

Re: Section 62A Planning Application: S62A/2023/0016 Warish Hall Farm, Smiths Green Lane, Takeley, Essex, CM22 6NZ

## Transport Assessment

In response to the correspondence and assessment submitted by Essex County Councils Highways Department I wish to highlight the concerns raised by the very same department in respect of this applicants planning application submitted directly to the LPA.

This first assessment undertaken in January and February assesses and highlights Smiths Green (Lane) and Warish Hall Lane during winter months when parts of the lanes are frequently under water, challenging when attempted by foot or by bicycle. The lanes relies on water runoff draining to adjoining ditches. Once full water lies on the road. The assessment highlights the lack of pavements forcing pedestrians and cyclists to vie for space with vans, cars, lorries and farm vehicles all using the same lanes.

The summary of this assessment is:

*From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:*

*The applicant has not demonstrated to the satisfaction of this authority that the impact on the local highway network caused by this proposal is acceptable in terms of highway safety and accessibility with particular regard to the following:*

*1. The application does not demonstrate that safe and suitable access can be achieved for all users:*

*The lack of pedestrian footways on Smiths Green and reliance on public rights of way which are isolated and unlit for all pedestrian movements mean that they are not attractive or suitable for general everyday use particularly in terms of personal safety.*

*2. The application does not demonstrate that appropriate opportunities to promote public transport can be or have been taken up, given the type of development or location.*

*The proposal is therefore contrary to policies DM1 and DM9 contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011; Policy Gen 1 in the Uttlesford Local Plan and paragraphs 110 and 112 of the National Planning Policy Framework 2021*

.....  
.....  
*pp. Director for Highways and Transportation Enquiries to Katherine Wilkinson*  
*Internet: [www.essex.gov.uk](http://www.essex.gov.uk)*

I will submit a full copy of that assessment under separate cover.

In the assessment dated 2nd June reference is made to drawing 2007045 SK37 Revision A. This drawing is not listed in the drawings list. Much weight is given to the need to upgrade the public byway Jacks Lane, to include lighting and improved services. No mention or consideration is given to the frequent flooding that occurs to this pathway. Reference within this report is made to access from Jacks Lane byway to the site, yet a review of the boundary drawing WH202.WST.P1.ZZ.DR.PL10.01 revision A does NOT show any access. The estate eastern brick wall boundary being shown to the rear garden plot JG40 without any break. Currently the byway is unlit. The area surrounding the byway in particular to the south includes evidence of historic settlement, including a moat which is used today for drainage. The trees and shrubs form an important barrier between Priors Green, the school and Jacks Lane. No consideration has been given to the environmental impact that street lighting will have on nocturnal life, bats, insects and the like that exist in this area. Lighting and path upgrades further detract from the rural setting of the area.

Within this report significant work will be required to create a sustainable access to the site. This will include removal of extensive hedgerows to be replaced by brick walls. Urbanising a rural area. Hedgerow destruction is against parliamentary policy.

This report does not consider the suitability of the Lanes for increased pedestrian or cycle usage. Suggesting that none vehicle usage will be by local footpaths. The footpaths do not provide access to the services residents are likely to use. Buses, retail and leisure facilities, contrary to NPPF para 104.

The draft S106 agreement calls for a new bus stop adjacent to the Smiths Green/B1256 junction. Such a structure will impede traffic exiting Smiths Green and likely to cause accidents due to restricted views of the road.

This development relies on and promotes reliance on private cars. It can not be considered as sustainable.

These concerns highlighted in my original objections and as supported by Essex CC Highways, I would reiterate that as a mother I would not put my children at risk by allowing them to walk or ride a bicycle along these lanes.

I urge that these unsafe proposals are rejected.

Sharon Critchley (Mrs)

