

Your Ref:DC/20/0566/FUL  
Our Ref: SCC/CON/1517/20  
Date: 22 May 2020  
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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Email: [planning.help@westsuffolk.gov.uk](mailto:planning.help@westsuffolk.gov.uk)

The Planning Department  
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For the attention of: Julie Barrow

Dear Julie

**TOWN AND COUNTRY PLANNING ACT 1990**

**CONSULTATION RETURN: DC/20/0566/FUL**

**PROPOSAL:** Planning Application - Highway improvements to the crossroads known as Fishwick Corner through the creation of a staggered junction with associated landscaping, drainage and infrastructure

**LOCATION:** Land Adjacent To Fishwick Corner Thurston Road Rougham Suffolk

Following the West Suffolk Council Development Control Committee meeting on 13th May 2020, which considered the Fishwick Corner application, committee members were 'Minded to Refuse' the application on highway safety grounds.

Suffolk County Council as the statutory consultee for highways, responded to the application detailing how the proposal for a staggered junction was an acceptable design to mitigate the 'impact' from the Beyton Road Residential Development and the previous 5 residential sites in Thurston permitted in 2017.

Fishwick Corner has been a longstanding collision cluster site. Since 1999, there have been 36 injury accidents at this junction; averaging 9 crashes every 5 years. Suffolk County Council as the highway authority has implemented various safety improvement schemes, such as coloured surfacing and reflective bollards on the verges to highlight the junction to drivers. However, these schemes have not been entirely effective as the collision numbers continue to be high. There are very limited road safety improvement options that can be implemented at this location, within the existing highway boundary.

These concerns on highway safety were highlighted as part of the consideration of growth in Thurston, and as part of the mitigation for the Thurston 2017 developments. A reduction in speed limit to 40mph is being introduced on all the approaches to the junction. Also, a proposal to change the junction priority and introduce 'Stop Lines' on the minor arms of the junction. These measures are considered an improvement on safety and capacity of the junction (as the junction was calculated to be close to its theoretical capacity if the junction was not altered). It is not considered that delivery of any further improvements can be made to Fishwick Corner Junction within the existing highway boundary.

The Beyton Road application with BMSDC proposed a suite of highway improvements throughout Thurston which reduces capacity and improves safety for pedestrians and cyclists. As the land to the

north west of the Fishwick Corner is within the developer's control, the developer has proposed a staggered junction; this layout is considered likely to reduce accidents by 60% compared to straight forward crossroads. It also would improve capacity here by 52% and reduce delay by 3 minutes.

#### Roundabout Option

There is not sufficient land available to introduce a roundabout at this location. To implement this type of traffic control, additional land would be required to the south of the junction to ensure required deflection and forward visibility for each arm. Some of the trees on the junction have Tree Preservation Orders (recently made by West Suffolk District Council). Many of these trees would need to be felled to allow construction of a roundabout. SCC still considers a roundabout would not necessarily be deemed proportionate to the traffic impacts arising from the development as the proposal for a staggered junction delivers sufficient mitigation.

#### Cycling

The traffic data shows there is approximately 1 cyclist/hour using this junction. To enable promotion of sustainable access, additional land to the west of the northern arm has been secured by SCC with the developer to allow for the construction of a cycle way from Fishwick Corner to the junction of Beyton Road near the rail bridge. Also, there is provision for a cyclist to cross from the south to the north using the 'redundant' carriageway so they can 'bypass' the staggered junction.

A Stage 1 Safety Audit has been completed on the proposal by professional qualified Road Safety Engineers who are independent from the developer and SCC. They take all road users into account, particularly vulnerable users such as cyclists, and identify potential road safety problems and make recommendations for improvement. The only problems that they predicted were mainly 'see-through' and forward visibility to giveaway lines which were addressed by the designers in their revised drawings.

It remains the opinion of SCC Development Management team that the proposal put forward by the developers is technically acceptable for the location and will provide a safer junction with improved capacity.

Yours sincerely,

**Samantha Harvey**

**Senior Development Management Engineer**

Growth, Highways and Infrastructure