

Appendix vi) A4 23 pages

Transport Statement

In respect of

**Proposed Residential Development
at
Eastfield Stables,
May Walk,
Stansted CM24 8SS
July 2023
ver.02**



Transport Planning Consultants

131 Lodge Avenue, Gidea Park, Romford RM25AD

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1. Introduction

- 1.1. We are instructed by NB Investments (UK) Limited to prepare a Transport Statement in respect of their proposals for a residential development located at Eastfield Stables, May Walk, Stansted. The proposal comprises 5 residential units.

2. Site description, location and Existing traffic conditions

- 2.1. The Application Site is currently an exercise area and paddock area that was used by the equestrian centre of Eastfield Stables. The site has gained residential status by virtue of the grant of consent by UDC for the conversion of the redundant buildings lying within the Stables Site. Consent has already been gained for the conversion of 5 existing buildings for residential use. This work is under way. In addition to these five residential units consent was recently given for the building of a small Health and Wellbeing Hub to be served from the same access point, consisting of a single storey building with 12 parking spaces. The use of Wellbeing hub will be mainly for Yoga and fitness classes with some one to one health and fitness appointments.
- 2.2. A location plan is provided at **Appendix A**.
- 2.3. The current proposal seeks to complete the development potential of the remaining areas.
- 2.4. The Application Site is located immediately north of the B1051 to the east of Stansted and just to the west of Elsenham.
- 2.5. Both villages have a full range of amenities including local shops, schools, doctors, places of worship, sports facilities, a wealth of clubs and societies. Both villages also have a main line train station with regular services linking London, Cambridge, and Peterborough for journeys further afield,
- 2.6. A regular bus service links the site with both villages along the B1051.
- 2.7. There are three vehicular access points into Eastfield Stables.
- 2.8. This development proposes to utilise the gated entrance at the south eastern boundary with the B1051, modified to the approval of Essex Highways.
- 2.9. May Walk, a bridleway PROW 45-25, joins the B1051 at the south western boundary of Eastfield Stables and has two gated access points into Eastfield Stables.
- 2.10. The first is located just some 15 metres in from the highway and will not be utilised as a part of this development proposal.
- 2.11. The bridleway is within the ownership of the applicant, from the B1051 up to a further gated access some 300 metres from the B1051.
- 2.12. This upper access from May Walk leads to the areas occupied by 5 existing building which have been or are in the process of being converted to residential dwellings. May Walk and the area occupied by the 5 buildings are indicated on the application documents but are primarily excluded from this development proposal.
- 2.13. The B1051, Stanstead Road is a local distributor road serving Elsenham to the east of the site and several outlying settlements. It carries relatively low levels of traffic and does not suffer from congestion of any significance even during the peak hours which are conventional and tidal in nature. Speed surveys have been undertaken and are presented at **Appendix B**. The results of those surveys will be discussed in more detail in a following section. The nature of traffic flow in the

vicinity of the site has been determined by observations on site.

- 2.14. Stanstead road in the vicinity of the site is a two-way road with a 1.8m pedestrian footway on its northern side. A footway does exist on its southern side but only crosses the M11 bridge and then stops at a dropped crossing point to allow a crossing to the northern side.

Walking

- 2.15. The current condition of the pedestrian network in the immediate vicinity of the site is variable. The footway surfaces are in need of repair in certain locations and the level of street lighting and coverage is moderate to poor along the site frontage but improves significantly on the approaches to Elsenham.
- 2.16. There are no tactile provisions for the visually impaired and dropped crossing points are rare and when provided often lack a paired crossing point on the opposite side of the carriageway,

Cycling

- 2.17. There are no specific or formal cycle routes in the area around the site but there are numerous quiet roads which facilitate good cycling environments and provide access to the wider highway and public transport networks.
- 2.18. Uttlesford District Council do however have a District Cycling Action Plan that was adopted in 2018 in which a number of formal cycling facilities are proposed in the area around Elsenham, including a link with Stanstead Airport. No schemes have yet been approved for implementation and much of the proposed work awaits funding.

Public Transport

Buses

- 2.19. Elsenham is serviced by the 7 and 7A bus services that run between – Stansted Airport, Elsenham and Bishop's Stortford. Full details of destination together with the bus timetable are provided at <https://bustimes.org/services/7-stansted-airport-takeley-henham-elsenham-bishops>.
- 2.20. There have been recent improvements to the bus passenger facilities to most stops in Elsenham. The nearest stops to the site in both directions is approximately 200 m.

Rail

- 2.21. The nearest rail stations are Elsenham 1.5 km to the east and Stanstead Mountfitchet 2km to the west. Both stations are served by the same lines and access Cambridge/Ely to the north and London Liverpool Street and Stratford International to the south with both commuter style services and fast trains.

3. Proposals

- 3.1. The development proposes 5 residential units. The indicative site layout is shown at **Appendix C**.
- 3.2. Prior to this proposal being developed, a previous proposal for 11 residential units was submitted for approval in 2020. As part of that proposal advice was sought from the County Councils Highways Officer. Although the 2020 proposal was rejected it did follow the advice provided by Essex County Highways and no highway objection was received. The officers advice is provided in the email at **Appendix D**.

- 3.3. These latest proposals have been drawn up to incorporate that advice as far as possible.

Visibility

- 3.4. It was clear that the 60mph visibility splay requirement could not be met from the proposed access onto Stanstead Road. The officer advised that without speed measurements in the vicinity of the site it could not be judged if the visibility requirement could be relaxed. To this end the applicant instructed a specialist surveyor to undertake standard speed measurements along the site frontage to determine the 85th percentile speeds. Those survey results are presented at **Appendix B**. The results showed an 85th percentile of 44 mph on the eastbound approach and 45 mph on the westbound approach.
- 3.5. If Department of Transport visibility standards are applied this would require a visibility envelope to each side of the site access of 2.4m by 120m for a 45 mph road. It can be seen from the plan shown at **Appendix E**, that this is easily achieved with a 120m minimum along Stanstead Road in both directions.
- 3.6. It can also be seen that there is a marginal incursion on to third party land in order to achieve these distances, however the applicant has secured rights over these areas in perpetuity if consent is given to the proposal.

Access

- 3.7. The proposed access is shown at **Appendix F**. As required, it consists of a 5.5m wide road with two 2m wide footpaths. It is straight for the first 15m from Stanstead Road and perpendicular to it.
- 3.8. The officer stated that the entry and exit radii to the access would be determined by the large refuse freighters used by Uttlesford District Council. A swept path analysis for the nearest fit to an Uttlesford refuse vehicle, is also shown, along with the swept path for a fire tender at **Appendix F**. The required kerb radius is 6m.

Parking

- 3.9. Parking for both cars and cycles is to be provided at the required current standards and will include both active and passive provisions for electric vehicle charging.

4 Transport Impact

- 4.1. The number of predicted vehicle trips generated by this proposal have been calculated in the table below. The trip rates were taken from TRICS and have been extracted from those used in the approved application Ref. UTT/0142/12/OP. Whilst it is accepted this is may not be an ideal comparison there are no examples within TRICS that are suitable candidates for comparison with the proposal.

Proposed Residential Trip Generation

	ARRIVALS		DEPARTURES	
	Trip Rate Per unit	Predicted Traffic	Trip Rate Per unit	Predicted Traffic
AM Peak Hour 08.00 -9.00	0.159	1	0.454	3
PM Peak Hour 17.00 -8.00	0.414	3	0.249	1

Note: Trip rates per dwelling extracted from Table 21 of the Transport Assessment associated with Application UTT/0142/12/OP. More recent examples within the TRICS Database do not exist and other similar sites are too old to be appropriate in this case.

- 4.2. The traffic arising from the proposals, even in the network peaks, will be low, as can be seen from the table above. Within a short distance of the site, once dispersed over the wider network they site generated traffic will be imperceptible within the normal variations of daily traffic flow.

5 Servicing

- 5.1. Servicing will take place from the estate roads where provisions in respect of a Type 3 turning head have been provided to facilitate turning larger vehicles.

6 Conclusions

- The proposals are served by an access that complies with the Highway Authorities requirements.
- The visibility requirements for a 45 mph road (as surveyed) can be met.
- The trips generated by the proposed 5 dwellings will be extremely low.
- The site is located close to a wide range of local amenities and will reduce the need for travel by motor vehicle.

In view of the above and the clear compliance with Essex County Highways requirements we find no reason to withhold consent for this proposal.

Appendix A - Site Location



Aerial photograph of site locality



Appendix B – Speed Survey Results



SPEED SURVEY SUMMARY SHEET

PROJECT	35914 Eastfield Stables, Elsenham
LOCATION	35914-001 - B1051 Stansted Rd
LOC. DESC.	B1051 Stansted Rd
START DATE	Mon 19 Jun, 2023
END DATE	Sun 25 Jun, 2023
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1051 Stansted Rd, commencing Mon 19 Jun 2023, recorded a total of 37,301 vehicles. The posted speed limit of 60mph was exceeded by 0.5% of vehicles, and the seasonally adjusted, combined AADT value is 5,354 (see Equipment & Methodology below).

COMBINED

Total recorded volume	37,301
Avg daily volume (based on 7 days)	5,328.7
Average daily speed (7 days)	39.5mph
Average daily 85 th ile (7 days)	45.1mph
AADT (annual average daily traffic)	5,354

Avg weekday volume (Mon-Fri, 24hrs)	5,621.2
Avg weekday speed (Mon-Fri, 24hrs)	39.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,442.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	38.7mph

EASTBOUND →

Total recorded volume	19,392
Avg daily volume (based on 7 days)	2,770.3
Average daily speed (7 days)	39.4mph
Average daily 85 th ile (7 days)	44.6mph
% of vehicles exceeding 60mph	0.4%

Avg weekday volume (Mon-Fri, 24hrs)	2,925.0
Avg weekday speed (Mon-Fri, 24hrs)	39.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,308.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	38.8mph
Avg 12hr weekday 85 th ile (Mon-Fri, 0700-1900)	43.7mph

WESTBOUND ←

Total recorded volume	17,909
Avg daily volume (based on 7 days)	2,558.4
Average daily speed (7 days)	39.6mph
Average daily 85 th ile (7 days)	45.7mph
% of vehicles exceeding 60mph	0.7%

Avg weekday volume (Mon-Fri, 24hrs)	2,696.2
Avg weekday speed (Mon-Fri, 24hrs)	39.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,134.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	38.7mph
Avg 12hr weekday 85 th ile (Mon-Fri, 0700-1900)	44.5mph

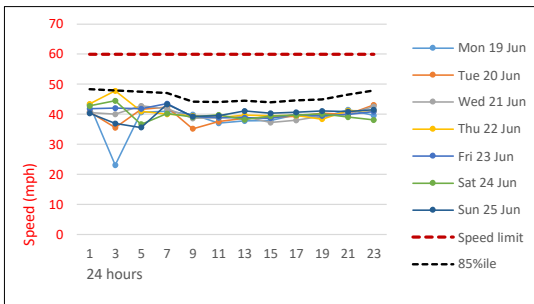
SITE LOCATION



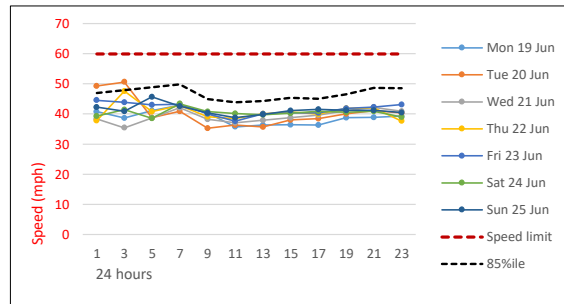
Location	B1051 Stansted Rd
Lat, lng.	51°54'37.69"N, 0°13'9.34"E
Project & site	35914-001
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

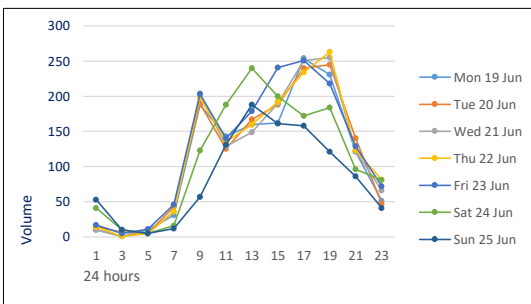


Average daily speeds (solid thin colours) and 85th percentile (dashed black) compared against 60mph posted speed limit (dashed red). The 85th percentile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85th percentile values may be zero.

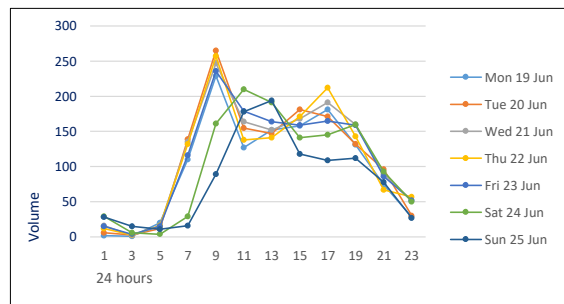
The peak average eastbound daytime speed was 45.3mph at 18:45 on Sun 25 Jun, whilst the peak average westbound speed was 45mph at 17:15 on Sun 25 Jun (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



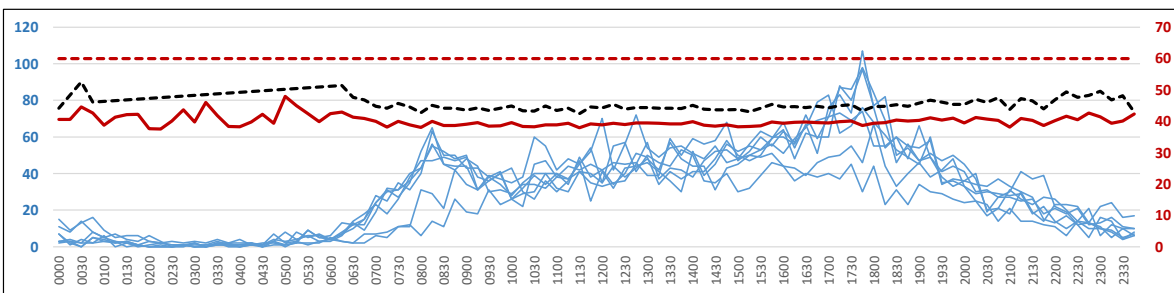
WESTBOUND ←



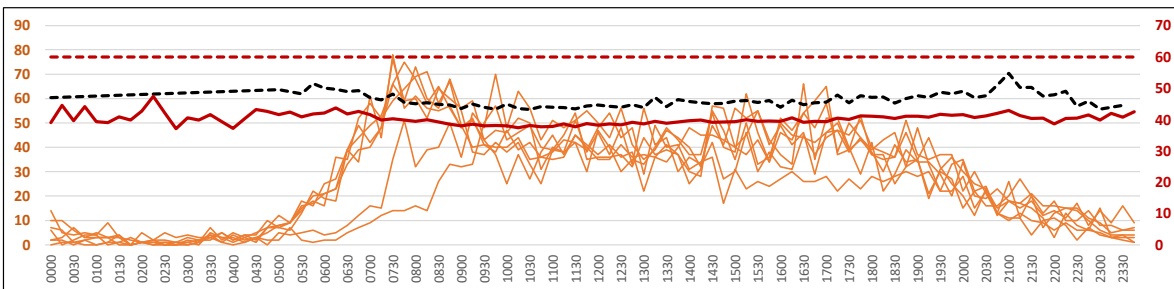
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



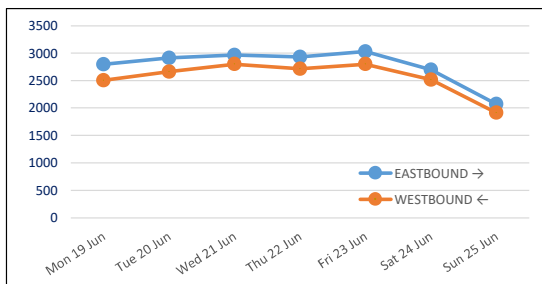
→ 15min daily eastbound flows (blue), against the average speed (red) and 85th percentile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85th percentile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

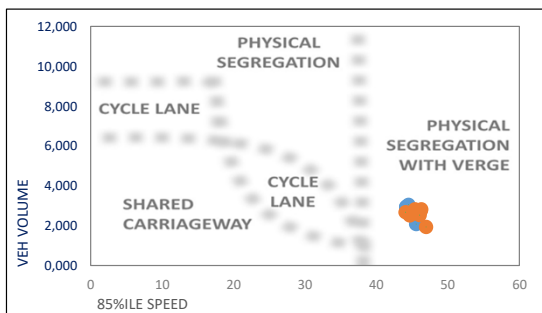
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	22.6	0.0	0.0	0.0	22.7
0100	0.6	12.3	0.0	0.0	0.0	12.9
0200	0.0	5.0	0.0	0.0	0.0	5.0
0300	0.0	5.0	0.0	0.0	0.0	5.0
0400	0.0	6.4	0.1	0.0	0.0	6.6
0500	0.3	14.6	1.0	0.0	0.0	15.9
0600	0.7	29.7	0.9	0.1	0.0	31.4
0700	1.9	88.7	2.1	0.9	0.0	93.6
0800	0.9	161.4	3.1	0.6	0.1	166.1
0900	1.4	138.7	4.9	0.3	0.0	145.3
1000	1.6	137.4	2.1	0.4	0.0	141.6
1100	1.7	155.9	2.6	0.4	0.1	160.7
1200	2.6	171.9	2.4	0.6	0.1	177.6
1300	1.9	177.6	3.1	0.1	0.1	182.9
1400	2.7	185.6	1.7	0.6	0.0	190.6
1500	1.6	197.1	3.1	0.3	0.0	202.1
1600	3.3	218.1	1.1	0.3	0.0	222.9
1700	4.0	270.4	1.1	0.4	0.0	276.0
1800	2.1	213.4	0.6	0.6	0.0	216.7
1900	2.1	170.6	0.7	0.0	0.0	173.4
2000	1.7	113.9	1.1	0.0	0.0	116.7
2100	0.9	98.0	0.1	0.1	0.0	99.1
2200	0.7	62.0	0.0	0.0	0.0	62.7
2300	0.4	42.3	0.1	0.0	0.0	42.9
12hr TTL	25.6	2116.3	28.1	5.4	0.6	2176.0
24hr TTL	33.1	2698.6	32.3	5.7	0.6	2770.3
	1%	97%	1%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	15.4	0.0	0.0	0.0	15.4
0100	0.0	8.6	0.0	0.0	0.0	8.6
0200	0.0	4.9	0.0	0.0	0.0	4.9
0300	0.0	9.9	0.0	0.0	0.0	9.9
0400	0.0	13.4	0.0	0.0	0.0	13.4
0500	1.1	39.1	0.1	0.3	0.0	40.7
0600	0.4	90.6	0.7	5.0	0.0	96.7
0700	2.1	182.3	1.7	2.0	0.3	188.4
0800	0.9	206.4	2.6	1.9	0.3	212.0
0900	2.0	176.9	3.6	1.0	0.1	183.6
1000	2.4	156.4	4.1	1.3	0.1	164.4
1100	1.7	159.3	5.7	1.4	0.4	168.6
1200	2.1	156.4	2.7	1.6	0.1	163.0
1300	3.3	150.0	2.0	1.4	0.3	157.0
1400	2.9	150.0	1.7	1.9	0.1	156.6
1500	2.4	154.4	2.4	1.1	0.0	160.4
1600	1.7	162.3	3.3	0.4	0.0	167.7
1700	4.3	164.4	1.9	0.3	0.1	171.0
1800	2.0	139.6	0.7	0.1	0.0	142.4
1900	1.6	121.9	0.6	0.4	0.0	124.4
2000	1.3	81.1	0.9	0.0	0.0	83.3
2100	1.3	57.6	0.7	0.0	0.1	59.7
2200	1.3	40.6	0.3	0.1	0.0	42.3
2300	0.4	23.6	0.0	0.0	0.0	24.0
12hr TTL	27.9	1958.4	32.4	14.4	2.0	2035.1
24hr TTL	35.3	2465.0	35.7	20.3	2.1	2558.4
	1%	96%	1%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated	OGV2	

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Generated 24 Jul 2023 v6.0

35914-001 Eastfield Stables Elsenham. B1051 Stansted Rd. Sur

Appendix C- Indicative Site Layout



Eastfield Stables, Elsenham Road, Stansted CM24 8SS
 Residential development of 5 dwellings.
 Drawing RMDS/ES/23/002
 Proposed site layout
 Scale 1:500 @ A1

Appendix D- Highways Pre-application Advice

From: Sophie Currey, Strategic Development Officer <[REDACTED]>
Date: Thu, 20 Feb 2020 at 13:52
Subject: Pre-application: The Stables, Elsenham
To: Vic Ranger <planrmds@gmail.com>

Dear Mr Richardson and Mr Ranger,

PRE-APPLICATION – THE STABLES, ELSENHAM (17 DWELLINGS)

Further to the pre-application meeting on 9th January 2020 at County Hall, the highway authority's comments/notes are as follows:

The proposed access is located off B1051 Stansted Road.

B1051 Stansted Road is part of Essex County Council's Development Management Route Hierarchy, the function of which is to carry traffic safely and efficiently between substantial rural populations and on through routes in built up areas.

Visibility

At the location of the proposed access, B1051 Stansted Road is subject to the national speed limit (60mph). In accordance with the signed speed of the road, visibility splays of 4.5 metres by 215 metres (can be relaxed to 2.4 metres if appropriate) to the nearside carriageway edge would be required. Alternatively, a speed survey could be commissioned to obtain the 85th percentile recorded speed of the road, with appropriate visibility splays provided in accordance. Speed survey must be carried out in accordance with CA 185 Vehicle Speed Measurement (Design Manual for Roads and Bridges). It is understood a speed survey had been carried out, and 85th percentile speeds were lowered than the signed speed of the road, however the highway authority had not been provided with appropriate details. The raw data and calculations shall be submitted to the highway authority as part of any proposal. The highway boundary can be obtained from HighwayRecords@essexhighways.org, and shall be clearly indicated on the proposed plans. Visibility must be achievable within highway and/or land within the applicant's control.

Access

The proposal shall take access off of Stansted Road. A minimum carriageway width of 5.5 metres with appropriate radii and 2 x 2m footways would be required. A swept path analysis (tracking diagram) of a large UDC refuse vehicle would determine the radii required at the junction with Stansted Road.

A straight section of carriageway to be provided from the entrance junction for 15 metres. The access track/road to the adjacent field to the east shall be provided a minimum of 15 metres from the road junction with Stansted Road, to avoid potential conflict.

No vehicle access shall to be provided from May Walk / public bridleway to the development. Links for pedestrians or cyclists can be provided, as appropriate.

As indicated on the indicative plan, the access onto May Walk from the development site, near to the recently consented dwellings, shall pedestrian or cycle only, to ensure that no additional dwellings are to use May Walk as a vehicle access.

It would be beneficial to all highway users if all dwellings, including those previously consented, were accessed from the proposed development site access (should this be considered acceptable). This would remove/reduce the number of vehicles using an historical access which does not conform with current safety standards and reduce conflict on the single track with users of the bridleway.

Parking

Vehicle and cycle parking shall be provided in accordance with 'Parking Standards: Design and Good Practice (September 2009)' and the Uttlesford District Council Local Residents Parking Standards shall be considered. Electric vehicle charging shall also be considered.

Turning

A size 3 turning head is required on site.

The service road, as indicated on the indicative masterplan, shall be accessed from the proposed development site, rather than May Walk.

Public right of way

May Way (Public bridleway no. 25 Stansted Mountfitchet) shall be clearly indicated on proposed plans. Information regarding the bridleway can be obtained from Highway.Status@essexhighways.org.

The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public bridleway must be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

Other

NPPF and sustainability shall be considerably.

Improvement to the local public transport infrastructure and/or a contribution to support local bus services would be requested.

Essex Design Guide - <https://www.essexdesignguide.co.uk/>

Accident data can be obtained from casualtydata@essexhighways.org

Please note the following concerning this pre-app advice:

The content of this communication is based on information supplied at the time of the enquiry and is not a formal response to a planning application. Please be aware that it may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application submitted for a proposal containing more detailed information and following comprehensive internal consultation with appropriate departments of Essex Highways; particularly if in the opinion of the Highway Authority highway safety, efficiency and accessibility standards cannot be achieved.

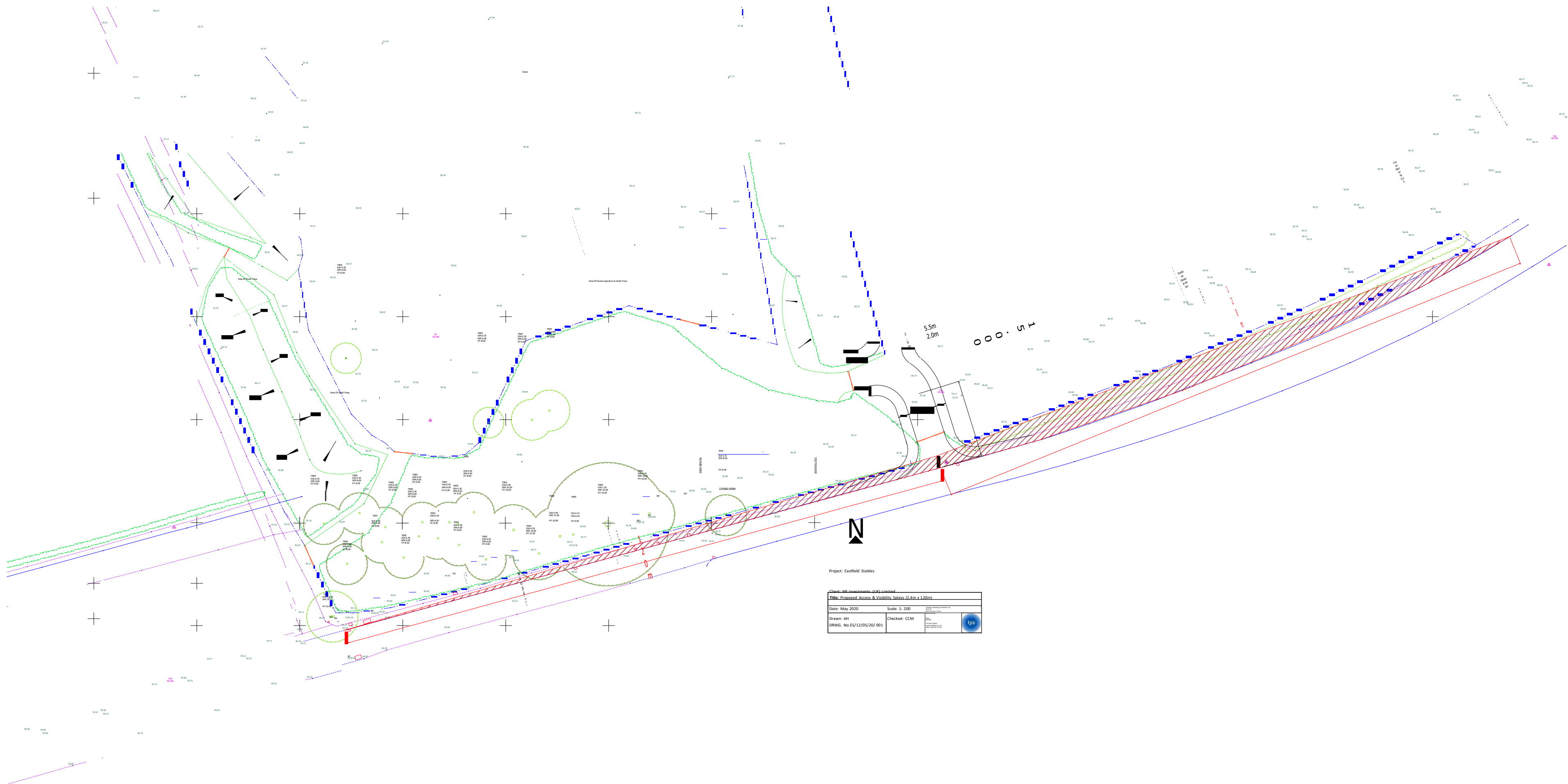
Kind regards,

Sophie Currey

Strategic Development Officer
Transportation and Smarter Travel
Essex County Council

Telephone: 03330 133 058 | Email: [REDACTED]

Appendix E – Access Plan & Visibility Splay

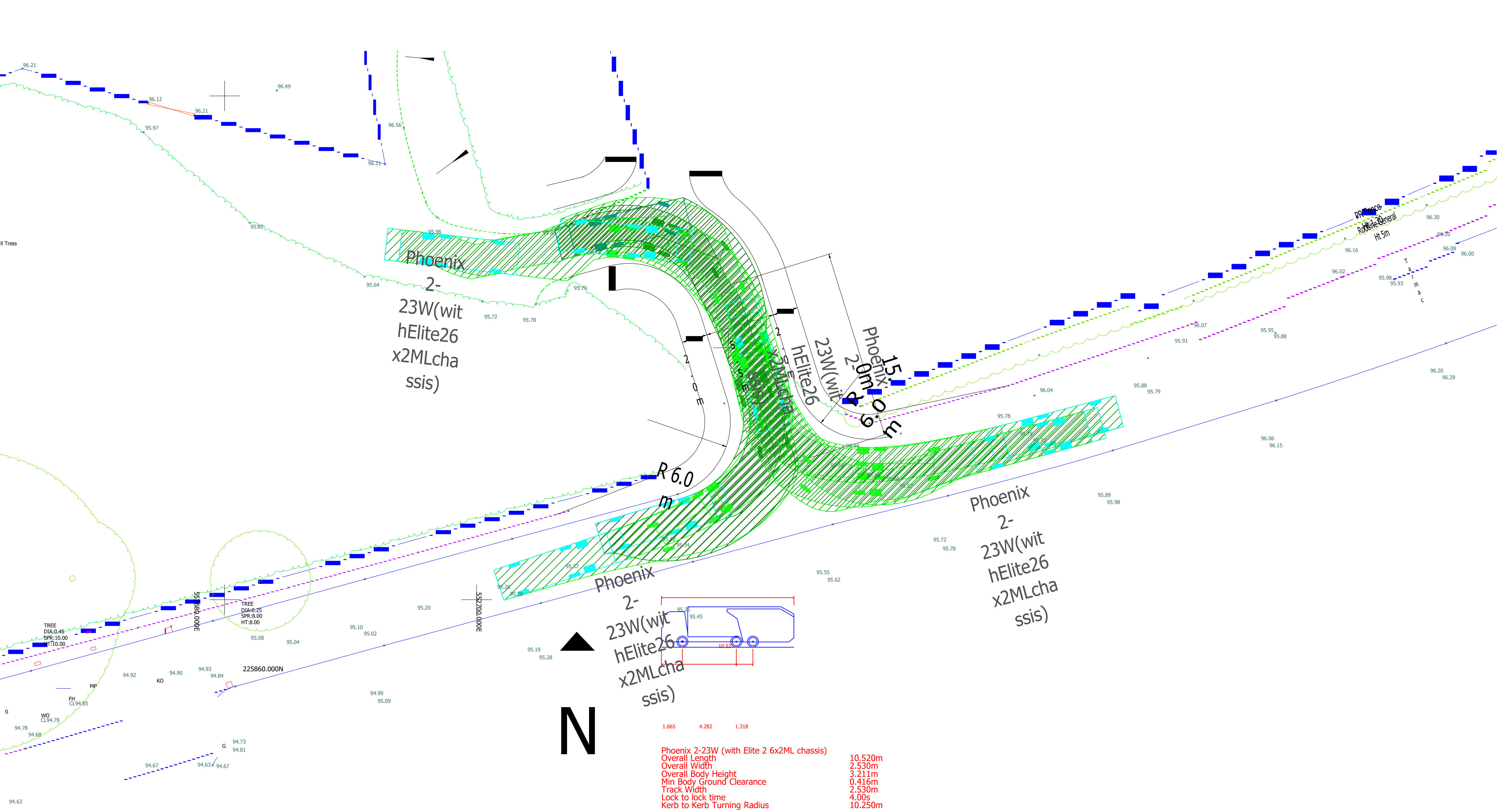


Project: Eastfield Stables

Client: AH Investments (UK) Limited	
Title: Proposed Access & Visibility Splays (2.0m x 3.0m)	
Date: May 2020	Scale: 1:200
Drawn: AH	Checked: CCM
Drawn: No. ES/12/05/20/001	



Appendix F- Access Plan & Swept Path Analysis



Project: Eastfield Stables		
Client: NB Investments (UK) Limited		
Title: Proposed Access & Refuse Vehicle Swept Path		
Date: May 2020	Scale: 1: 200	<div>Transport Planning Consultants Ltd. Suite 57, Bates Business Centre, Harold Wood, Essex, B36 9UA t: 01708 343435 e: general@tpc.uk.com</div> <div>tpc</div>
Drawn: AH	Checked: CCM	
DRWG. No.ES/12/05/20/ 002		

