SUFFOLK COUNTY COUNCIL

STATEMENT OF REASONS

Accompanying the making of:

THE SUFFOLK COUNTY COUNCIL (BECCLES SOUTHERN RELIEF ROAD) COMPULSORY PURCHASE ORDER 2015

and

THE SUFFOLK COUNTY COUNCIL (BECCLES SOUTHERN RELIEF ROAD) SIDE ROADS ORDER 2015
1. Introduction

1.1 On 27 January 2015 Suffolk County Council (the “Council”) resolved to make The Suffolk County Council (Beccles Southern Relief Road) Compulsory Purchase Order 2015 (the “CPO”) and The Suffolk County Council (Beccles Southern Relief Road) Side Roads Order 2015 (the “SRO”) (together the “Orders”).

1.2 This Statement of Reasons (the “Statement”) accompanies the making of the Orders. In preparing the Statement, the Council has endeavoured to provide sufficient information so that its reasons for making the Orders can be properly understood.

1.3 The following terms are regularly used in this Statement:

1.3.1 the Relief Road: the proposed Beccles Relief Road as described in paragraph 4.1;

1.3.2 the Order Land: those parcels of land described at paragraphs 4.14-4.16; and

1.3.3 the Scheme: the works described at paragraph 4.2-4.13 together with the works and actions necessary to complete the Orders.

2. The Enabling Powers

2.1 The CPO is made pursuant to sections 239, 240, 246 and 250 of the Highways Act 1980.

2.2 The SRO is made pursuant to sections 14 and 125 of the Highways Act 1980.

3. Background to the Orders

3.1 A longstanding problem in the town of Beccles has been the impact of heavy goods vehicles (HGVs) and the growth of the Ellough Industrial Estate, which is a designated Enterprise Zone.

3.2 The main issue for Beccles is that HGV and other commercial traffic on the A145 passes through the centre of the town. Ellough Industrial Estate is a thriving centre of employment that generates high levels of commercial and particularly HGV traffic. Much of this passes through Beccles’ historic town centre, although some of HGV and commercial traffic choose to use local country lanes, such roads being unsuitable for heavy traffic due to their lack of width and their rural surroundings.

3.3 At present traffic is able to access the Ellough Industrial Estate from the north and Lowestoft via the A146 and B1127 Copland Way. Access from the south and the A145 London Road requires travel through the town centre. At present traffic from the A145 south with a destination in Ellough Industrial Estate or the A146 to the north either travels through the town along London Road, Pedlars Lane, Ingate Road and Ellough Road (or Lowestoft Road), or it uses the minor roads to the south, namely, Church Lane, Weston and Church Road, Ellough. Due to the volume of HGVs...
travelling through the town centre, further development of Ellough Industrial Estate causes local concern. The current HGV flow makes up in the order of 10% at the London Road and Ellough Road junctions in the AM peak. This is typically less in the PM peak.

3.4 The route through the town centre comprises two lane single carriageway roads with predominantly residential frontages and a number of traffic signal controlled junctions along the route. Traffic flows along this route vary between 5,700 and 10,700 vehicles per day (two-way AADT, 2012). Although traffic flows of this magnitude are within the traffic capacity of the road, this level of flow imposes undesirable environmental impacts.

3.5 The route along Church Lane and Church Road to access Ellough Industrial Estate comprises narrow country lanes typically 4-5m wide and serve as primary access to a number of houses, farms and small businesses. They are also popular horse-riding routes and are therefore wholly inappropriate for carrying any increased level of traffic for access to the industrial estate.

3.6 The Council therefore considers it necessary to construct the Relief Road.

4. General description of the Scheme and the Order Land

The Relief Road

4.1 The Council intends to construct the Relief Road: a proposed new two-way single-carriageway highway that is 2.2km in length, and will connect the existing A145 London Road (via a new four-armed roundabout located approximately 1.5km south of Beccles), with the C969 Ellough Road (via a new three-armed roundabout situated 1.3km south-east of Beccles) where Ellough Road meets Benacre Road and, in doing so, connect the south and west of Suffolk with the Ellough Industrial Estate and former Ellough Airfield, now an Enterprise Zone.

4.2 The Scheme involves:

4.2.1 the construction of a highway between the A145 London Road and the C969 Ellough Road to by-pass the town of Beccles to the south, the town of Beccles being in the District of Waveney in the County of Suffolk;

4.2.2 the construction of a roundabout at the western end of the Relief Road approximately 1.5km south of the town of Beccles that will connect the above-mentioned Relief Road with the A145 and the construction of a roundabout at the eastern end of the Relief Road that will connect it to the C969 Ellough Road;

4.2.3 the stopping up and improvement of existing highway, and the construction of new highways in the vicinity of the route of the above mentioned highway in pursuance of the SRO;
4.2.4 the stopping up and provision of new private means of access in pursuance of the SRO;

4.2.5 use by the Council in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;

4.2.6 mitigating the adverse effect which the existence or use of the highways proposed to be constructed or improved as mentioned in articles 4.2.1-4.2.4 above, will have on the surroundings thereof.

4.3 The Relief Road is to be a 7.3m wide carriageway which will be kerbed and of flexible construction. Roundabout junctions, together with associated noise and light abatement measures and street furniture will be provided at the western and eastern ends of the Relief Road to connect it with the A145 London Road and the C969 Ellough Road. The Relief Road will be connected to the U1502 Cucumber Lane (South) by way of a new T-junction. Frontage access will connect the existing U1524 to the Relief Road, as this is used by inhabitants of the site known as Chenery’s Farm to the south, and to enable access to agricultural land to the north.

4.4 A new 3m wide shared use pedestrian and cycle facility will run alongside the Relief Road on its northern side from a point where it meets the existing frontage entrance from the A145 London Road on to the existing byway BR15, in a generally easterly direction until the Relief Road meets the C969 Ellough Road. This will be separated from the main carriageway by way of a 1m wide verge which will run parallel to the carriageway on its northern side.

4.5 The new roundabout junction at the western most end of the Relief Road will have four arms. These will connect it to the existing but re-aligned A145 London Road to the north and south, and to a new spur, which will also be constructed, that will lead to the Evergreen Garden Centre as a private means of access, and to Weston Footpath No. 2, a public footpath that leads to land and buildings known as Hall Farm.

4.6 The new roundabout junction at the eastern most end of the Relief Road will have three arms. These will connect the road to the existing but slightly re-aligned C969 Ellough Road to the north, and the existing re-aligned C969 Benacre Road to the south.

4.7 The Relief Road will be constructed across the existing Weston Footpath No. 3. To facilitate the Relief Road, the existing footpath will be diverted to lead up an embankment of 3m above ground level on both sides of the Relief Road, and gates will be put in place on the northern and southern edges of the highway boundary to ensure that badgers, which are part of a local habitat, do not cross the mainline road or shared use facility. A tunnel will be provided through the embankment underneath the Relief Road to ensure safe crossing for badgers. The embankment is being constructed to allow for the suitable drainage and alignment of the Relief Road. An
uncontrolled pedestrian and equestrian crossing will also be provided across the Relief Road to enable users to access Weston Footpath No. 3 from it.

4.8 A new access track will be provided to run parallel to the Relief Road on its northern side for a distance of approximately 1km between its roundabout junction with the C969 Ellough Road and U1502 Cucumber Lane/U1502 Oak Lane. This is to allow users of agricultural land access to it.

4.9 The Relief Road will be constructed across the unclassified road U1524. New frontage access will be provided to allow all users, including the inhabitants of the land and buildings, to enter the Relief Road from the south.

4.10 From the northern side of the Relief Road, gated access to U1524 will be provided to allow users with agricultural vehicles to access agricultural land to the north of the Relief Road.

4.11 A new T-junction, together with appropriate verging to its east and west, will be provided to allow access to the Relief Road from the south via the unclassified road U1502 Cucumber Lane.

4.12 The existing byways BY16 and BY8 will be maintained for a distance of approximately 1km from a point immediately south of the new three-armed roundabout at the eastern end of the Relief Road in a westerly direction. This is to allow access to industrial and agricultural land immediately south of the Relief Road.

4.13 7495m² of currently arable land is required for the purposes of a construction compound which will be used when the Relief Road plus the associated improvements are being constructed. This land is located approximately 1.5km south of the town of Beccles and immediately to the west of Ellough Road.

The Order Land

4.14 The land required to construct and thereafter maintain the Relief Road is set out in the CPO.

4.15 The Order Land lies approximately 1.5km south of the historic market town of Beccles on the northern boundary of Suffolk.

4.16 From the A145 (London Road), the Relief Road will head in an easterly direction across a medium sized agricultural field, and will then cross a public footpath (Weston Footpath No. 3). The Relief Road will then head in an easterly direction across a shelter belt of semi-mature evergreen and deciduous trees. Beyond this shelter belt the Relief Road will head in a generally easterly direction across another agricultural field passing a collection of agricultural and residential buildings known as Chenery's Farm to the south, and across an unclassified road (U1524). It will then go across Cucumber Lane, an unclassified road (U1502). The Relief Road will then pass through another shelter belt of semi mature green and deciduous trees. The Relief Road will then continue in a generally south-easterly direction along the southern
edge of an agricultural field. It will follow a line parallel with and immediately north of a concrete byway, which it will pass across at a point immediately east of Cucumber Lane. To the north, the byway (BY16 and BY8) is bordered by a medium height mature oak hedgerow with a large agricultural field beyond. To the south, the byway is bounded by a high hedge. Beyond this lie several small plots of land for commercial and industrial use. At its most easterly point, the Relief Road will connect with the Ellough Road and then Benacre Road via a roundabout junction. This leads to Ellough Industrial Estate and the old Ellough Airfield.

4.17 As a result of constructing the Relief Road the Council will need to acquire rights over land adjoining the Relief Road. Details of the required rights are set out in the CPO.

Special Land

4.18 There are no ancient monuments, listed buildings, consecrated lands, conservation areas, open space, renewal areas and fuel or field garden allotments affected by the Scheme.

5. Reasons for making the Orders

5.1 The purpose of the Relief Road is to relieve Beccles town centre of large amounts of through traffic, particularly HGVs, by providing motorists with a faster route to Ellough Industrial Estate. The provision of the Relief Road will also help bring forward the development of and accommodate trips to and from Ellough Airfield Enterprise Zone. By redirecting through traffic out of the town centre it will help preserve Beccles as an area of historic interest and will improve air quality within and access to the town centre for pedestrians and cyclists.

5.2 The construction of the Relief Road will help bring forward the extension of Ellough Industrial Estate in the form of the development of 20 Hectares of land on the former Ellough Airfield. A business case commissioned by the Council in 2014 showed that this site is expected to create 3100 new jobs and a total of £106m in Gross Value Added (GVA) between 2015 and 2024. It will also unlock developable land with a gross value of £9.5m. The Relief Road will enable the local area of Beccles to accommodate this planned level of growth which is a key part of Waveney District Council’s Core Strategy.

5.3 The Relief Road will provide HGV drivers and other business-related through traffic with a route to the Ellough Airfield Enterprise Zone from the south and west of Beccles from the A145 without having to go through the congested town centre, or along unsuitable country lanes like Church Lane and Cucumber Lane to the south of the town. An outline business case commissioned by the Council in March 2014 concluded that this will result in journey time saving benefits with a net present value (NPV) of £3.7m, and fuel savings with an NPV of £296k.

5.4 The Relief Road is expected to carry 1,800 vehicles per day in its first year after construction (2017/18). As well as reductions in strategic traffic going through the town centre of Beccles and along Cucumber Lane, the Relief Road will bring
reductions in vehicle flows of 16% along Pedlars Lane, 12% along Ingate Road, and 21% along Ellough Road. All of these roads are narrow and unsuitable for use by large numbers of HGVs.

5.5 By providing an alternative route to the Ellough Airfield Enterprise Zone and Ellough Industrial Estate from the west the new relief road will provide environmental benefits to people living and/or using Beccles town centre. It will give a reduction in noise and air pollution with an NPV of £1.03m according to the business case referred to in paragraph 5.2.

6. Negotiations with landowners

6.1 The Council has sought, and continues to seek, acquisition of the Order Land, or rights over the Order Land, by negotiation and agreement wherever possible, and the making of the CPO does not prejudice the rights of the respective owners to settle such negotiations by agreement.

6.2 The Council has been in discussions with the agents of the respective landowners mentioned in the CPO since January 2014 and has been able to reach agreement with some of the owners for acquisition by agreement. These acquisitions by agreement are currently being progressed.

6.3 However, the Council is not in a position to satisfy itself that all the land, rights and interests required to deliver the Relief Road can be acquired through negotiation (although attempts will continue). It is therefore essential to proceed with the CPO.

7. The Planning and Policy Position

7.1 Planning permission for the Relief Road was granted by the Council’s Development Control Committee on 21 July 2014 subject to adherence to conditions explained in Paper “Agenda Item No. 4: W13/3400: The Construction of the Beccles Southern Relief Road between A145 London Road and the C969 Ellough Road Including Structures, Drainage and Mitigation Measures.” This document can be accessed on the Council’s website at: http://www.suffolk.gov.uk/council-and-democracy/the-council-and-its-committees/committees/development-control-committee

7.2 The Relief Road is a key part of Waveney District Council’s Local Development Plan Document and Site Specific Allocation Document for Beccles (2009-2025).

7.3 The National Planning Policy Framework sets out the principles by which local planning authorities should treat planning applications and how they should plan investment in infrastructure to support sustainable development and economic growth. Chapter 4 of this document encourages the use of transport solutions that reduce greenhouse gas emissions and traffic congestion, support sustainable development, and encourage a variety of transport modes. The Relief Road would alleviate congestion in the historic town of Beccles, take heavy vehicles out of the town centre, and shorten journey times for commercial traffic using the A145 to reach
Ellough industrial Estate. The new road design includes a separate shared pedestrian/cycle lane which will run parallel to the carriageway for its entire length.

7.4 The New Anglia Strategic Economic Plan sets out the key locations for employment and housing growth in Norfolk and Suffolk between 2015 and 2021 and describes the key infrastructure needed to help bring the jobs and housing forward in that time. Paragraph 6.42 in Chapter 6 of this document sets out the need for the Relief Road to provide a faster route to Ellough Industrial Estate for through traffic and help bring forward the development of up to 20Ha of land on the former Ellough Airfield, which obtained Enterprise Zone Status in 2012. The Relief Road will help create 3100 new jobs by 2025 and will add an extra £106m per year in Gross value Added (GVA). Central Government has allocated £5m of capital from its Local Growth Fund to contribute to the capital cost of the construction of the Relief Road in 2015/16 and 2016/17.

7.5 The Relief Road is a strategic priority within the Council’s Local Transport Plan 2011-2031. It will help achieve the objectives of developing transport schemes that help bring forward economic growth and reduce traffic congestion in Suffolk’s historic town centres. The impact of HGVs on Beccles town centre is identified as one of the key transport issues in the district of Waveney. The provision of the Relief Road is the principal transport project planned for Beccles which will help alleviate the negative impact of through traffic on Beccles town centre and the surrounding minor roads. The importance of providing a transport network, in particular the development of road schemes, to help bring about economic development is recognised in the Local Transport Plan. Significant growth is forecast for Waveney to 2025, with around 3,000 new dwellings and 5,000 new jobs.

7.6 Waveney District Council’s Core Strategy was published in 2009, and outlines the policies and specific proposals for the development and use of land in Waveney until 2025. Waveney District Council forecasts that the district will see the creation of over 5,000 new jobs by 2025. Policy CS01 states that 20% of these jobs will be provided in its market towns. Beccles is the largest of these in terms of population. Paragraph 3.22 of this document outlines the guiding principles for the development of the Beccles locality. These are:

- that the attractive and historic town centre will be attractive and will have a broader range of shops and services;
- tourism, particularly bearing in mind the historic nature of the town centre and the proximity of Beccles to The Broads, will be important to the local economy;
- Beccles Business Park at Ellough will provide opportunities for local employment and that a Beccles Southern Relief Road will remove related heavy-goods vehicle traffic from the town centre and the surrounding villages.

7.7 Policy CS15 on sustainable transport emphasises the Relief Road as a key infrastructure requirement for the delivery of the Core Strategy by 2025. The policy also states that new development needs to include sustainable modes of transport within any proposals. The design specification for the Beccles Southern Relief Road
includes a 2.2km shared use facility for pedestrians and cyclists that will run parallel to the new road for its full length on its northern side. Two uncontrolled crossings are also provided, which will link equestrian users, pedestrians, and cyclists residing on the southern side of the road with Cucumber Lane (north), Oak Lane and Cookes Lane.

7.8 Waveney District Council’s **Site Specific Allocation Document for Beccles** (2011) outlines the need for and earmarks sites for 43 new homes to be built by 2025, mainly in the north of the town centre. Residents needing to access Beccles Business Park from here normally use Ellough Road and often come into conflict with through traffic going to and from the business park. The Relief Road will assist in addressing these problems by providing an alternative route for through traffic bound for Beccles Business Park and Industrial Estate (see Para. 3.22 of the Core Strategy).

7.9 Policy BEC1 of the Site Specific Allocation Document earmarks land at Ellough Airfield, immediately south of Benacre Road for industrial / employment uses. This land is also within the Beccles Enterprise Zone, in which some development has commenced. This area would benefit from the project by improving access for HGVs and other commercial vehicles.

7.10 Waveney District Council’s Local Development Order (EZ/BEC/ELL-01 Benacre Road, Ellough) comprises of 17 Ha of land at Ellough Airfield, and was adopted in March 2012 for an initial period of 5 years. The order is intended to simplify the planning process to enable new economic growth to occur within the enterprise zone (EZ) with the benefit of permitted development rights. The Relief Road would improve access for HGVs to industrial sites within the EZ, thus making the area more attractive for development.

8. Finance for the scheme

8.1 The Relief Road is a key strategic scheme within the Council’s Local Transport Plan 2011-2031 and capital programme for 2014-2017. Central government has agreed to provide £5m of capital funding for this Scheme through the Local Growth Fund (administered by New Anglia Local Enterprise Partnership) in 2015/16 and 2016/17.

8.2 The total cost of the scheme is £7m, which will includes land acquisition, design and construction. The Council has allocated £2m of its own capital funding for the scheme in its capital programme of 2014-17.

8.3 Should the Secretary of State confirm the Orders, it is expected that work will commence in 2017.

9. Human Rights

9.1 It is incumbent upon the Council to consider the impact of the Humans Rights Act 1998 when making decisions. The Council is conscious of the need to strike a balance between the rights of the individual and the interest of the public.
9.2 Extensive consultation has been carried out in formulating the scheme. Further opportunities for consultation were allowed within the planning process. The Council will follow the existing legislative provisions relating to compulsory purchase and this allows for objections to be made and for compensation to be paid to off-set the loss of land.

9.3 The Council considers that the interference with convention rights is justifiable in the public interest for the reasons given elsewhere in this report.

10. The SRO

10.1 As a result of the CPO, various side road works are required on or around the Order Land. The proposals are set out in the SRO and in this paragraph 10.

10.2 The SRO has been made under sections 14 and 125 of the Highways Act 1980 to authorise the Council to carry out certain works in respect of stopping up and/or improving existing highways, constructing new highways, and stopping up existing public means of access and providing new private means of access to premises necessitated by the Relief Road.

Highways

10.3 The Relief Road will affect existing highways, including public rights of way, and will affect existing private means of access, which require alternative provision to be made.

10.4 The existing access track to the Evergreen Garden Centre at the eastern end of Footpath 2 Weston is to be stopped up for a distance of 6m from the existing junction with the A145 London Road, in a westerly direction, along the existing route of Weston Footpath No. 2. This is to enable the construction of a spur (new highway reference A in the SRO) from the new roundabout junction that will allow motorists to access the Evergreen Garden Centre and will also allow pedestrians to access Weston Footpath No. 2 from the Relief Road.

10.5 Footpath FP3 is to be stopped up from a point 28m south-east of the centre point of the junction at which it meets BR15 for a distance of 46 metres in a southerly direction. This is required in order to construct part of the Relief Road and associated works. However, gated access to the Relief Road on both its northern and southern sides will be provided from the footpath within the boundary of the Relief Road. These gates will prevent severance, allow pedestrians and equestrian users to cross the road safely, and are necessary to prevent badgers crossing the road at ground level where they would come into conflict with motorists, thereby improving the safety of a local wildlife habitat. An 11.3m long tunnel will be provided underneath the Relief Road so that badgers are not impeded from crossing it.

10.6 The existing unclassified road (U1524) that leads from Chenery’s Farm to Cucumber Lane (North) is to be stopped up from a point 60m south of its junction with
Cucumber Lane (north) for a distance of 46m in a generally northerly direction. This is required to enable the construction of part of the Relief Road and associated works. However, highway improvements will be provided within the boundaries of the Relief Road to allow pedestrian, cyclist, and equestrian users to access Cucumber Lane (North) and to allow access for agricultural vehicles to enable land adjacent to Cucumber Lane to be farmed. Motorists who currently use this road to access Cucumber Lane (North) to travel northwards into the town of Beccles will now be able to use the Relief Road, London Road, and Ellough Road.

10.7 Cucumber Lane (South) (U1502) is to be stopped up from the centre-point of the junction at which it meets BY16 for a distance of 25m in a southerly direction. The purpose of this is to build part of the relief road, T-junction and associated works and safety measures befitting the T-junction. This new junction will allow access to the new relief road for all road users, who will then be able to access the rest of Suffolk via London Road (A145) or Ellough Road (C969).

10.8 Cucumber Lane (North) (U1521) is to be stopped up from the centre point of the junction at which it meets BY16 for a distance of 26 metres in a westerly direction. This is required in order to construct part of the Relief Road and associated works. It is a rural, narrow, unclassified road that is unsuitable for through motorised traffic. There is a danger that, should this part of Cucumber Lane be left open to motorised traffic, it will be used as a short cut by motorists who need to get from Beccles town centre to the Relief Road. Motorists who need to access the Enterprise Park from Beccles town centre will be able to use Ellough Road, or the A145 (London Road) and the Relief Road as an alternative route. An entrance to Cucumber Lane (North) from the Relief Road for pedestrians, cyclists and equestrian users will be provided within the boundary of the Relief Road. Bollards will be provided within the boundary of the Relief Road where it meets Cucumber Lane to the north, to make sure this road is not used by motorised through traffic.

10.9 Oak Lane (U1502) is to be stopped up from the centre point of its junction with Cucumber Lane (north) for a distance of 16m in a generally northerly direction. This is required in order to construct part of the Relief Road and associated works. The unclassified, unsurfaced road will remain as highway, and will provide access to Beccles for pedestrians, equestrian users and cyclists. This is within the boundaries of the Relief Road. Motorists will also be able to enter Oak Lane for access purposes only from its northern end. Bollards placed at the southern end of this road within the boundaries of the Relief Road will prevent its use by through motorised traffic.

10.10 Weston Byway No. 16 (BY16) is to be stopped up from the centre point of its junction with Cucumber Lane (north) for a distance of 250m in a generally easterly direction. This is required in order to construct part of the Relief Road and associated works as this crosses the boundary of the Relief Road. The byway will be realigned to run parallel to the Relief Road on its southern side and within its boundaries.
**Private Means of Access**

10.11 For details of reference number locations 1-5 for new access provisions – see the SRO plan folio (sheet 2 of 2) and schedule. The proposals necessitate the closure of certain private accesses, as follows (alternative provisions are identified where appropriate):

10.12 The existing access track to the Evergreen Garden Centre at the eastern end of Footpath 2 Weston is to be stopped up for a distance of 6m from the existing junction with the A145 London Road, in a westerly direction, along the existing route of Weston Footpath No. 2. (Reference 1) A new private means of access will be provided by way of a spur from the new roundabout junction on London Road (A145) for a distance of 6m in a westerly direction (Reference 1).

10.13 Field access to O.S parcel number 3059 (O.S sheet number TM4388 – 1969 edition) from the northern side of Byway 16 Weston, at a point 146 metres north east of the centre point of the junction of Byway 16 Weston and Cucumber Lane (U1502). Two new private means of access will be provided (References 3 and 5).

10.14 Field access to O.S parcel number 4948 (O.S sheet number TM4388 – 1969 edition) from the southern side of Byway 16 Weston, at a point 253 metres north east of the centre point of the junction of Byway 16 Weston and Cucumber Lane (U1502). A new private means of access will be provided from the southern side of BY16 (Reference 4).

10.15 Field access to O.S parcel number 0076 (O.S sheet number TM4388 – 1969 edition) from the northern side of Byway 16 Weston, at a point 261 metres north east of the centre point of the junction of Byway 16 Weston and Cucumber Lane (U1502). Two new private means of access will be provided from the northern side of the Relief Road (References 3 and 5).

10.16 Field access to O.S parcel number 0076 (O.S sheet number TM4388 – 1969 edition) from the northern side of Byway 16 Weston, at a point 360 metres north east of the centre point of the junction of Byway 16 Weston and Cucumber Lane (U1502). Two new private means of access will be provided from the northern side of the Relief Road (References 3 and 5).

10.17 Field access to O.S parcel number 0076 (O.S sheet number TM4388 – 1969 edition) from the northern side of Byway 16 Weston, at a point 395 metres north east of the centre point of the junction of Byway 16 Weston and Cucumber Lane (U1502). Two new private means of access will be provided from the northern side of the Relief Road (References 3 and 5).

10.18 Field access to O.S parcel number 0076 (O.S sheet number TM4488) from the northern side of Byway 8 Ellough, at a point 141 metres west of the centre point of the junction of Byway 8 Ellough and Ellough Road. A new private means of access will be provided on the northern side of the Relief Road (Reference 5).
10.19 Field access to O.S parcel number 0076 (O.S sheet number TM4488) from the northern side of Byway 8 Ellough to an arable field, at a point 34 metres west of the centre point of the junction of Byway 8 Ellough and Ellough Road. A new private means of access will be provided on the northern side of the new relief road (Reference 5).

**Conclusion**

10.20 Having regard to the wider public interest and the transportation benefits that are achieved, together with the alternative access arrangements which are proposed, the Council considers that the interference with private rights of access under the SRO to enable the proper functioning of the proposed new highway network is justified and that an appropriate balance has been struck between those rights and the wider public interest.

**The Traffic Regulation Order**

10.21 A Traffic Regulation Order is needed under section 1 of the Road Traffic Regulations Act 1984 to ensure that the access track provided on U1524 immediately north of the Relief Road (see paragraph 4.10 above) is used only by agricultural vehicles to access farmland immediately to the east and west of U1524 from the Relief Road. This access will also be used by cyclists, pedestrians and horse-riders, but will not be for use by motorised through traffic. Cucumber Lane (U1521) is unsuitable for this due to its width and location. Motorists needing through access to Beccles will be able to use the Relief Road and either the A145 (London Road) or the C969 (Ellough Road). Access for motorised through traffic to U1521 via U1524 will be prevented by the provision of a lockable gate on U1524 approximately 40 metres north of the new road. Access, the provision of keys for the gate lock, and maintenance of U1524 will be organised by the Council and any contractors they may hire.

11. **Inspection of documents**

All documents relating to the Orders can be inspected by appointment at the offices of the Council at Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX and at all reasonable hours at Beccles Library, Blyburgate, Beccles, Suffolk, NR34 9TB, and at Suffolk County Council (East Area Headquarters), Riverside, Canning Road, Lowestoft, NR33 0EQ, and is also available to view on the Council's website.

12. **Conclusion**

12.1 The unsuitability of the existing road network in around Beccles for HGV and other commercial traffic, together with the proposed expansion of the Ellough Industrial Estate and the Ellough Airfield Enterprise Zone provides a compelling case in the public interest for the construction of the Relief Road.

12.2 This road scheme is supported by national, sub-regional and local policies. It could also help deliver significant benefits for the local economy and significant
environmental and social benefits for Beccles town centre by removing a significant amount of through traffic, particularly HGVs.

12.3 Alternative design locations have been considered and discounted. The proposed scheme is the most appropriate and deliverable option. The interests in the land sought are no more than is reasonably required for this purpose.

12.4 Overall, it is considered that there is a compelling case for the public interest for compulsory acquisition of the Order Land and for the SRO. Furthermore, the required funds are available to meet the costs of land acquisition and any compensation payable.