

Your Ref S62A/2023/0017
Our Ref:25802
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Essex County Council

CC: Essex Highways DM
Cllr Barker

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Recommendation

Application No. S62A/2023/0017

Applicant FKY Limited

Site Location Land At Tilekiln Green Start Hill Great Hallingbury

Proposal Creation of an open logistics facility with associated new access and ancillary office with amenity facilities

This S62A planning application was accompanied by a Transport Assessment Addendum Note dated March 2023 that pulls together all of the highways and transport information that culminated in the highway recommendation to Uttlesford District Council dated 17 January 2023 concerning a similar proposal for the creation of an open logistics facility with associated new access and ancillary office with amenity facilities, Uttlesford District Council Planning reference UTT/22/0267/FUL.

The Transport Assessment Addendum and appendices have been reviewed by the highway authority together with a site visit and internal consultations. The assessment of the application and Transport Assessment Addendum was undertaken with reference to the National Planning Policy Framework 2021 and paragraphs 110 – 112 in particular. The following matters were considered: highway access and safety; highway capacity; the opportunities for sustainable transport; and appropriate mitigation.

The application includes changes to the highway, in the form of a revised junction layout at Tile Kiln Green and the B1256. Both engineering and road safety reviews of the proposed changes have taken place and swept path analysis has been undertaken by the applicant for a 16.5 metre long articulated vehicle and a 18.75 metre long rigid HGV drawbar vehicle and trailer. As a result of the highway engineering and road safety reviews which took place during the consideration of planning application UTT/22/0267/FUL a number of revisions were made to the layout and highway authority is now satisfied that the highway layout contained in the Transport Assessment Addendum accompanying the above planning application can accommodate the traffic and HGVs generated by the proposal.

However, since the S62A planning application was lodged with the Planning Inspectorate the Highway Authority is aware that from 31 May 2023 legislation has come into effect which allows the use of articulated vehicles (semi-trailer combinations) of up to 18.55 metres long, this is 2.05 metres longer than the 16.5 metre articulated vehicles previously allowed. There is a requirement however for new longer trailers to pass the turning circle test associated with the previous shorter trailers and it is apparent that this often requires new longer trailers to have a rear steering axle that will assist with the manoeuvrability of the 18.55 metre articulated HGV. The Highway Authority have drawn this matter to the attention of both the planning inspectorate and the highway consultant responsible for preparation of the Transport Assessment Addendum who will now carry out additional swept path analysis of an 18.55 metre long articulated vehicle over the coming days to provide assurance that the aforementioned highway layout remains appropriate to serve the development. But at present in the absence of that information the Highway Authority would recommend a condition is applied to any grant of planning consent limiting use of the site to a 16.5 metre articulated vehicle and 18.75 metre rigid drawbar vehicle and trailer.

The highway proposals include relocation of the junction to the west of the petrol filling station together with the realignment of the side road and widening of the right turn lane which are all considered beneficial to the future safe operation of the highway network.

It is noted that the site is located in close proximity to the strategic road network, thereby reducing the impact on the local roads network. National Highways have not objected to the planning application.

The traffic generation for the site has been based on the surveys from the current site operation in the environs of Stansted Airport. This shows that most of the movements in and out of the site will not be coincidental with the morning and afternoon peak traffic periods.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following mitigation and conditions:

1. A condition should be put in place by the planning inspectorate to ensure that the permission is specific to the proposed land use and not a general B8 facility that could generate different levels of traffic.
2. As regards access to the site by Heavy Goods Vehicles a condition should be put in place by the planning inspectorate to limit access to the site to articulated vehicles up to a maximum length of 16.5 metre and drawbar vehicles and trailer combinations up to a maximum length of 18.75 metres. *(On the basis that it has not yet been evidenced by vehicle swept path analysis that an 18.55 metre long articulated vehicle can access the site via the highway layout proposed on drawing number IT196/SK/01 REV K and IT1896/SK/1001.)*
3. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;
 - I. Site access for construction,
 - II. the parking of vehicles of site operatives and visitors,
 - III. loading and unloading of plant and materials,
 - IV. storage of plant and materials used in constructing the development,
 - V. wheel and underbody washing facilities.

- VI. Routing strategy for construction vehicles
- VII. Before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

4. **Access** Prior to occupation of the development, the access, and highway works shown in principle on drawing number IT196/SK/01 REV K shall be provided, including:
- (i) Clear to ground visibility splays shown on the plans from the access onto Tile Kiln Road, and from Tile Kiln Road on to the B1256 and the forward visibility from the M11 junction to the west to the right-hand turn lane onto Tile Kiln Road (as shown in principle in drawing number IT1896/SK/1001. Any signing within the splays to be relocated and vegetation to be removed. The vehicular visibility splays shall be retained free of any obstruction at all times thereafter.
 - (ii) Realignment of junction of Tile Kiln Road including ghosted right-hand turn lane junction.
 - (iii) Provision of footways minimum width 2m.
 - (iv) Provision of drop kerb crossing point to the east of the junction with Tile Kiln Road and a drop kerb crossing with island to the west.
 - (v) Signing of the Low bridge.
 - (vi) Landscaping of new verge and stopping up/removal of any redundant carriageway once works are completed to the satisfaction of the highway authority.

All necessary works including the safety audits any relocation or provision of signage, lighting, utilities, drainage, associated resurfacing or works to the existing carriageway to facilitate widening to be carried out entirely at the developer's expense.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

5. **Gates:** Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 20 metres from the back edge of the carriageway.

Reason: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

6. **Car Parking:** The site shall not be occupied until such time as the vehicle parking area indicated on the approved plans including 107 car parking spaces of which 6 to be disabled, 20 EV car charging spaces and in addition 13 EV HGV charging spaces has been hard surfaced, sealed, marked out in parking bays and charging bays active. The

vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

7. **Cycle Parking:** Prior to occupation a minimum of 20 cycle and 7 motorcycle parking spaces as shown in principle on the submitted plans shall be provided. Such facilities shall be secure and covered and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

8. **Traffic routing management scheme:** Prior to occupation signing to be provided within the site to direct all traffic to the north along Tilekiln Green and banning the right turn onto Tilekiln Green. The owner/operator of the site shall be required to enter into a Traffic Routing Management Agreement to ensure HGVs use the agreed route to the strategic road network and that all staff and contractors are provided with this vehicle routing information. Compliance with the right turn ban to be monitored by CCTV on occupation of the development and the data to be retained for a 6 month period at any time and made available to the Local Planning Authority on request.

Reason: To ensure that drivers are aware of the appropriate route for vehicles to use avoiding the low bridge in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

9. **Flitch Way Contribution:** Prior to commencement of the proposed development a financial contribution of £40,500 (index linked) to be provided to facilitate appropriate surfacing improvements and associated works.

Reason: To mitigate the increased use of the Flitch by employees and to improve the accessibility of the site by walking and cycling.

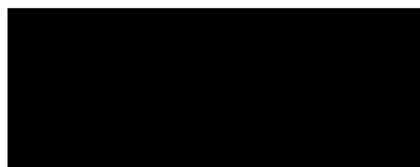
10. **Workplace Travel Plan:** Prior to first occupation of the proposed development, the Developer shall submit a workplace travel plan to the Local Planning Authority for approval in consultation with Essex County Council. It shall be accompanied by a monitoring fee of £6,132 (plus the relevant sustainable travel indexation) to be paid before occupation to cover the 5 year period.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

Informatives:

- (i) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org
- (ii) Any signal equipment, structures and non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction. To be provided prior to the issue of the works licence.
- (iii) Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.
- (iv) The Applicant should provide for agreement, information regarding their drainage proposals i.e. draining by gravity/soakaways/pump assisted or a combination thereof. If it is intended to drain the new highway into an existing highway drainage system, the Developer will have to prove that the existing system is able to accommodate the additional water.
- (v) The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.
- (vi) Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the [Essex Climate Action Commission](#) proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the [Essex Developers' Group Climate Charter \[2022\]](#) and to view the advice contained in the [Essex Design Guide](#). Climate Action [Advice guides](#) for residents, businesses and schools are also available.



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pp. Director for Highways and Transportation
Enquiries to Matthew Bradley

