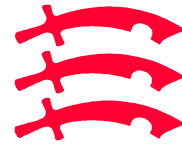


Your Ref: S62A/2023/0021  
Our Ref: HT/SD/RMc/49899  
Date: 13/09/2023



**Essex County Council**

CC (by email): [REDACTED]  
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Paul Crick  
Director of Highways and Transportation

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### **Request for information**

Application No.	S62A/2023/0021
Applicant	Dandara Eastern Limited
Site Location	Moors Field, Station Road, Little Dunmow, Essex
Proposal	Application for the approval of reserved matters for appearance, landscaping, layout and scale for 160 dwellings and a countryside park pursuant to conditions 1 and 2 of outline planning permission UTT/21/3596/OP

This S62A planning application is for the reserved matters of layout, appearance, scale and landscaping of outline permission UTT/21/3596, and was accompanied by a number of statements and plans which the highway authority have reviewed. The assessment of the application 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.

**It has not been possible to undertake a full review as we require clarification and/or further information on the following matters:**

#### Highway safety

- The Landscape Statement indicates substantial planting within and close to the highway – any vegetation should be planted at least 1m from the back of the visibility splays and the Highway Boundary, there appears to be some locations where there is planting proposed within visibility splays
- Visibility splays across the site should be hardened, and preferably within the adopted highway
- The estate road network will be required to be a 20mph zone, please provide confirmation that the measures meet the requirements for the creation of a 20mph zone – further measures are likely to be required on the road serving plots 24-138 and the road serving plots 56-85

- We consider that highway verges should be a minimum of 3m wide, and trees within those verges should be planted no closer than 1.5m from the carriageway
- The submitted Refuse Vehicle Tracking plan cannot be assessed in detail due to its poor quality, however it does appear that the tracking is unsatisfactory as it goes over the footway. This information should be resubmitted in a readable format.
- It is also not possible to determine what vehicle has been used for the tracking – please could this be clarified, it should be UDC’s largest refuse vehicle

#### Pedestrian and cycle access

- Condition 23 of the outline planning permission details that a pedestrian/cycle access of minimum effective width 3.5m be provided at the existing field access on Station Road, this is not shown on the submitted plans and they should be updated accordingly
- Similarly, two ‘proposed pedestrian and cycle accesses’ were indicated on the approved Illustrative Masterplan (referred to in condition 25 of the outline planning permission) on the southern boundary of the site. The westernmost of which is shown on the submitted Illustrative Masterplan (but does not appear adequate for pedestrian and cycle access) and the easternmost is missing from the submission – clarity on this would be welcomed
- A 2m footway along the southern edge of the carriageway along Station Road was secured as part of the outline permission, but it is not shown on the submitted plans. It is also unclear whether the path that is marked is supposed to act as a substitute. This is also marked on the approved Illustrative Masterplan as a pedestrian/cycle access but does not appear adequately wide
- We would welcome confirmation of which of the paths marked across site will be shared pedestrian and cycle paths, and their minimum widths should be confirmed along with their surfacing material
- The Design & Access Statement provides that “the paths within the development area alongside the roads should be surfaced, as should the connections to the Fritch Way” – clarity would be welcomed as the latter do not appear to be surfaced on the submitted plans
- We would welcome details of pedestrian crossing points throughout the development, particularly at the raised table junctions

#### Public Rights of Way

- Footpath 10 (Little Dunmow 35) runs through the site. The path proposed along the public right of way route appears to be the widest on site. As this is a PROW footpath, cycling is not legally permitted along it, so please confirm either:
  - what measures would be in place to discourage cyclists or
  - that it is intended for this route to be a shared cycle path/footway and, as such, the applicant will apply for a Cycle Track Order (Cycle Tracks Act 1984)
- If the Footpath is to remain as a PROW footpath, it would not be acceptable for a cycle path to join it as this would encourage illegitimate use, this will require some design of the internal paths. Where a shared pedestrian/cycle path crosses the footpath (which is acceptable), we would expect to see mitigation measures on both sides to deter cycling along the footpath
- The width and surface type proposed for the PROW footpath should be submitted for our review, preferably with a cross-section drawing
- Any planting adjacent to the footpath needs to be set back at least 2m away from the edge of the path to prevent future encroachment/obstruction issues

**Until this information is provided, the highway authority is not in a position to provide a recommendation as we cannot be satisfied that the proposal would be acceptable in terms of highway safety and accessibility.**

**We have further comments on highway design and parking design that we would also welcome clarity on but could likely be resolved at a later date:**

#### Highway design

- We would welcome clarity on the proposed street types – to correspond with the street types in the Essex Design Guide. The Landscape Statement offers Main Street, Residential Street and Shared Surface Street but these do not appear to correspond with the Street Hierarchy Plan within the Design & Access Statement
- Shared private drives serve plots 1-3, 17-19, 30-37, 47-51, 91-94 and 149-156:
  - The maximum number of units served by a shared private drive should be 5
  - The shared private drives for the flats (30-37 and 149-156) should have a turning head minimum size 5 (8m x 8m)
  - The shared drives for plots 1-3, 47-51 and 91-94 should have a clear size 5 turning head, 8m x 8m – all appear to be obstructed by ornamental shrub planting
- The road serving plots 24-138 is shown on some plans as a shared surface, but not all. This road is a through-route and should not be a shared surface, as such a 2m footway should be provided on both sides of the carriageway
- The road serving plots 56-85 is also shown as a shared surface. We have concerns about the length of this straight section which would be approx. 9m wide if no visitors are parked in the bay
- A 0.5m margin is required on all shared surface roads proposed for adoption, this should be added and clearly marked
- We welcome the provision of footways along both sides of most of the estate roads but would welcome clarity on pedestrian provision along the street of plot 24-138 and 56-75
- We would welcome details of the feature in the south-east corner of the site, opposite plots 47-31. It would be preferable for the adopted footway to be adjacent to the adopted carriageway or for the footway to instead lead to the shared private drive
- Please consider the position of the raised table at the access to plots 149-156 as the ramp is very close to the access
- There are some discrepancies in relation to highway materials – the Hard Landscaping plan indicates all roads will be 'black HRA' (hot rolled asphalt) but within the Landscape Statement the 'Residential Streets' and 'Shared Surface Streets' are marked as block paving (Burnt Oak and Autumn Gold respectively) – we would welcome clarity on this matter

#### Parking design

- The submitted Parking Strategy Plan does not show each parking space individually so it is not possible to check the layout fully
- A revised parking strategy plan which marks each parking space and labels which plot it is assigned to would be welcomed
- At a number of plots the 'private drives/parking to dwelling houses' extends across the public footway (e.g. plots 75, 90, 100, 118-122, 157-160), this could lead to indiscriminate parking across the footway
- Consideration should be given to providing private drives that serve the front of the property (e.g. at plots 14, 24, 52, 75, 90, 96 and 109, parking is some distance to the side/rear which may lead to indiscriminate parking on the highway for convenience)
- It is unclear around plots 71-75 whether there is sufficient parking provision
- Parking at plot 88 is not marked on the Parking Strategy Plan
- Parking spaces should be immediately behind the footway or the 0.5m maintenance strip (if shared surface), and certainly no more than 1 metre from the footway/strip to avoid indiscriminate parking of vehicles overhanging the highway

- The positioning of the 'public visitor parking bays' should be reconsidered to be more spread out across the development site
- The proposed cycle parking for flats should be clarified – will the communal bin/cycle stores be secure and what parking facilities will be provided?
- Furthermore, the cycle stores should be conveniently located adjacent to entrances to buildings, enjoy good natural observation and be easily accessible from roads and/or cycle routes – it is not clear that this is the case
- Details of the sheds to be provided for cycle storage should be submitted



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