

Your Ref: S62A/2023/0019
Our Ref: HT/SD/RMc/48518
Date: 25/08/2023



Essex County Council

CC (by email): [REDACTED]
Essex Highways DM
Public Rights of Way team
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Paul Crick
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To: Inquiries and Major Casework Team
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Request for information

Application No.	S62A/2023/0019
Applicant	Weston Homes PLC
Site Location	Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, Essex, CM22 6NZ (Land known as Bull Field, Warish Hall Farm, Takeley, Essex)
Proposal	Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure

This S62A planning application involves one of the land parcels which formed part of planning application UTT/21/1987 for a wider area of land which was refused by Uttlesford District Council and subsequently dismissed by the Planning Inspectorate following an appeal.

This application was accompanied by a Transport Assessment which has been reviewed by the highway authority. The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2021 and in particular paragraphs 110 – 112, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

However, it has not been possible to undertake a full review due to requiring clarification and/or further information on the following matters:

Highway safety and design

- No Stage 1 road safety audit has been provided, we require this to be submitted along with the designers' response to the issues raised

- The applicant has obtained personal injury accident data from Crashmap – ECC do not accept CrashMap data
- Consideration should be given as to whether a major road central treatment, e.g. provision of a right-turn ghost island, should be provided at the access to site from Parsonage Road
- We would welcome clarity on whether the applicant is expecting ECC to adopt the access road and estate roads as highway

Pedestrian and cycle access, including Public Rights of Way

- Two public rights of way run through site – footpath 40 (Takeley 48) and footpath 41 (Takeley 48). Neither footpath has been accommodated on their legal definitive lines. The definitive line of each footpath should be made available through the development
 - Footpaths 40 and 41 are marked as primary pedestrian/cycle routes in Appendix I of the TA. Cycling is not legally permitted along a footpath so this would not be acceptable under the Highways Act 1980. We would accept:
 - the footpath(s) segregated from the recreational route (two separate routes clearly defined from one another to prevent cycling along the footpath and for the footpath(s) to follow the definitive line) or
 - if they intend to merge the two (following the recreational route) then they would first need to apply for a permanent diversion of Footpath 40 Takeley (under TCPA) and then apply for a cycle track conversion order (Cycle Tracks Act 1984)
 - We need to see a plan showing the definitive line of both footpaths accommodated within the development, at least 2m in width with a firm and level surface using an appropriate material
 - If they cannot accommodate the definitive lines, then they are required to apply for a permanent diversion using TCPA
 - No cycle path can join a footpath as this would encourage illegitimate use and could create user conflict issues
 - The applicant can obtain the definite route and widths by contacting highway.status@essexhighways.org
- We would welcome clarity of pedestrian and cycle access beyond the area shown in Appendix I of the TA. How will pedestrians and cycles access Parsonage Road? Footpath 40 currently extends to Parsonage Road but no information has been provided as to whether this will be upgraded or retained as existing
- We would ask the applicant to consider improvements to the sustainable transport network, for walking, cycling and buses to ensure accessibility and sustainability. For example, improving the pedestrian link from site to the centre at Priors Green. Access from site to Priors Green Community Hall relies on restricted byway 25 (Takeley 48) from Jacks Lane to Burgattes Road

Trip generation/traffic surveys

- The trip generation rates within the transport assessment are taken from TRICS, this is acceptable but more appropriate filters should be used – for example, sites with car ownership between 0.6 and 1.0 should be filtered out
- The traffic surveys to inform the modelling were undertaken on Tuesday 7th February 2023 – we do not consider February to be a neutral month. Traffic surveys should be undertaken in neutral months during normal traffic flow and usage conditions, outside of school holiday periods and in typical weather conditions
- The applicant states that speed surveys have been undertaken on Parsonage Road (paragraph 4.4 of TA), and that the 85th percentile speeds “are in the order of 40mph” – we request a copy of the speed survey data and confirmation of the 85th percentile speeds in both directions

- The modelling for the Four Ashes junction will need to be adjusted to take into account the pedestrian stage being called at every cycle. Currently, it has been assumed that the pedestrian stage is only called every other cycle which is not accepted

Parking provision

- At paragraph 4.7 of the TA, the applicant notes a total of 196 car parking spaces will be provided including 25 visitor parking spaces. However, paragraph 5.112 of the Planning Statement states a total of 230 spaces will be provided including 24 visitor parking spaces – we would welcome clarity of the quantum of car parking to be provided

Should this information not be forthcoming, then the highway authority would recommend refusal on the grounds of insufficient information to demonstrate that the proposal would be acceptable in terms of highway safety, accessibility and/or capacity.



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