

ACCESS ASSESSMENT

FOR

PROPOSED OFFICE DEVELOPMENT AT
CHERRY TREE GROVE, COLCHESTER, ESSEX

ON BEHALF OF
THE STRATEGIC LAND PLANNING TRUST

PREPARED BY



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Access Assessment

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1 INTRODUCTION

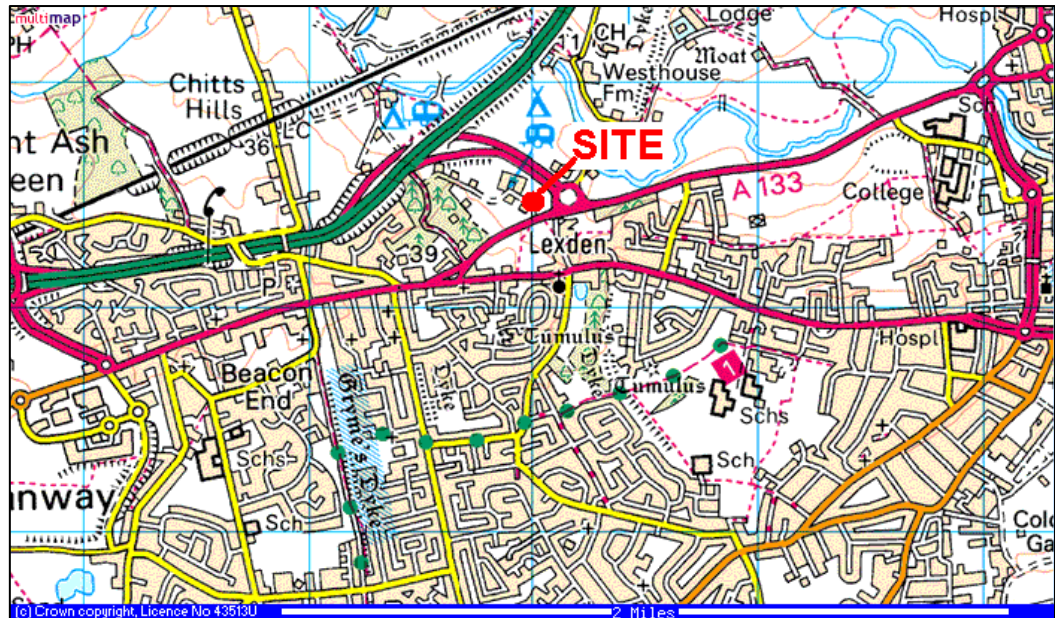
1.1 This report has been prepared by Development Land and Planning Consultants on behalf of the Strategic Land Planning Trust. It considers the available options for providing a new vehicular access to land adjacent to the Spring Lane Roundabout in Colchester.

1.2 The structure of the report is as follows:

- Section 2 describes the existing conditions;
- Section 3 discusses the proposed access to the development;
- Section 4 provides a summary and conclusion.

2 EXISTING CONDITIONS

- 2.1 The site is located adjacent to the Spring Lane Roundabout, which provides a link between the A133 Cymbeline Way and the A12 (junction 27).



- 2.2 The proposed development site is on its western side and has Cymbeline Way as its southern boundary and the A12 dual carriageway link road as its northern/eastern boundary. Immediately to the west of the development site is the access to the Colchester Camping site.
- 2.3 Colchester Camping is accessed by a T-junction with Cymbeline Way, some 150m west of the Spring Lane junction.
- 2.4 In this area, Cymbeline Way is approximately 9m wide and subject to national speed limits. Cymbeline Way is part of the A133 Colchester Bypass and is classified as a Local Distributor Road.



- 2.5 A bus stop is located adjacent to the site on Cymbeline Way.
- 2.6 The speed limit falls to 30mph near the western end of Cymbeline Way and its junction with Lexden Road. The Cymbeline Way / Lexden Road junction is arranged as a variation of a conventional roundabout. Traffic circulating around its island must give way to traffic entering Cymbeline Way from the west.
- 2.7 Accident records for the roads surrounding the proposed development site have been requested and are awaited.

3 PROPOSED DEVELOPMENT

Access Requirements & Options

- 3.1 The proposed development site is surrounded by roads that are subject to national speed limits.
- 3.2 Whilst the A12 link road forms the northern/eastern boundary, it will be difficult to provide access from it and easily accommodate right turning traffic to and from the site. A direct access from this category of road (dual carriageway) is also likely to be resisted by the highway authorities.
- 3.3 Another option considered has been the introduction of a fifth arm from the Spring Lane Roundabout. This would need to be accommodated between the Cymbeline Way eastern entry and the A12 link exit to the roundabout. The geometry of these existing arms determines that it would be difficult to introduce a fifth arm without significant accommodation works and redesign of the western half of the roundabout. It is considered that whilst a technical solution is possible, the cost of its implementation would be prohibitive.
- 3.4 The remaining option is to provide access from Cymbeline Way. An access from Cymbeline Way will need to take account of the proximity of the Spring Lane Roundabout, the interaction between it and the camp site access and be of suitable standard for a 60mph road.
- 3.5 Ideally, the existing access to the camp site would be utilised to provide access to the development site. This would avoid the need for a new and additional access in close proximity to a large roundabout. However, for the purpose of this assessment it has been assumed that the camp site access is not available.
- 3.6 A new access must therefore be located along the southern boundary of the land. The optimum location for the new access would be approximately mid way between the camp site access and the roundabout. This location ensures maximum separation from the existing points of traffic conflict. Watercourses on the western side of the land are also avoided.

- 3.7 A key consideration in the design of the access is that traffic leaving the roundabout have sufficient sight of the access arrangement to allow suitable road positioning and adequate warning of traffic either waiting to turn right into the development site or emerging from it. The 80m separation that's available would be deemed sufficient only if traffic generally travelled at less than 30mph on this section of road. Whilst speed surveys have not been undertaken, it is our judgement that traffic exiting the large roundabout, and accelerating from it, does generally travel at more than 30mph.
- 3.8 Having traffic freely turning right into and out of the development might therefore introduce an unacceptable hazard to traffic exiting the roundabout.
- 3.9 An access that does not allow right turning traffic is therefore considered the optimum solution. Such an arrangement is demonstrated in Figure 001. Traffic wishing to turn right into, or out of, the site would be forced to undertake U-turns at the Spring Lane junction or the traffic island at the Cymbeline Way / Lexden Road junction some 400m to the west. Appropriate signing will be required to direct the traffic accordingly.

4 SUMMARY AND CONCLUSION

- 4.1 Access points from the A12 link road and directly from the Spring Lane Roundabout have been considered and dismissed.
- 4.2 It is considered that access to the site from Cymbeline Way is the preferred option.
- 4.3 In terms of satisfying the highway authority, the preferred solution would be to share the existing camp site access.
- 4.4 If this is not possible, the optimum position for an access would be mid way between the camp site access and the roundabout. Right turning traffic needs to be avoided as this is likely to be hazardous to traffic exiting the roundabout. For this reason a left-in / left-out access is recommended.
- 4.5 The County Council's approval in principle of this arrangement has been requested.