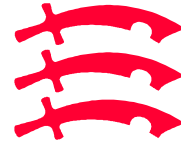


Your Ref: S62A/2023/0028  
Our Ref: HT/SD/RMc/48884  
Date: 12/01/2024



**Essex County Council**

Highways and Transportation  
County Hall  
Chelmsford  
Essex  
CM1 1QH

CC (by email): Cllr [REDACTED]  
Essex Highways DM  
Uttlesford District Council

To: Inquiries and Major Casework Team  
The Planning Inspectorate  
3<sup>rd</sup> Floor  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

### Consultation response

Application No.	S62A/2023/0028
Applicant	Stockplace Investments Ltd
Site Location	Land off Chelmsford Road, Hartford End, Chelmsford, Essex
Proposal	Construction of up to 50 dwellings (Use Class C3) and associated access and bus stops with all matters reserved apart from access

This S62A planning application was accompanied by a Transport Statement prepared by Intermodal Transportation, dated September 2023, a Proposed Access Parameter Plan (drawing no. SPD306.303.01) and a Site Access Arrangement plan (drawing no. SPD306-E-110-P01) which have been reviewed by the highway authority. The assessment of the application and Transport Statement was undertaken with reference to the National Planning Policy Framework 2023, in particular, paragraphs 114 – 116, the following were considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The rural location of the site is such that access to key facilities and amenities, quality public transport, employment and leisure opportunities is limited and we consider that, for the vast majority of journeys, the only practical option would be the car. This should be taken into consideration by the Planning Inspectorate when assessing the overall sustainability and acceptability of the site.

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

#### Visibility

- There is a discrepancy in the submitted documents whereby Site Access Arrangement plan (drawing no. SPD306-E-110-P01) indicates visibility splays of “2.4m x 90m @ 40mph” to the north and south, however, drawing no. IT2259/TS/02 Rev A within the Transport Statement indicates a visibility splay to the south of 2.4m by 120m, and to the north of 2.4m by 102m.
- Paragraphs 3.9 and 3.10 of the Transport Statement detail how Manual for Streets and Manual for Streets 2 (MfS2) provide guidance on calculating the required visibility splay distance. However, we do not consider it appropriate for MfS2 to be relied upon here as paragraph 10.1.3 of MfS2 confirms it provides “guidance on SSDs [stopping sight distances] for streets where 85<sup>th</sup> percentile speeds are up to 60 kph (37mph)”  
The speed survey data provided within the Transport Statement confirms the 85<sup>th</sup> percentile speeds

on B1417 Chelmsford Road are 39mph northbound and 41mph southbound, as such, we consider it more appropriate for DMRB criteria to be applied.

- Furthermore, it is not clear whether the required visibility splays can be provided within highway land and/or land within the applicant's control – clarity on this matter is required. Highway boundary information can be obtained from: [Highway.Status@essexhighways.org](mailto:Highway.Status@essexhighways.org)

#### Road Safety Audit concerns

- We welcome the submission of a Stage 1 Road Safety Audit (RSA), along with designer's response, with the application
- The RSA raises a number of road safety problems which the highway authority do not consider the designer's responses adequately addresses:
  - In response to problem/recommendation 2.3.2, the designer states that other junctions within the vicinity do not accord with the Essex Design Guide's junction spacing dimensions, although we don't consider that entirely relevant as those are existing junctions and this will be a new junction. The designer states that the location of the access has been proposed so that visibility splays can be provided within the highway boundary, but, as above, we aren't satisfied that this is confirmed.
  - In response to problem/recommendation 2.3.3, the designer states that the hedge at the frontage of Hillside would be trimmed back up to the highway boundary – has this been agreed with the owner of Hillside? The extent of vegetation clearance required is unclear, as the Illustrative Landscape Strategy suggests that the hedge in front of Hillside is entirely within the visibility splay.
  - In response to problem/recommendation 2.4.2, the designer has confirmed that vegetation would be trimmed within the limits of the highway boundary to ensure adequate inter-visibility between pedestrians crossing and vehicles travelling along B1417 Chelmsford Road. Visibility splays at the proposed uncontrolled pedestrian crossing should be provided, with a clearly-marked, accurate highway boundary shown.

#### Pedestrian and cycle access

- Clarification should be provided as to whether the access point between Hillside and Brewers House is intended for use by cyclists as well as pedestrians. On the Proposed Access Parameter Plan (drawing no. SPD306.303.01) it is marked as 'pedestrian access' however the Planning Statement refers to this as "a pedestrian and cycle access"
- Visibility splays for pedestrians crossing to and from the proposed southbound bus stop should 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.

#### To note:

- If permission is granted, visitor parking should be provided at 0.25 space per dwelling hence 13 visitor parking spaces will be required (12.5 rounded up to the nearest whole number as per the Essex Parking Standards)
- If permission is granted, we would expect dropped kerbs and tactile paving to be provided at the uncontrolled pedestrian crossing to/from the southbound bus stop



pp. Director for Highways and Transportation  
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