

Section 62A Planning Application: S62A/2022/0011 Land East of Pelham substation, Maggots End Manuden

Pegasus Group Construction Plan on behalf of Low Carbon

Dear Inspector,

I have grave concerns about the safety of the proposed routes for this large installation. Proper scrutiny and mitigation has not been achieved and the safety of the public and especially school children, their siblings and parents is at undue risk. I therefore object to the application on the following grounds.

There are many schools that will be affected along the potential routes, two of which are reduced to single lane passing at drop off and pick up times, often extended due to before school clubs starting at 7.30am, after school clubs, finishing at 6.30pm and lunch time collections 12pm and 1.15pm. Although Low Carbon state that “no construction traffic will pass through Manuden or Berden Villages” how can we be sure that this will be the case. We are often faced with diversions locally and construction traffic would be subject to these too.

Low Carbon proposes to turn left (blue route) off the B3183 in Newport onto the B1038 towards Clavering. This junction is narrow, often reduced to single lane traffic due to resident parking. Almost directly on the junction is a pedestrian crossing which is used by the children accessing the Joyce Frankland Academy secondary school (1000 pupils).

As a local user of this junction I can only describe Newport as teeming with school children at the open and close of the school day, before 8am, when the school opens and beyond 3.30pm when the school day finishes and after school clubs begin. There are children crossing both the entrance to the B1038 and using the pedestrian crossing to access the local shop opposite. This creates an L shape busy pedestrian route at this junction.

If Low Carbon were to use the (orange route) at this point, turning right onto the B1038 construction traffic would have to travel across the pedestrian crossing turning onto the narrow entrance of the B1038.

With hundreds of HGVs and tipper trucks using this junction, some of which will be over 16.5m long and may need to swing into the opposite carriageway to achieve the manoeuvre, moving into the oncoming traffic at the junction and into it on the B1038 where it is reduced to single lane by resident parking. How does Essex Highways and Low Carbon propose to keep children of Uttlesford and those commuting from

further afield by train, safe on their journey to and from school? Given the nature of the demographic here we know that the age group is less vigilant than others and therefore more vulnerable. The public use this crossing throughout the day. Elderly residents cross the road here to visit the local pharmacy adjacent to the shop after attending the doctors' surgery in Frambury Lane.

This route is the main route for local villages to access secondary schools both in Newport and Saffron Walden. They rely on it being clear enough to access school on time, especially when mock exams and indeed actual exams are scheduled. It is a busy and congested junction. Delays will occur meaning construction traffic will likely be arriving later than stated outside other constraint points on the route.

Newport Primary School, along with the busy doctors' surgery, is cited along Frambury Lane off the B1038. This junction is busy throughout the day with vehicles crossing the path of the proposed construction traffic at this point.

Clavering Primary School (378 pupils) and Clavering and Arkesden Pre-School (30 pupils) on the Stortford Road are also along the proposed route. This section of Stortford Road is reduced to single lane traffic at open and close of school and often beyond for school clubs as previously stated. Willows, early morning and after school club held at St Mary and St Clements church on the Stortford Road, runs from 7.30am with the children walking to the primary school when it opens and after school from 3.15 to 6.30pm. Children are moving between the school and the church throughout this time. Parents also park in the car park of the SPAR shop opposite. This means there are many children and their parents crossing the Stortford Road at this point as well as walking through the village.

Bruce Bamber, Expert Traffic Consultant Report on behalf of local residents, states that the number of trips predicted by the applicant is vastly under-estimated.

3.4 It is concluded that the estimate of HGV movements associated with on-site access tracks vastly under-estimates the number that is likely to be required. Rather than the 922 deliveries (1,844 HGV trips), the total figure is likely to be at least 400 HGV deliveries (800 HGV trips) greater. A more reasonable estimate would therefore be in the region of 1,500 deliveries or 3,000 HGV trips, taking into account those additional movements described above.

How does Essex Highways or Low Carbon propose to mitigate the dangers to children and their parents posed by the many large HGVs and tipper trucks that will be needed to supply this application? Should they impose conditions, how do they propose to ensure they are carried out. If effective mitigation is not realistic then the obvious course of action is to reject this application on the grounds of public safety.

It is vital that Highway personnel deciding on mitigation or those deciding on the application visit these points at their busiest times in order to be able to assess if any

mitigation is possible or truly safe for our communities.

The cumulative effect of other applications currently in planning “could quadruple” the number of HGV journeys required to and from our villages (Bruce Bamber, Traffic Consultant Report on CTMP Berden Hall Farm S62A/22/0006. This is deeply concerning, we have already been witness to accidents on the Stretch of Manuden Road proposed by two applications and we can only conclude that this level of heavy goods traffic will increase the dangers greatly.

Application awaiting decision post PINS hearing proposing the same “blue route” on Manuden Road.

Section 62A Planning Application: S62A/22/0006 Berden Hall Farm, Ginns Road, Berden

If the applicant were to use the “green route” their construction traffic would need to negotiate several tight bends from Buntingford to Hare Street where they would have to turn onto Hare Street via a narrow junction with buildings either side. This will cause delays and dangers to other road users. The HGVs would then travel a short distance on Hare Street and turn right onto the B1038, another tight junction that is used by school traffic.

Hare Street Primary School is cited along this route, again reducing the road to single lane traffic at the beginning and end of the school day. Leaving Hare Street there is a very tight bend in the road, how does Low Carbon propose to manage this bend in 16.5m articulated trucks should they do so?

If this route were used many HGVs would need to negotiate several more, tight bends into Brent Pelham and a dangerous S bend leaving Brent Pelham. I can see no swept pathway analysis for any of these constraint points.

The B1038 between Clavering and Hare Street is used by pedestrians, dog walkers, horse riders and many cyclists. Only this Saturday morning I was diverted through Hormead due to local road closures and came across 2 horse riders on horse-back leading 5 more horses between them on this section of road.

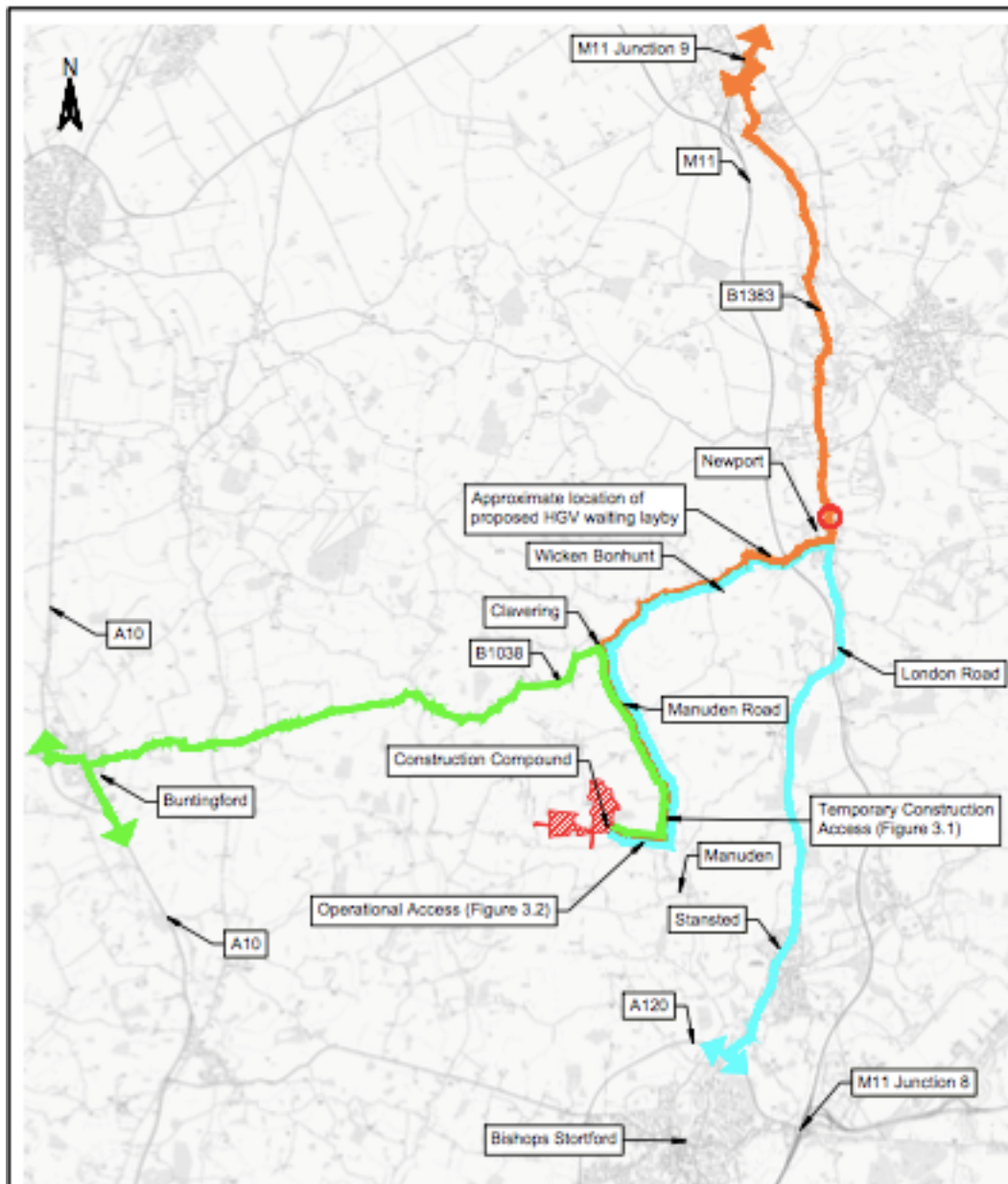
I believe I have demonstrated that public safety is at considerable, and I would argue undue, risk by the large number of HGVs that will be necessary to supply this development. Our narrow streets and lanes are deeply unsuited to this kind of traffic and it poses grave danger to the safety of the public and potential harm to our infrastructure that is already compromised due to reduced council funds and already heavy use. Our local infrastructure cannot support this huge increase in heavy vehicles.

Thank you for your careful consideration on this. I am sure you take public safety very seriously and may even conclude that our narrow lanes and streets are not the kind of infrastructure, given their heavy and constant use by their communities, that is right for this level of construction traffic and “would be an unacceptable impact on

highway safety” (NPPF 9. 111). Our communities stand to gain nothing from the development, yet be put in heightened danger.

Best regards

Sarah Wright



Key

- Approximate Site Boundary
- Preferred Construction Traffic Route 1
- Alternative Construction Traffic Route 2
- Alternative Construction Traffic Route 3
- 14.3m height restriction

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CLIENT: LOW CARBON SOLAR PARK 6 LIMITED		SCALE: A4		DRAWN: LD	CHECKED: KSG
PROJECT: PELHAM SPRING SOLAR FARM		DATE: 25/07/2022	DESIGN: JAN	APPROVALS: FOR INFO	
TITLE: CONSTRUCTION TRAFFIC ROUTING PLAN		PROJECT NO: P20-1300	DRAWING NO: FIGURE 2.1		