

Sent to: tjh@poppyfieldsnorfolk.co.uk

Gable Developments Ltd

Land east of Stocks Hill, Bawburgh
South Norfolk Village Clusters Submission
Preliminary Highways Assessment

INTRODUCTION

Schema has been instructed by Poppyfields Norfolk Ltd, on behalf of Gable Developments Ltd, to provide a preliminary assessment of the highway's issues relating to the proposed development of the above site.

ENGINEERING ASSESSMENT

Existing Highway Network

The proposed development is located to the east of Stocks Hill, Bawburgh. Stocks Hill is an NCC Highways maintained asset and varies in width around the site frontage from approx. 5.10m to 5.60m. There is an existing footpath on either side of Stocks Hill around the site frontage which vary in width from approx. 1.70m to 2.00m wide.

This footpath enables access to the village to the north which is approximately 250m away however there is no formal footpath over the bridge across the River Yare.

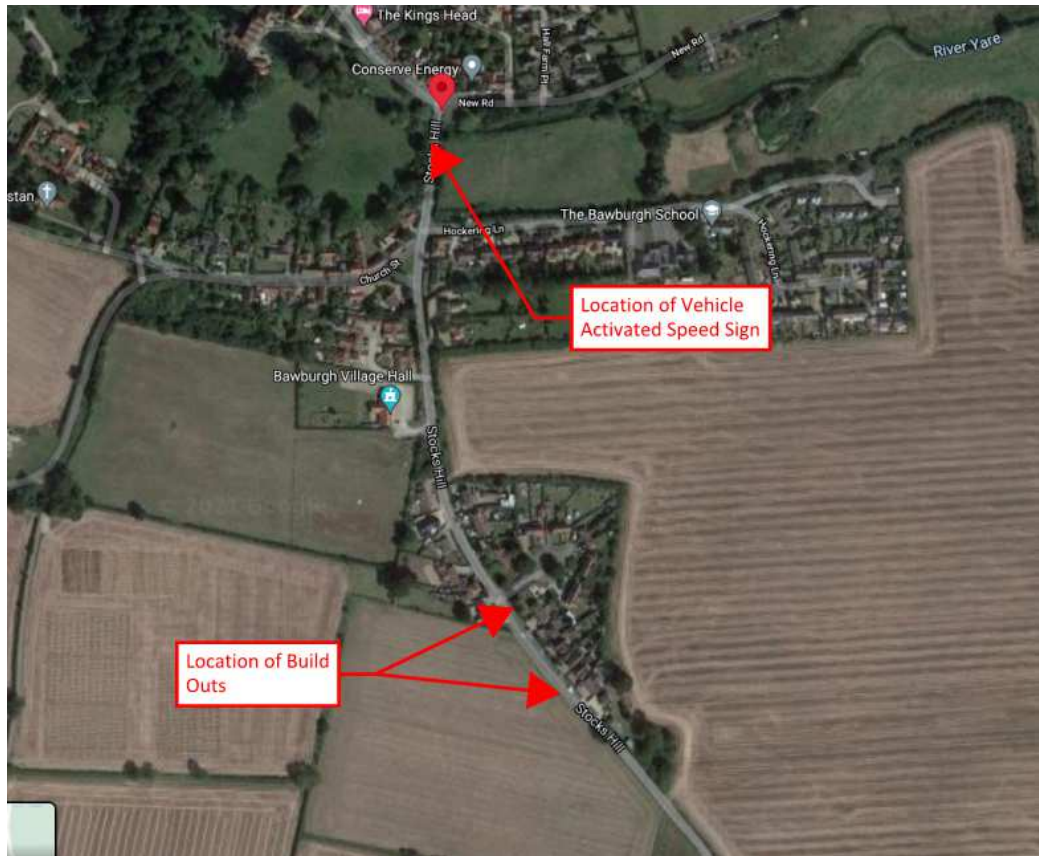
A junction to the Bawburgh Village Hall is located on the opposite side of Stocks Hill along the site frontage. The village hall is therefore a short walk away from the site and can be accessed via the new footpaths installed around the junction bellmouth as part of the new housing development currently being constructed to the south of the village hall.

The Existing visibility splays from various locations along the site frontage onto Stocks Hill does meet the required standard and is at least 43 to 59m in both directions.

There are existing local traffic calming features as shown on the image below i.e. build outs to the south and a vehicle activated speed sign to the north.

The Bawburgh School is situated to the northeast of the development and is approximately 380m from the site using the existing footpath network.

The posted speed limit along Bawburgh Road varies from 20 to 30mph along the site frontage.



Proposed Development

The developer proposes to construct new dwellings on the land to the east of Stocks Hill.

Proposed Solution

The final number of dwellings within the site is unknown however a Type 3 road design to NCC Highways adoptable standards can accommodate up to 250 dwellings with a 5.50m wide carriageway.

Please refer to the proposed Highway layout drawing attached:

- To achieve a suitable access the proposed estate site road entrance to the site off Stocks Hill has been located 20m north of the existing access from Stocks Hill into the Community Centre. This enables a suitable visibility splay in either direction to be achieved.
- The estate road is currently shown at 4.80m wide accommodating up to 50 dwellings however this can be upgraded to a 5.50m wide road if required.
- The footpath on the development side of Stocks Hill has been shown to be widened to 2.00m along the site frontage.
- Two trees will be required to be removed because of the proposed access location.
- The area benefits from existing speed reduction measures which will be maintained and further enhanced by the proposed development creating a more urbanised feel along Stocks Hill.

Further Work

Should it be required, further work could include speed surveys, NCC highway boundary search, tree surveys, highways safety audits etc

Attachments

- Existing Highway Drawing
- Proposed Highway Drawing
- Site plans
- Site photos
- Topographical survey

Page 3 of 3

This report has been prepared by:



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Director
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Notes

- This drawing is to be read in conjunction with all relevant structural engineer's drawings and details, the specification for the works, the relevant architect's drawings and any other specialist's drawings.
- Any discrepancies found on this or any other drawings are to be reported to and resolved by Schema Engineering Ltd before the commencement of any work relevant to the discrepancy.
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- The surface course on the access road shall be deferred until building work for the whole development is complete. Gully frames and grates and other ironwork shall be temporarily set flush with the base course and raised at the time the surface course is constructed.
- All works within the existing highway shall be carried out fully in accordance with the new works and street works act 1991 and to chapter 8 of the traffic signs manual. The contractor shall provide, erect, maintain and remove upon completion all temporary signing required for works carried out within the highway. The contractor shall liaise with the highways inspector of Norfolk County Council with regard to agreeing appropriate methods of traffic management.
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- Where drainage is to be adopted, manhole covers are to be permanently and visibly badged with the AW logo and the lettering 'SW' for surface water and 'FW' for foul water.
- Where possible orientation of manhole access covers to be orthogonal with adjacent kerb line.
- Manhole covers to be set flush with binder course on new road construction and raised to final levels when surface course is laid at later date.
- Sulphate resisting cement and concrete products to be used for foul sewerage.
- All pipes entering or leaving manholes shall be laid with their soffits level, unless shown or agreed otherwise.
- Gully connections to be 150mm dia at a gradient no flatter than 1 in 150 unless stated otherwise.
- The private foul and storm water drainage shall be subject to inspections by the local building control officer. The contractor shall liaise with the building inspector with regard to making inspections at the appropriate stages of the work.
- All private foul and storm water sewers shall be 100/110mm dia clayware or PVC unless stated otherwise. Storm sewers shall be laid at a gradient no flatter than 1 in 100, and foul sewers to a gradient no flatter than 1 in 80 unless stated otherwise on the drawings.
- All shallow inspection chambers to be a depth of 600mm from cover to invert unless stated otherwise.
- All connections to adoptable sewers to be made in vitrified clay only.

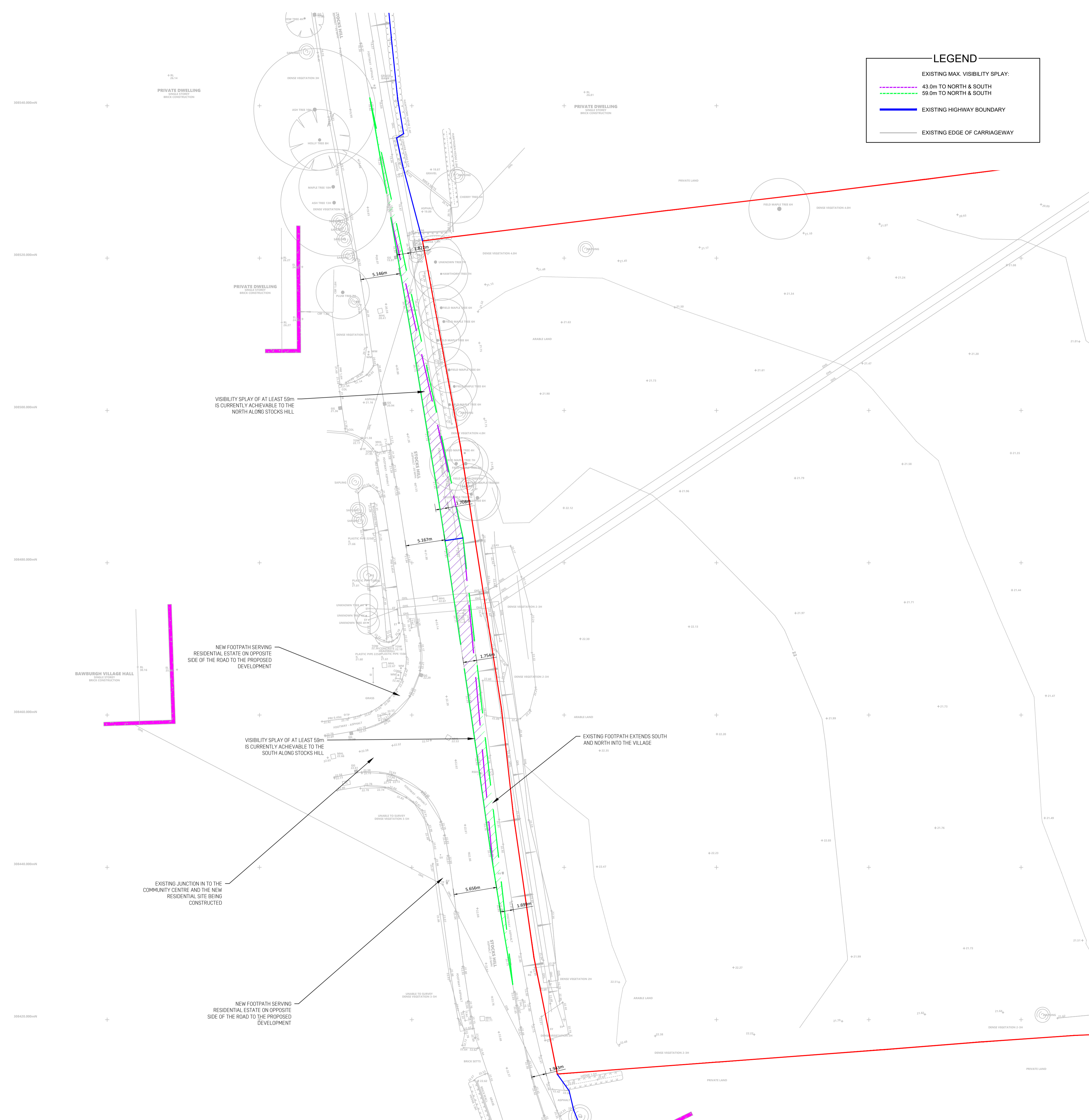
PROTECTION TO ADOPTABLE SEWERS:-

- Type S bedding to be used in non-trafficked areas.
- Type S bedding to be used in trafficked areas where the cover to the crown of the sewer is greater than or equal to 1200mm.
- Concrete Slab Protection to be provided in trafficked areas where the cover to the crown of the sewer is less than 1200mm.

PROTECTION TO PRIVATE SEWERS:-

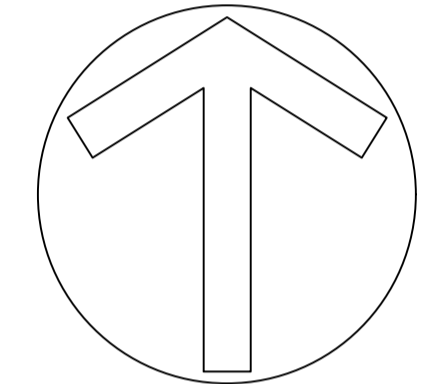
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LEGEND

- EXISTING MAX. VISIBILITY SPLAY:
 - 43.0m TO NORTH & SOUTH
 - 59.0m TO NORTH & SOUTH
- EXISTING HIGHWAY BOUNDARY
- EXISTING EDGE OF CARRIAGEWAY



PRELIMINARY DRAWING:
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Rev	Date	Description	By Check

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GABLE DEVELOPMENTS LTD	
Project	
LAND EAST OF STOCKS HILL, BAWBURGH NORFOLK	
Title	
RESIDENTIAL DEVELOPMENT ADOPTABLE HIGHWAY EXISTING SITE ACCESS ASSESSMENT	
Scale @ A1	Status
1:250	PRELIMINARY

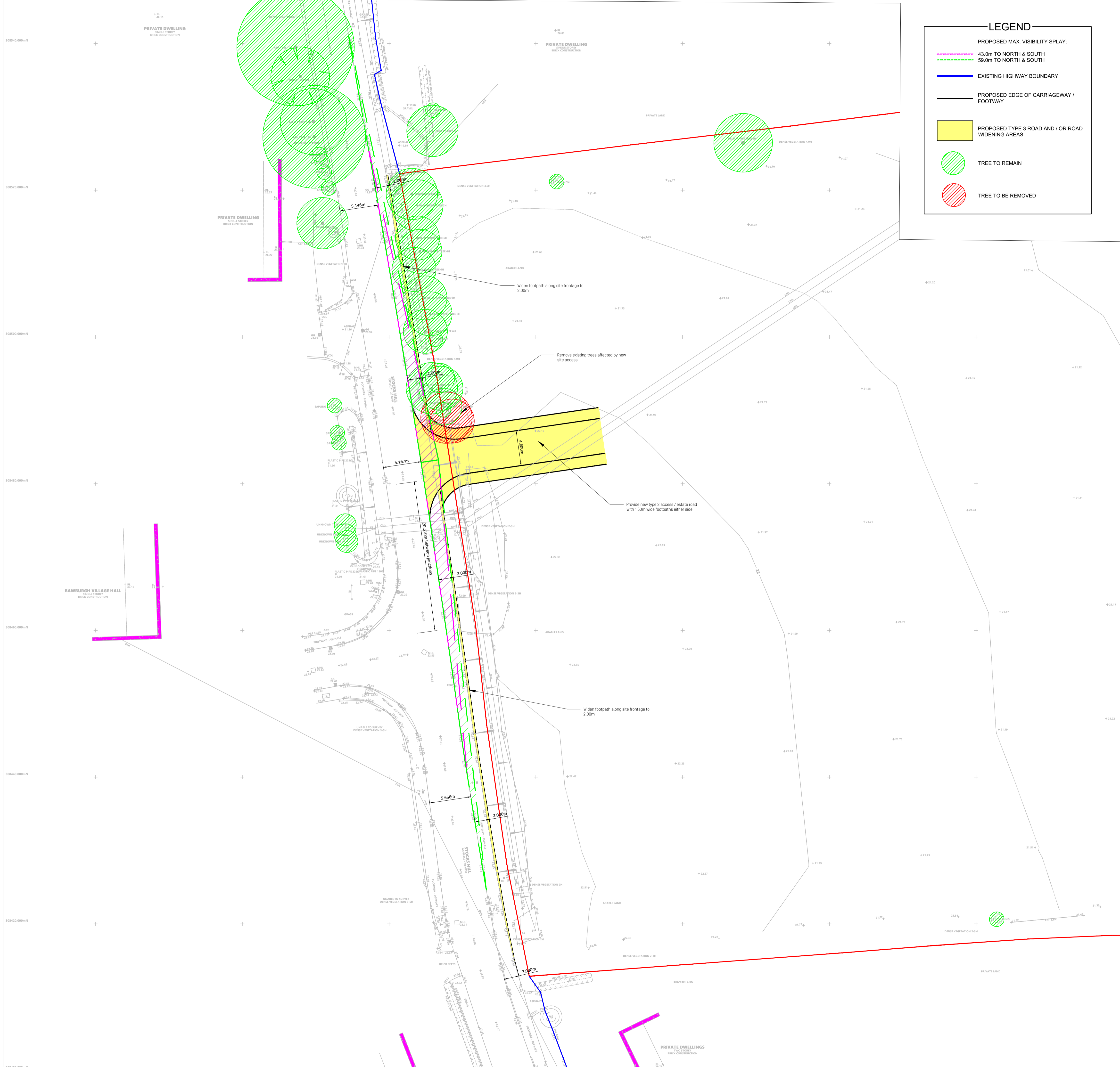


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AUGUST 2021	0166	PP	PP
Drawing No.		Revision	
C-100		P1	

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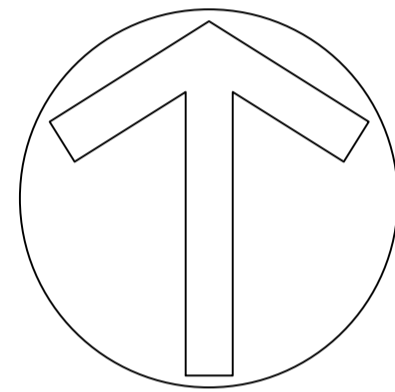
EXISTING HIGHWAY BOUNDARY

PROPOSED EDGE OF CARRIAGEWAY / FOOTWAY

PROPOSED TYPE 3 ROAD AND / OR ROAD WIDENING AREAS

TREE TO REMAIN

TREE TO BE REMOVED



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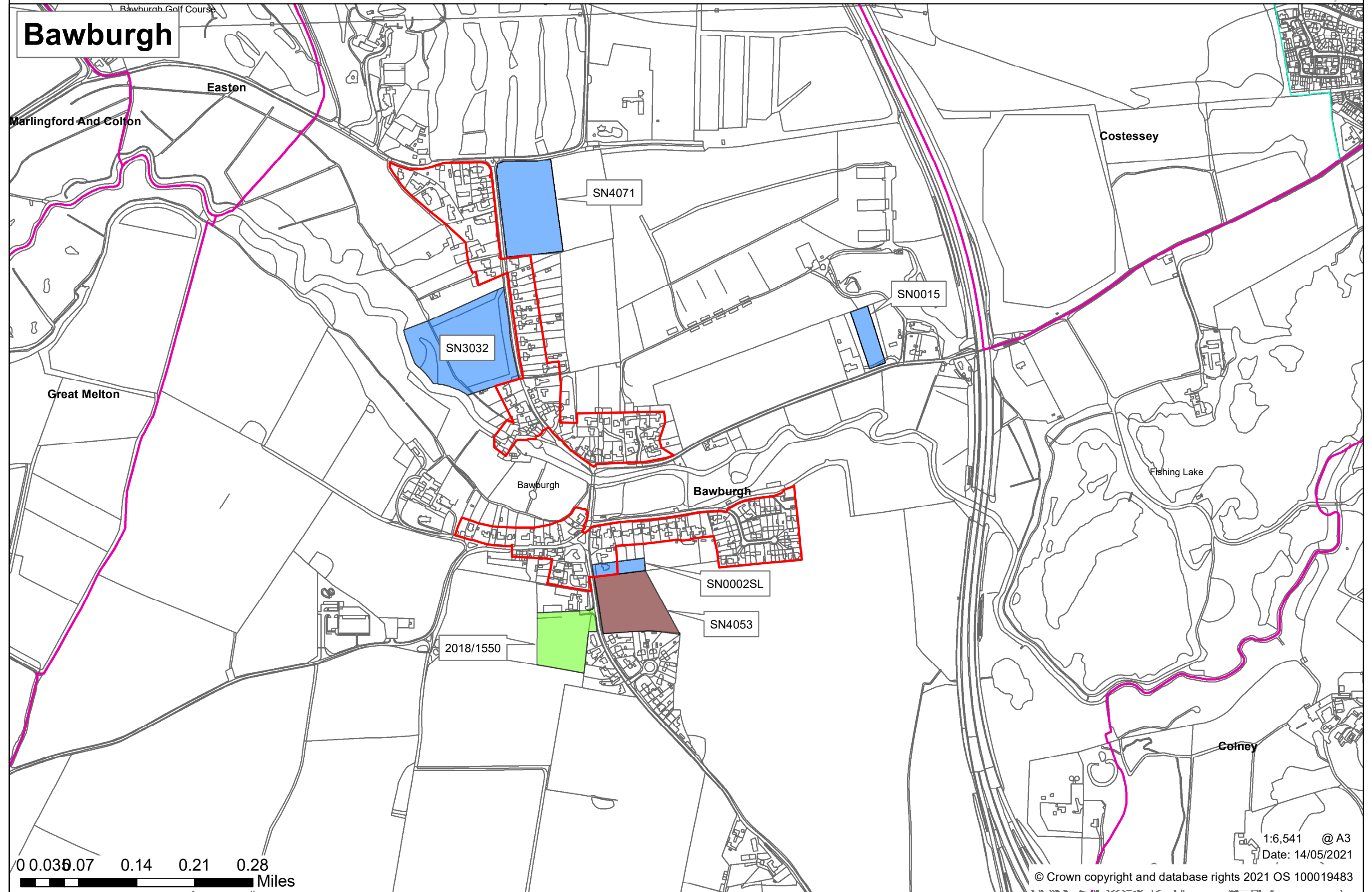


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AUGUST 2021	0166	PP	PP
Drawing No.		Revision	
C-101		P1	

South Norfolk Village Clusters Housing Allocations Plan



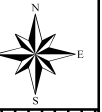
Bawburgh



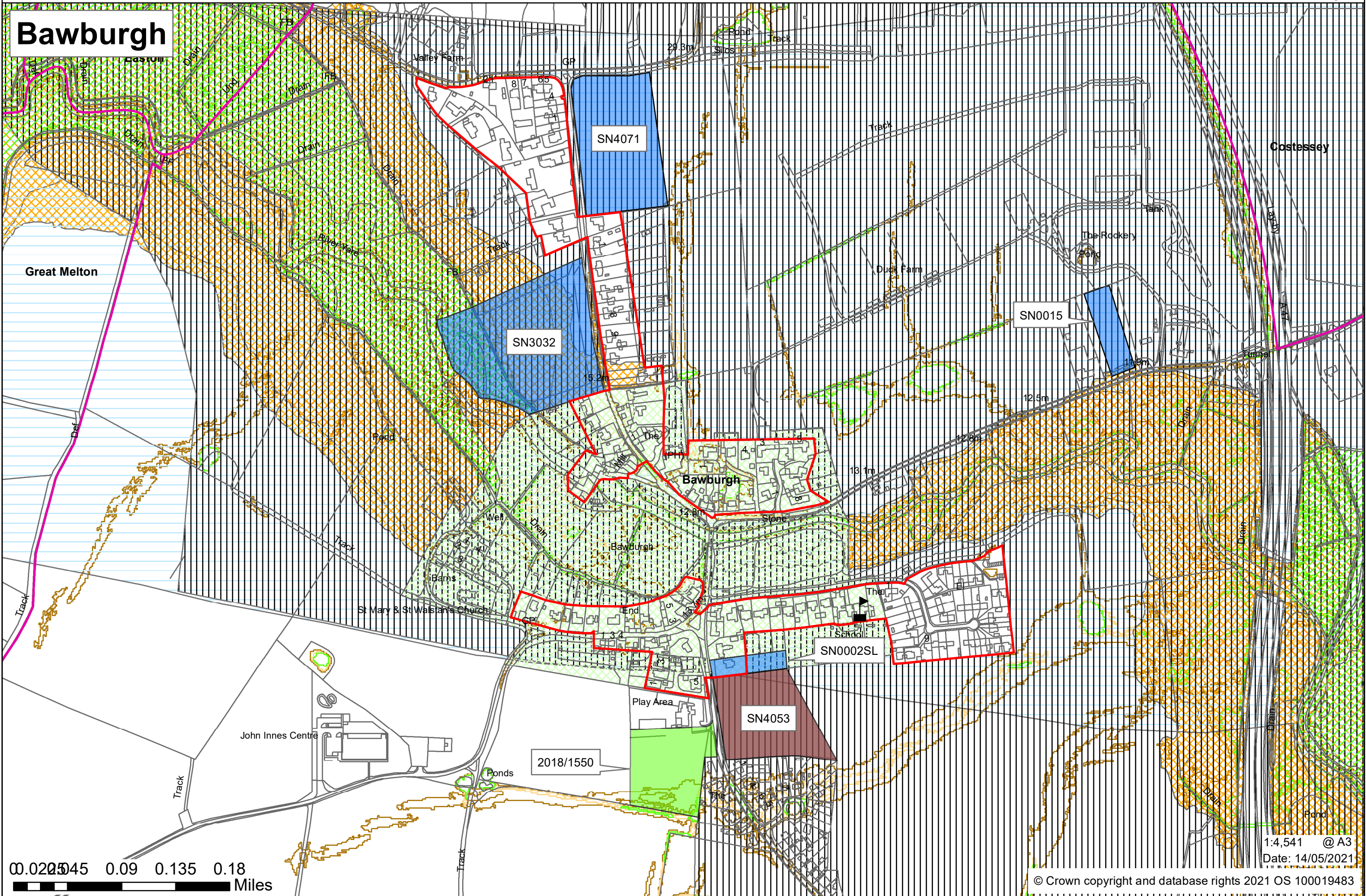
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1:6,541 @ A3
Date: 14/05/2021
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South Norfolk Village Clusters Housing Allocations Plan



Bawburgh



1:4,541 @ A3
Date: 14/05/2021

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SN Village Clusters Housing Allocations Document – Site Assessment Form

Part 1 Site Details

Site Reference	SN4053
Site address	Land to the east of Stocks Hill, Bawburgh
Current planning status (including previous planning policy status)	Unallocated
Planning History	No relevant planning history
Site size, hectares (as promoted)	1ha
Promoted Site Use, including (g) Allocated site (h) SL extension	Allocation (The site has been promoted for 25 dwellings, plus a potential additional area of land to the east for public open space)
Promoted Site Density (if known – otherwise assume 25 dwellings/ha)	25 dwellings at 25dph
Greenfield/ Brownfield	Greenfield

Part 2 Absolute Constraints

ABSOLUTE ON-SITE CONSTRAINTS (if 'yes' to any of the below, the site will be excluded from further assessment)	
Is the site located in, or does the site include:	
SPA, SAC, SSSI, Ramsar	No
National Nature Reserve	No
Ancient Woodland	No
Flood Risk Zone 3b	No
Scheduled Ancient Monument	No
Locally Designated Green Space	No

Part 3 Suitability Assessment

HELAA Score:

The RED/ AMBER/ GREEN score in the HELAA Score column below is based upon the assessment criteria set out in Appendix A of the 'Norfolk Housing and Economic Land Availability Assessment (July 2016)' methodology.

Site Score:

Where a HELAA Assessment has indicated either a RED or AMBER score, has the promoter of the site submitted any supporting evidence to indicate that the issues can be overcome (e.g., a Flood Risk Assessment, Contaminated Land Survey, Ecological Survey)? If yes, and if appropriate, note any changes to the HELAA score in the Site Score column. Additional criteria have been included under 'Accessibility to local services and facilities' and 'Landscape', which need to be reflected in the Site Score.

(Please note boxes filled with grey should not be completed)

SUITABILITY ASSESSMENT			
Constraint	HELAA Score (R/ A/ G)	Comments	Site Score (R/ A/ G)
Access to the site	Green	<p>Access is available from Stocks Hill</p> <p>NCC HIGHWAYS – Green.</p> <p>NCC HIGHWAYS MEETING COMMENTS – Preferred site - next to the school, existing footpath, suitable width carriageway, within the 20mph limit zone.</p>	Green
<p>Accessibility to local services and facilities</p> <p><i>Part 1:</i></p> <ul style="list-style-type: none"> ○ Primary School ○ Secondary school ○ Local healthcare services ○ Retail services ○ Local employment opportunities ○ Peak-time public transport 	Amber	<p>Primary School located approximately 200m from the site</p> <p>Some local employment opportunities, including Bawburgh golf club.</p> <p>Other services available within neighbouring settlements.</p>	

<p><i>Part 2:</i> Part 1 facilities, plus</p> <ul style="list-style-type: none"> oVillage/ community hall oPublic house/ cafe o Preschool facilities o Formal sports/ recreation facilities 		<p>Public House – The Kings Head approximately 370m from the site</p> <p>Village hall and recreation ground located opposite the site on Stocks Hill</p>	Green
Utilities Capacity	Green	<p>Wastewater infrastructure capacity to be confirmed</p> <p>AW advise sewers crossing the site</p>	Green
Utilities Infrastructure	Green	No anticipated issues	Green
Better Broadband for Norfolk		Site within the area already served by fibre technology	Green
Identified ORSTED Cable Route		Site is unaffected by the identified ORSTED cable route or substation location	Green
Contamination & ground stability	Green	<p>No known contamination or ground stability issues</p> <p>SNC ENV PROTECTION -</p> <p>Land Quality: Having regard to the history of the site along with the size of the site and sensitivity of the proposed development it is recommended that a Phase One Report (Desk Study) should be required as part of any planning application.</p> <p>Amenity: The site in question is close to the Village Hall, Stocks Hill, Bawburgh, Norfolk, NR9 3LL. Consideration should be given to the potential impact of the Village Hall on the amenity future residents along with the impact on the future viability of the Village Hall of introducing noise sensitive receptors close to it.</p>	Green

Flood Risk	Green	Site is in flood zone 1 LLFA – Green. Few or no constraints. Standard information required. The site is adjacent to a significant flowpath.	Green
Impact	HELAA Score (R/ A/ G)	Comments	Site Score (R/ A/ G)
SN Landscape Type <i>(Land Use Consultants 2001)</i>		Rural River Valley	x
		Tributary Farmland	
		Tributary Farmland with Parkland	
		Settled Plateau Farmland	
		Plateau Farmland	
		Valley Urban Fringe	
		Fringe Farmland	
SN Landscape Character Area <i>(Land Use Consultants 2001)</i>		A2 – Yare/Tiffany River Valley	
Overall Landscape Assessment	Amber	Grade 3 agricultural land The site forms part of the river valley and offers open views to the west. SNC LANDSCAPE ARCHITECT – The site would require a landscape assessment as it is an open landscape and visible from the SLBPZ. No significant vegetation on the site.	Amber
Townscape	Amber	Development of the site would impact on the existing verdant characteristics of this part of Stocks Hill. This impact may be mitigated through an appropriate design solution	Amber
Biodiversity & Geodiversity	Green	There are no known impacts upon biodiversity or geodiversity NCC ECOLOGY – Green. SSSI IRZ. Close to Yare Valley CWS. Potential for protected species/habitats and Biodiversity Net Gain.	Green

Historic Environment	Amber	<p>Site is located adjacent to the conservation area and may impact views into the conservation area. It is considered that this could be mitigated through appropriate design solutions.</p> <p>HES – Amber</p>	Amber
Open Space	Green	<p>Development of the site would not result in the loss of open space</p>	Green
Transport and Roads	Green	<p>Development of the site is not considered to impact the functioning of the local road network.</p> <p>NCC HIGHWAYS – Green.</p> <p>NCC HIGHWAYS MEETING COMMENTS – Preferred site - next to the school, existing footpath, suitable width carriageway, within the 20mph limit zone.</p>	Green
Neighbouring Land Uses	Green	<p>Agricultural and residential</p>	Green

Part 4 Site Visit

Site Visit Observations	Comments	Site Score (R/ A/ G)
<i>Impact on Historic Environment and townscape?</i>	Site offers open views across the River Valley. The site is adjacent to the Conservation Area.	
<i>Is safe access achievable into the site? Any additional highways observations?</i>	Access from Stocks Hill. A new access would need to be formed.	
<i>Existing land use? (including potential redevelopment/demolition issues)</i>	Agricultural	
<i>What are the neighbouring land uses and are these compatible? (impact of development of the site and on the site)</i>	Agricultural and residential	
<i>What is the topography of the site? (e.g. any significant changes in levels)</i>	Generally flat. The site is in an elevated position at the top of Stocks Hill.	
<i>What are the site boundaries? (e.g. trees, hedgerows, existing development)</i>	Hedgerows to the north and south. Limited screening on the western edge of the site.	
<i>Landscaping and Ecology – are there any significant trees/ hedgerows/ ditches/ ponds etc on or adjacent to the site?</i>	Hedgerows at site boundaries	
<i>Utilities and Contaminated Land– is there any evidence of existing infrastructure or contamination on / adjacent to the site? (e.g., pipelines, telegraph poles)</i>	Electricity lines run along the front of the site and cross the site to the north	
<i>Description of the views (a) into the site and (b) out of the site and including impact on the landscape</i>	There are open views across the site looking over the River Valley	
Initial site visit conclusion <i>(NB: this is an initial observation only for informing the overall assessment of a site and does not determine that a site is suitable for development)</i>	Development of the site will impact upon the landscape character of the area. The site is in a prominent position and offers open views across the river valley towards Norwich	Amber

Part 5 Local Plan Designations

Local Plan Designations, including those in Neighbourhood Plans, should be noted in the table below (excluding Open Countryside which will apply to all sites promoted outside the Development Limits).

Local Plan Designations (<i>UNIFORM</i>)	Comments	Site Score (R/ A/ G)
Norwich Southern Bypass Land Protection Zone		
River Valley		
Conclusion	Potential landscape constraints	Amber

Part 6 Availability and Achievability

AVAILABILITY ASSESSMENT (in liaison with landowners)			
	Comments		Site Score (R/ A/ G)
Is the site in private/ public ownership?	Private		
Is the site currently being marketed? <i>(Additional information to be included as appropriate)</i>	Site is owned by a developer/promoter		
When might the site be available for development? <i>(Tick as appropriate)</i>	Immediately	x	Green
	Within 5 years		
	5 – 10 years		
	10 – 15 years		
	15-20 years		
	Comments:		Green

ACHIEVABILITY (in liaison with landowners, and including viability)		
	Comments	Site Score (R/A/G)
Evidence submitted to support site deliverability? <i>(Yes/ No) (Additional information to be included as appropriate)</i>	Site promoter has confirmed that site is deliverable	Green

Are on-site/ off-site improvements likely to be required if the site is allocated? (e.g., physical, community, GI)	No	Green
Has the site promoter confirmed that the delivery of the required affordable housing contribution is viable?	Site promoter has confirmed that the site is viable	Green
Are there any associated public benefits proposed as part of delivery of the site?	An area of public open space associated with the site has been suggested by the site promoter	

Part 7 Conclusion

CONCLUSION
<p>Suitability The site is of a suitable size for allocation. The site relates well to the main settlement and existing services. Development of the site would not significantly encroach into the open countryside however development in this location would be visible in long views towards the site, including from the SBLPZ and River Valley. No highways, heritage or flood constraints have been identified.</p> <p>Site Visit Observations The site offers open views across the River Valley. The site relates well to the settlement and existing services.</p> <p>Local Plan Designations River Valley.</p> <p>Availability Promoter has confirmed the site is available.</p> <p>Achievability No identified issues.</p> <p>OVERALL CONCLUSION: The site is considered to be a REASONABLE option for development. The site has a strong relationship with the existing built form of the settlement and would benefit from good connectivity. A landscape assessment would be required to determine the landscape impact of development in this location. There would not be a significant impact on existing vegetation on the site.</p> <p>Preferred Site: Yes Reasonable Alternative: Rejected:</p>

Date Completed: 11 January 2021





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LOW







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NEW ROAD
LAYOUT
AHEAD





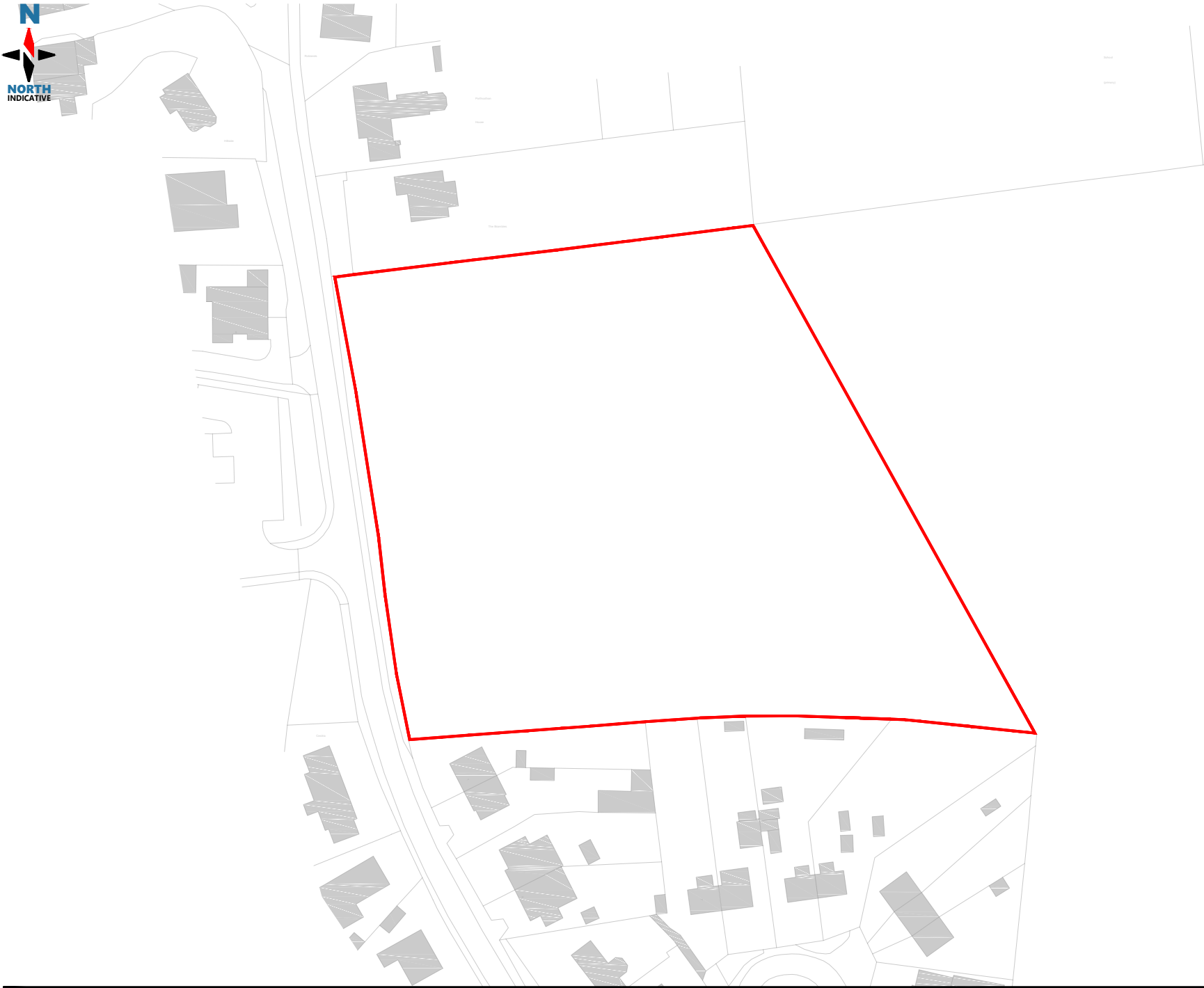
20





ABBREVIATIONS

GENERAL	TREE TYPES	OTHERS
AL AIR VALVE	DE	DEAD TREE
AR ARMS-DRIVING LEVEL	DR	DEAD CONIFEROUS TREE
BL BOLLARD	FL	FLOODED
BO BOLLARD	FR	FENCED RAILWAY
BS BUSH	FS	FENCED SLOPE
BU BUSH	FT	FENCE TOP
CA CABLE	GA	GULLY
CB CABLE BOX	GL	GULLY COVER
CC CABLE CHANNEL	GR	GRASS
CD CABLE DUCT	GS	GRASS COVER LEVEL
CE CABLE END	GU	GULLY
CF CABLE FEED	GV	GULLY VALVE
CG CABLE GROUND	GW	GULLY WALL
CH CABLE HEAD	HA	HANDRAIL
CI CABLE IDENTIFICATION	HE	HEDGE
CJ CABLE JUNCTION	HL	HOLE
CK CABLE KICK	HM	HOLE MARK
CL CABLE LAMP	HN	HOLE NUMBER
CM CABLE MOUNT	HO	HOLE OFFSET
CN CABLE NETWORK	HP	HOLE POSITION
CO CABLE OFFSET	HS	HOLE SIZE
CP CABLE POINT	HT	HOLE TYPE
CQ CABLE QUANTITY	HU	HOLE USE
CR CABLE RACE	HW	HOLE WIDTH
CS CABLE SCHEDULE	HY	HOLE YIELD
CT CABLE TIE	HZ	HOLE ZONE
CU CABLE UNDERGROUND	IA	IRRAWADDI
CV CABLE VALVE	IB	IRRAWADDI BRIDGE
CW CABLE WALL	IC	IRRAWADDI CREEK
CX CABLE WIRE	ID	IRRAWADDI DRAIN
CY CABLE YIELD	IE	IRRAWADDI EMBANKMENT
CZ CABLE ZONE	IF	IRRAWADDI FENCE
DA DAM	IG	IRRAWADDI GULLY
DB DAM BOX	IH	IRRAWADDI HOLE
DC DAM CHANNEL	II	IRRAWADDI ISLAND
DD DAM DRAIN	IJ	IRRAWADDI JUNCTION
DE DAM END	IK	IRRAWADDI KICK
DF DAM FEED	IL	IRRAWADDI LAMP
DG DAM GROUND	IM	IRRAWADDI MOUNT
DH DAM HEAD	IN	IRRAWADDI NETWORK
DI DAM IDENTIFICATION	IO	IRRAWADDI OFFSET
DJ DAM JUNCTION	IP	IRRAWADDI POINT
DK DAM KICK	IQ	IRRAWADDI QUANTITY
DL DAM LAMP	IR	IRRAWADDI RACE
DM DAM MOUNT	IS	IRRAWADDI SCHEDULE
DN DAM NETWORK	IT	IRRAWADDI TIE
DO DAM OFFSET	IU	IRRAWADDI UNDERGROUND
DP DAM POINT	IV	IRRAWADDI VALVE
DQ DAM POSITION	IW	IRRAWADDI WALL
DR DAM QUANTITY	IX	IRRAWADDI WIRE
DS DAM RACE	IY	IRRAWADDI YIELD
DT DAM SCHEDULE	IZ	IRRAWADDI ZONE
DU DAM TIE	JA	JUNCTION
DV DAM UNDERGROUND	JB	JUNCTION BRIDGE
DW DAM VALVE	JC	JUNCTION CREEK
DX DAM WALL	JD	JUNCTION DRAIN
DY DAM WIRE	JE	JUNCTION EMBANKMENT
DZ DAM YIELD	JF	JUNCTION FENCE
EA EAR	JG	JUNCTION GULLY
EB EAR BRIDGE	JH	JUNCTION HOLE
EC EAR CREEK	JI	JUNCTION ISLAND
ED EAR DRAIN	JJ	JUNCTION JUNCTION
EE EAR EMBANKMENT	JK	JUNCTION KICK
EF EAR FENCE	JL	JUNCTION LAMP
EG EAR GULLY	JM	JUNCTION MOUNT
EH EAR HOLE	JN	JUNCTION NETWORK
EI EAR ISLAND	JO	JUNCTION OFFSET
EJ EAR JUNCTION	JP	JUNCTION POINT
EK EAR KICK	JQ	JUNCTION QUANTITY
EL EAR LAMP	JR	JUNCTION RACE
EM EAR MOUNT	JS	JUNCTION SCHEDULE
EN EAR NETWORK	JT	JUNCTION TIE
EO EAR OFFSET	JU	JUNCTION UNDERGROUND
EP EAR POINT	JV	JUNCTION VALVE
EQ EAR POSITION	JW	JUNCTION WALL
ER EAR QUANTITY	JX	JUNCTION WIRE
ES EAR RACE	JY	JUNCTION YIELD
ET EAR SCHEDULE	JZ	JUNCTION ZONE
EU EAR TIE	KA	KICK
EV EAR UNDERGROUND	KB	KICK BRIDGE
EW EAR VALVE	KC	KICK CREEK
EX EAR WALL	KD	KICK DRAIN
EY EAR WIRE	KE	KICK EMBANKMENT
EZ EAR YIELD	KF	KICK FENCE
FA FAN	KG	KICK GULLY
FB FAN BRIDGE	KH	KICK HOLE
FC FAN CREEK	KI	KICK ISLAND
FD FAN DRAIN	KJ	KICK JUNCTION
FE FAN EMBANKMENT	KK	KICK KICK
FF FAN FENCE	KL	KICK LAMP
FG FAN GULLY	KM	KICK MOUNT
FH FAN HOLE	KN	KICK NETWORK
FI FAN ISLAND	KO	KICK OFFSET
FJ FAN JUNCTION	KP	KICK POINT
FK FAN KICK	KQ	KICK QUANTITY
FL FAN LAMP	KR	KICK RACE
FM FAN MOUNT	KS	KICK SCHEDULE
FN FAN NETWORK	KT	KICK TIE
FO FAN OFFSET	KU	KICK UNDERGROUND
FP FAN POINT	KV	KICK VALVE
FQ FAN POSITION	KW	KICK WALL
FR FAN QUANTITY	KX	KICK WIRE
FS FAN RACE	KY	KICK YIELD
FT FAN SCHEDULE	KZ	KICK ZONE
FU FAN TIE	LA	LAMP
FV FAN UNDERGROUND	LB	LAMP BRIDGE
FW FAN VALVE	LC	LAMP CREEK
FX FAN WALL	LD	LAMP DRAIN
FY FAN WIRE	LE	LAMP EMBANKMENT
FZ FAN YIELD	LF	LAMP FENCE
GA GALE	LG	LAMP GULLY
GB GALE BRIDGE	LH	LAMP HOLE
GC GALE CREEK	LI	LAMP ISLAND
GD GALE DRAIN	LJ	LAMP JUNCTION
GE GALE EMBANKMENT	LK	LAMP KICK
GF GALE FENCE	LL	LAMP LAMP
GG GALE GULLY	LM	LAMP MOUNT
GH GALE HOLE	LN	LAMP NETWORK
GI GALE ISLAND	LO	LAMP OFFSET
GJ GALE JUNCTION	LP	LAMP POINT
GK GALE KICK	LQ	LAMP QUANTITY
GL GALE LAMP	LR	LAMP RACE
GM GALE MOUNT	LS	LAMP SCHEDULE
GN GALE NETWORK	LT	LAMP TIE
GO GALE OFFSET	LU	LAMP UNDERGROUND
GP GALE POINT	LV	LAMP VALVE
GQ GALE POSITION	LW	LAMP WALL
GR GALE QUANTITY	LX	LAMP WIRE
GS GALE RACE	LY	LAMP YIELD
GT GALE SCHEDULE	LZ	LAMP ZONE
GU GALE TIE	MA	MOUNT
GV GALE UNDERGROUND	MB	MOUNT BRIDGE
GW GALE VALVE	MC	MOUNT CREEK
GX GALE WALL	MD	MOUNT DRAIN
GY GALE WIRE	ME	MOUNT EMBANKMENT
GZ GALE YIELD	MF	MOUNT FENCE
HA HAD	MG	MOUNT GULLY
HB HAD BRIDGE	MH	MOUNT HOLE
HC HAD CREEK	MI	MOUNT ISLAND
HD HAD DRAIN	MJ	MOUNT JUNCTION
HE HAD EMBANKMENT	MK	MOUNT KICK
HF HAD FENCE	ML	MOUNT LAMP
HG HAD GULLY	MM	MOUNT MOUNT
HH HAD HOLE	MN	MOUNT NETWORK
HI HAD ISLAND	MO	MOUNT OFFSET
HJ HAD JUNCTION	MP	MOUNT POINT
HK HAD KICK	MQ	MOUNT QUANTITY
HL HAD LAMP	MR	MOUNT RACE
HM HAD MOUNT	MS	MOUNT SCHEDULE
HN HAD NETWORK	MT	MOUNT TIE
HO HAD OFFSET	MU	MOUNT UNDERGROUND
HP HAD POINT	MV	MOUNT VALVE
HQ HAD POSITION	MW	MOUNT WALL
HR HAD QUANTITY	MX	MOUNT WIRE
HS HAD RACE	MY	MOUNT YIELD
HT HAD SCHEDULE	MZ	MOUNT ZONE
HU HAD TIE	NA	NAIL
HV HAD UNDERGROUND	NB	NAIL BRIDGE
HW HAD VALVE	NC	NAIL CREEK
HX HAD WALL	ND	NAIL DRAIN
HY HAD WIRE	NE	NAIL EMBANKMENT
HZ HAD YIELD	NF	NAIL FENCE
IA IAD	NG	NAIL GULLY
IB IAD BRIDGE	NH	NAIL HOLE
IC IAD CREEK	NI	NAIL ISLAND
ID IAD DRAIN	NJ	NAIL JUNCTION
IE IAD EMBANKMENT	NK	NAIL KICK
IF IAD FENCE	NL	NAIL LAMP
IG IAD GULLY	NM	NAIL MOUNT
IH IAD HOLE	NO	NAIL NETWORK
II IAD ISLAND	NP	NAIL OFFSET
IJ IAD JUNCTION	NQ	NAIL POINT
IK IAD KICK	NR	NAIL QUANTITY
IL IAD LAMP	NS	NAIL RACE
IM IAD MOUNT	NT	NAIL SCHEDULE
IN IAD NETWORK	NU	NAIL TIE
IO IAD OFFSET	NV	NAIL UNDERGROUND
IP IAD POINT	NW	NAIL VALVE
IQ IAD POSITION	NX	NAIL WALL
IR IAD QUANTITY	NY	NAIL WIRE
IS IAD RACE	NZ	NAIL YIELD
IT IAD SCHEDULE	OA	OFFSET
IU IAD TIE	OB	OFFSET BRIDGE
IV IAD UNDERGROUND	OC	OFFSET CREEK
IW IAD VALVE	OD	OFFSET DRAIN
IX IAD WALL	OE	OFFSET EMBANKMENT
IY IAD WIRE	OF	OFFSET FENCE
IZ IAD YIELD	OG	OFFSET GULLY
JA JAD	OH	OFFSET HOLE
JB JAD BRIDGE	OI	OFFSET ISLAND
JC JAD CREEK	OJ	OFFSET JUNCTION
JD JAD DRAIN	OK	OFFSET KICK
JE JAD EMBANKMENT	OL	OFFSET LAMP
JF JAD FENCE	OM	OFFSET MOUNT
JG JAD GULLY	ON	OFFSET NETWORK
JH JAD HOLE	OO	OFFSET OFFSET
JI JAD ISLAND	OP	OFFSET POINT
IJ JAD JUNCTION	OQ	OFFSET QUANTITY
JK JAD KICK	OR	OFFSET RACE
IL JAD LAMP	OS	OFFSET SCHEDULE
IM JAD MOUNT	OT	OFFSET TIE
IN JAD NETWORK	OU	OFFSET UNDERGROUND
IO JAD OFFSET	OV	OFFSET VALVE
IP JAD POINT	OW	OFFSET WALL
IQ JAD POSITION	OX	OFFSET WIRE
IR JAD QUANTITY	OY	OFFSET YIELD
IS JAD RACE	OZ	OFFSET ZONE
IT JAD SCHEDULE	PA	PAN
IU JAD TIE	PB	PAN BRIDGE
IV JAD UNDERGROUND	PC	PAN CREEK
IW JAD VALVE	PD	PAN DRAIN
IX JAD WALL	PE	PAN EMBANKMENT
IY JAD WIRE	PF	PAN FENCE
IZ JAD YIELD	PG	PAN GULLY
JA JAD	PH	PAN HOLE
JB JAD BRIDGE	PI	PAN ISLAND
JC JAD CREEK	PJ	PAN JUNCTION
JD JAD DRAIN	PK	PAN KICK
JE JAD EMBANKMENT	PL	PAN LAMP
JF JAD FENCE	PM	PAN MOUNT
JG JAD GULLY	PN	PAN NETWORK
JH JAD HOLE	PO	PAN OFFSET
JI JAD ISLAND	PP	PAN POINT
IJ JAD JUNCTION	PQ	PAN QUANTITY
JK JAD KICK	PR	PAN RACE
IL JAD LAMP	PS	PAN SCHEDULE
IM JAD MOUNT	PT	PAN TIE
IN JAD NETWORK	PU	PAN UNDERGROUND
IO JAD OFFSET	PV	PAN VALVE
IP JAD POINT	PW	PAN WALL
IQ JAD POSITION	PX	PAN WIRE
IR JAD QUANTITY	PY	PAN YIELD
IS JAD RACE	PZ	PAN ZONE
IT JAD SCHEDULE	QA	QUANTITY
IU JAD TIE	QB	QUANTITY BRIDGE
IV JAD UNDERGROUND	QC	QUANTITY CREEK
IW JAD VALVE	QD	QUANTITY DRAIN
IX JAD WALL	QE	QUANTITY EMBANKMENT
IY JAD WIRE	QF	QUANTITY FENCE
IZ JAD YIELD	QG	QUANTITY GULLY
JA JAD	QH	QUANTITY HOLE
JB JAD BRIDGE	QI	QUANTITY ISLAND
JC JAD CREEK	QJ	QUANTITY JUNCTION
JD JAD DRAIN	QK	QUANTITY KICK
JE JAD EMBANKMENT	QL	QUANTITY LAMP
JF JAD FENCE	QM	QUANTITY MOUNT
JG JAD GULLY	QN	QUANTITY NETWORK
JH JAD HOLE	QO	QUANTITY OFFSET
JI JAD ISLAND	QP	QUANTITY POINT
IJ JAD JUNCTION	QR	QUANTITY QUANTITY
JK JAD KICK	QS	QUANTITY RACE
IL JAD LAMP	QT	QUANTITY SCHEDULE
IM JAD MOUNT	QU	QUANTITY TIE
IN JAD NETWORK	QV	QUANTITY UNDERGROUND
IO JAD OFFSET	QW	QUANTITY VALVE
IP JAD POINT	QX	QUANTITY WALL
IQ JAD POSITION	QY	QUANTITY WIRE
IR JAD QUANTITY	QZ	QUANTITY YIELD
IS JAD RACE	RA	RACE
IT JAD SCHEDULE	RB	RACE BRIDGE
IU JAD TIE	RC	RACE CREEK
IV JAD UNDERGROUND	RD	RACE DRAIN
IW JAD VALVE	RE	RACE EMBANKMENT
IX JAD WALL	RF	RACE FENCE
IY JAD WIRE	RG	RACE GULLY
IZ JAD YIELD	RH	RACE HOLE
JA JAD	RI	RACE ISLAND
JB JAD BRIDGE	RJ	RACE JUNCTION
JC JAD CREEK	RK	RACE KICK
JD JAD DRAIN	RL	RACE LAMP
JE JAD EMBANKMENT	RM	RACE MOUNT
JF JAD FENCE	RN	RACE NETWORK
JG JAD GULLY	RO	RACE OFFSET
JH JAD HOLE	RP	RACE POINT
JI JAD ISLAND	RQ	RACE QUANTITY
IJ JAD JUNCTION	RR	RACE RACE
JK JAD KICK	RS	RACE SCHEDULE
IL JAD LAMP	RT	RACE TIE
IM JAD MOUNT	RU	RACE UNDERGROUND
IN JAD NETWORK	RV	RACE VALVE
IO JAD OFFSET	RW	RACE WALL
IP JAD POINT	RX	RACE WIRE
IQ JAD POSITION	RY	RACE YIELD
IR JAD QUANTITY	RZ	RACE ZONE
IS JAD RACE	SA	SCHEDULE
IT JAD SCHEDULE	SB	SCHEDULE BRIDGE
IU JAD TIE	SC	SCHEDULE CREEK
IV JAD UNDERGROUND	SD	SCHEDULE DRAIN
IW JAD VALVE	SE	SCHEDULE EMBANKMENT
IX JAD WALL	SF	SCHEDULE FENCE
IY JAD WIRE	SG	SCHEDULE GULLY
IZ JAD YIELD	SH	SCHEDULE HOLE
JA JAD	SI	SCHEDULE ISLAND
JB JAD BRIDGE	SJ	SCHEDULE JUNCTION
JC JAD CREEK	SK	SCHEDULE KICK
JD JAD DRAIN	SL	SCHEDULE LAMP
JE JAD EMBANKMENT	SM	SCHEDULE MOUNT
JF JAD FENCE	SN	SCHEDULE NETWORK
JG JAD GULLY	SO	SCHEDULE OFFSET
JH JAD HOLE	SP	SCHEDULE POINT
JI JAD ISLAND	SQ	SCHEDULE QUANTITY
IJ JAD JUNCTION	SR	SCHEDULE RACE
JK JAD KICK	SS	SCHEDULE SCHEDULE
IL JAD LAMP	ST	SCHEDULE TIE
IM JAD MOUNT	SU	SCHEDULE UNDERGROUND
IN JAD NETWORK	SV	SCHEDULE VALVE
IO JAD OFFSET	SW	SCHEDULE WALL
IP JAD POINT	SX	SCHEDULE WIRE
IQ JAD POSITION	SY	SCHEDULE YIELD
IR JAD QUANTITY	SZ	SCHEDULE ZONE
IS JAD RACE	TA	TIE
IT JAD SCHEDULE	TB	TIE BRIDGE
IU JAD TIE	TC	TIE CREEK
IV JAD UNDERGROUND	TD	TIE DRAIN
IW JAD VALVE	TE	TIE EMBANKMENT
IX JAD WALL	TF	TIE FENCE
IY JAD WIRE	TG	TIE GULLY
IZ JAD YIELD	TH	TIE HOLE
JA JAD	TI	TIE ISLAND
JB JAD BRIDGE	TJ	TIE JUNCTION
JC JAD CREEK	TK	TIE KICK
JD JAD DRAIN	TL	TIE LAMP
JE JAD EMBANKMENT	TM	TIE MOUNT
JF JAD FENCE	TN	TIE NETWORK
JG JAD GULLY	TO	TIE OFFSET
JH JAD HOLE	TP	TIE POINT
JI JAD ISLAND	TQ	TIE QUANTITY
IJ JAD JUNCTION	TR	TIE RACE
JK JAD KICK	TS	TIE SCHEDULE
IL JAD LAMP	TT	TIE TIE
IM JAD MOUNT	TU	TIE UNDERGROUND
IN JAD NETWORK	TV	TIE VALVE
IO JAD OFFSET	TW	TIE WALL
IP JAD POINT	TX	TIE WIRE
IQ JAD POSITION	TY	TIE YIELD
IR JAD QUANTITY	TZ	TIE ZONE
IS JAD RACE	UA	UNDERGROUND
IT JAD SCHEDULE	UB	UNDERGROUND BRIDGE
IU JAD TIE	UC	UNDERGROUND CREEK
IV JAD UNDERGROUND	UD	UNDERGROUND DRAIN
IW JAD VALVE	UE	UNDERGROUND EMBANKMENT
IX JAD WALL	UF	UNDERGROUND FENCE
IY JAD WIRE	UG	UNDERGROUND GULLY
IZ JAD YIELD	UH	UNDERGROUND HOLE
JA JAD	UI	UNDERGROUND ISLAND
JB JAD BRIDGE	UJ	UNDERGROUND JUNCTION
JC JAD CREEK	UK	UNDERGROUND KICK
JD JAD DRAIN	UL	UNDERGROUND LAMP
JE JAD EMBANKMENT	UM	UNDERGROUND MOUNT
JF JAD FENCE	UN	UNDERGROUND NETWORK
JG JAD GULLY	UO	UNDERGROUND OFFSET
JH JAD HOLE	UP	UNDERGROUND POINT
JI JAD ISLAND	UQ	UNDERGROUND QUANTITY
IJ JAD JUNCTION	UR	UNDERGROUND RACE
JK JAD KICK	US	UNDERGROUND SCHEDULE
IL JAD LAMP	UT	UNDERGROUND TIE
IM JAD MOUNT	UU	



NOTES

THE CLIENT MUST CHECK AND VERIFY ALL SITE AND BUILDING DIMENSIONS, LEVELS, UTILITIES AND DRAINAGE DETAILS PRIOR TO COMMENCING WORK. ANY ERRORS OR DISCREPANCIES MUST BE NOTIFIED TO RIGOUR SURVEY IMMEDIATELY. THE ACCURACY OF THE DIGITAL DATA IS THE SAME AS THE PLOTTING SCALE IMPRIES. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. THE SURVEY CONTROL IDS LISTED ARE ONLY TO BE USED FOR GEOMATIC SURVEYS AT THE STATED SCALE. ALL CONTROL MUST BE CHECKED AND VERIFIED PRIOR TO USE. © RIGOUR SURVEY LTD HOLD THE COPYRIGHT TO ALL THE INFORMATION CONTAINED WITHIN THIS DOCUMENT AND THEIR WRITTEN CONSENT MUST BE OBTAINED BEFORE USING THE DATA OTHER THAN FOR THE PURPOSE IT WAS ORIGINALLY SUPPLIED. DO NOT SCALE FROM THIS DRAWING.

CONTROL SCHEDULE

SURVEY GRID & LEVEL

ORDNANCE SURVEY NATIONAL GRID COORDINATES & LEVEL HAVE BEEN ESTABLISHED FOR SURVEY CONTROL USING LEICA GPS SMARTNET AND RELATED TO OSTN15(G8) AND OSGM15(G8). THE SURVEY GRID IS ORIENTATED TO GRID NORTH WITH A SCALE FACTOR OF 1.000.

REVISION NOTES

REV	DATE	ISSUE COMMENT	BY	CHKD

PROJECT DETAILS

STOCKS HILL
BAWBURGH
NORWICH
NORFOLK NR9 3LL

PROJECT DELIVERABLES

BOUNDARY
PLAN
SHEET 1 OF 1

CLIENT DETAILS

GABLE DEVELOPMENTS LTD
SURVEY DATE
23/07/2021

ISSUE DATE
23/07/2021

ENGINEER
SJS

CHECKED
MWK

SCALE
1:1250

DRAWING ID
RS-1934-04-PRP

REVISION
0

STATUS
FINAL

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