



**ttp consulting**  
transport planning specialists

## **Land at Pines Hill**

### **Transport Statement**

**April 2023**

TTP Consulting Ltd  
111-113 Great Portland Street  
London W1W 6QQ  
Tel: 020 7100 0753

Registered in England: 09931399

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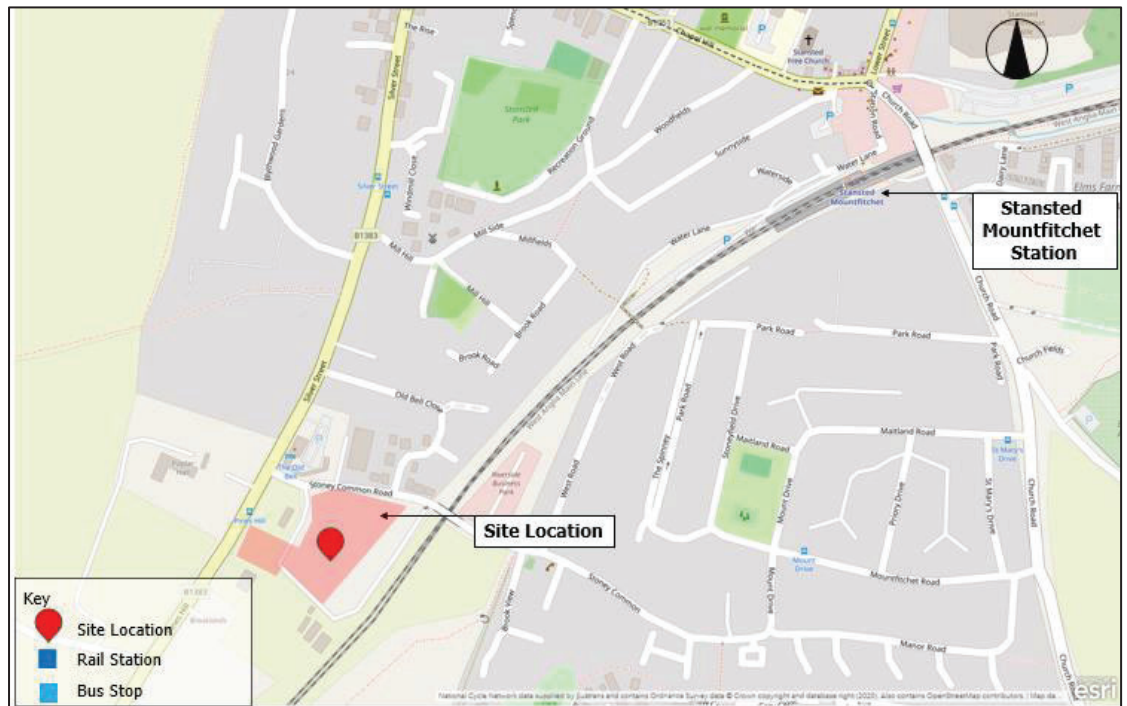
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# 1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to a proposed residential development on land at B1383 Pines Hill/ Stoney Common, Stansted Mountfitchet. The site location and indicative site area is shown at **Figure 1.1**.

**Figure 1.1 – Site Location Plan**



- 1.2 The site is located an approximate 850m walking distance to the southwest of Stansted Mountfitchet Station and within a short walk of bus stops located on Pines Hill. There is a parade of shops located north of the station, which offer a local convenience store, a post office, a dentist and a GP surgery, with additional amenities on Cambridge Road a similar 850m distance to the north of the site.
- 1.3 In April 2014, an outline application (Ref: UTT/14/0151/OP) for approximately 68 new dwellings on a larger plot with vehicle access taken from Pines Hill was refused; there were no highway/transport related reasons for refusal.
- 1.4 In December 2020 a pre-application meeting was held between TTP Consulting, Luxus Homes and Essex County Council to discuss the introduction of 20 new homes on a smaller plot at the site, with access proposed to be taken to the site from Stoney Common Road, at the junction with Old Bell Close. The site for the 20-home scheme did not offer any frontage to Pines Hill. Essex County Council advised that:

*"The Highway Authority does not support any intensification of Stoney Common Road, and junction with B1383 Road Pines Hill / Silver Street. The existing junction has limited visibility and is of constrained width. Whilst the existence of an access in this location is a matter of fact and therefore some degree of conflict and interference to the passage of through vehicles already occurs, any intensification of the junction would lead to a deterioration in the efficiency of the through road as a traffic carrier and would be detrimental to highway safety."*

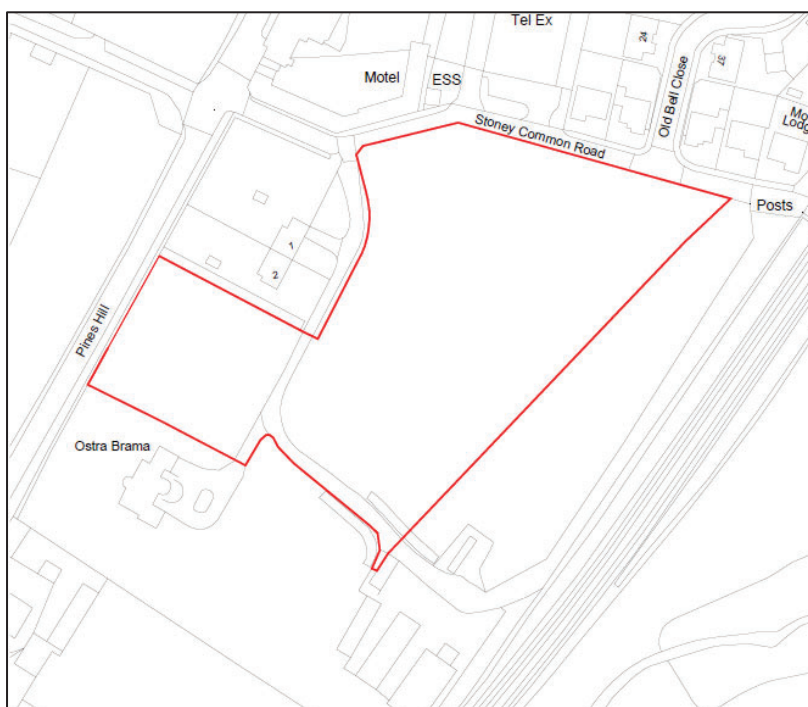
- 1.5 At the meeting the County advised that it had no objection to a new access previously proposed directly off B1383 Pines Hill for the 68-dwelling application (reference - UTT/14/0151/OP).
- 1.6 Following the December 2020 pre-application meeting, the applicant developed a proposal which included frontage to the B1383 Pines Hill and offered a new access position similar in characteristics to the 2014 application referred to by the highway authority. A planning application, with a Transport Assessment prepared by TTP Consulting, was submitted (LPA Ref UTT/21/2730/OP) for a scheme which achieved 31 dwellings, comprising 4 x 1-bed flats, 8 x 2-bed house, 13 x 3-bed houses, 3 x 4-bed houses and 3 x 5-bed houses. Residential car parking and cycle parking would be accommodated in accordance with Essex County Council's and Uttlesford District Council's standards and delivery and servicing activity will take place within the site. This application was refused in December 2021, there were no highway related reasons for refusal and Essex County Council had indicated their support for the proposals, subject to planning conditions (see **Appendix A**).
- 1.7 This Transport Assessment report is prepared in support of a new planning application for 31 dwellings, with access, parking and turning arrangements exactly the same as the scheme previously considered acceptable to the highway authority. An indicative proposed layout plan is included at **Appendix B**. Much of the format and content of the previously accepted Transport Assessment has been retained for this report.
- 1.8 This report considers the potential effects of the proposed development in transport terms including access, trip generation, parking, refuse collection and deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
  - Section 3 offers an overview of relevant planning policies;
  - Section 4 sets out the development proposals and effects; and
  - Section 5 provides a summary and conclusion.

## 2 EXISTING SITUATION

### The Site

- 2.1 The application site is located on the east side of Pines Hill and the south side of Stoney Common Road, with the railway tracks located to the east of the site and residential properties located to the north, south and west. The red line however extends to the west to offer a connection to Pines Hill. At present, vehicle access for the purpose of maintaining the land is taken from the north west corner of the site. An extract of the red line boundary of the site is shown in **Figure 2.1.**

**Figure 2.1 – Red Line Boundary of the Site**



### Surrounding Area

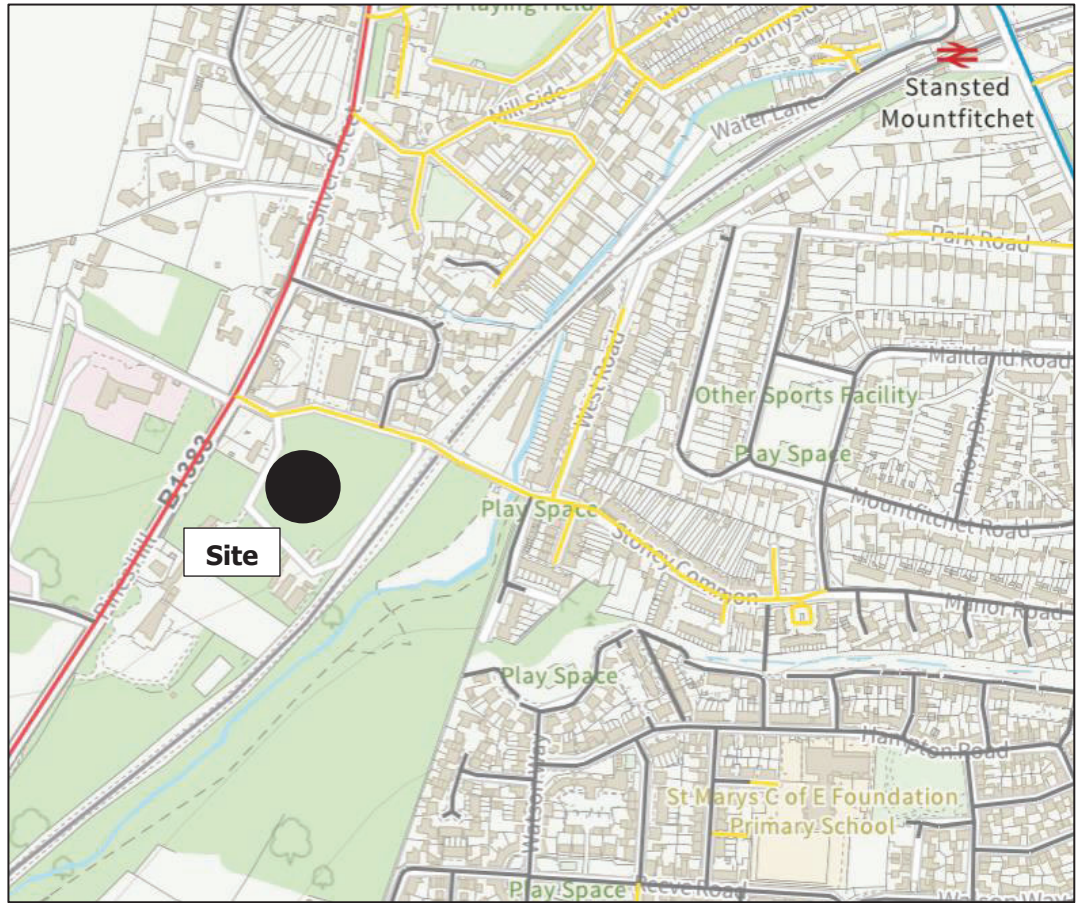
- 2.2 There are residential properties located on the north side of Stoney Common Road, which are part of the wider Old Bell Close residential development. A 1.8m wide footway has been provided in front of five detached houses which each take driveway access directly from Stoney Common Road. There is a public house located at the Silver Street / Pines Hill / Stoney Common Road junction.

### Frontage of Stoney Common Road looking west



- 2.3 Stansted Mountfitchet Station is located approximately 850m to the northeast of the site and can be accessed via Pines Hill, Silver Street, Woodfields, Chapel Hill and Church Road. There are a number of local facilities and amenities located along Chapel Hill and Church Road including a Post Office, ATM, dental practice, GP surgery, convenience stores and numerous of cafes and restaurants. Further north along Silver Street, approximately 700m-1km from the site there is a wider selection of shops including a Boots Pharmacy, Tesco Express and additional restaurants and cafes.
- 2.4 The closest primary school to the site, Stansted St Marys CoE Primary School, is located approximately 700m to the east of the site on Hampton Road, whilst Forest Hall School is located 1.3km to the east of the site on Church Road. Mountfitchet Romeera Leisure Centre is located approximately 1.4km to the southeast of the site on Forest Hall Road. The wider area is predominantly residential in nature.
- 2.5 The local area is characterised by a mixed street network with a combination of public and private roads and public and private footways, all in differing states of construction finish and maintenance, with some routes acting as shared surfaces and others offering a footpath alongside the carriageway. The local footway network, extracted from the Essex CC GIS map, is shown at **Figure 2.2** with public roads in grey and private roads and footways in yellow.

**Figure 2.2 – Footpath network**



2.6 The following images illustrate the mixed nature of the local infrastructure along key routes, such as pedestrian connections between residential developments, new streets, shared surfaces and the pedestrian bridge which crosses the railway line offering the shortest route to the station from the site.

Stoney Common Road, shared surface over railway line



Stoney Common at West Road /  
Brook Cottages, shared surface



West Road, looking north for  
route towards rail station



North end of West Road





Footbridge over railway line  
connecting West Road and  
Water Lane



Water Lane, pedestrian route to  
station



Water Lane



Pedestrian connection Stoney  
Common Road to Shaw Close  
(looking south)



Shaw Close looking north



Frontage to St Marys Primary School, Hampton Road



Private street network offering alternative shared surface connection to rail station via Woodfields and Mill Side (below)



Mill Side



## Highway Network

- 2.7 Stoney Common Road operates broadly west to east between B1383 Pines Hill / Silver Street and the Manor Road / Mount Drive junction to the east. In the vicinity of the site, Stoney Common Road is approximately 4.6m wide and narrows at the junction with Pines Hill. There are no restrictions marked on-street and when visiting the site on Friday 11<sup>th</sup> of December 2020 (1pm-2pm), on Tuesday 1<sup>st</sup> of June 2021 (9am-10am) and Thursday 23<sup>rd</sup> March 2023 (10am-11am) there were no cars parked on Stoney Common Road.

- 2.8 The site is located on the east side of Pines Hill (the B1383), which is the main road through Stansted Mountfitchet between Bishops Stortford and Saffron Walden. The road name changes to Silver Street to the north of Stoney Common Road. The current 40mph | 30mph speed limit coincides approximately with the southern end of the site frontage, with the remainder of the site frontage within the 30mph speed limit. The footway in front of the site measures circa 2m, but in many areas the verge / banking and debris have reduced the effective width of the hard surfacing.
- 2.9 An Automatic Traffic Count (ATC) was laid, circa 10m to the north of the speed limit change (within the 30mph zone) to understand the flow and speeds of vehicles. An ATC installation was used due to the high-visibility presence of undertaking manual observations and the likelihood that drivers would slow down if they saw a survey team at the roadside.
- 2.10 The ATC collected data between Monday 7<sup>th</sup> June 2021 and Sunday 13<sup>th</sup> June 2021. Having regard to the advice of Highways England document CA185 Vehicle Speed Measurement (Design Manual for Roads and Bridges) and the adoption of non-peak time periods of Monday Friday, 10.00am-12.00pm and 2.00pm-4.00pm, the survey information identified that the 85<sup>th</sup> percentile speeds were 37mph (southbound towards the 40mph speed limit) and 36.5mph northbound (i.e. the 40mph speed limit).
- 2.11 A summary of the peak hour flows recorded in 2021 is shown in **Table 2.1**, with the data presented at **Appendix C**. The surveys identified a weekday morning peak traffic flow between 8am-9am, with an average flow of 651 vehicles travelling northbound and 905 vehicles travelling southbound. In the evening peak (5pm-6pm) there was an average of 898 vehicles travelling northbound and 713 travelling southbound.

	<b>Morning Peak Hour</b>				<b>Evening Peak Hour</b>			
	<b>Northbound</b>		<b>Southbound</b>		<b>Northbound</b>		<b>Southbound</b>	
	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV
Mon.	665	2%	894	2%	867	1%	680	1%
Tues.	653	3%	944	3%	882	2%	725	2%
Weds.	657	2%	905	2%	907	3%	704	2%
Thurs.	633	3%	893	3%	903	3%	727	2%
Fri.	645	2%	890	3%	932	3%	727	3%
<i>5-day av.</i>	<i>651</i>	<i>3%</i>	<i>905</i>	<i>3%</i>	<i>898</i>	<i>3%</i>	<i>713</i>	<i>2%</i>

2.12 The ATC surveys were repeated across the period Monday 20<sup>th</sup> March to Sunday 26<sup>th</sup> March 2023, inclusive, and a summary is provided at **Table 2.2**.

	Morning Peak Hour				Evening Peak Hour			
	Northbound		Southbound		Northbound		Southbound	
	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV
Mon.	579	2	520	2	732	0	512	0
Tues.	618	2	507	3	741	1	626	0
Weds.	615	2	559	2	751	1	640	1
Thurs.	571	1	503	2	390	7	429	1
Fri.	428	4	395	3	666	1	541	1
<i>5-day av.</i>	<i>562</i>	<i>2</i>	<i>497</i>	<i>2</i>	<i>656</i>	<i>2</i>	<i>550</i>	<i>1</i>

2.13 The most recent traffic flow observations recorded fewer vehicles during the peak hours than during the 2021 surveys. There are several potential influences on the differences in traffic flows, such as changing travel and work patterns following the Covid-19 pandemic, and/or the presence of temporary traffic signals for a scheme of roadworks taking place further north on the B1383 at the Chapel Hill / Cambridge Road junction. For the purposes of this assessment, continued reliance on the June 2021 traffic data is valid as it presents the most robust dataset.

2.14 A review of the County’s interactive map identifies that Stoney Common Road does not form part of the adopted highway network, with the exception of land required for the visibility splays at Old Bell Close, whilst Pines Hill forms part of the adopted highway network. An extract of the County’s map is shown in **Figure 2.3**.

**Figure 2.3 – Extract of the County’s Interactive Map**



- 2.15 Old Bell Close is a residential loop, which operates between the B1383 Silver Street and Stoney Common Road. The carriageway measures approximately 5.6m in width, with 1.8m wide footways either side at the junction with Stoney Common Road. The width of the carriageway was observed to be consistent along the extent of the road. Parking was observed intermittently along both sides of the carriageway.

### 3 POLICY

3.1 The revised National Planning Policy Framework (NPPF) was most recently updated in July 2021 and how these are expected to be applied.

3.2 When considering the transport effects of a development, NPPF states that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

3.3 Paragraph 110 states that:

*"Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3.4 Paragraph 111 advises that:

*"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

### Regional Policy

#### Development Management Policies

3.5 The Development Management Policies need to be read in conjunction with other guidance that shape new development in Essex, in particular The Essex Design Guide, The Urban Place Supplement and the Parking Standards Design and Good Practice document. These policies have been the subject of a full public consultation exercise, together with a Sustainability



Appraisal and Strategic Environmental Assessment. They have been approved by Essex County Council Cabinet Members for Highways and Transportation and for Communities and Planning, and as such have been formally adopted as Essex County Council Supplementary Guidance.

3.6 Policy DM7 outlines that:

*"The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by ensuring that all works with the highway comply with current national and ECC standards appropriate for the category of road and ensuring that:*

- visibility splays and stopping sight distances (SSD) for all roads, with the exception of internal estate roads which carry or are intended to carry HGVs and/or passenger transport vehicles at a level of less than 5% of the overall traffic flow, must comply with standards contained within DMRB unless otherwise agreed with the Highway Authority;*
- visibility splays and SSD for internal estate roads must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents, except where 5% or more of the overall traffic flow consists of Heavy Goods Vehicles (HGVs) and/or passenger transport vehicles; and*
- where engineering measures have been implemented to provide a pedestrian prioritised environment, visibility splays and SSD must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents".*

3.7 Policy DM9 'Accessibility and Transport Sustainability' states that the Highway Authority will ensure that the developer will minimise the number of trips by the private vehicle through the provision of alternative transport modes and/or associated infrastructure by ensuring that:

- alternatives to private car use are considered as a first principle in assessing travel impacts on the transportation network and mitigation will be required through the application of comprehensive travel planning options, where impact is identified;*
- all development proposals are assessed and determined against the Essex Road Passenger Transport Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;*
- all development proposals are assessed and determined against the Essex Cycling Strategy, or its subsequent replacement, and mitigation will be required where impact is identified including connection to the existing network; and*
- all development proposals are assessed and determined against the Essex Walking Strategy, or its subsequent replacement, and mitigation will be required where impact is identified including connection to the existing network".*

- 3.8 Policy DM10 'Travel Plans' states that the Highway Authority will require provision of a Residential Travel Information Pack for all new dwellings. It is expected that this could be conditioned for this development. Appendix B of the document sets out that residential developments of 25 to 50 dwellings require a Transport Statement to accompany the application.

### Essex Vehicle Parking Standards

- 3.9 The Essex County Council parking standards set out the minimum vehicle parking standards as well as minimum cycle, powered two-wheeler (PTW) and disabled parking for the proposed uses. A summary of the standards is included below in **Table 3.1**.

<b>Table 3.1 – Summary of ECC's Parking Standards</b>				
<b>Use</b>	<b>Vehicle</b>	<b>Cycle</b>	<b>PTW</b>	<b>Disabled</b>
<b>Max/Min</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>
1 bedroom	1 space per dwelling*	1 secure covered space per dwelling. None if garage or secure area is provided within the curtilage of the dwelling.	N/A	N/A is parking is in the curtilage of the dwelling, otherwise as visitor /unallocated.
2+ bedroom	2 spaces per dwelling			
Visitor	0.25 spaces per dwelling	If no garage or secure area is provided within the curtilage of the dwelling then 1 covered secure space per dwelling in a communal area and 1 space per 8 dwellings for visitors.	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater.
* Excluding garage if less than 7m x 3m internal dimension				

### Local Policy

- 3.10 Uttlesford District Council are currently working on a revised Draft Local Plan which is due to be issued for consultation in the Summer of 2023 (Source: Uttlesford.gov.uk). The new Local Plan for Uttlesford will bring together all major planning policy for the district into a single document. It will also need to meet the requirements of the National Planning Policy Framework (NPPF).
- 3.11 The current Local Plan was adopted in 2005; it provides the basis for all planning decisions within the district. It contains policies relating to the location of development and protection of environmental features. These policies are monitored and reviewed by the council to make sure that the policies are meeting the council's aims.

3.12 The document sets out at Paragraph 3.7 that:

*"The impact of development on the road network will be assessed and Traffic Impact Assessments may be required as part of applications for planning permissions. Improvements to the transport infrastructure will be sought where appropriate. The environmental impact of traffic arising from a development will similarly be assessed and Environmental Assessments may also be required. The cumulative impact of developments will also be taken into account."*

3.13 Policy GEN1 'Access' states that:

*"Development will only be permitted if it meets all of the following criteria:*

*a) Access to the main road network must be capable of carrying the traffic generated by the development safely.*

*b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*

*c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*

*d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*

*e) The development encourages movement by means other than driving a car."*

3.14 Policy GEN8 'Vehicle Parking Standards' states that:

*"Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance "Vehicle Parking Standards", a summary extract of which is reproduced in Appendix 1 to this Plan."* It should be noted that an amendment has since been made to Appendix 1, which replaces the parking standards with those produced by Essex County Council (Parking Standards Design and Good Practice September 2009).

3.15 Due to the nature of Uttlesford District, in addition to the Essex Parking Standards set out above, local parking standards have been adopted as material planning considerations which request that 4+ bedroom homes are provided with 3 parking spaces per dwelling.

## 4 DEVELOPMENT PROPOSALS AND EFFECTS

### Summary

- 4.1 The proposals seek to provide up to 31 new homes (comprising 4 x 1-bed flats, 8 x 2-bed house, 13 x 3-bed houses, 3 x 4-bed houses and 3 x 5-bed houses) on the plot to the east of Pines Hill and south of Stoney Common Road. A new vehicle access is proposed to serve the site on Pines Hill, whilst a pedestrian connection would be made to Stoney Common Road. The scheme will be designed to allow the Council's refuse vehicle to enter and exit the development in forward gear, whilst parking bays will accord with the relevant standards.

### Access Arrangement

- 4.2 It is proposed that a new access point is introduced on Pines Hill, approximately 90m to the south of the Pines Hill / Stoney Common Road junction as shown on the drawing at **Appendix D**. A simple priority T-junction is proposed, with geometry in accord with the County's Highway Technical Manual.
- 4.3 The bellmouth of the junction has 6m radii, whilst the width of the carriageway will be 5.5m, with 2m footways located wither side of the junction; the first 10m of the site access will be set out with a 1:40 gradient, beyond which any changes in level across the site will be addressed with a carriageway gradient no steeper than 1:12. A longitudinal section drawing is included at **Appendix E**.
- 4.4 The footways on Pines Hill either side of the access will be cleared of debris and resurfaced to offer 2m wide footways on either side of the junction, connecting to the wider footway network. An existing lamp column will require relocation and the bus stop to the north of the access may require relocation, subject to discussion with the County and the service operator.
- 4.5 A retaining wall will be introduced to deal with the change in levels between Pines Hill and the site, allowing the road to accord with the appropriate design standards.
- 4.6 The achievable visibility splay to the north is 89.5m; this compares to a Manual for Streets requirement for a 30mph speed limit of 43m and for the recorded vehicle speeds at the ATC (38.1mph) this compares to a requirement of 60.8m. The former DMRB advice on visibility splays requires a stopping sight distance of 90m for one step below desirable minimum at a design speed of 70kph (43mph). Hence the achievable splay of 89.5m accords with the relevant standards.
- 4.7 For a 40mph speed limit, it is appropriate to consider the DMRB standard, for which the desirable minimum is 120m and one step below is 90m. From site observations, it is evident that a minimum of 160m is achievable from the south.

- 4.8 A Road Safety Audit of the proposed access has been undertaken by TMS Consultancy, a copy of which and a road safety audit decision log, prepared by TTP Consulting are included at **Appendix F** and **G** respectively.

## Deliveries and Servicing

- 4.9 With reference to the TRICS database, the 31 dwellings could generate up to 3 deliveries per day. Of these 2 are expected to take place in light goods vehicles, whilst 1 is expected to be undertaken by a heavy goods vehicle.
- 4.10 Swept path analysis demonstrating a large refuse vehicle entering and exiting the development in forward gear is included at **Appendix H**.

## Trip Generation

- 4.11 The total number of vehicle trips related to the 31 new homes has been estimated based on trip rate information from the TRICS database. The TRICS sites selected include 'houses privately owned'. The sites selected range from between 8 and 50 dwellings, within South East England. There were a total of 5 sites which were considered to be comparable, which included houses and flats, terraced and semi-detached houses, mixed housing and detached and semi-detached housing. The output report is included at **Appendix I**.
- 4.12 A summary of the trip rates and resultant total vehicle trips for 31 new homes is shown in **Table 4.1**.

Time Period	Trip Rates per Unit		Total Vehicle Trips*	
	In	Out	In	Out
7am – 8am	0.078	0.314	2	10
8am – 9am	0.072	0.353	2	11
9am – 10am	0.157	0.144	5	4
Morning Period (7am – 10am)	0.307	0.811	10	25
4pm – 5pm	0.229	0.085	7	3
5pm – 6pm	0.233	0.196	7	6
6pm – 7pm	0.327	0.085	10	3
Evening Period (4pm – 7pm)	0.789	0.366	24	11
<b>Total (7am – 7pm)</b>	<b>2.013</b>	<b>2.074</b>	<b>62</b>	<b>64</b>
*Based on 31 new homes				

- 4.13 The above suggests that the 31 new homes could generate up to 13 vehicle movements (2 arrivals / 11 departures) in the morning peak hour (8am-9am) and 13 vehicle movements (7 arrivals / 6 departures) in the evening peak hour (5pm-6pm), which equates to an average of 1 vehicle every 5-6 minutes seeking to exit the site in the morning and 1 vehicle every 10

minutes seeking to enter the site in the evening. This level of activity is not expected to have a noticeable impact on the operation of the local highway network and hence no further assessment is considered necessary.

## Parking

- 4.14 As the proposed scheme is in outline with all matters reserved except for access, the amount of parking provided will be dealt with through reserved matters. However, the indicative masterplan submitted with the application could provide for a total of 72 parking spaces, which based on the indicative mix for up to 31 No. dwelling proposed is compliant with the total number of minimum spaces required by the ECC and UDC parking standards.
- 4.15 In addition, a minimum of 1 secure covered cycle parking space will be provided per dwelling should garages not be introduced. For visitors 1 space per 8 dwellings will be provided, as such a minimum of 2 short stay cycle parking spaces will be provided.
- 4.16 All car parking spaces will be provided in accordance with the minimum dimensions set out in the Essex County Council guidance (5.0m x 2.9m).

## Highway Authority Dialogue

- 4.17 Appendix A presents the highway authority's consultation response to the previous application and confirms the acceptability of the proposals subject to a number of recommended conditions. This application is identical to the previous submission in respect to highway and transport matters and it is therefore appropriate to offer a commentary on the County's recommended conditions.
1. The requested visibility splays of 2.4m x 89.5m and 2.4m x 120m as shown on TTP Consulting Drawing 2020-4056-008 are deliverable and shall be maintained;
  2. Prior to the undertaking of any construction works on the public highway it will be necessary to submit a detail design to the highway authority for their review and technical approval, and to enter in to a Section 278 Agreement under the Highways Act. At this stage of the design process, which will be based on an updated topographical survey, the requirements of this recommended condition shall be provided. The junction radii will be adjusted so that a refuse collection vehicle is able to exit left to Pines Hill without crossing the centre line of the road.
  3. The requested improvements to the footway within the public highway leading north from the site frontage will be included in the scheme of detail design.

4. The connection for pedestrians and cyclists from the development to Stoney Common Road shall be provided.
5. If the originally requested improvements to local bus stop infrastructure for northbound services are still required then this will also be included in the scheme of detail design.
6. The formation of the new access requires the relocation of the southbound bus stop, the design of which will be incorporated within the Section 278 works.
7. Each household will be provided with a Residential Travel Information Pack in accord with Essex County Council requirements.
8. A Construction Management Plan will be provided for approval prior to development taking place.

4.18 In summary, all of the recommended conditions are acceptable.

4.19 It is also relevant that in preparing the Delegated Officer Report for the refused application (UTT/21/2730/OP) the Local Planning Authority advised as follows under the heading of Parking and Access:

*"The Highways Authority have considered the proposal and raise no objections to the scheme, subject to a number of conditions. As such, it is considered that the proposal would comply with Policies GEN1 and GEN8 of the Local Plan."*

## 5 SUMMARY AND CONCLUSION

### Summary

- 5.1 The Applicant is seeking to provide up to 31 new residential homes on land south of Stoney Common Road and west of Pines Hill in Stansted Mountfitchet.
- 5.2 The proposed homes are located within walking distance to Stansted Mountfitchet Station, providing access to Greater Anglia services. There are also bus stops located within walking distance on Pines Hill. As such, the site benefits from access to public transport, and is supported by local facilities in Stansted Mountfitchet. In addition, there are surrounding facilities and amenities including schools, shops, doctors, newsagents, supermarkets and restaurants within walking distance of the site.
- 5.3 Car parking will be provided in accordance with the Essex County Council and Uttlesford District Council minimum parking standards.
- 5.4 Cycle parking will be provided in accordance with the relevant standard.
- 5.5 The site will be designed to accommodate the Council's refuse vehicle entering and exiting the site in forward gear.
- 5.6 The vehicle trip generation has been estimated which demonstrates that there will not be a noticeable increase on the highway network as a result of the development.
- 5.7 Vehicular and pedestrian access is proposed from Pines Hill Road, a road safety audit has been undertaken and is included as part of the submission material.
- 5.8 Essex County Council, as highway authority, has previously considered a development of this scale and access of this nature and found it to be acceptable subject to recommended conditions, with local planning authority finding the proposals compliant with Local Plan policies GEN1 and GEN8.

### Conclusion

- 5.9 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and Paragraph 111, which states that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*



# **Appendix A**

**(ECC Consultation Response)**

Your Ref: UTT/21/2730/OP  
Our Ref: 51339  
Date: 25<sup>th</sup> November 2021



Essex County Council

CC: (by email) *DM, SMO2, Chelmsford  
Cllr Ray Gooding*

Andrew Cook  
Director for Highways  
and Transportation

To: Uttlesford District Council  
Assistant Director Planning & Building Control  
Council Offices  
London Road  
SAFFRON WALDEN CB11 4ER

County Hall  
Chelmsford  
Essex CM1 1QH

## Recommendation

Application No. UTT/21/2730/OP  
Applicant Greg Thabit Luxus Homes Ltd  
Site Location Land East of Pines Hill Stansted  
Proposal Outline planning permission with all matters reserved except access, for up to 31 no. dwellings

**All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.**

**From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:**

1. Prior to occupation of the development, the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 89.5 metres to the north and 2.4 metres by 120 metres to the south, as measured from and along the nearside edge of the carriageway, as shown in principle on DWG no. 2020-4056-008 (Proposed Site Access Visibility). Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. **Reason:** To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety.
2. Prior to occupation of any dwelling, the provision of an access formed at right angles to B1383 Pines Hill, to include but not limited to: minimum 5.5 metre carriageway

width in combination with appropriate junction radii to accommodate the swept path of all vehicles regularly accessing the site and two 2 metre wide footways around the radius kerbs. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway the interest of highway safety.

3. Prior to occupation of the development, the provision of a 2-metre footway along the entire site frontage and improvements to the existing footway thereafter to provide maximum achievable width between the north of the site frontage and The Old Bell Public House to include appropriate alterations to Stoney Common Road with the B1383 junction to regularise pedestrian access. For the avoidance of doubt, this shall include full depth reconstruction and surfacing. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** In the interest of highway safety and accessibility.
4. Prior to occupation of the development, the shared pedestrian cycleway access onto Stoney Common Road shall be provided to an effective width of 3 metres and at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 25 metres, as measured from and along the nearside edge of the carriageway, with an appropriate dropped kerb provision either side of Stoney Common Road. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. **Reason:** To provide adequate inter-visibility between pedestrians and cyclists using the access and those in the existing public highway in the interest of highway safety.
5. Prior to first occupation of the development, improvements to the passenger transport infrastructure at the northbound bus stop located adjacent to Sanders Close. The bus stop improvements to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.
6. Prior to first occupation of the development, the existing southbound bus stop located along the site access shall be relocated to an appropriate position to the south of the site access and shall be improved to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport and to ensure vehicles using the proposed site access can enter and leave the site in a controlled manner.

7. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.  
**Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.
  
8. 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 and shall provide for the following all clear of the highway:
  - i. Safe access into the site;
  - ii. Vehicle routing;
  - iii. The parking of vehicles of site operatives and visitors;
  - iv. Loading and unloading of plant and materials;
  - v. Storage of plant and materials used in constructing the development;
  - vi. Wheel and underbody washing facilities.
  - vii. Before and after condition survey to identify defects to highway in the vicinity of the site access and where necessary ensure repairs are undertaken at the developer's expense where caused by the 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.

**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.**

Informative:

- i. It is noted that there are changes in levels within the site, and the junction gradient shall comply with guidance within Design Manual for Roads and Bridges.
  
- ii. 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](mailto:development.management@essexhighways.org) or by post to Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford, Essex, CM2 5PU.
  
- iii. There shall be no discharge of surface water onto the Highway.
  
- iv. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no

mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.

- v. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the 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 as security in case of default.
- vi. 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.
- vii. 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.



.....  
pp. Director for Highways and Transportation  
Enquiries to Sophie Currey



# **Appendix B**

**(Proposed Layout Plan)**

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DATE: 15/08/2021  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

**ON ARCH  
 ITECT  
 URE**

Company: Architects  
 Logan House, 31 Andrew Close  
 100 High Street  
 CT1 3BP  
 info@onarchitecture.co.uk  
 onarchitecture.co.uk

Project:  
 Land at Three Hills, Stratford Mountfitchet  
 Client:  
 Lixus Homes

Drawn by:  
 Rishi Dave Mathur

Model Number	
Scale	1:500 @ A1
Date	August 2021
Drawn	Checked
Drawn by	
Project Name	00221
Drawing Number	3C20
Drawing Revision	