regulation 18 "Growth Options" Consultation - Site Submission Guidance Notes.

I agree that the details within this form can be held by Norfolk County Council and that those details can be shared with Broadland District Council, Norwich City Council and South Norfolk District Council for the purposes specified in this declaration.

Name	Date
Grant Heal	21/03/2018

Appendix 3

Ben Burgess Ltd, Swainsthorpe

Date: **21 March 2018**
File Ref: **TF/CS/P16–1089**
Subject: **Flood Risk and Drainage – Technical Note**

1.0 INTRODUCTION

1.1 Create Consulting Engineers Ltd have been instructed by Ben Burgess Ltd to provide information with respect to Flood Risk and Drainage matters in connection with proposals for new headquarters at Swainsthorpe, Norfolk to the North of the village centre.

1.2 The Company specialises in the sale, hire and maintenance of agricultural/grounds machinery and equipment serving Clients from all over East Anglia and further afield and is now established as a major business in the Norwich area.

1.3 The proposed development at Swainsthorpe will incorporate new offices, workshop(s), training facilities, demonstration areas, parking, manoeuvring areas and landscaping and would effectively amount to a relocation and expansion of the Company's existing headquarters at Europa Way, Trowse, on the edge of Norwich, approximately four miles to the north-east.

1.4 The location of the proposed development is shown on the accompanying plans and is an area of land currently in agricultural use.

2.0 FLOOD RISK

2.1 The Site is located within the Environment Agency's Flood Zone 1, which is described within the NPPF Technical Guidance as having less than 1 in 1000 (<0.1%) probability of flooding from rivers or the sea in any one year.

2.2 The EA Surface Water Flood Maps suggest that the central part of the Site is at a 'high' risk of surface water flooding from extreme rainfall, which is defined as having a 1 in 30 (3.3%) or greater chance of flooding in any given year. This grades out towards the higher areas of the site passing through the 'medium' (1 in 100) and 'low' (1 in 1000) risk classifications. The remainder of the site (approximately 75 % of the total area) is described as having a 'very low' risk of surface water flooding from extreme rainfall. Potential flood depths in the high risk area of the site are shown to be between 0-900 mm.

2.3 The development is proposed to include commercial buildings which is defined as a 'less vulnerable' use according to the NPPF. This is considered an acceptable form of development within Flood Zone 1.

2.4 Extensive surface water modelling has been undertaken which has informed the proposed site layout, in order to minimise flood risks to the development and surrounding area. This ensures that during the design 1 in 100 year plus 40% climate change event all proposed buildings remain above the flood levels whilst a safe dry access will be available. This strategy also ensure that the surface water flood risks posed offsite are not increased. The site is therefore evidenced as being deliverable within the plan period.

2.5 A review of local plan evidence relating to flood risk has been conducted as part of this report. This is included within the Greater Norwich Area Strategic Flood Risk Assessment (JBA, 2017) which identified no flood risk from any source affecting the site, bar the above identified surface water flood risk.

2.6 Anglian Water foul and clean water asset plans have been requested as part of this report (enclosed), these show a 150 mm foul sewer running within Church Road to the south of the site, draining towards the east. A manhole (MH 9904) is located approximately 60.0 m to the south of the site entrance, at the junction of Church Road and Church View. A sewerage pumping station is located to the centre of the site's western boundary, on the far side of the railway line bordering the site (approximately 35.0 m to the west). This connects to a rising main which runs parallel to the railway line to the south for a short distance before crossing it to join a 150 mm pipe within Station Close.

2.7 A five inch cast iron potable water main is located to the south of the site running within Church Road. This main adjoins with other potable water mains that supply the adjacent residential roads.

2.8 There are no surface water sewers in the vicinity of the Site, therefore it is assumed that at present rainfall either infiltrates or runs off overland towards the east.

2.9 Site investigation conducted on the 19th September 2017 by Harrison Group Environmental (GN21268 enclosed), comprised eight trial pits, excavated to a maximum depth of 2.7 mbgl. This yielded generally good infiltration rates.

3.0 FOUL AND SURFACE WATER DRAINAGE

3.1 Foul water from the Site will be designed to drain via gravity to a foul water pumping station positioned in the centre of the Site. From here foul water will be pumped back through the development to a connection to the Anglian Water sewer within Church Road at manhole 9904 (with a suitable disconnecting manhole put in place prior to the connection). Anglian Water have been consulted as part of this assessment and have confirmed that a pumped connection in this location is acceptable at rate of 3.80 l/s and that capacity exists within the current foul network.

3.2 Infiltration forms of SUDS (i.e. soakaways) are considered to be viable across the Site based on the testing carried out to date. Therefore on this basis proposed new roof, hard-standing and road areas will drain to an infiltration basin positioned beyond the surface water flood extents. Appropriate pollution control measures will be utilitised through soft SUDS features where possible.

3.3 Following development, the foul and surface water drainage strategy proposed above will ensure that sufficient sustainable drainage systems will be included to make sure that there are no significant changes in surface water runoff from the Site compared to the existing situation (for all rainfall events up to and including the 1 in 100 year rainfall event including an allowance for climate change) as required within national policy (NPPF). As outlined above the Site will drain wholly via infiltration and the development will be positioned such that offsite surface water flood risk and associated flows in the local drainage network will not be impacted.

3.4 For all events beyond the 1 in 100 year plus climate change rainfall event, the situation will be no worse than existing, as long as a consideration of exceedance flows is made as part of the detailed drainage design to ensure that any excess surface water runoff would continue to overflow away from the existing and proposed residential properties.

4.0 TECHNICAL NOTE SUMMARY

4.1 Create Consulting Engineers Ltd have put forward a preliminary flood risk assessment and drainage scheme for the proposed new Ben Burgess headquarters at Ipswich Road, Swainsthorpe. This has been designed to meet all technical and design requirements as laid out within both national (NPPF and associated Planning Practice Guidance) and local policy (Greater Norwich Development Partnership: Joint Core Strategy, 2014), along with guidance contained within the Greater Norwich Area Strategic Flood Risk Assessment (JBA, 2017).

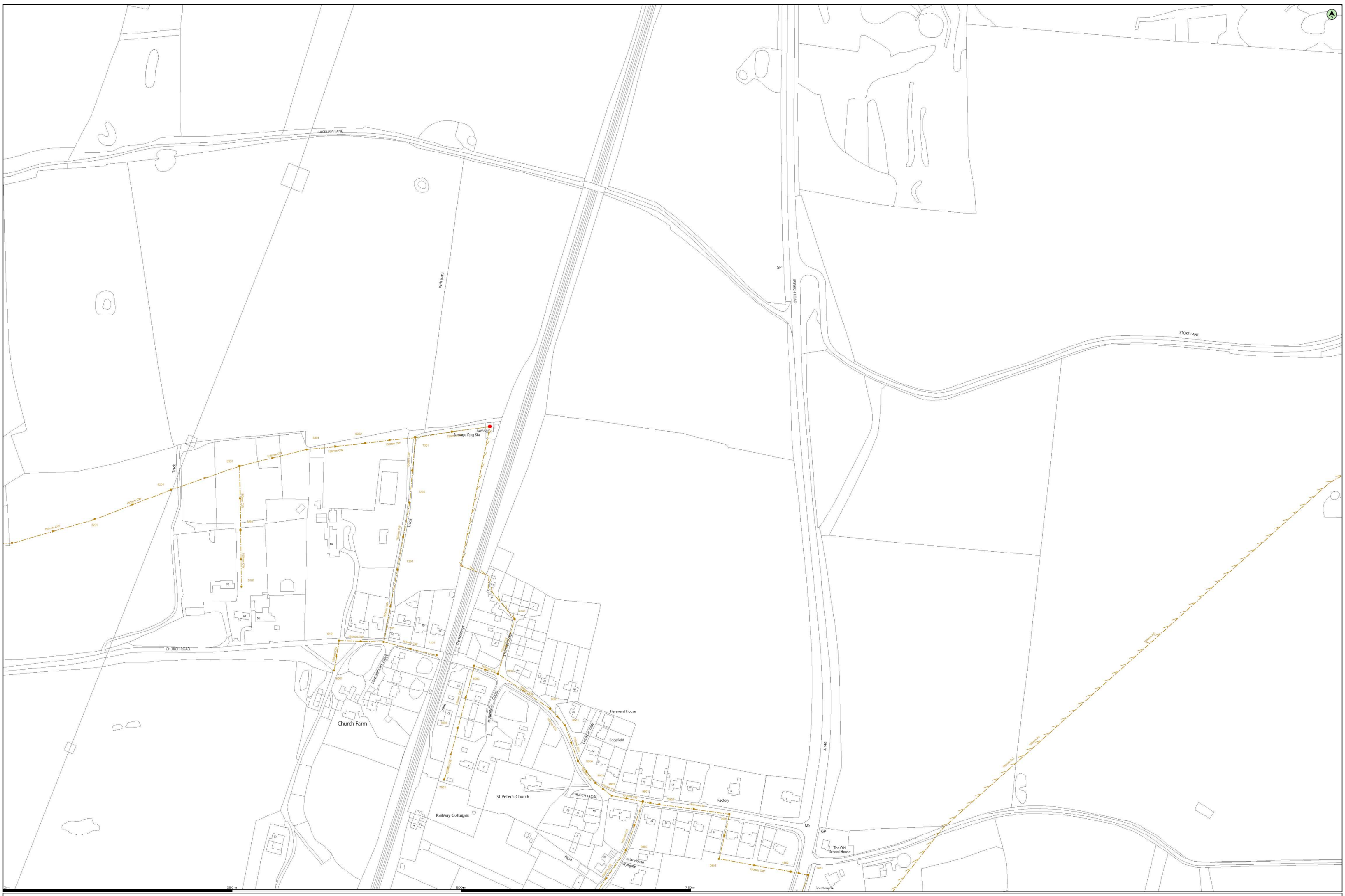
4.2 The development will not give rise to any off-site impacts as all surface water generated from new impermeable areas will be directed to a drainage network designed to infiltrate all flows on-site up to and including the 1 in 100 year plus climate change event.

4.3 Hydrological modelling conducted by Create Consulting Engineers Ltd has informed the layout and drainage strategy for the proposed scheme, ensuring flows will be safely managed within the site. There would appear therefore, to be no significant technical/safety concerns with respect to flooding for the proposed development going forward. The site is therefore evidenced as being viable and deliverable within the plan period.

Author: Tracey Fram, BSc (Hons)

Reference: TF/CS/P16 – 1089 Technical Note

Enclosures: Anglian Water Foul Water Asset Plans
Anglian Water Clean Water Asset Plans



 | Date: 02/01/18 | Scale: 1:1250 | Map Centre: 622018,301335 | Data updated: 01/10/17 | Our Ref: 247562 - 2 | Wastewater Plan A0

Foul Sewer
Surface Sewer
Combined Sewer
Final Effluent
Rising Main*
Private Sewer*
Decommissioned Sewer*

Outfall*
Inlet*
Manhole*

Sewage Treatment Works
Public Pumping Station
Decommissioned Pumping Station

*(Colour denotes effluent type)

claire.seymour@createconsultingengineers.co.uk

1089 - Swainsthorpe

Manhole Reference	Easting	Northing	Liquid Type	Cover Level	Invert Level	Depth to Invert
0801	622069	300886	F	25.65	22.43	3.22
0901	622080	300935	F	25.41	23.86	1.55
0902	622004	300946	F	27.18	25.65	1.53
1801	622166	300868	F	19.23	16.57	2.66
1802	622147	300872	F	21.47	17.01	4.46
2202	621298	301231	F	27.4	26.18	1.22
3201	621388	301257	F	26.12	24.89	1.23
4201	621471	301289	F	26.06	24.28	1.78
5101	621548	301183	F	30.25	28.71	1.54
5201	621547	301245	F	28.79	27.4	1.39
5301	621546	301315	F	25.65	23.82	1.83
6001	621649	301092	F	26.94	25.56	1.38
6101	621654	301125	F	26.79	25.25	1.54
6301	621619	301333	F	25.45	23.36	2.09
6302	621683	301340	F	24.91	22.99	1.92
7001	621784	301029	F	31.5	29.97	1.53
7101	621703	301123	F	25.54	24.01	1.53
7102	621761	301108	F	27.85	25.9	1.95
7201	621718	301202	F	25.47	23.56	1.91
7202	621731	301275	F	25.32	23.1	2.22
7301	621738	301346	F	24.22	22.64	1.58
7901	621769	300973	F	33.01	31.48	1.53
8001	621885	301050	F	28.52	25.4	3.12
8002	621828	301088	F	28.1	25.7	2.4
8003	621802	301097	F	28.07	26.08	1.99
8101	621846	301148	F	27.46	25.93	1.53
9001	621901	301032	F	28.85	25.2	3.65
9802	621967	300895	F	26.57	24.07	2.5
9901	621986	300949	F	27.53	24.37	3.16
9902	621952	300955	F	28.25	24.63	3.62
9903	621934	300969	F	28.84	24.8	4.04
9904	621915	300993	F	28.99	24.94	4.05

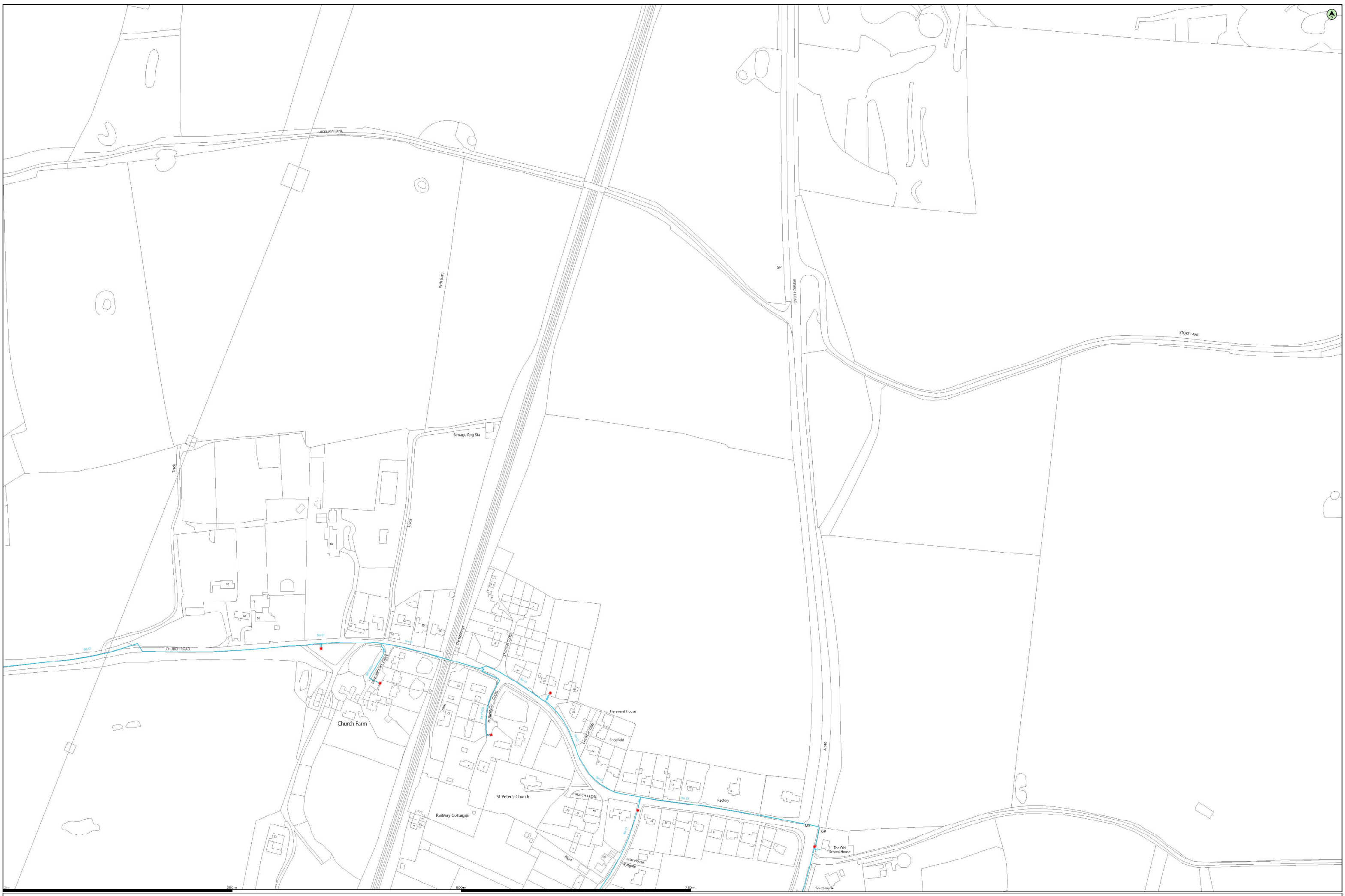
Manhole Reference	Easting	Northing	Liquid Type	Cover Level	Invert Level	Depth to Invert

Manhole Reference	Easting	Northing	Liquid Type	Cover Level	Invert Level	Depth to Invert

Manhole Reference	Easting	Northing	Liquid Type	Cover Level	Invert Level	Depth to Invert

Manhole Reference	Easting	Northing	Liquid Type	Cover Level	Invert Level	Depth to Invert

Manhole Reference	Easting	Northing	Liquid Type	Cover Level	Invert Level	Depth to Invert



Date: 02/01/18 | Scale: 1:1250 | Map Centre: 622018,301335 | Data updated: 01/10/17 | Our Ref: 247562 - 1 | Clean Water Plan A0

Potable Water
Raw Water
Decommissioned Water
Fitting
Hydrant

claire.seymour@createconsultingengineers.co.uk

1089 - Swainsthorpe

love every drop
anglianwater

Ben Burgess Ltd, Swainsthorpe

Date: 20 March 2018
File Ref: MA/P16 - 1089
Subject: Access Review – Technical Note

1.0 ACCESS REVIEW

Introduction

1.1 Create Consulting Engineers Ltd have been instructed by Ben Burgess Ltd to prepare an Access Review in connection with proposals for new headquarters at Swainsthorpe, Norfolk to the North of the village centre.

1.2 The Company specialises in the sale, hire and maintenance of agricultural/grounds machinery and equipment serving Clients from all over East Anglia and further afield and is now established as a major business in the Norwich area.

1.3 The proposed development at Swainsthorpe will incorporate new offices, workshop(s), training facilities and demonstration areas, parking, manoeuvring areas and landscaping and would effectively amount to a relocation and expansion of the Company's existing headquarters at Europa Way, Trowse on the edge of Norwich, approximately 4 miles to the North-east of the Site.

1.4 The location of the proposed development is shown on the accompanying plans and is an area of land currently in agricultural use. The existing, rolling field is served by two points of access with a gated entrance via the Church View cul-de-sac to the Southwest corner and a field access onto the A140, approximately mid-way along the frontage of the Site at a positon where the level of the field is similar to that of the A140.

1.5 The A140 runs on a North-South alignment along the eastern boundary of the Site and is classified as a "Principal Route" within the Highway Authority's route hierarchy system with the A140 linking Ipswich, Norwich and Cromer to the North. The section of A140 in the

vicinity of the Site was formerly a trunk road, however, it is now within the jurisdiction of Norfolk County Council as local Highway Authority.

1.6 The A47 trunk road incorporating the Norwich Southern Bypass lies approximately 2 miles to the North of the Site (via the A140) and forms part of the strategic road network under the jurisdiction of Highways England.

1.7 Therefore, while the Site is in a rural setting, it is particularly well located in respect of its connections to the A140 Principal Route and A47 trunk road and also benefits from its close proximity to Norwich City and the wider area of Greater Norwich.

1.8 The nearest junctions in the vicinity of the Site are the Church Road/A140 ghost island junction approximately 300m to the South of the existing field access serving as the main junction serving the village of Swainsthorpe. The Stoke Lane/A140 "gap" junction to the North links to the village of Stoke Holy Cross to the East and is located approximately 250m to the North of the existing field access.

1.9 In the vicinity of the A140/Church Road junction, the local section of the A140 is currently subject to a mandatory speed limit of 50mph, with this increasing to 60mph (national limit) along the frontage of the Site itself.

1.10 Recently undertaken Automatic Traffic Counter (ATC) survey results show that existing 85th%ile design speeds on the A140 along the frontage of the Site are northbound 54.6mph and 53.7mph southbound with mean speeds being 48.6mph and 47.6mph, respectively. These results are significantly below the existing speed limit and demonstrate that there is no prevailing issue with respect to speeding at this location.

Photo 1: Looking South from existing field access onto the A140

Proposed Access Arrangements - Layout

1.11 The intention is for the proposed development to be served via an upgraded access onto the A140 (at the approximate location of the existing field access) to take the format of a new ghost island arrangement incorporating a right turn facility.

1.12 The preliminary design presented on drawing 1089/03/002A is based on a detailed topographic survey and has been set out in accordance with the requirements of the Design Manual for Roads & Bridges.

1.13 The layout would incorporate a new footway linking with those existing bus stops immediately to the South of the Church Road/A140 junction and also includes the proposed extension of the existing 50mph northwards, beyond the proposed access arrangements and regrading of the embankment to the South, to the benefit of visibility.

1.14 There are numerous bus services along this route and given the nature and location of the proposed development there is clearly potential for car-sharing among Ben Burgess staff. While it is accepted that the proposed relocation of the Ben Burgess operation from its current edge of city centre location to Swainsthorpe may result in an increase in car-borne trips, it should be noted that many of Ben Burgess' staff, suppliers, customers and visitors already travel to the Site at Europa Way from outside of Norwich. A plan showing local services and facilities is enclosed with this report.

1.15 The preliminary design layout of the proposed access arrangements has been subject to an independent Stage 1 Road Safety Audit process. The comments arising from this audit have been fully addressed as part of drawing 1089/03/102A and the audit report and associated submissions are included with this Technical Note.

Photo 2: Looking North from existing field access onto the A140

Traffic Flows

1.16 As part of the review of the proposed access arrangements, Create Consulting Engineers Ltd have carried out traffic capacity assessment of the proposed ghost island using existing peak period AM and PM peak period traffic flows on the A140 (from the recent ATC surveys) and various "worse-case" assumptions with respect to the loading and distribution of development-generated traffic arising from the scheme.

1.17 The PICADY modelling results (enclosed with this Technical Note) indicate that the new ghost island junction would operate well within capacity, however, there would unavoidably be some delays in exiting the Site via the minor arm of the junction, simply on account of the volumes of traffic streaming past on the A140 north/southbound. Mean Max Queues on the new minor arm would, however, be minimal and flows on the A140 itself would be largely unaffected by the proposed ghost island.

1.18 In view of the above, it is concluded that the proposed access arrangements would operate well within acceptable parameters and traffic capacity should not be an area of significant concern to the Highway Authority in this case.

Photo 3: Looking North from Hickling Lane towards the Stoke Lane/A140 junction

Road Safety

1.19 A high-level accident review of the local section of A140 between the Church Road junction at Swainsthorpe and A47/A140 junction to the North has been carried out for a 3 year review period (as enclosed with this Technical Note).

1.20 While there are a series of "Slight" accidents, none of the existing ghost island junctions along this stretch appear to qualify as accident cluster locations, which typically requires at least 5 personal injury accidents over a period of 3 years.

1.21 On this basis, it can reasonably be stated that the prospect of a new ghost island to serve the proposed development should not give rise to any undue concerns with respect to road safety, at least going by evidence from existing installations on the local highway network relevant to the proposed development.

TECHNICAL NOTE SUMMARY

- Create Consulting Engineers Ltd have put forward a preliminary design for a ghost island to serve the Site that meets the required DMRB standards, has raised no significant safety issues at Stage 1 RSA, would not give rise to any capacity issues on the A140 (as demonstrated by the accompanying PICADY modelling) and in terms of road safety should operate at least as effectively as those existing ghost island junctions between the Church Road junction and A47/A140 junction to the North of the Site;

- In terms of traffic capacity and safety, there should be no negative "knock-on" effects for those existing junctions on the A140 to the North and South (i.e. Stoke Lane & Church Road);

- While the Site is in a rural setting, it is particularly well located in respect of its connections to the A140 Principal Route and A47 trunk road and also benefits from its close proximity to Norwich City and the wider area of Greater Norwich.

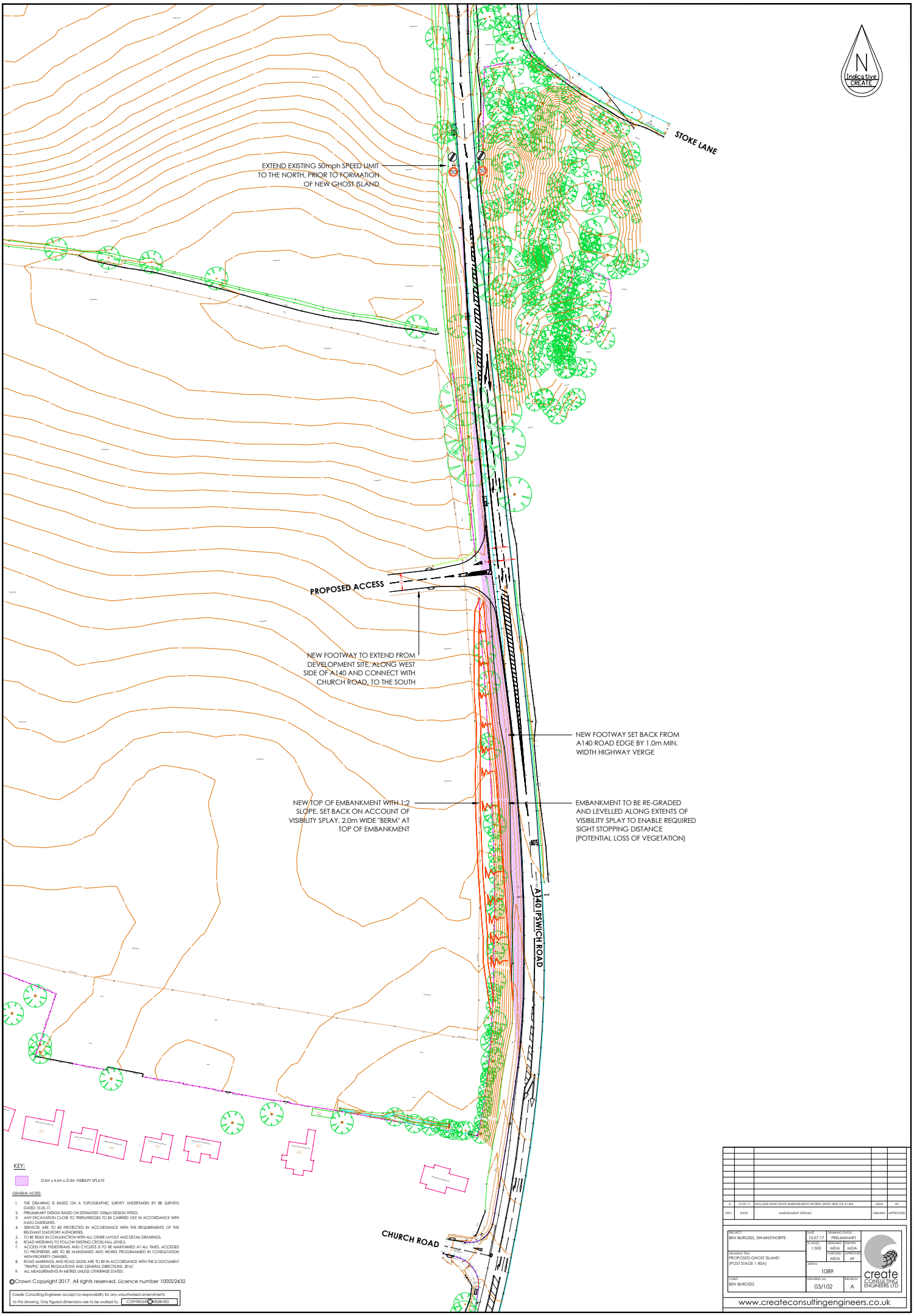
- There are local services and facilities in and around Swainsthorpe and the Site would be well connected to those existing main bus routes on the A140. A new footway would be provided as part of the overall access strategy linking with the existing footway provision and those bus stops located to the South of Church Road;

- In view of the work undertaken to date, there would appear to be no significant technical/safety concerns with respect to the proposed development's intended access arrangements on to the A140 (i.e. ghost island arrangement) as an upgrade of the Site's existing means of access and consequently, the Highway Authority should have no substantial technical/safety reasons to object to the proposals.

Author: Mark Allen, BSc (Hons), MRTPI, MCIHT

Reference: MA/P16 – 1089 Technical Note

Enclosures: 1089/03/102A Proposed Ghost Island
Traffic Survey Results
Initial Trip Generation Forecasts
Stage 1 RSA Submissions/Report
Accident Data
1089/06/001A Sustainable Transport Plan


N
Indicative
CREATE
STOKE LANE
EXTEND EXISTING 50mph SPEED LIMIT TO THE NORTH, PRIOR TO FORMATION OF NEW GHOST ISLAND
50
50
PROPOSED ACCESS
NEW FOOTWAY TO EXTEND FROM DEVELOPMENT SITE, ALONG WEST SIDE OF A140 AND CONNECT WITH CHURCH ROAD, TO THE SOUTH
NEW FOOTWAY SET BACK FROM A140 ROAD EDGE BY 1.0m MIN. WIDTH HIGHWAY VERGE
NEW TOP OF EMBANKMENT WITH 1:2 SLOPE, SET BACK ON ACCOUNT OF VISIBILITY SPLAY. 2.0m WIDE "BERM" AT TOP OF EMBANKMENT
EMBANKMENT TO BE RE-GRADED AND LEVELLED ALONG EXTENTS OF VISIBILITY SPLAY TO ENABLE REQUIRED SIGHT STOPPING DISTANCE (POTENTIAL LOSS OF VEGETATION)
A140 IPSWICH ROAD
CHURCH ROAD
KEY:
215m x 4.5m x 215m VISIBILITY SPLAYS
GENERAL NOTES:
1. THE DRAWING IS BASED ON A TOPOGRAPHIC SURVEY UNDERTAKEN BY BB SURVEYS DATED 15.05.17.
2. PRELIMINARY DESIGN BASED ON ESTIMATED 100kph DESIGN SPEED.
3. ANY EXCAVATION CLOSE TO TREES/HEDGES TO BE CARRIED OUT IN ACCORDANCE WITH NJUG GUIDELINES.
4. SERVICES ARE TO BE PROJECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
5. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
6. ROAD WIDENING TO FOLLOW EXISTING CROSS-FALL LEVELS.
7. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
8. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT 'TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016'.
9. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.
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REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED
A | 15.09.17 | INCLUDE INDICATIVE EMBANKMENT WORKS (WEST SIDE OF A140) | MDA | AF
PROJECT: BEN BURGESS, SWAINSTHORPE
DATE: 10.07.17
DRAWING STATUS: PRELIMINARY
SCALE: 1:500
DESIGNED: MDA
DRAWN: MDA
CHECKED: MDA
APPROVED: AF
DRAWING TITLE: PROPOSED GHOST ISLAND (POST STAGE 1 RSA)
JOB No: 1089
DRAWING No: 03/102
REVISION: A
CLIENT: BEN BURGESS
create CONSULTING ENGINEERS LTD
www.createconsultingengineers.co.uk
DO NOT SCALE
ORIGINAL SHEET SIZE - A0 Portrait

Quality Traffic Surveys Ltd, Speed Report

Report Id - CustomList-59
Site Name - CRESWA01
Description - IPSWICH RD NORTH OF CHURCH RD
Direction - North

Grand Total

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 100	Vbin 100 140	Mean	Vpp 85	SD
--	109677	6	293	440	299	399	593	1396	4861	17992	36926	30947	11436	2815	730	294	124	60	49	17	48.6	54.6	7.4

Quality Traffic Surveys Ltd, Speed Report

Report Id - CustomList-59
Site Name - CRESWA01
Description - IPSWICH RD NORTH OF CHURCH RD
Direction - South

Grand Total

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 100	Vbin 100 140	Mean	Vpp 85	SD
--	114062	84	665	977	888	750	666	1068	4409	19969	42372	29510	9697	2023	593	222	88	40	34	7	47.6	53.7	8.2

Ben Burgess, Swainsthorpe
Trip Generation Forecast

Total Staff	114
Customer Trips per day	80
Delivery Trips per day	20

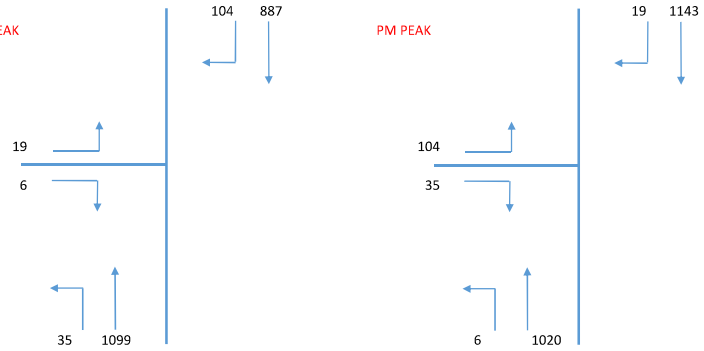
Assume ALL staff arrive or depart in the AM and PM peaks
Assume 75% of all traffic to/from Norwich, 25% of all customer and delivery trips take place in each of the AM and PM peaks
Assume 10% of all traffic to/from the Site comprises HGVs

Existing A140 Traffic Flows

	NB	% HGV	SB	% HGV
AM Peak (0700-0800)	1099	3	887	2
PM Peak (1600-1700)	1020	1	1143	2

Forecast Development Traffic Flows

	Arr	Dep
AM Peak (0700-0800)	139	25
PM Peak (1600-1700)	25	139



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Swainsthorpe Initial PICADY Assessment lane simulation.j9
Path: C:\Users\Eddie\Desktop\Swainsthorpe
Report generation date: 11-Oct-17 11:27:06 AM

Summary of junction performance

	AM							PM						
	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
	[Lane Simulation] - 2017													
Arm A	0.0	0.00		A	0.78	A	%	0.0	0.00		A	2.13	A	%
Arm B	0.1	17.38		C				1.7	35.02		E			
Arm C	0.5	1.26		A			[ ]	0.1	0.14		A			[ ]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Arm and junction delays are Av.s for all movements, including movements with zero delay. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

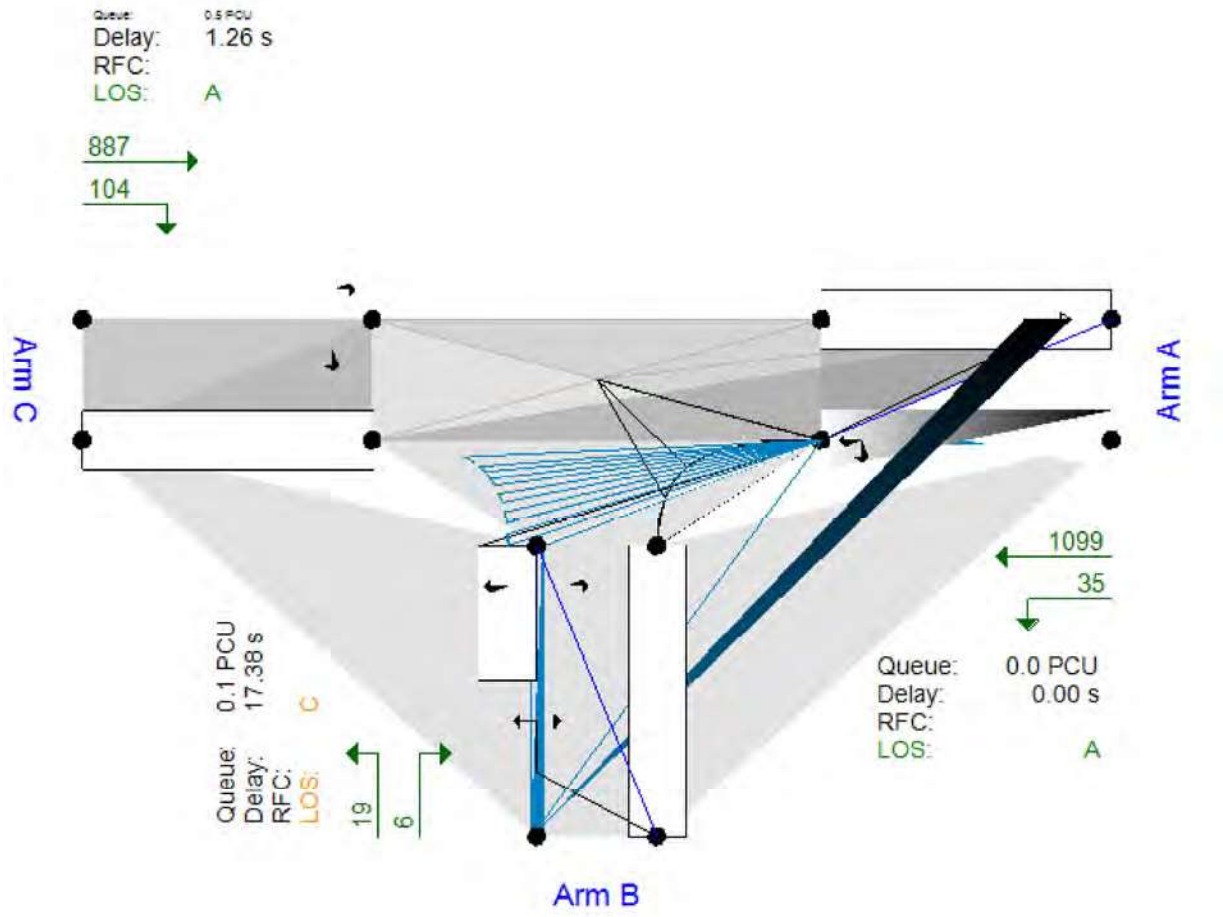
File summary

File Description

Title	Ben Burgess, Swainsthorpe
Location	
Site number	
Date	14-Sep-17
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Mark Allen
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

Lane simulation visualisation time: 06:45:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	1813453743	101	8.62

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	06:45	08:15	15	✓
D2	2017	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	100.000	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A140 (S)		Major
B	Site Access		Minor
C	A140 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00	✓	0.00	✓	3.00	215.0	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.40	5.10	4.25	4.00	✓	2.00	31	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	515	0.082	0.206	0.130	0.295
1	B-C	751	0.100	0.253	-	-
1	C-B	759	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Min Cap (PCU/hr)	Max Cap (PCU/hr)
A	1 [Give-way line]	1	B,C		Infinity	0	99999
B	1 [Give-way line]	1	C	✓	2.00	0	99999
		2	A	✓	2.00	0	99999
	2	1	(A,C)		Infinity		
C	1 [Give-way line]	1	A	✓	14.00	0	99999
		2	B	✓	14.00	0	99999
	2	1	(A,B)		Infinity		

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A	B	C

A	1 [Give-way line]	1		✓	✓
B	1 [Give-way line]	1			✓
		2	✓		
	2	1	✓		✓
C	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1134	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	991	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	35	1099
	B	6	0	19
	C	887	104	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	10	3
	B	10	0	10
	C	2	10	0

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.00	0.0	A	1046	1570
B	17.38	0.1	C	23	34
C	1.26	0.5	A	910	1366

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	864	216	864	653	0.0	0.0	0.000	A
B	17	4	17	110	0.0	0.1	9.791	A
C	733	183	732	849	0.0	0.3	0.818	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	1042	260	1042	809	0.0	0.0	0.000	A
B	21	5	21	131	0.1	0.1	12.088	B
C	900	225	899	1022	0.3	0.3	0.951	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	1261	315	1261	989	0.0	0.0	0.000	A
B	28	7	29	148	0.1	0.1	17.375	C
C	1094	273	1095	1248	0.3	0.3	1.152	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	1231	308	1231	985	0.0	0.0	0.000	A
B	27	7	27	153	0.1	0.1	17.375	C
C	1095	274	1093	1213	0.3	0.5	1.262	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	1032	258	1032	787	0.0	0.0	0.000	A
B	24	6	23	137	0.1	0.1	11.869	B
C	882	221	884	1015	0.5	0.1	1.013	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	849	212	849	683	0.0	0.0	0.000	A
B	20	5	19	104	0.1	0.1	9.976	A
C	758	189	756	837	0.1	0.2	0.837	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	864	864	0.0	0.0	0.000	A
	Exit	1	1		653	653	0.0	0.0	0.000	A
B	Entry	1	1	C	12	12	0.0	0.0	7.249	A
			2	A	5	4	0.0	0.0	16.145	C
		2	1	(A,C)	17	17	0.0	0.0	0.136	A
	Exit	1	1		110	110	0.0	0.0	0.000	A
C	Entry	1	1	A	649	649	0.0	0.0	0.000	A
			2	B	84	83	0.0	0.3	8.010	A
		2	1	(A,B)	733	733	0.0	0.0	0.000	A
	Exit	1	1		849	849	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	1042	1042	0.0	0.0	0.000	A
	Exit	1	1		809	809	0.0	0.0	0.000	A
B	Entry	1	1	C	15	15	0.0	0.0	8.359	A
			2	A	6	6	0.0	0.0	22.305	C
		2	1	(A,C)	21	21	0.0	0.0	0.076	A
	Exit	1	1		131	131	0.0	0.0	0.000	A
C	Entry	1	1	A	803	803	0.0	0.0	0.000	A
			2	B	97	96	0.3	0.3	9.831	A
		2	1	(A,B)	900	900	0.0	0.0	0.000	A
	Exit	1	1		1022	1022	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	1261	1261	0.0	0.0	0.000	A
	Exit	1	1		989	989	0.0	0.0	0.000	A
	Entry	1	1	C	21	22	0.0	0.0	10.194	B
			2	A	7	7	0.0	0.0	36.844	E

B		2	1	(A,C)	28	28	0.0	0.0	0.704	A
	Exit	1	1		148	148	0.0	0.0	0.000	A
C	Entry	1	1	A	982	982	0.0	0.0	0.000	A
			2	B	112	113	0.3	0.3	11.915	B
		2	1	(A,B)	1094	1094	0.0	0.0	0.000	A
	Exit	1	1		1248	1248	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	1231	1231	0.0	0.0	0.000	A
	Exit	1	1		985	985	0.0	0.0	0.000	A
B	Entry	1	1	C	20	21	0.0	0.0	10.318	B
			2	A	6	6	0.0	0.1	37.408	E
		2	1	(A,C)	27	27	0.0	0.0	0.392	A
	Exit	1	1		153	153	0.0	0.0	0.000	A
C	Entry	1	1	A	979	979	0.0	0.0	0.000	A
			2	B	116	114	0.3	0.5	12.933	B
		2	1	(A,B)	1095	1095	0.0	0.0	0.000	A
	Exit	1	1		1213	1213	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	1032	1032	0.0	0.0	0.000	A
	Exit	1	1		787	787	0.0	0.0	0.000	A
B	Entry	1	1	C	17	16	0.0	0.1	8.093	A
			2	A	7	6	0.1	0.1	22.667	C
		2	1	(A,C)	24	24	0.0	0.0	0.043	A
	Exit	1	1		137	137	0.0	0.0	0.000	A
C	Entry	1	1	A	781	781	0.0	0.0	0.000	A
			2	B	102	104	0.5	0.1	10.018	B
		2	1	(A,B)	882	882	0.0	0.0	0.000	A
	Exit	1	1		1015	1015	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	849	849	0.0	0.0	0.000	A
	Exit	1	1		683	683	0.0	0.0	0.000	A
B	Entry	1	1	C	15	15	0.1	0.0	7.666	A
			2	A	4	4	0.1	0.0	17.144	C
		2	1	(A,C)	20	19	0.0	0.0	0.033	A
	Exit	1	1		104	104	0.0	0.0	0.000	A
C	Entry	1	1	A	679	679	0.0	0.0	0.000	A
			2	B	78	77	0.1	0.2	8.763	A
		2	1	(A,B)	758	758	0.0	0.0	0.000	A
	Exit	1	1		837	837	0.0	0.0	0.000	A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1026	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	1162	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	1020
	B	35	0	104
	C	1143	19	0

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	10	1
	B	10	0	10
	C	2	10	0

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.00	0.0	A	942	1412
B	35.02	1.7	E	126	189
C	0.14	0.1	A	1072	1608

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	781	195	781	889	0.0	0.0	0.000	A
B	104	26	103	17	0.0	0.4	10.576	B
C	876	219	877	855	0.0	0.0	0.096	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	918	230	918	1047	0.0	0.0	0.000	A
B	118	30	119	21	0.4	0.5	15.154	C
C	1034	259	1035	1004	0.0	0.0	0.106	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	1114	278	1114	1307	0.0	0.0	0.000	A
B	153	38	150	28	0.5	1.7	27.731	D
C	1290	322	1290	1219	0.0	0.0	0.131	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	1130	283	1130	1312	0.0	0.0	0.000	A
B	153	38	153	29	1.7	1.7	35.020	E
C	1291	323	1291	1232	0.0	0.1	0.137	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	920	230	920	1065	0.0	0.0	0.000	A
B	126	31	126	23	1.7	0.6	18.754	C
C	1052	263	1052	1010	0.1	0.0	0.145	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	787	197	787	903	0.0	0.0	0.000	A
B	101	25	102	20	0.6	0.3	11.785	B
C	890	222	890	856	0.0	0.0	0.104	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	781	781	0.0	0.0	0.000	A
	Exit	1	1		889	889	0.0	0.0	0.000	A
B	Entry	1	1	C	79	78	0.0	0.2	7.820	A
			2	A	26	26	0.0	0.1	16.106	C
		2	1	(A,C)	104	104	0.0	0.0	0.626	A
	Exit	1	1		17	17	0.0	0.0	0.000	A
C	Entry	1	1	A	863	863	0.0	0.0	0.000	A
			2	B	14	14	0.0	0.0	6.562	A
		2	1	(A,B)	876	876	0.0	0.0	0.000	A
	Exit	1	1		855	855	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	918	918	0.0	0.0	0.000	A
	Exit	1	1		1047	1047	0.0	0.0	0.000	A
		1	1	C	93	92	0.2	0.3	9.217	A

B	Entry		2	A	27	28	0.1	0.1	24.804	C
		2	1	(A,C)	118	120	0.0	0.0	2.085	A
	Exit	1	1		21	21	0.0	0.0	0.000	A
C	Entry	1	1	A	1019	1019	0.0	0.0	0.000	A
			2	B	15	15	0.0	0.0	7.115	A
		2	1	(A,B)	1034	1034	0.0	0.0	0.000	A
	Exit	1	1		1004	1004	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	1114	1114	0.0	0.0	0.000	A
	Exit	1	1		1307	1307	0.0	0.0	0.000	A
B	Entry	1	1	C	113	112	0.3	0.4	10.416	B
			2	A	38	38	0.1	0.6	41.341	E
		2	1	(A,C)	153	151	0.0	0.7	9.587	A
	Exit	1	1		28	28	0.0	0.0	0.000	A
C	Entry	1	1	A	1269	1269	0.0	0.0	0.000	A
			2	B	21	22	0.0	0.0	8.798	A
		2	1	(A,B)	1290	1290	0.0	0.0	0.000	A
	Exit	1	1		1219	1219	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	1130	1130	0.0	0.0	0.000	A
	Exit	1	1		1312	1312	0.0	0.0	0.000	A
B	Entry	1	1	C	109	110	0.4	0.4	11.459	B
			2	A	41	42	0.6	0.4	46.468	E
		2	1	(A,C)	153	150	0.7	0.9	14.775	B
	Exit	1	1		29	29	0.0	0.0	0.000	A
C	Entry	1	1	A	1270	1270	0.0	0.0	0.000	A
			2	B	21	21	0.0	0.1	9.018	A
		2	1	(A,B)	1291	1291	0.0	0.0	0.000	A
	Exit	1	1		1232	1232	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	920	920	0.0	0.0	0.000	A
	Exit	1	1		1065	1065	0.0	0.0	0.000	A
B	Entry	1	1	C	96	96	0.4	0.3	9.970	A
			2	A	31	30	0.4	0.2	28.799	D
		2	1	(A,C)	126	126	0.9	0.0	4.401	A
	Exit	1	1		23	23	0.0	0.0	0.000	A
C	Entry	1	1	A	1035	1035	0.0	0.0	0.000	A
			2	B	17	17	0.1	0.0	9.161	A
		2	1	(A,B)	1052	1052	0.0	0.0	0.000	A
	Exit	1	1		1010	1010	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A	Entry	1	1	B,C	787	787	0.0	0.0	0.000	A
	Exit	1	1		903	903	0.0	0.0	0.000	A
B	Entry	1	1	C	73	74	0.3	0.1	8.629	A
			2	A	28	28	0.2	0.2	17.192	C
		2	1	(A,C)	101	101	0.0	0.0	0.905	A
	Exit	1	1		20	20	0.0	0.0	0.000	A
C	Entry	1	1	A	875	875	0.0	0.0	0.000	A
			2	B	14	14	0.0	0.0	7.227	A
		2	1	(A,B)	890	890	0.0	0.0	0.000	A
	Exit	1	1		856	856	0.0	0.0	0.000	A

C J Safety Audit

BEN BURGESS DEVELOPMENT
SWAINSTHORPE, NORFOLK
PROPOSED HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

REPORT REF: CCE7/NGC/RSA1
July 2017

Report prepared for: Create Consulting Engineers Ltd
15 Princes Street
Norwich
Norfolk
NR3 1AF

Project Information:

Client	Create Consulting Engineers Ltd on behalf of Ben Burgess & Co Ltd
Client Ref	1089
Title	Ben Burgess Development, Swainsthorpe, Norfolk: Highway Works
Report author	N G Calder BSc(Hons) CEng MICE MCIHT MSoRSA

Report Status:

Issue	Status	Purpose	Date
1	Draft	Client approval	07/07/17
2	Final	Client issue	10/07/17

1. Introduction

1.1 This report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out at the request of Create Consulting Engineers Ltd on behalf of Ben Burgess & Co Ltd.

1.2 The RSA Team membership was as follows:-

N G Calder BSc(Hons) CEng MICE MCIHT MSoRSA
Principal Road Safety Consultant
CJ Safety Audit

J M Jones IEng MCIHT FIHE MSoRSA
Principal Road Safety Consultant
CJ Safety Audit

1.3 The RSA was undertaken in July 2017 and comprised an examination of the documents provided by the client (see Appendix A) together with a site visit on 05 July 2017 between the hours of 13:00 and 13:30. The weather was sunny and the road surface dry. Traffic flows were moderately heavy but free flowing.

1.4 The terms of reference of the RSA are as described in Road Safety Audit Standard HD19/15. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 The audited scheme comprises introduction of a new ghost island T junction off A140 Ipswich Road, just north of the existing 50mph speed limit area of Swainsthorpe. The junction will provide access to a proposed commercial development (agricultural/ grounds maintenance equipment dealership). Other works include footway provision to link with existing, and extension of the 50mph speed limit to include the new junction.

1.6 The auditors have reviewed the most recent 5 year police accident record (2012-2016) for the location on Crashmap.co.uk. There have been 7 recorded accidents (all slight) within 0.5km either side of the proposed junction. This indicates an accident rate in line with rural single carriageway A-roads nationally, coupled with very low severity.

The nearest two accidents (120m north and 180m south of the proposed junction respectively) both involved multi-car tail-end collisions.

1.7 A problem location plan has been included in Appendix B to the report.

2. Items Raised at Previous Road Safety Audits

The auditors are not aware of any previous audits.

3. Items Raised at this Stage 1 Road Safety Audit

General

3.1 No comment

Road Alignment

3.2 Problem

Location: Ipswich Road
Summary: potential vehicle impact with proposed traffic islands

Two traffic islands are proposed within the median hatched area of the junction. While the islands would prevent overtaking manoeuvres through the junction, they would also pose a potential hazard to traffic on this high speed, unlit road. The consequences of any vehicle striking the island at speed are likely to be severe. The Auditors note that all similar junctions on this part of A140 are protected with a double white line system.

Recommendation

It is recommended that a double white line system is provided through the junction to deter overtaking and that the proposed islands are deleted.

Junctions

3.3 Problem

Location: site access junction onto Ipswich Road
Summary: increased risk of failure to give way to major road traffic

Junction visibility splays of 4.5m x 215m are indicated, appropriate to measured traffic speeds. However, the Auditors noted on site that the southern splay (visibility to the right) is obstructed not only by existing trees but by the shoulder of the existing embankment. Reference to contours on the drawing confirms a significant vertical obstruction to 215m visibility at a normal driver eye-height. This would affect drivers' ability to safely assess gaps in oncoming traffic, raising the risk of failure-to-give-way collisions.

Recommendation

Remove trees and set back the embankment to enable clear junction visibility across a level verge area.

Non-Motorised Users

3.4 No comment

Signing and Lighting

3.5 No comment

4. General Comments

4.1 Although not dimensioned, the proposed ghost island right turn lane appears to be in accordance with 100kph design standards, except for the direct taper length which is too short.

4.2 The drawing notes that a footway will be provided on the western side of A140 to link with Church Road. On a heavily trafficked, high-speed road such as this the Auditors suggest that the footway should be set back from the carriageway behind a verge.

5. Audit Team Statement

We certify that this audit has been carried out in accordance with Road Safety Audit Standard HD19/15.

Audit Team Leader

Nevil Calder
Member of the Society of Road Safety Auditors (MSoRSA)
Principal Road Safety Consultant
CJ Safety Audit

Signed:

Date: 10 July 2017

Audit Team Members

Malcolm Jones
Member of the Society of Road Safety Auditors (MSoRSA)
Principal Road Safety Consultant
CJ Safety Audit

Signed:

Date: 10 July 2017

C J Safety Audit

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APPENDIX A - Audit Submission Documents

The following documents were submitted for this road safety audit:-

Drg no 1089/03/101	1:500	Proposed Ghost Island
Unnumbered figure	NTS	Indicative site layout

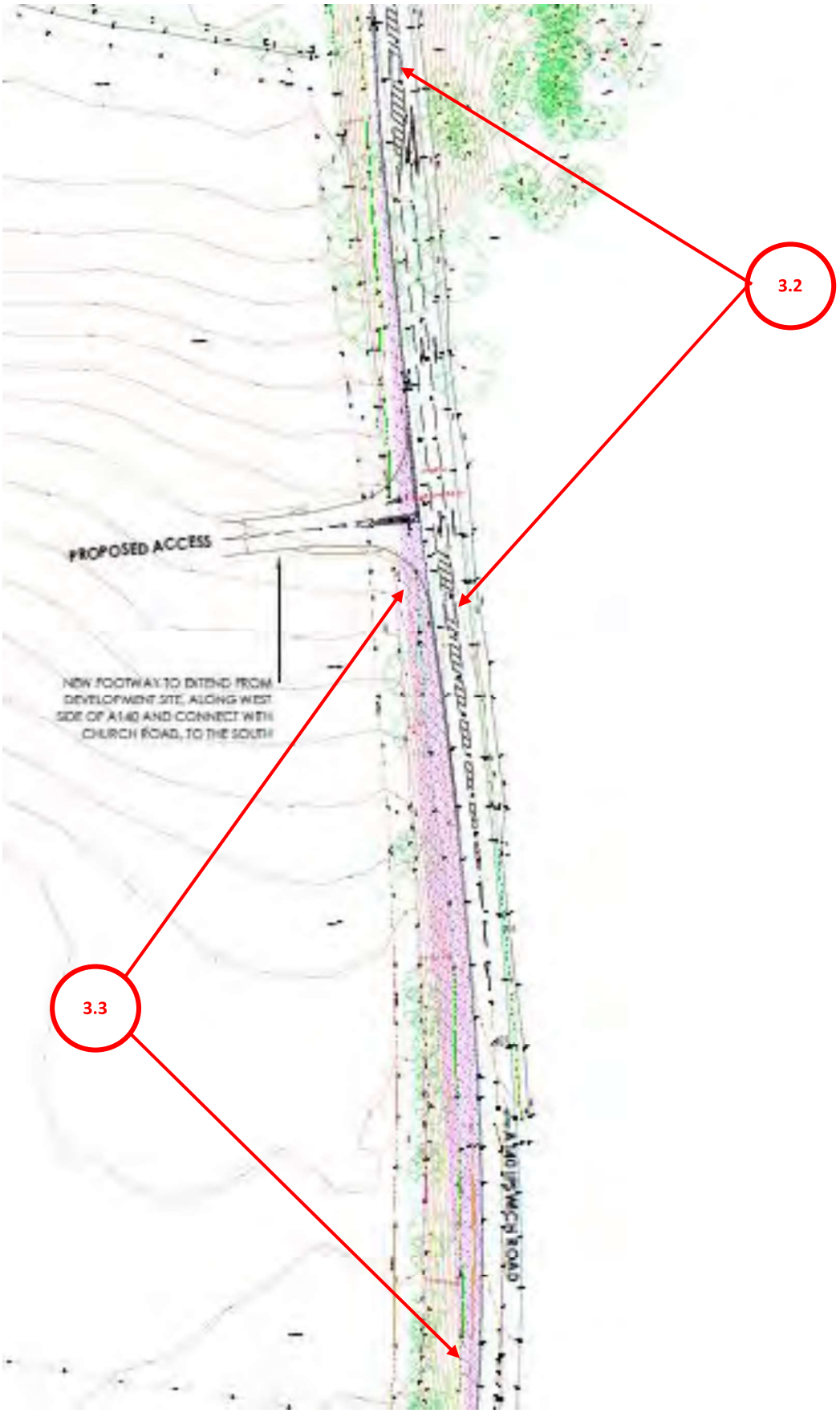
Anticipated site trip generation data

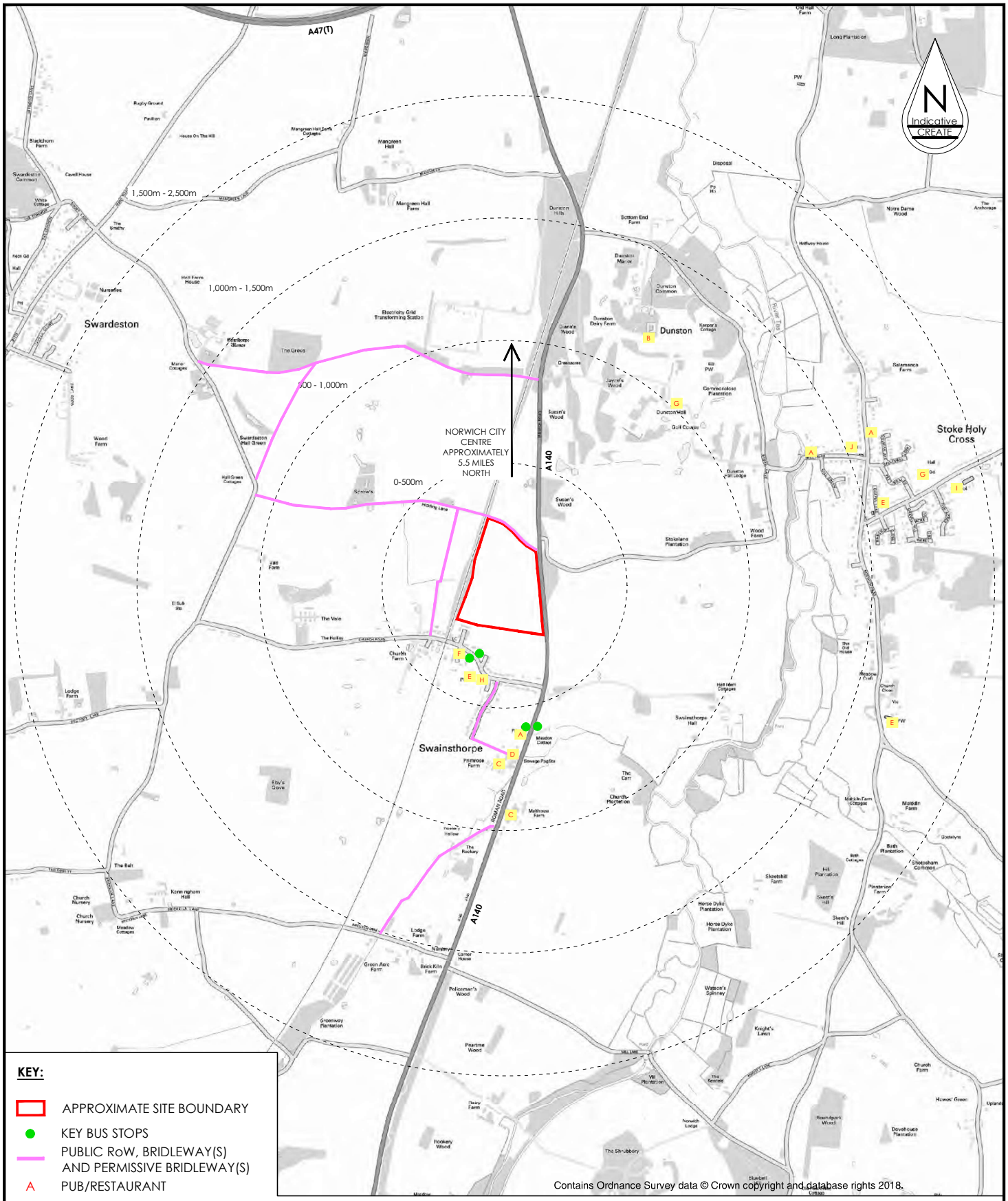
Traffic volume and speed data from ATC (June 2017)

5yr Accident Data from Crashmap.co.uk

No departures from standard were advised.

APPENDIX B – Problem Location Plan





KEY:

- APPROXIMATE SITE BOUNDARY
- KEY BUS STOPS
- PUBLIC RoW, BRIDLEWAY(S) AND PERMISSIVE BRIDLEWAY(S)
- A PUB/RESTAURANT
- B HOTEL
- C EMPLOYMENT
- D GARAGE/CAR WASH
- E PLACE OF WORSHIP
- F PLAY AREA
- G LEISURE
- H POST BOX/VILLAGE NOTICE BOARDS
- I SCHOOL
- J POST OFFICE

SITE LOCATION:

GRID REFERENCE: 622055, 301172

POSTCODE: APPROX. NR14 8PH

REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
A	20.03.18	UPDATE SITE BOUNDARY	MDA	MDA

PROJECT: LAND WEST OF IPSWICH ROAD, SWAINSTHORPE	DATE: 26.02.18	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:15,000	DESIGNED: AF	DRAWN: AF
DRAWING TITLE: SUSTAINABLE TRANSPORT PLAN "COMMERCIAL"		CHECKED: MDA	APPROVED: MDA
	JOB No: 1089		
CLIENT: BEN BURGESS HOLDINGS LTD	DRAWING No: 06/001	REVISION: A	

create CONSULTING ENGINEERS LTD

www.createconsultingengineers.co.uk

ORIGINAL SHEET SIZE - A3 Portrait

DO NOT SCALE

WILD FRONTIER ECOLOGY
Independent Ecological Consultants

Wild Frontier Ecology Ltd
Unit 2 Cold Blow Farm New Road
Great Snoring Fakenham Norfolk NR21 0HF

t: **01328 864633**
e: **info@wildfrontier-ecology.co.uk**
w: **wildfrontier-ecology.co.uk**

Planning
South Norfolk Council
South Norfolk House, Cygnet Court, Long Stratton
NR15 2XE

14th March 2018

RE: Swainthorpe development proposal - impacts and mitigation for Roadside Nature Reserve No.13.

Dear South Norfolk Council,

Wild Frontier Ecology was commissioned by CODE Development Planners to carry out an ecological impact assessment of proposed developments on land west of the A140, just north of Swainsthorpe. WFE submitted a Preliminary Ecological Appraisal report to CODE, and have subsequently completed all surveys. The general findings are that the arable fields have low ecological value, but that there are boundary habitats of higher value (hedgerows, broad-leaved woodlands and a semi-improved grassland margin).

The key feature that would be impacted by the development is the west side of Roadside Nature Reserve No.13. The species of interest for RNR 13 are listed as pyramidal orchid *Anacamptis pyramidalis*, bee orchid *Ophrys apifera*, stone parsley *Sison amomum*, cowslip *Primula veris*, wild basil *Clinopodium vulgare* and common broomrape *Orobanche minor*. The proposed site access (including a wide visibility splay) would impact a significant portion of the western section of the RNR. The proposed re-grading works would require shifting the existing road embankment west by up to 4.5 metres. The new embankment would have a gradient of a 45-degree angle, similar to the existing, and would rise from ground level by approximately 5 metres to meet the existing height of the adjacent field.

The short-term impact is undoubtedly negative, but the proposal could prove beneficial in the long-term by renewing the RNR and improving the prospects of the species of interest. The RNR is aiming to preserve species in a situation where their persistence would naturally be ephemeral. Norfolk County Council states that most RNRs are cut and raked annually at the end of the summer, but on the west bank of RNR 13 the pyramidal orchids do seem to be facing an uphill struggle against successional vegetation. If the new cut of the bank exposed a chalky substrate (as seems likely), it would be expected to recolonise with an interesting flora including pyramidal orchids. This reestablishment could be ensured/ accelerated by assisting the natural re-growth with transplants and seed bank transfers.

Mitigation options for the RNR impacts have been considered. Notable existing plants could be removed and replanted across the new embankment and extended verge. Topsoil (seed bank) from the existing verge/embankment could be collected and reinstated across the new area. The new area for the RNR could be enlarged, sign-posted and managed by the landowner through an agreed management plan with Norfolk Highways and Norfolk Wildlife Trust.

Other potential mitigation and enhancement measures for the proposed development site include additional planting and habitat enhancements across the wider site area, and a green habitat/ pedestrian strip along the full extent of the western boundary.

In conclusion, the development proposal for the land west of the A140 near Swainsthorpe has the potential for mostly minor negative ecological impacts, which are amenable to mitigation (this evaluation would be presented in detail in an Ecological Assessment). The exception is the short-term impact on RNR 13; however, with appropriate mitigation measures I believe the development could bring about a positive long-term outcome for the RNR.

Sincerely,

Seth Lambiase MCIEEM
Principal Ecologist
Wild Frontier Ecology Ltd.

LIZ LAKE
ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape and Visual Appraisal

Land west of Ipswich Road (A140), Swainsthorpe

Ben Burgess Holdings Ltd.

July 2017

Landscape and Visual Appraisal

Land west of Ipswich Road (A140), Swainsthorpe

Ben Burgess Holdings Ltd.

July 2017

Prepared by:	**Mark Flatman**
Position:	**Director**
Qualifications:	**CMLI, Dip (Hons) LA, BA (Hons)**

File name:	**1985 Commercial LVA 17 07 21**
Status:	**FINAL**
Date issued:	**21st July 2017**
Checked by:	**Mark Flatman, Director**

Site Location: **Land west of Ipswich Road (A140), Swainsthorpe**

Local Planning Authority: **South Norfolk District Council**

Approximate Site area: **11.1ha**

Client: **Ben Burgess Holdings Ltd.**

Landscape Character Assessments	
National[1]	National Character Area (NCA) 84 Mid Norfolk and 83 South Norfolk and High Suffolk Claylands
County	South Norfolk District Council Utilises the District Landscape Character Assessments
District[2][3]	LUC South Norfolk Landscape Character Assessment 2001 and Chris Blandford Associates South Norfolk Local Landscape Designations Review (2012)

Designations	
Landscape	The Site is located to the north of Swainsthorpe, Norfolk and lies within two arable fields bound by the A140 and the East Anglia mainline connecting London Liverpool Street to Norwich. Refer to **Figure 1: Site Location.** The Norwich Southern Bypass landscape protection zone lies to the north of the Site, just within the 2km study area, shown on **Figure 3: Landscape and Heritage Designations with Public Rights of Way.** There are no statutory Public Rights of Way (PRoW) crossing the Site. There is a By Way Open to All Traffic (Swainsthorpe BOAT 6) which passes along the northern boundary of the Site, along Hickling Lane. PRoW Swainsthorpe Bridleway 2 runs in a north south direction approximately 120m west of the Site, beyond the railway line. Bridleway 3 is located just south of the settlement of Swainsthorpe, providing a connection from Primrose Farm to Swainsthorpe. There are a number of other Public Rights of Way in the surrounding area, these are shown on **Figure 3: Landscape and Heritage Designations with Public Rights of Way.**
Environmental	There are no Statutory Landscape Designations covering the Site. Shotesham Common Site of Special Scientific Interest (SSSI) is approximately 1.7km south east of the Site. The Site is not covered by any LNR's. The closest LNR is Dunston Common, approximately 0.6km north east of the Site. Refer to **Figure 2: Statutory Designations.** The Site is not covered by any Environmental Designations. Refer to **Figure 4: Environmental Designations.**

[1] Natural England; National Character Area Profiles: 83 South Norfolk and High Suffolk Claylands & 84 Mid Norfolk
[2] Land Use Consultants, 2001, Volume 2, NPA, B1 Tas Tributary Farmland
[3] Chris Blandford Associates 2012 Landscape Designations Review Landscape Character Area, B1, P14.

Heritage	The Site is not located within any Conservation Area. The closest Conservation Area is Shotesham, located approximately 1.9km south of the Site. There are no buildings within the Site listed on the Historic England register. Those closest to the Site are Glebe Farmhouse (approximately 0.37km south west of the Site, Grade II, UID: 1050442), Church of St Peter (approximately 0.34km south of the Site, Grade II*, UID: 1169726) and Memorial to Joseph Dunton, 9m south east of Chancel of Church of St Peter (approximately 0.35mm south of the Site, Grade II, UID: 1050441). There are a couple of other Grade II listed buildings located just south of the settlement of Swainsthorpe adjacent to the A140. There are no Scheduled Monuments on the Site. The nearest Scheduled Monument is Venta Icenorum, a Roman Town with prehistoric and medieval remains associated with it. The closest point of which lies approximately 1.2km north of the Site. Refer to **Figure 3: Landscape and Heritage Designations with Public Rights of Way.**

Element	Landscape Character: Appraisal / Review
Relevant Key Characteristics of the National Character Area 84 Mid Norfolk (Majority of the Site lies in this NCA)	• *"Broadly flat, glacial till plateau dissected by river valleys which create a more intricate landscape to the west of Norwich.* • *Tranquil agricultural landscape with extensive areas of arable land, dominated by cereals with break-cropping of sugar beet and oilseed rape, and some pastures along valley floors.* • *Ancient countryside, much of it enclosed in the 14th century, with a sporadically rationalised patchwork field system, sinuous lanes and mixed hedges with hedgerow oaks.* • *A mix of villages and many isolated farmsteads within a complex minor road network, with a traditional pattern of market towns connected by main roads, and the city of Norwich providing a centre for cultural and economic activity.* • *Dense network of public rights of way including bridleways and the Peddars Way and Norfolk Coast Path National Trail."*
Relevant Key Characteristics of the National Character Area 83 (South Norfolk and High Suffolk Claylands) (southern section of Site).	• *"Large plateau area of chalky glacial till that is generally flat or only gently undulating, but can be locally concave. The edges of the plateau have been dissected by watercourses that form greater slopes, especially along the tributaries of the Waveney.* • *Views are frequently open, only sometimes confined by hedges and trees, with some woodland present. The small valleys support quite confined landscapes with intimate views.* • *Sinuous field boundaries are formed by deep ditches, some with hedgerows and hedgerow trees.* • *Extensive areas of arable land dominated by cereals with break-cropping of sugar beet and oilseed rape, and some pastures along valley floors. Intensive pig and poultry production is common.*

	• *A dispersed settlement pattern of small nucleated market towns with architectural variety and colour, loosely clustered villages and scattered hamlets. Settlement is often focused around large medieval greens. Many of the market towns have modern extensions.* • *Some major transport links including the Norwich to London main rail line but infrastructure routes are predominantly an extensive network of narrow lanes and byroads."*
South Norfolk Landscape Character Assessment (LUC), 2001 and Local Landscape Designations Review (CBA), 2012	In September 2012, Chris Blandford Associates (CBA) were appointed by South Norfolk Council to conduct a Local Landscape Designations Review, which included updating of Landscape Character Areas within the Norwich Policy Area. This assessment was based upon the LUC Landscape Character Assessment prepared in 2001. The assessment focused on updating the Key Characteristics, Sensitivities and Vulnerabilities and Development Considerations of the LUC assessment.
Key Characteristics of the District LCA: B1: Tas Tributary Farmland (CBA)	• *"Open, gently undulating to flat and sloping landscape incised by shallow tributary valleys, the tributary streams of which are not prominent landscape features.* • *Framed open views across the countryside and into the adjacent character areas.* • *Small blocks of deciduous woodland of high ecological and visual quality. These create wooded horizons which ass variety to and create intimacy within the landscape.* • *Scattered remnant hedgerow trees, particularly oak, sometimes including intact avenues lining the roads or marking former, denuded, field boundaries.* • *Transportation corridors including main connecting roads and an extensive network of narrow lanes and byroads (many of which are ancient, within the east of the area).* • *Network of recreation footpaths.* • *Ditches, low banks and wide grass verges associated with the network of rural roads.* • *Settlement characterised by a small number of large villages including the administrative centre of South Norfolk – Long Stratton – with smaller hamlets, scattered farmsteads and agricultural buildings."*
Sensitivities and Vulnerabilities: B1: Tas Tributary Farmland (CBA)	• *"further loss of vegetation structure including woodland and hedgerows from the landscape which would lead to a greater sense of openness and could tip the balance in favour of bleakness…* • *Gently sloping topography and open landscape making this area sensitive to intrusion by tall and large elements, including farm buildings and pylons;* • *Infill development which results in erosion if the historic character and integrity;"*
Landscape Strategy: B1: Tas Tributary Farmland (LUC)	*"…to maintain the open and agricultural character of the landscape, protect the ecological value of the area and maintain and enhance the area's recreational opportunities. Enhancements of the landscape should include active management of the woodlands and grasslands, conservation and restoration of key hedgerows and*

	replanting of hedgerow trees, particularly adjacent to roads. In particular: • *Consider strategies and explore screening options to reduce the visual and aural impact of the A140, A47(T) and other transportation corridors (railways) on the rural ambience of this area and adjacent character areas – particularly the Tas Valley."*
Key Characteristics of the District LCA: A1: Tas Rural River Valley (CBA) (reviewed due to close proximity to Site)	• *Fragmented woodlands and shelterbelts on the valleysides creating a wooded fringe to much of the valley interspersed with more open areas of arable land.* • *Sparsely settled character with buildings clustered around fording points and at the top of the valley sides.* • *Network of narrow peaceful rural lanes throughout the valley including sunken lanes.* • *A more disturbed character in the north of the area due to the influences of pylons, railway and roads."*
Sensitivities and Vulnerabilities: A1: Tas Rural River Valley (CBA) (reviewed due to close proximity to Site)	• *"particular vulnerabilities in the northern part of the valley due to the impact of infrastructure and large scale land uses relating to the urban edge of Norwich including pylons, golf courses and development in association with the transport corridors (A140 and A47).* • *Maintain the character of the rural lane network and particularly the sunken lanes…"*
Landscape Strategy: A1: Tas Rural River Valley (CBA) (reviewed due to close proximity to Site)	*"The overall strategy is to conserve the peaceful, rural quality of the Tas Valley and its distinctive landscape character, created by the wide open pastoral valley floor with ecologically rich wetland habitats, important archaeological earthwork resource, and perceived scarcity of settlement. This will include:* • *Maintain the character of the rural lane network and particularly the sunken lanes with their fords and bridge crossings, which characterise the area…"*

Element	Assessment
Site Appraisal	The northern Site boundary lies adjacent to Hickling Lane, where a section of Byway 6 runs in a west-east direction from Gowthorpe Lane to the A140. The boundary primarily consists of hedgerow vegetation with some individual hedgerow tree species, which is gappy in sections, along with rough scrub and grass vegetation upon a slightly raised bank delineating the northern boundary of the Site. The eastern boundary of the Site is adjacent to the A140 road. The boundary is located upon the banked/engineered edge of the A140. There is a fair amount of scrubby vegetation along this boundary with some remnant but gappy hedgerow as well as a consistent line of mature trees. Beyond the A140 is a block of woodland beyond which the landscape extends out and down into the Tas Valley, with agricultural fields and meadows, also scattered with small to medium sized settlements. The southern boundary of the Site passes along the rear of residential properties and gardens along Station Close, before extending east across the existing open arable field to meet the A140. The majority of the boundary is devoid of structural vegetation

	with the exception of the trees and sections of hedgerow that form the rear garden boundaries of the residential properties located off Station Close. The western boundary of the Site lies adjacent to the elevated embankments of the railway line connecting London Liverpool Street to Norwich. The western boundary that lies closer to the south western corner of the Site alongside the railway line is well vegetated and provides good screening of the Site, whilst the remainder of the boundary is less well vegetated, with shorter scrubby vegetation and a few mature trees. The Site itself has limited vegetation cover, however a line of mature hedgerow trees crosses the middle of the Site, separating the two field parcels.

Landscape Qualities	
Representativeness/ consistency with wider character judgement	- Highly Consistent **- Mostly consistent** - Some key characteristics present - Not representative of wider character
Landscape character attractiveness judgement	- Highly attractive - Attractive **- Pleasant** - Unremarkable
Remoteness and tranquillity judgement	- Remote - Peaceful - Some interruption **- Not tranquil**
Landscape qualities general description	The Site is largely representative of the character area, with its undulating landform, network of footpaths and deciduous trees and vegetation along the field boundaries. The wider landscape has an undulating topography which is dissected by the valley system of the River Tas and its tributaries. The Site is part of a small portion of land which has been separated from the wider field system by transport routes and settlements. The vegetation on the Site boundaries varies. There are areas of dense hedgerow with mature trees and other areas that are very gappy with shorter vegetation. The Site is largely consistent with the surrounding landscape character apart from the immediate proximity of several detractors including the A140, railway line that reduce the tranquillity of the Site and the relatively close settlement edge of Swainsthorpe. The tranquillity of the Site is reduced by the incessant noise associated with the adjacent A140 and railway line.

Visual Qualities	
Visual Prominence judgement	- High - Moderate high **- Moderate low** - Low
Nature of the urban edge judgement	- No visible urban edge - Soft well vegetated urban edge limited views of principally rooflines **- Partially visible urban edge** - Hard urban edge with limited screening
Settlement setting and views of settlement judgement	- Attractive features or views - Some attractive features of views **- Few attractive features of views** - No attractive features or views
Public accessibility within and immediately surrounding the potential development site judgement	- Many public views **- Some public views** - Limited public views - No public views
Visual qualities general descriptions	Beyond its immediate fringes, the Site is considered to have a Moderate Low visual prominence in the wider landscape context, due to the undulations of the Site itself and the wider topography of the area as well as the extensive belts of vegetation and woodland that limits the visual sphere of the Site. There are distant views towards Stoke Holy Cross and Upper Stoke from the Site. However, views back to the Site from these locations (represented by photo locations 17, 19 & 20) are very limited due to the intervening vegetation and the undulating topography of the landscape, as well as the distance and limited number of public locations from where the Site can be readily seen. Views to the Site from within the settlement of Swainsthorpe are limited and mostly seen from minor side roads (such as Church View) as well as a few rear windows and gardens of residential properties along Church Road, Church View and Station Close. There are limited views from Church Road due to screening from the existing linear development of the settlement and the maturity and extent of vegetation cover within the settlement. Some rear garden boundaries that lie directly adjacent to the fields north of the settlement and would therefore be afforded greater views of the Site (photo locations 1, 2 & 3). Views of the Site from the west are largely screened by the existing vegetation along the western boundary and the taller structural vegetation on both sides of the railway line. Topographical changes in the area also assist with screening views from the west particularly from the existing Public Rights of Way network, Swainsthorpe BOAT 6, Bridleway 2 and Footpath 1 (photo locations 4, 5, 14 & 15).

	Views of the Site from the A140 are partially screened by existing vegetation along the arterial route, gaps in vegetation would afford greater views of the Site. However, it should be noted that receptors on the A140 would be travelling at speed There are views of the Site from Hickling Lane (PRoW BOAT 6) when travelling in an easterly direction and from the permissive rights of way which extend northwards from PRoW BOAT 6. Some of these paths are lined with gappy vegetation that will help soften proposals (photo locations 9, 10, 11 & 12). St Peters Church and the existing development of Swainsthorpe is also visible between the existing vegetation (photo location 13). (Refer to **Figures 7 Photo Location Plan and 8 Photographic Sheets**).

Scope for mitigation	
Scope for mitigation?	Yes, there is scope for mitigation. Given the extent of existing intervening vegetation from field boundaries and woodland blocks in the wider landscape, along with topographical changes there a few long distance visual receptors. It is considered that the Site has a Medium to High Capacity to accommodate change for employment development, subject to a sympathetic and appropriate design approach. Whilst there would be an unavoidable change in land use from agricultural use to commercial development of a rural business, there are limited constraints or issues in landscape and visual terms that would reduce the Site's capacity to accommodate development. Development will have the greatest impact on local receptors, road users travelling along the A140 and pedestrians using local paths in the immediate vicinity. However, it is considered that the topography of the Site, along with enhancements to existing vegetation on the Site would offer the opportunity to provide mitigation to ensure any such development minimises its impact on the wider landscape. Development of this Site would impact on the visual amenity of users of the existing Public Rights of Way network particularly Swainsthorpe BOAT 6. These routes are lined with vegetation, gappy hedgerows or mature hedgerow trees which would provide a softening effect to any proposed development. A strong mitigation strategy would ensure that there are significant benefits and enhancements to the existing features of the existing landscape and landscape character (photo locations 6, 7 & 8). Receptors travelling south along the A140 would experience views of the potential development to a greater extent than those travelling north due to the direction of travel and placement of existing vegetation along the slightly raised engineered bank of the arterial route. Views afforded by vehicular users of the road would be glimpse due to the speed of travel. Receptors at junctions (in particular the A140 / Stoke lane junction, would have a higher sensitivity to change

	due to vehicles being stationary and focused in the direction of the Site. Where any new development is visible, it is likely to be seen in context with the existing settlement and the smaller farmsteads in the surrounding area of the Site. A number of pylon networks are currently present in views to and from the Site which reduce the quality and visual amenity of the views, as well as adding additional built features to the views. A sensitive design approach with the appropriate placement of built form, structural mitigation planting within the Site would help to provide localised containment of any development. Extensions to the existing public rights of way network within the Site and around it would help to integrate development it into the existing settlement of Swainsthorpe and the surrounding area.
Relevant Development Considerations: B1: Tas Tributary Farmland	• *"Respect the existing small-scale and dispersed historic settlement pattern and avoid developments that would affect the vernacular qualities of existing settlements (e.g. urbanising influences upon the rural lanes) or would lead to impacts upon the character of settlement distribution;* • *Consider the impact of any development on the existing/historic street pattern and existing vernacular character and pattern;"*

Landscape Capacity	
Is there Capacity within the landscape to absorb change?	Yes. Given the nature and character as well as visual qualities and amenity of the adjacent existing settlement, it is considered that the Site has capacity to accommodate change for development of the employment nature. There are a limited number of constraints or issues in landscape and visual terms that reduce the Site's capacity to accommodate development. It is considered that the opportunities to provide mitigation will ensure that the impacts of any such development on the wider landscape can be minimised. The Site has capacity to accommodate development given the substantial screening to the west of the Site, particularly along the western Site boundary, adjacent to the railway line. Along with intervening vegetation and topographical changes views from the east are limited and predominantly long distance. If potential development incorporated a sensitive design approach that worked to enhance the existing landscape character of the Site and the immediately adjacent landscape, the majority of landscape and visual impacts would be reduced.

Recommendations if the Site is to be developed
• Locate built structures and hard-standing areas in the lower areas of the Site. • Maintain open, long distance views of the Site from Stoke Holy Cross and Upper Stoke from limited viewpoints in these locations. • Utilising and extending the existing Public Right of Way (PRoW) network crossing and surrounding the Site to provide enhanced connectivity with the settlement of Swainsthorpe and the wider landscape. • To provide an area for water storage on Site, enhancing biodiversity and assisting with water management across the Site. • The introduction of a woodland belt along the southern boundary of the Site, will provide a low screen from the existing settlement of Swainsthorpe to the Site, and enhance the visual amenity of the area from residential properties with views to the Site. • Proposed development should aim to preserve the views of St Peters Church. • Opportunity to reinstate historic hedge line along southern field boundary (refer: **Figure 9 Old Map Comparison**).

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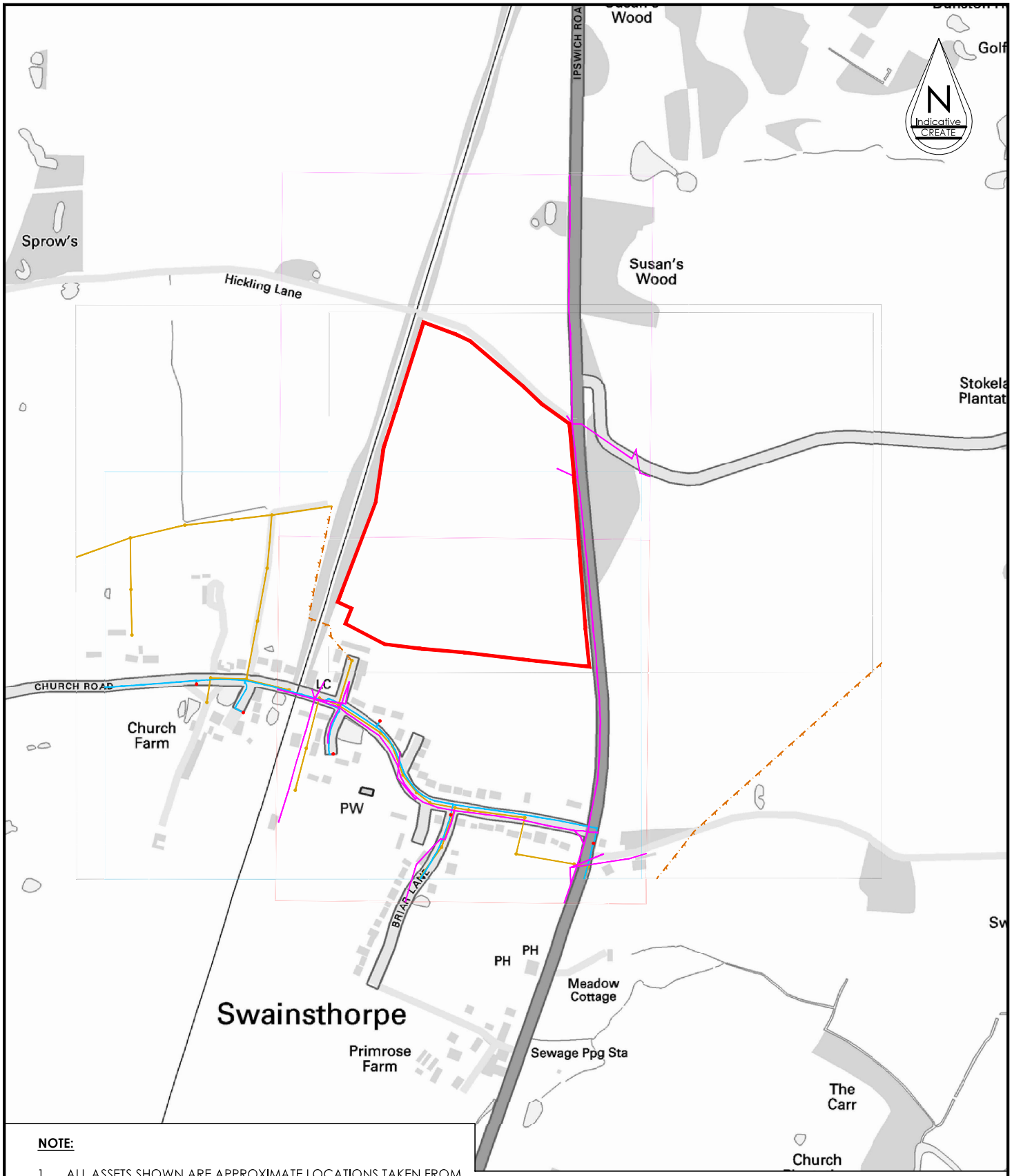

NOTE:

1. ALL ASSETS SHOWN ARE APPROXIMATE LOCATIONS TAKEN FROM ASSET PLANS RECEIVED FROM THE RELEVANT PROVIDERS.
2. NO UKPN OR CADENT GAS ASSETS WERE SHOWN WITHIN THE SITE BOUNDARY.

KEY:

- APPROXIMATE SITE BOUNDARY
- FOUL SEWER
- FOUL RISING MAIN
- WATER SUPPLY MAIN
- HYDRANT
- BT APPARATUS

REV.	DATE	AMENDMENT DETAILS	DRAWN	APPROVED

PROJECT: LAND WEST OF IPSWICH ROAD, SWAINSTHORPE	DATE: 20.03.18	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:5,000	DESIGNED: AF	DRAWN: AF
DRAWING TITLE: COMBINED UTILITIES PLAN		CHECKED: GS	APPROVED: GS
	JOB No: 1089		
CLIENT: BEN BURGESS HOLDINGS LTD	DRAWING No: 03/001	REVISION: -	

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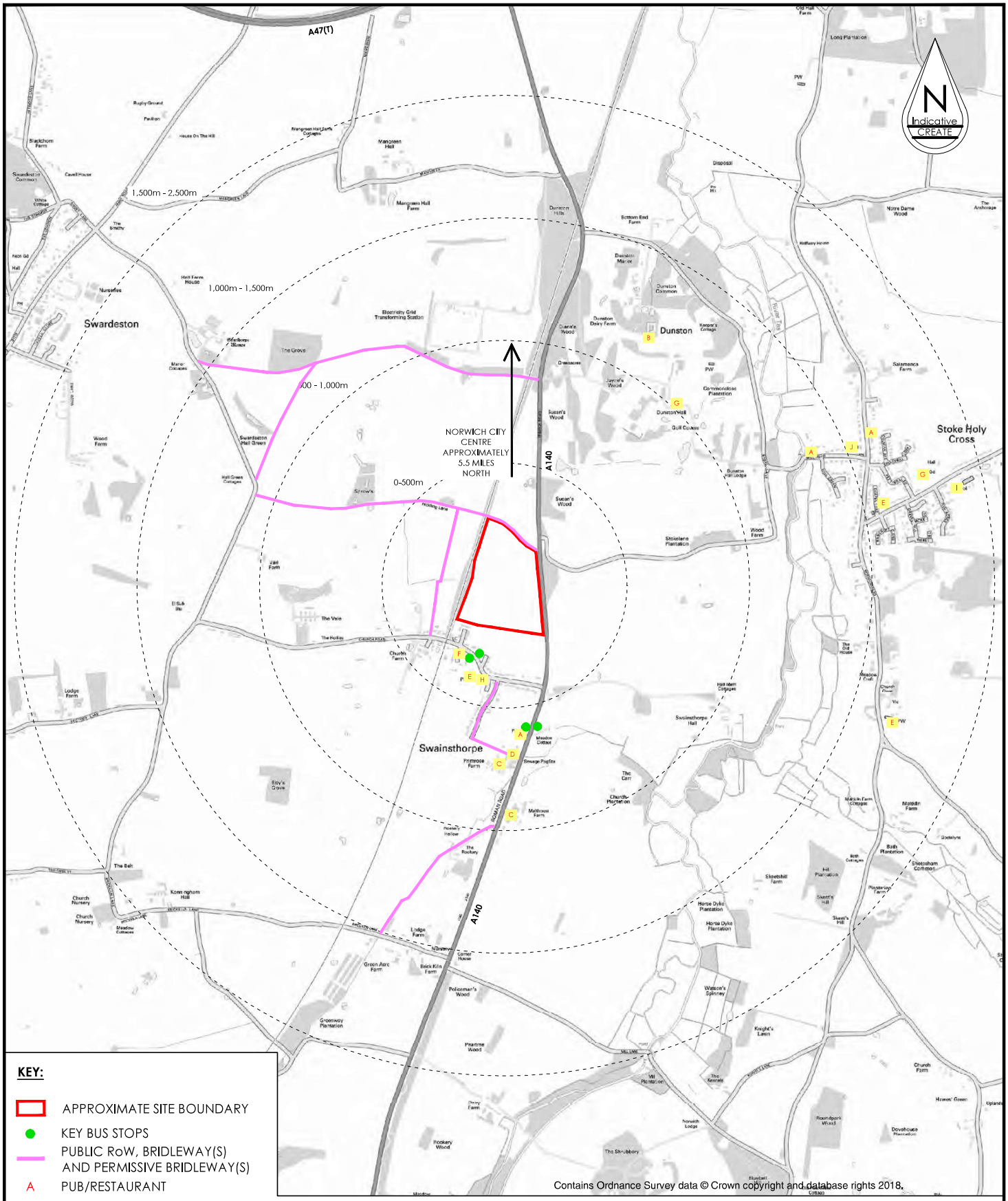
ORIGINAL SHEET SIZE - A3 Portrait

DO NOT SCALE



KEY:

- APPROXIMATE SITE BOUNDARY
- KEY BUS STOPS
- PUBLIC RoW, BRIDLEWAY(S) AND PERMISSIVE BRIDLEWAY(S)
- A PUB/RESTAURANT
- B HOTEL
- C EMPLOYMENT
- D GARAGE/CAR WASH
- E PLACE OF WORSHIP
- F PLAY AREA
- G LEISURE
- H POST BOX/VILLAGE NOTICE BOARDS
- I SCHOOL
- J POST OFFICE

SITE LOCATION:

GRID REFERENCE: 622055, 301172

POSTCODE: APPROX. NR14 8PH

REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
A	20.03.18	UPDATE SITE BOUNDARY	MDA	MDA

PROJECT: LAND WEST OF IPSWICH ROAD, SWAINSTHORPE	DATE: 26.02.18	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:15,000	DESIGNED: AF	DRAWN: AF
DRAWING TITLE: SUSTAINABLE TRANSPORT PLAN "COMMERCIAL"		CHECKED: MDA	APPROVED: MDA
	JOB No: 1089		
CLIENT: BEN BURGESS HOLDINGS LTD	DRAWING No: 06/001	REVISION: A	

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Appendix 4

TRAFFIC LIGHT KPIs

This newsletter brings you the KPI comparison for the company's fourth quarter which ended on 31st January, compared to the same period last year, this encompasses our full financial year & is a great time to look at our KPI's. The comparison at the end of October indicated 30 greens, 15 reds & 1 amber. The current situation shows remarkably the same colour split though unfortunately several areas have changed from green to red.

The Group shows an increase in John Deere market share due to some great results at Newmarket & Ellington. The significant increases at these two depots outweigh the smaller declines at Aylsham, Beeston, Norwich & Coates. As an annual comparison, the total number of tractors registered for the road in our area of responsibility has seen a year-on-year decrease by 6.7% from 809 to 765 units.

The Group's turnover has increased significantly at all depots except Coates, Sales of Ag, Groundscare & Construction machines in the UK have shown a substantial increase. Export trading had declined slightly although it continues to do well. All depot's parts & labour sales except for Norwich & Beeston's workshop are up on the same period last year, well done!

There has been an encouraging reduction in the Group's PDI percentage, however there is still some work to do at all depots except Norwich & Aylsham in order for us to meet our target of 3.0%.

Our John Deere machine down percentage is still above the target of 25%, however, well done to Beeston, Aylsham & GroundsCare on their green lights. We have now introduced John Deere's Dealer Parts Management System (DPM) at Norwich & Ellington & shortly we will be rolling this out at Coates as well. This will assist those depots in managing their MD's more effectively.

Group absorption has unfortunately decreased taking us a little further away from the magical 100%. Aylsham again should be again congratulated for returning a stunning 130.16%. However all our outlets return absorption percentages over & above the UK dealer average.

	Group	Norwich	Beeston	Aylsham	Newmarket	Coates	Ellington	GroundsCare
Agricultural Tractor Market Share	🟢	🔴	🔴	🔴	🟢	🔴	🟢	
Ben Burgess Group Turnover	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢
Machine PDI Cost	🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟢
John Deere Machine Down Percentage	🟠	🔴	🟢	🟢	🔴	🔴	🔴	🟢
Absorption	🔴	🔴	🟢	🟢	🔴	🟢	🟠	🟢
Retail Labour Sales	🟢	🔴	🔴	🟢	🟢	🟢	🟢	🟢

BEN BURGESS

Safety Quality Respect Integrity Commitment Professionalism

JOHN DEERE EUROPEAN FARMSIGHT SUMMIT

Earlier this year, our Service Director Jimmy and FarmSight Specialist Carl attended the John Deere European FarmSight Summit in Zweibrücken, Germany. They, along with colleagues from all over Europe, learnt about the new developments in precision agriculture and guidance. As well as a sneak peek at John Deere's new Service Admin Portal.

GROUNDSCARE AREA TAKEOVER

Ben Burgess GroundsCare Equipment has recently increased their area partnership with Trimax Mowing Systems and have announced they will now be the sole distributors for the brand across all of their trading area. This includes Norfolk, Suffolk, Cambridgeshire, Rutland and parts of South Lincs and East Leicestershire. The increase in area is due to considerable growth over East Anglia in recent months. Ben Burgess GroundsCare Equipment has been specialising in offering a full range of equipment for purchase and hire as well as servicing and repairs. Well done team, keep up the excellent work!

PARTS TEAM ON TOUR

Jimmy, Edward, Paul & Darryl from our parts team enjoyed a trip to France in February with Kuhn, visiting the very impressive Kuhn Centre of Progress! A tour, future plans and product training were all on the agenda, plus a little time exploring Strasbourg!

THE LATEST NEWS FROM COATES

Sales Update

Coates have recently welcomed back Eddie Thrupp as an Area Sales Manager covering Peterborough across to Wisbech, down to Huntingdon and Ely. Eddie was previously with us from September 1999 through to November 2017 as a technician in our Coates workshop and reached Landbased Technicians Accreditation level 4 (LTA4). Eddie has been making his around meeting customers old and new and has already sold a used John Deere 6175R and an ex-demo John Deere 8370RT. Well done Eddie, keep up the excellent work!

Coates and Ellington combined recently delivered five new tractors and a one year old 8370RT to Abbots Ripton Farming Co. Well done to all involved!

FarmSight Update

Peter Roffe, FarmSight Specialist, was a key member in organising the recent GreenStar Optimisation Day at Coates, which focused on GreenStar best practice, optimisation techniques and helping to boost machine up-time. Presentations and GreenStar demonstrations on the day were covered by our FarmSight team. Thank you to all who assisted with this event and ensured the smooth running on the day.

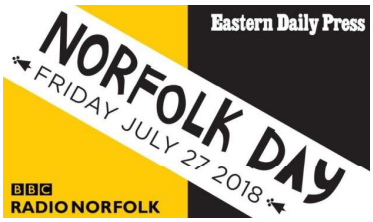
Service Update

The service department has been busy over the winter period. Last month saw the return of Nathan Setchfield, our sole grounds care technician. The Coates ag technicians have helped with various grounds care jobs whilst Nathan was away and now continue to support him. On the ag side, the team are currently preparing for Spring drilling, this is getting later and later therefore the team are anticipating a big rush for farmers to get drilling.

Coates are holding an apprentice evening on the 5th April 2018 this is in association with ProVQ and John Deere. ProVQ will be putting apprentices through their paces with tasks and interviews as Coates are looking to take on agricultural apprentices.

Many thanks to the team at Coates, Ellington you're up next!

NORFOLK DAY



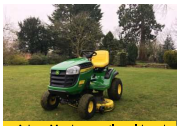
To celebrate Norfolk Day and all that is wonderful about our county, Ben Burgess Norwich, Aylsham and Beeston depots will be holding a family barbecue evening on Friday 27th July. Other depots are encouraged to also hold a family barbecue evening, whether it's on the same day or another day in the Summer season.

RECENT HANDOVERS

Check out a few of our recent handovers across the Ben Burgess Group!

Paul Thomas recently sold a John Deere 5100M to Lakeside Lodge Golf Centre

Gavin Shreeve with Ben Conway following the purchase of his John Deere 732 Sprayer



Adam Meek recently sold and delivered a John Deere X125 to the Vicar of Diss

Chris Pateman with The Jockey Club Estate's 2018 order of Trimax mowing systems and John Deere turf machines ready to be delivered.

Gary Salisbury & Nathan Setchfield recently delivered two JD Gators to a residential customer

JOINING FORCES WITH PREDATOR POWER

Ben Burgess GroundsCare Equipment has joined forces with the industry leading suppliers of tracked narrow-access stump grinders, Predator Power, and become the sole distributor for the East of England. Predator Power pride themselves on manufacturing quality, reliable machines to serve the arborist industry. Ben Burgess GroundsCare Equipment continues to focus on expanding their offerings of quality franchises within the arborist and grounds care industry, giving their professional customers a full line up of industry leading machinery.

GROUNDSCARE GERMANY TRIP

Chris Pateman and Paul Thomas from our GroundsCare Equipment team recently took some golf customers to the John Deere factories in Germany; starting off with the parts distribution & cab factory in Bruchsal, followed by the tractor factory in Mannheim. This was an excellent trip showcasing John Deere to our customers and a great time was had by all.

EXPORT ADVENTURES

Well done to Charlie Oldfield on his recent export sales of a 5 ton excavator to Thailand and a straw spreader sold to New Zealand in January.

HAPPY RETIREMENT PAUL

Just before Christmas, we wished Paul Smith, workshop foreman at our Ellington depot, a very happy retirement! At the age of 15, Paul began working for Bedfordia Plant Hire in Bedfordshire, working on bulldozers, cranes & excavators. Five years later in 1973, Bedfordia Farm Equipment was born and Paul worked on his first John Deere machine, a JD 2020.In 1991, Bedfordia opened a new branch in Ellington and Paul began his 26 year career here in the service department.

Paul saw many changes over the years, including changes in ownership in 1991 by Anker of Coates and then again in 2013 by Ben Burgess. After 44 years working with John Deere products, Paul took a well-deserved retirement at the end of 2017. Paul's great interest in vintage machinery will keep him busy as he will now spend his time renovating a few pieces from his collection. From all at Ben Burgess, thank you & we wish you a very enjoyable retirement Paul.

DAVID CURTIS TO HANG UP HIS BB TIE

David Curtis, Sales Representative from Ben Burgess Aylsham, has recently made the decision to retire shortly after this year's Norfolk Show. David first joined Ben Burgess back in July 1998 and his enthusiasm, drive and knowledge will be sorely missed by both us and our customers. We would like to thank David for all of his hard work over the years and wish David and Carole every happiness in his retirement.

8 tractors sold by David Curtis to Albanwise Farming Ltd in 2012

BB BABY BOOM

Congratulations to Hollie and Scott Cruickshank on the birth of their twin girls, Harriet Rose and Poppy Anne. Harriet and Poppy were born on Wednesday 7th March weighing 6lbs 9oz and 6lbs 11oz respectively.

Congratulations to Dean Baker and fiancée Nicola on the birth of baby girl Freya Mai. Freya was born on Sunday 18th February weighing 8lb 10oz.

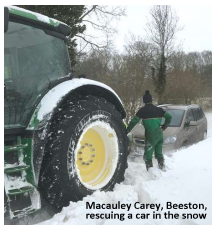
Congratulations to Glenn and Angie Chusonis as they welcomed baby Charlotte Sylvia into the world on Tuesday 6th March, weighing 7lbs 14oz.

CAREERS FAIRS

A huge thank you to all staff who have recently attended several careers fairs at school and colleges to talk to a wide range of students of all ages about John Deere and Grimme apprenticeships, and careers at Ben Burgess.

SNOW DAYS

A huge thank you to all staff who assisted with snow removals on the road and rescuing drivers when we were hit by the 'Beast from the East' at the end of last month. Your efforts did not go unnoticed as we were featured on the BBC and EDP website as well as posts on Twitter from Norfolk Police and Norfolk & Suffolk's Roads Policing thanking us and other farmers for our support in helping out stranded lorries and vehicles stuck in the snow.



Macauley Carey, Beeston, rescuing a car in the snow

CUSTOMER CARE PROCESS

Improvements in the last sixteen months:

	Oct '16	Feb'18	
John Deere Experience	61%	75.3%	JD target 71%
Dealer Experience	63%	75.8%	JD target 77.2%
Product Experience	64%	81.8%	JD target 71%
Unresolved Problems	29%	8.5%	JD target 15%

We've seen further progress since the last newsletter in our John Deere Experience scores, with our product experience on the increase, which is excellent news. Please keep up the good work over the coming months so we can continue to show improvements and ultimately hit all our targets!

CROP CARE DEMONSTRATION EVENT

Ben Burgess recently held a Crop Care Demo Event which included in-field demonstrations, walk-arounds and presentations delivered by our sprayer specialists. We had the John Deere R962i trailed sprayer and the R4040i & R4050i (with the new carbon booms) self-propelled sprayers on show with the opportunity for ride-and-drives. Thank you to all who braved the rain and helped to organise this event!



ELLINGTON DEPOT UPDATE

Lots of progress has been made since the last Ben Burgess newsletter! The main building brickwork is increasing each day, steel lintels are now in place and fascia panels are being put up on the combine shed. Regular updates can be found on the BB website!


NEW 8000 TONNE GRAIN STORAGE COMPLEX

Ben Burgess Crop Storage based at Norwich are constructing a new 8000 tonne grain storage and drying complex for A.L. Lee & Sons at Littleport. The **£1.5m project** at Woodhouse Farm, Chettisham near Littleport comprises a 4000 tonne BB Vent-a-Floor crop drying system with drying fans, gas heaters and grain stirrers. On each side of the main drying building there are 2(N°) lean-to's each holding 2000 tonnes with pedestal low volume ventilation and differential temperature controllers thereby allowing harvested crops to be stored in good condition for long periods.

Construction started on site in December 2017 and the project is programmed for completion in June 2018 ready for harvest. This new building is situated beside a previous 6000 tonne BB Vent-a-Floor drying building constructed by the BB Crop Storage Team in 2011 which brings total storage capacity on the site to 14,000 tonnes.

GREENSTAR OPTIMISATION EVENTS

We recently held GreenStar Optimisation Events at our Norwich and Coates depots, as mentioned in the Coates depot update on page 1, these events focused on GreenStar and included best practice, optimisation techniques and helping to boost machine up-time to achieve the best of out the machine. A huge thank you to Carl Pitelen who took the lead at our Norwich depot and Peter Roffe at our Coates depot, with full support from the FarmSight team. Both events were well attended with excellent feedback received from customers who attended either of the training days. Thank you to all who assisted with this event and helped to make it a success.

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