

## Technical Note 03

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<b>Project</b>	Chediston Street, Halesworth	<b>Prepared by:</b>	PF
<b>Project No:</b>	A13455	<b>Approved by:</b>	Victoria Balboa
<b>Client:</b>	Christchurch Land and Estates	<b>Status:</b>	Issue
<b>Subject:</b>	Proposed Access Junction	<b>Date:</b>	03/09/2020

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### 1 Introduction

- 1.1 An outline application (reference: DC/17/3981/OUT) for up to 200 residential units at the Land at Chediston Street, Halesworth, Suffolk (the 'site'), alongside appropriate access and infrastructure was previously submitted and subsequently approved in May 2019.
- 1.2 Following approval of the development, Pell Frischmann (PF) has been commissioned by Christchurch Land and Estates (the 'Applicant'), to provide transport planning and highways consultancy services in relation to the proposed relocation of the site access.
- 1.3 At the time of the outline planning consent it was known that there was an underground tank on the site, but the exact position, alignment, size and depth was unknown. Since obtaining planning permission, the applicant has been undertaking more detailed site investigations and a geophysical survey undertaken in Summer 2019 showed that the tank is in fact circa 50m long and runs along the north eastern edge of the site including under the proposed roundabout.
- 1.4 This tank prevents the roundabout from being delivered as it would not be possible to install a suitable road construction above it. The roundabout would have to be adopted by Suffolk County Council and it would not be possible to meet their highway design requirements.
- 1.5 A planning application has therefore been made to seek to agree an alternative access arrangement in the form of a priority junction on Roman Way. This proposed junction was fully assessed and agreed with Suffolk County Highways.
- 1.6 However the decision was made at planning committee by members to defer approval of the proposed site access, for the Applicant to consider alternatives.

### 2 Alternative Access Designs

- 2.1 The priority junction proposed is considered to meet the needs of the development and has been agreed with Suffolk County Highways. A right turn lane is provided to ensure that vehicles waiting to turn into the development will not block traffic on Roman Way and the required visibility splays can be achieved.
- 2.2 Alternatives to the proposed property junction that have been considered are:
  - Mini-roundabout; and
  - Signalised junction
- 2.3 The Design Manual for Roads and Bridges (DMRB) provides design guidance for roundabouts (CD116). Paragraph 2.9 of this document states:

*"2.9 Mini-roundabouts (as illustrated in Figure 2.9) shall not be used at:*

*1) new junctions;*

*2) accesses serving or intended to serve, one or more properties, and linking directly to the site; or*

*3) on dual carriageways.*

*2.9.1 Mini-roundabouts should not be installed where traffic flows or turning proportions differ significantly between arms.*

*NOTE When traffic flows are low, drivers can not anticipate conflict with other road users which can result in them approaching the junction at inappropriate speeds. Inadequate or excessive visibility can exacerbate this situation.”*

- 2.4 As indicated in the guidance, mini-roundabouts should not be proposed where new accesses are being created, or where they link directly into the development. They should also not be installed where traffic flows on the side arm are low.
- 2.5 A mini-roundabout is therefore not considered to be an appropriate site access solution.
- 2.6 A signalised junction solution is considered to be unnecessary. There are no capacity issues associated with the priority junction and traffic signals would create delays to traffic using Roman Way when the lights turn red. Therefore traffic signals are not considered to be an appropriate site access solution.

### 3 Stage 1 Road Safety Audit

- 3.1 An independent Stage 1 Road Safety Audit was undertaken by a qualified, independent auditor. Minor issues were raised by the auditor and the proposed site access junction has been amended to address these issues. The revised drawing is provided in **Appendix A**. The independent auditor has confirmed in writing that the revised drawing addresses the minor issues raised, and this letter is provided in **Appendix B**.
- 3.2 The table below summarises the minor issues raised and how they have been addressed.

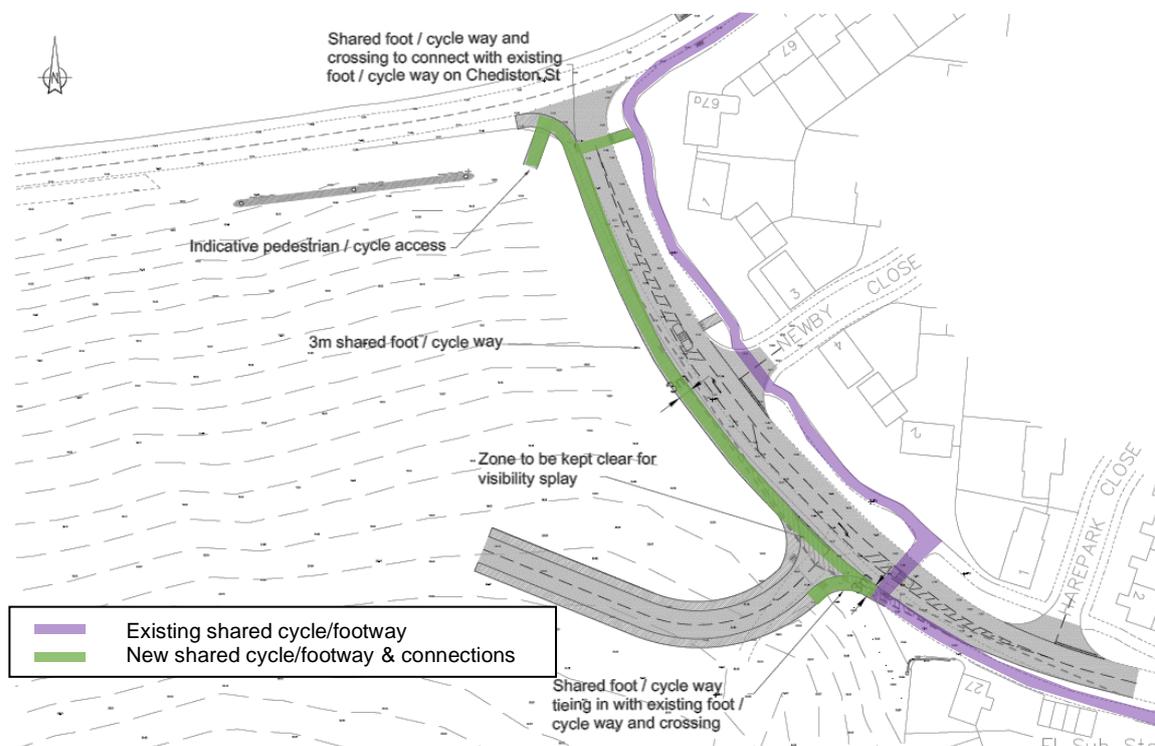
Issue Raised	Designer’s Response
Ensure adequate road drainage when new access is installed	This will be fully considered in the detailed design and agreed with the highway authority.
Ensure vegetation is cut back within visibility splay	This is part of routine highway maintenance
Ensure vehicles can pass at junction	Swept path analysis provided to demonstrate that vehicles can safely pass each other
Reduce the length of the central hatch markings	Road markings amended
Increase the length of the right turn storage area	Road markings amended
Ensure footways are of sufficient width	Dimensions provided
Move pedestrian crossing location at Roman Way/Chediston Street further north	Retained in current location as this provides a shorter crossing width; however can be reconsidered at detailed design stage
Provide dropped kerbs and tactile paving at site access	Drawing amended to include

## 4 Consultation with Suffolk County Highways

- 4.1 Pre-application consultation was held with Mid-Suffolk District Council and Suffolk County Highways to inform the location of the new site access.
- 4.2 A Transport Assessment Addendum was prepared to support the planning application which set out the details of the site access and provided a technical capacity assessment of the proposed junction.
- 4.3 Following submission of the application Suffolk County Highways requested further information on the visibility splays, the running land widths and requested a sensitivity test be undertaken on uplifted flow data. All of this was provided in a technical note and Suffolk County Highways confirmed they are satisfied with the proposed access design.
- 4.4 Following deferment of a decision at Committee, we understand that Suffolk County Highways has revisited the site and further considered the site access and the concerns raised.
- 4.5 Suffolk County Highways has confirmed:

*"In accordance with national and local guidance and policy, the Highway Authority is satisfied that the proposed junction access is acceptable for the proposed development and location."*

- 4.6 A copy of the email confirming this position is provided in **Appendix C**.
- 4.7 For completeness the consented access in the form of a roundabout is shown at **Appendix D**.
- 4.8 Following comments from Members that a pedestrian/cycle link should be provided to the north of the site, Suffolk County Highways agreed this would be beneficial and asked that the link connect into the existing shared foot/cycle facility on Roman Way. Further minor amendments have been made to the scheme as shown in **Appendix A** and the cycle connections are illustrated in the diagram below.



## 5 Conclusion

- 5.1 It is clear that the revised access arrangements are acceptable. The junction design is compliant with the design guidance and has been amended to address comments made in a Stage 1 Safety Audit. A robust capacity assessment has also been undertaken to ensure that no queuing or delays would occur at the junction.
- 5.2 As requested by Members, consideration has been given to alternatives junction arrangements. A mini roundabout and traffic signals have both been considered and the conclusion drawn that neither option is appropriate for the site access.
- 5.3 The pedestrian/cycle connections into the site have been improved. Two access points on Roman Way (to the north and south of the site) have been provided, both of which link into the existing shared facility on Roman Way. In addition, these access points can be connected by a new section of shared cycle/footway on Roman Way to facilitate cycle movement.

Appendix A  
Site Access Drawing



Shared foot / cycle way and crossing to connect with existing foot / cycle way on Chediston St

Indicative pedestrian / cycle access

3m shared foot / cycle way

Zone to be kept clear for visibility splay

Shared foot / cycle way tying in with existing foot / cycle way and crossing

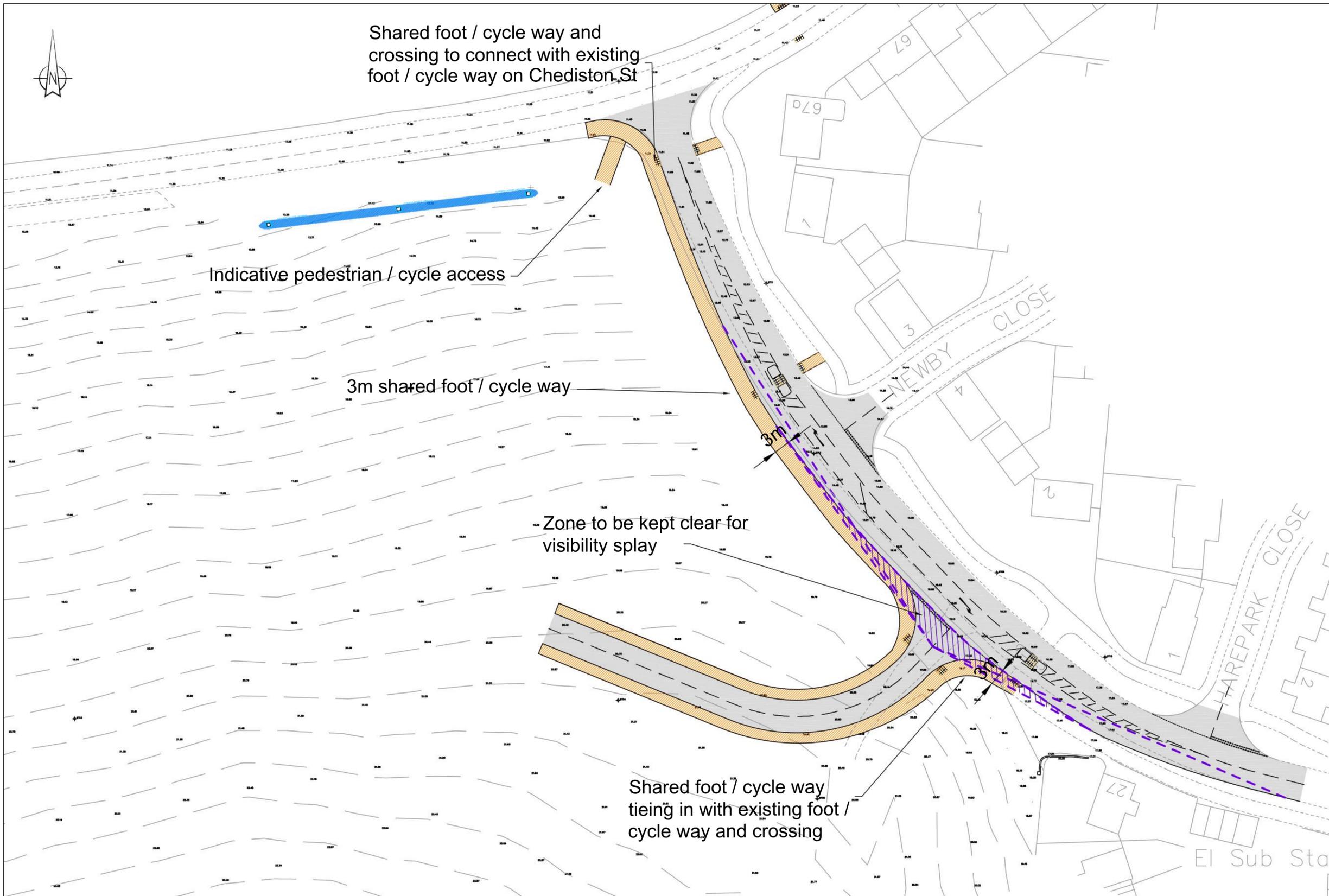
**Design Standards**

Ghost Island to CD123 of DMRB  
Visibility to Manual for Streets

Design Speed = 30mph (48kph)  
Visibility Splay = 43m  
Access Road Width = 6m  
Turning Lane Width = 3m  
Maximum Gradient = 5%  
Gradient on approach to junction = 2.5%

**Key**

- Visibility splay (4.5m x 70m, SCC)
- Underground tank



REVISIONS					
REV	DESCRIPTION	DRN	CHK	APP	DATE
A	Minor revisions	RD	VB	VB	28/08/2020

**NOTES:**

- Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
- This drawing shall be read in conjunction with all other Electrical, Mechanical, Public health & Architectural Drawings & The Specification.

Client  
**Christchurch Land & Estates Limited**

**Pell Frischmann**  
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Project  
**Chediston Street, Halesworth**

Drawing Title  
**Proposed Site Access Junction**

Name	Date
Drawn SW	01/09/2020
Designed SW	01/09/2020
Checked RD	01/09/2020
Approved VB	01/09/2020
Drawing Status Draft	
File No. 13455_SK_005B.dwg	Scale 1:500 @ A2
Drawing No. <b>13455-SK005</b>	Revision <b>C</b>

Appendix B  
Safety Audit Letter



**RKS**  
Associates

RKS Associates Limited  
11 Falconer Road  
Bushey Village  
Bushey  
Herts  
WD23 3AQ

**Our Ref: VRP1195-08-2020-002/01**

**E-mail: [vpatel@rks.org.uk](mailto:vpatel@rks.org.uk)**

4<sup>th</sup> August 2020

Victoria Balboa

Pell Frischmann  
5 Manchester Square  
London  
W1U 3PD

Dear Victoria,

**RE: Designers Response to Stage 1 Road Safety Audit - Land South of Chediston Street, Halesworth, Suffolk**

Thank you for sending us a copy of your Designer's Response to the Stage 1 Road Safety Audit of the highway works associated with the development proposals on Land South of Chediston Street, Halesworth, Suffolk. We can confirm receipt of the Designer's Response and the following associated drawings:

- Pell Frischmann Drawing 13455-SK002 Revision E – Junction Layout with Roman Way;
- Pell Frischmann Drawing 13455-SK003 Revision B – Junction Layout with Roman Way; and
- Pell Frischmann Drawing: 13455-SK004 – Proposed Site Access Swept Path.

We can confirm the Audit Team is satisfied that the Designers Response, together with the drawings referred to therein, address the issues raised in our report. However, the *Designer's Response* together with any updated drawings should be forwarded to the local highway officer responsible for the scheme for their approval.

Please do not hesitate to contact me should you wish to discuss in more detail.

Yours sincerely

**Vimal Patel**

BEng (Hons), FIHE, RegRSA (IHE), HE Cert Comp

Appendix C  
Email from Suffolk County Highways

## Victoria Balboa

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**From:** Ben Chester <Ben.Chester@suffolk.gov.uk>  
**Sent:** 18 August 2020 09:18  
**To:** Victoria Balboa  
**Cc:** Robert Davies; philip.perkin@eastsuffolk.gov.uk  
**Subject:** Land at Chediston Street, Halesworth - DC/20/1049/VOC

Dear Victoria,

Further to our discussion and correspondence on the above proposal, and further to the Highway Authority response to the Local Planning Authority (dated 15<sup>th</sup> May 2020) I am writing to confirm our position on the proposal for a junction access on Roman Way rather than the previously approved roundabout proposal.

In accordance with national and local guidance and policy, the Highway Authority is satisfied that the proposed junction access is acceptable for the proposed development and location.

Issues raised such as the amount of groundworks required (for visibility and gradients) are matters for the developer to address by design and are not issues for the Highway Authority to object upon at planning application stage.

Subsequently, we have not requested that the developer carries out any further work on alternative access arrangements.

Kind Regards

**Ben Chester**

Senior Development Management Engineer (East Suffolk)

Growth, Highways and Infrastructure  
Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, IP1 2BX

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Appendix D  
Consented Roundabout



# Pell Frischmann

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 Email: pfbstortford@pellfrischmann.com

Project

CHEDISTON STREET, HALESWORTH

Drawing Title

PROPOSED FOOTWAYS AT SITE ACCESS

Name	Date	Scale	1:1000
Drawn JS	29.11.17	File Name.	A13455-T-001.dwg
Designed		Drawing Status	
Checked			
Approved			
Drawing No.	A13455-T-001		Revision