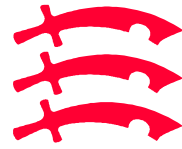


Your Ref: S62A/22/0000004  
Our Ref: TST/SD/KMW/52247  
Date:- 08 July 2022



**Essex County Council**

CC: by email Cllr S Barker

Paul Crick  
Director of Highways and Transportation

To: Uttlesford District Council  
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## Consultation Response

Application No. S62A/22/0000004

Site Location Land East of Parsonage Road, and South of Hall Road, Stansted Essex

Proposal The erection of a 14.3MW solar photovoltaic farm with associated access tracks, landscaping, supplementary battery storage, and associated infrastructure

The Highway Authority has assessed the information which has been submitted with the planning application. There are a number of issues that need to be resolved and further information will be required from the applicant before a formal recommendation can be issued.

The site is bound by the Parsonage Road to the west and Hall Road to the north, this road is on the Essex Primary Route Network (PRN) and is category 2. In this location it is subject to the national speed limit.

The matters that require further consideration include the following:

### 1. Glint and Glare Assessment

1.1. A Glint and Glare Assessment was submitted by the applicant, this did not include the impact on the highway. The assessment should assess the impact on the local highway network in respect of highway safety and propose any necessary mitigations.

### 2. Access

2.1. A level 1 Road Safety Audit (RSA) of the proposed access is required. It is Essex County Council Highway policy to have audits undertaken on changes to the PRN in the interests of highway safety.

#### 2.2. Visibility Splays

2.2.1. The applicant has provided speed surveys for the road which show the 85th percentile to be:

Northbound – 45.6mph therefore required visibility splay should be 2.4m by 128m

Southbound - -46.5mph therefore required visibility splay should be 2.4m by 132m

2.2.2. The application provides for 2.4 by 99.6m and 2.4m by 102.4m. These are one step below the DMRB desirable minimum. As the applicant has control over the land it is not clear why these values have been used. The desirable minimum distances should be used in the interests of highways safety.

2.3. The swept path analysis of the access junction shows that a large vehicle entering the site will encroach significantly on the opposing lane. The dimensions of the junction should be altered to address this in the interests of highways safety.

### 3. Construction Traffic Proposed Route

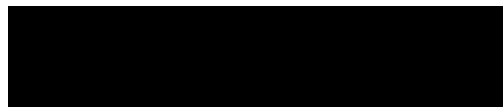
3.1. The proposed route for construction traffic is the most sensible as it avoids residential areas, however the mini-roundabout on Parsonage Road/Hall Road is subject to a weight limit. Information should be provided on how this will be addressed during the period of construction.

3.2. The swept path analysis of the mini-roundabout on Parsonage Road/Hall Road shows some encroachment on to the opposing lanes. Visibility can be restricted by vegetation at this junction, prior to commencement and throughout the construction period the vegetation should be cut back to obtain maximum visibility and appropriate signage provided in the interests of highway safety.

The highway authority would not want the application to be determined until the issues above have been addressed.

### Informative

The applicant may want consider using Essex Highways to carry out the RSA as they will carrying out the later audits in the process and so there will be continuity in the process that could help with the technical approval process. They can be contacted at [roadsafety.audit@essexhighways.org](mailto:roadsafety.audit@essexhighways.org)



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