**Response to Planning Application DC/19/2481/OUT**

Stanton Parish Council acknowledge the willingness of Bloor homes to consult with the Parish Council on a number of occasions during 2019 in respect of this application and will continue to work with the developer in the future should this application proceed.

At the planning committee meeting on 20 February 2020, Council listened to concerns from members of the public present and Parish Councillors in respect of the means of access and landscaping.

The concerns of residents and the Parish Council relates mainly to the access for ten houses planned for Bury Lane.

Bury Lane is very narrow and currently has no pavements from its junction with Sturgeons Way. It is a no through route for motorised vehicles from its point at Stanton Manor towards the A143. It is not possible for two vehicles to pass for most of its length and is often ‘blocked’ by farm traffic/delivery vehicles and refuse trucks.

The lane leads to a ‘green’ lane which is understood to be a ‘BOAT’ – (byway open to all traffic) but is in fact very overgrown and impassable for a normal vehicle. It is also part of the historic Stanton rides route which means that the lane is well used by horses, pedestrians, dog walkers and cyclists at all times of the day.

Directly opposite the ten-dwelling site is a very successful Bowls Club which on a weekend and summer evening mid-week match day can see a large number of vehicles attending bowls events which adds to the traffic in Bury Lane.

Any development in this area would lead to more traffic on Bury Lane from the proposed ten dwellings and it was also suggested that the road on which the dwellings are situated may be used as a parking area for residents of the main development to access the village, to avoid the right turn out of the main road onto the A143. Any access from Bury Lane would prejudice Highway Safety

Further down Bury Lane towards the village, the old Primary School also has development potential for up to 10 dwellings. This lower part is already congested and although its width is sufficient to allow two cars to pass, the number of parked cars from the nearby properties who have to use ‘on street’ parking means that traffic leaving Bury Lane to exit the village currently have to ‘wait in line’ at peak times – again adding pollution to the atmosphere from slow moving and idling engines.

Vehicles using The Street are interrupted from passing through as traffic wishing to turn into Bury lane is waiting to do so.

Development beyond the ten houses would also lead to an increase in the number of residents using the lane on foot as a means of access to the village for the school, local shops, public house, village hall, post office, hairdresser etc and social interaction such as cycling and dog walking.

A safe pedestrian/cycle way would be essential to improve Highway safety and could be achieved by the purchase of additional land at the Bowls Club to meet up with an existing pavement at the rear of Sturgeons Way. (Which would require upgrade and improvement)

Parish Councillors and residents could see no valid reason for an access route from Bury Lane other than for emergency vehicles – the access route for these ten dwellings could be accommodated from the A143 by a change of the main layout.

Parish Councillors felt that the majority of traffic leaving the main development would join the A143 to turn left towards the main employment area and A14 corridor at Bury St Edmunds but also that a significant number of parents wishing to access the school provision would drive and would need to turn right into oncoming traffic and then wait at the Old Bury Road junction to again turn right into the village.

At the same time, employees from outside the village would be driving to the employment area at Shepherds Grove Park, and competing with residents trying to exit the village to reach employment areas at Diss or Thetford and including a large number of RAF personnel stationed in the Village who would need to access RAF Honington.

It is considered that this would cause a build-up of traffic on the A143 waiting to turn right against oncoming vehicles creating a hazard as the turn right area is not sufficient for more than five vehicles.

The potential would be for frustration to create issues for Highway safety.

Old Bury Road/Junction with the A143 is already a pinch point for Stanton traffic at peak times. Traffic exiting the village at Old Bury Road can often wait a long time to exit the junction (especially if turning right towards Bardwell or Barningham) causing a build-up of traffic towards the village.

The Parish Council submitted a request for a reduction in the speed limit along the A143 in 2018. A report has been submitted by the highways Safety and Speed Management team showing an average daily traffic count of around 10,000 vehicles passing through the village. Traffic data from 2017 indicates that there has been an increase in vehicle movement along the A143 equating to 1100 vehicles per day over the last ten years.

Many of these are large goods vehicles coming from and to the Industrial Areas of Eye and Stanton. Weight restrictions on the A1088 and B111 also exacerbate the problem. The latest available data for a traffic count at this location <https://roadtraffic.dft.gov.uk/manualcountpoints/16671> shows this increase.

The accident rate in the area of the development is high - Between 1 July 2014 and 1 July 2019, ten injury collisions were recorded within the section of the A143 from the development site to the B111. There is no data available for non-injury collisions but the area at the petrol station is frequently subject of collisions between vehicles.

Extra vehicles would increase the risk of collisions on this stretch of the road and including the junction of the new development with the A143 and would therefore prejudice Highway safety.

Other concerns raised –

The road infrastructure in both the Village and beyond is not in place to accommodate another 200 dwellings. The A143 is already very congested and especially at peak times when it can take 45 minutes or more to cover the 8-mile journey to Bury St Edmunds.

The Doctors surgery is at capacity with significant parking issues at its current location and an alternative site needs to be identified for the surgery to be moved before the village expands any more.

No school places are available with village children having to be educated outside of the village although it is understood that the school has capacity for growth and this needs to be addressed before any further development is planned.

The proposed development is outside of the settlement boundary and lies adjacent to the busy A143 which is currently a 40mph limit and is already at capacity at peak times with queues forming from the Ixworth roundabout towards Alecocks Grave on a regular basis and frequently backing up into Stanton Village which will generate pollution from slow moving and idling engines for the residents of the main development.

Five Councillors were present at the planning meeting. Four voted against the development with one abstention.