

26th May 2023

PJB Planning
1st & 2nd Floor, 2 West Street,
Ware, Hertfordshire
SG12 9EE

By Email

Our Reference: 2020-4056/sbd/L01

Dear Peter

S62A/2023/0018 | Land East of Pines Hill, Stansted Mountfitchet, CM24 8EY

I refer to consultation correspondence on the above planning application which was forwarded to me on 17th May 2023 and comprises a highways-related objection prepared by Mr Raymond Woodcock.

We note the submission of Mr Woodcock which sets out a historical overview of traffic conditions across Stansted Mountfitchet's road network from the perspective of an actively engaged local resident and which also has regard to data sourced from the highway authority. It is a reasonable summary to consider Mr Woodcock's submission as a well-intended desire to see improvements in infrastructure provision and driver behaviour. We note that there is no specific analysis or critique of the Transport Statement prepared to accompany the planning application, but reference is made to the speed of traffic using the B1383, a road on which the proposed development relies for its access. It is suggested in objection that the location of the proposed development for 31 new homes in combination with the volume of speed of existing traffic will result in increased safety risks.

Mr Woodcock refers to recent speed and flow data on the B1383 in a location approximately 300m to the north of the application site. Speed and traffic volume information is important when considering junctions for access, both in terms of the ease with which drivers can judge gaps in the traffic flow to make their turns, but also the stopping sight distances for drivers to view oncoming traffic.

The required splay length is a function of vehicle speed, usually the speed limit of the road, but it is also reasonable also to give consideration to local conditions. For this reason, the Transport Statement which accompanies the planning application includes traffic volume and speed data collected in the immediate vicinity of the site frontage for the periods June 2021 and March 2023 (Section 2 of TS) and also comments on the recorded vehicle speeds when considering the suitability of the proposed access (Section 4 of TS).

The speed limit of the B1383 changes in the vicinity of the site frontage, with a 40mph limit to the south and a 30mph limit to the north. The Transport Statement explains that the recorded speeds for drivers approaching the change southbound from 30mph to 40mph and having entered the 30mph zone northbound from the 40mph are both over the 30mph limit. The TS continues to describe the available visibility splays for drivers emerging from the proposed site access to join the B1383 and explains that the achievable visibility splays meet or exceed the distances required by design standards when based on the observed speeds.

It is also relevant that the access proposal and the volume of additional residential traffic has previously been considered acceptable by Essex County Council as highway authority and the access has also been the subject of a Stage 1 Road Safety Audit.

In summary, we acknowledge the comments made by Mr Woodcock and offer reassurance that the proposed access has been assessed with regard to the prevailing local conditions which are relevant to the B1383 along the site's frontage.

Yours sincerely,



Stuart Davies
Director
For **TTP Consulting**

