



# Land South of (East of Griffin Place) Radwinter Road, Saffron Walden

Appeal Reference: APP/C1570/W/22/3296426

Technical Note- Review of Responses to  
Follow-Up Consultation for Highways  
Proposals at Junction 4

August 2022





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## 1 Introduction

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- 1.1 Rappor Consultants Ltd (Rappor, formerly Cotswold Transport Planning) is retained by Rosconn Strategic Land and Thomas Eric Baker and Sally Rose Hall, the Executors of Mr E C Baker and Mrs J Baker (the Appellants) to provide transport and highways advice in relation to the planning appeal (following the refusal of an outline planning application) for up to 233 new dwellings on a site to the south of Radwinter Road (East of Griffin Place), in Saffron Walden.
- 1.2 This Technical Note provides a response to the comments received from the Rule 6 Party in relation to the proposed highway works at Junction 4 (CD F7). Junction 4 is the Radwinter Road / Thaxted Road / Chaters Hill signal-controlled junction.
- 1.3 Improvement works were originally proposed at this junction as part of the outline planning application and included within the Transport Assessment (CD A22). The proposals were then amended within a Technical Note submitted in January 2002 in response to comments from ECC as local highway authority (CD A76).
- 1.4 The proposed works are shown on drawing CTP-20-1142 SK10 Revision A (CD A76 Appendix J). It is agreed with ECC as local highway authority that the works at this junction are deliverable in principle. This is confirmed at paragraph 4.21 of the SoCG on Transport Matters (CD B39).
- 1.5 The works are to be secured via planning condition. The proposed planning condition requires the following:

*Prior to the construction of any dwelling, a scheme shall be submitted to, and approved by, the local planning authority which includes the following:*

*a) Capacity improvements for the Radwinter Road/Thaxted Road/East Street/Chaters Hill junction as shown in principle on Dwg No. CTP-20-1142 SK10 Rev A;*

*b) Signalisation of the Thaxted Road/Peaslands Road junction as shown in principle on Dwg No. CTP-20-1142 SK11 Rev A;*

*c) Signalisation of the Church Street/High Street junction as shown in principle on Dwg No. 2206-01-TS-01 Rev B. The scheme shall include appropriate connections with the existing signals at the High Street/George Street junction.*

*The approved works shall include (but not be limited to) all necessary traffic regulation orders, safety audits, lighting, signing and surfacing and shall be implemented prior to first occupation of the development.*

- 1.6 Following the Wheatcroft amendment consultation, the Rule 6 Party has provided further comments to the Planning Inspectorate regarding the proposed works. This Technical Note provides a response to the highways matters raised within the Rule 6 Party's submission. Heritage matters are addressed in other documents.



## 2 Review of Rule 6 Party Response

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2.1 The response from the Rule 6 Party raises the following matters:

- a) Conflict with Bridge Structure and Road Sign; and
- b) Damage to the Bridge and Increase in Vehicular Traffic.

2.2 These matters are addressed in turn below.

### Conflict with Bridge Structure and Road Sign

2.3 The response from the Rule 6 Party suggests that as a result of the proposed amendments to the kerb line on the eastern side of Chaters Hill, *“the wall (bridge abutment), pier and Chaters Hill sign are therefore likely to be in the proposed highway”*. It is then suggested that vehicles would collide with these structures.

2.4 It is important to recognise that the submitted layout is a planning drawing based on OS mapping. OS mapping does not always show features such as bridge piers, signs and street furniture in detail. Use of OS mapping is common for planning drawings such as this. ECC has confirmed as part of the SoCG on Transport Matters that they consider the works at this junction deliverable in principle.

2.5 Should planning permission be granted, the works to the junction would be undertaken under S278 of the Highways Act 1980. This allows a developer to carry out works to the public highway. The agreement between the highway authority and developer is called a S278 agreement. As part of the S278 agreement, there would be a further detailed design process before any works could be undertaken.

2.6 As part of this detailed design process, full technical approval would be required from ECC highways and there would be further consultation with other parties, including UDC as necessary. This detailed design process would involve more detailed survey work to inform the design including topographical surveys, utilities searches and any other information / surveys that may be required to confirm the design and required works to the satisfaction of ECC.

2.7 Through the detailed design process, the design of the proposed works would be refined in accordance with the more detailed survey information.

2.8 It is not proposed to amend any of the bridge structure including walls / piers. The detailed design of the works would retain these elements with no changes. The final design would not result in any wall, bridge pier or road sign being within the carriageway. ECC as highway authority would not accept such features being within the carriageway and so would not grant technical approval to such a design.

2.9 The detailed design process would require further road safety audits (Stage 2 and Stage 3) to be undertaken prior to technical approval being granted by ECC. Road safety audits are also explicitly required as part of the relevant planning condition securing these works as set out above. This road safety audit process would also identify any potential safety concerns with the detailed design that would then need to be addressed.

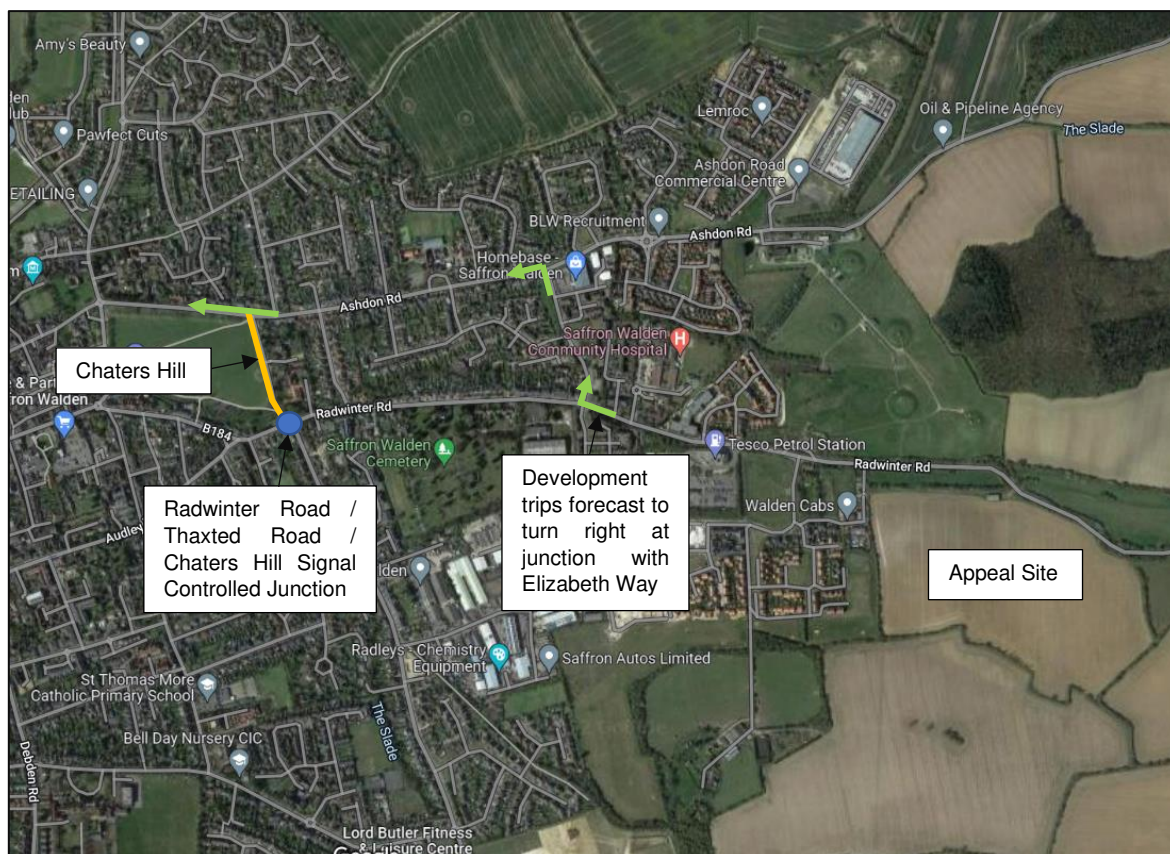
2.10 It should be noted that a Stage 1 Road Safety Audit has already been undertaken and the design amended to address matters raised within this safety audit report (CD A76 Appendix F).



- 2.11 The situation set out in the Rule 6 Party response would not occur since the detailed design process for the proposed works would ensure no wall, bridge piers or road signs would be within the carriageway and no competent highway authority would approve such a design. The drawing submitted is a planning drawing to a commensurate level of detail that would be developed further before any construction works take place. This is secured by the relevant planning condition.

### **Damage to the Bridge and Increase in Vehicular Traffic**

- 2.12 It is suggested in the Response from the Rule 6 Party that there is already evidence that the existing brick work on the bridge has been damaged by vehicles. It is then further suggested that additional damage would occur due to the *“increase in traffic”*.
- 2.13 Whilst the images provided do show damage to the walls, no evidence is provided to demonstrate that this damage has been caused by vehicles. It is not clear how damage can have been caused by vehicles, particularly on the western side of the bridge since there is a footway of approximately 1.3m in width between the carriageway and bridge wall.
- 2.14 For a vehicle to damage the wall, it would need to mount this footway and cross the full width of this footway. Given Chaters Hill is a one-way road, it is not considered that this would occur, and so the damage is unlikely to have been caused by vehicles.
- 2.15 In addition, if there was an existing issue with vehicles regularly damaging the bridge walls, it is likely that ECC highways would have already taken action to prevent this occurring. ECC has not advised of any issues with the bridge that may require further consideration as part of the development.
- 2.16 The development is not forecast to increase traffic flows on Chaters Hill. Chaters Hill runs one-way northbound from the junction with Radwinter Road and Thaxted Road to Ashdon Road. The distribution of development trips agreed with ECC is vehicles from the development travelling on Ashdon Road to the west of Chaters Hill will turn right at the junction of Radwinter Road with Elizabeth Way and then turn onto Ashdon Road from Elizabeth Way to travel westbound on Ashdon Road. This is shown in **Figure 1** below. The location of the Appeal Site and Chaters Hill are also shown for context.



**Figure 1: Distribution of Development Traffic Travelling North-West from Appeal Site**

- 2.17 It is clear from Figure 1 that vehicles travelling westbound on Ashdon Road will turn right at the first available opportunity via Elizabeth Way, rather than continuing on Radwinter Road to the junction with Thaxted Road. It should be noted that development traffic seeking to travel south-west will travel through the Radwinter Road / Thaxted Road junction. The distribution of development traffic is agreed with ECC.
- 2.18 On this basis there will be no increase in traffic at the Chaters Hill bridge as is suggested in the Response from the Rule 6 Party.

### 3 Conclusions

- 3.1 This Technical Note provides a response to the comments received from the Rule 6 Party in relation to the proposed highway works at Junction 4. Junction 4 is the Radwinter Road / Thaxted Road / Chaters Hill signal-controlled junction.
- 3.2 The response from the Rule 6 Party raises the following matters:
- a) Conflict with Bridge Structure and Road Sign; and
  - b) Damage to the Bridge and Increase in Vehicular Traffic.
- 3.3 There will be no conflict between vehicles and the bridge structure and road sign since these elements will not be in the carriageway as is suggested. The proposals at the junction are planning drawings, based on OS mapping that have been confirmed by ECC as highway authority as deliverable in principle.





- 3.4 As part of the S278 agreement and associated detailed design process, the design of these works would be refined based on more detailed survey information. It is not proposed to amend any of the bridge structure including walls / piers. The detailed design of the works would retain these elements with no changes. The final design would not result in any wall, bridge pier or road sign being within the carriageway, and would be subject to full technical approval by ECC including further road safety audits.
- 3.5 It is not clear that the damage to the bridge highlighted in the response from the Rule 6 party has been caused by vehicles, particularly on the western side where there is a 1.3m footway between the carriageway and bridge wall.
- 3.6 The development is not forecast to result in additional traffic on Chaters Hill, as agreed with ECC. As such, there will be no additional traffic across the bridge. As a result, there will no change to traffic conditions in this location.

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