

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 26 August 2021 17:04  
**To:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

Hi [REDACTED],

Thanks for your email.

I would expect to see a clear to ground visibility splay, particularly given the recorded speed of the road and the topography in the vicinity of the site.

Kind regards,

[REDACTED]



SAFER / GREENER / HEALTHIER

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** 25 August 2021 16:24  
**To:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

CAUTION: This is an external email.

Hi [REDACTED]

Further to your email below we would confirm that our Client is in the process of seeking to agree the details of the required legal agreement with the affected adjacent landowner. In terms of any planting / structures permitted within the visibility splays, our experience is that a maximum height of 600mm for any such features applies and we would be grateful for your earliest confirmation as to whether that will be acceptable to ECC.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

[REDACTED]



Director

**Intermodal**  
TRANSPORTATION

Hunters Court  
Debden Road  
Saffron Walden  
Essex CB11 4AA



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**From:** [REDACTED]  
**Sent:** 27 July 2021 19:05  
**To:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

Hi [REDACTED],

I would expect to see an appropriate signed legal agreement, with the visibility splays being contained within the red line of the application. However, you may wish to seek advice from UDC planning / UDC legal team regarding this matter.

Kind regards,

[REDACTED]

**Essex**  
Highways

SAFER / GREENER / HEALTHIER

[REDACTED]  
[REDACTED]  
[REDACTED]



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**From:** [REDACTED]  
**Sent:** 23 July 2021 11:31  
**To:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

CAUTION: This is an external email.

H [REDACTED]

Thank you for your email below.

Just to check, in order that our Client does not commit to potentially abortive legal costs prior to the grant of any planning permission, we would assume that a letter of intent to safeguard the necessary land for visibility splays from the owner of Hillside (the 3<sup>rd</sup> party land owner) would be sufficient for the application to be determined. However, please advise if that is not the case.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

[REDACTED]

[REDACTED]  
Director

**Intermodal**  
**TRANSPORTATION**  
Hunters Court  
Debden Road  
Saffron Walden  
Essex CB11 4AA



[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 19 July 2021 10:52  
**To:** [REDACTED]  
**Subject:** FW: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED



Dear [REDACTED]

Thank you for your email.

Regarding the visibility splays, what were the weather conditions in the Felsted area on 11<sup>th</sup> – 17<sup>th</sup> June? Was it dry throughout this period? If not, the wet weather 4kph will need to be added to the recorded speed, as per DMRB CA185 guidance.

Regarding the land required for visibility splays, formal agreement with the 3<sup>rd</sup> party land owner will need to be demonstrated.

Regarding the access widths:

- i. Northern access – 4 metres is acceptable for the single dwelling.
- ii. Southern access – 5.5 metres is acceptable for the four dwellings. Unless required for refuse access etc, the radius kerbs are not likely to be considered necessary, and the access could be constructed in the form of a dropped kerb vehicular crossover arrangement.

Hope this is of assistance.

Kind regards,



**From:** [REDACTED]  
**Sent:** 07 July 2021 12:17  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

CAUTION: This is an external email.

Dear [REDACTED]

Further to my email below we would confirm that we recently received the results of the Automatic Traffic Count (ATC) speed surveys in this location and that they recorded the following unadjusted 85<sup>th</sup> %tile speeds: -

Location	ATC Speed Survey	Average Approximate Gradient on Approach
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Southbound approach to northern access	39mph	-4.3%
Northbound approach to northern access	40mph	+5.7%
Southbound approach to southern access	41mph	-5.7%

We attach the full speed survey results for your information.

On the basis of the above recorded speeds and approximate gradients, using the visibility calculation formulae set out within section 10 of Manual for Streets (MfS) 2 but using a cautious deceleration rate of 0.375g and a driver reaction time of 2 seconds we calculate the following 'y' distance visibility measurements for the proposed access junctions: -

<b>Splay</b>	<b>Calculated 'Y' Distance</b>
To the left at northern access	84m
To the right at northern access	76m
To the left at southern access	93m

As previously indicated, to the right at the proposed southern access a splay of 2.4m x 120m , i.e. the DMRB requirement for the posted speed limit of 40mph, is achievable within highway land / land controlled by our Client.

Attached drawing IT2259/SK/001 shows the calculated visibility splays plotted at the northern access junction, which it is proposed would serve one dwelling, and confirms that some land from the frontage of Hillside would be required to achieve the splay to the right. The drawing also shows that removal / trimming of the hedges at Hillside would also be required to achieve the splay to the right. We would confirm that our Client is in discussion with the owner of that property in order to acquire the necessary land. We would highlight that removal of the hedges / provision of the splay to the right at the proposed northern access would also improve visibility from the access points for Hillside. The required visibility splay to the left would be achievable within highway land / land controlled by our Client.

Attached drawing IT2259/SK/002 shows the aforementioned visibility splays plotted at the proposed southern access junction, which it is proposed would serve 4 dwellings, and confirms that the splays are achievable within the limit of the adopted highway, although trimming of the hedges at the frontage of Hillside would be required to deliver the splay to the left.

At each of the proposed access points the visibility 'x' distance of 2.4m has been plotted from the edge of carriageway white line marking.

We trust that the above and attached are sufficient for your needs and welcome your earliest confirmation that the proposed levels of visibility at the 2 access junctions is acceptable to Essex County Council (ECC). In addition, we would be grateful for confirmation that the proposed widths of the accesses as shown on the attached drawings are acceptable to ECC.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

██████████

██████████  
Director





[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** 08 June 2021 10:57  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

H [REDACTED]

Further to the email chain below and our telephone conversation of yesterday afternoon, as discussed, just to confirm that we have arranged for 3 x speed recording Automatic Traffic Counters (ATCs) to be installed on the B1417 within the vicinity of the above application sites for one week from Thursday 10<sup>th</sup> June 2021. The speeds recorded by the ATCs will be used to calculate the appropriate visibility splays to the left and right at the proposed access for application reference UTT/21/20/3323/OP and to the left at the proposed access for application UTT/20/3368/OP. To the right at the latter access a splay of 2.4m x 120m, i.e. the DMRB requirement for the posted speed limit of 40mph, is achievable within highway land / land controlled by our Client and as such we do not propose to check vehicle speeds on the southern approach to that proposed junction. Upon receipt of the survey results we will look to calculate the aforementioned visibility splays using the visibility calculation formulae set out within section 10 of Manual for Streets (MfS) 2 but using a cautious deceleration rate of 0.375g and a driver reaction time of 2 seconds.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

[REDACTED]



[REDACTED]  
Director

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Essex CB11 4AA



[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** 07 June 2021 09:40  
**To:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

Hi [REDACTED]

Thank you for your email below.

I will look forward to speaking with you today.

Regards

[REDACTED]

[REDACTED]  
Director

**Intermodal**  
TRANSPORTATION

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Debden Road  
Saffron Walden  
Essex CB11 4AA



[REDACTED]  
[REDACTED]



[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** 04 June 2021 15:32  
**To:** [REDACTED]  
**Subject:** RE: APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

Hi [REDACTED]

Sorry for the delay in response. I tried to call you office this afternoon and understand you are on leave.

I will phone on Monday .

Kind regards,



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**From:** [REDACTED]  
**Sent:** 27 May 2021 13:39  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** APPLICATIONS UTT/20/3368/OP & UTT/21/20/3323/OP AT HARTFORD END, FELSTED

CAUTION: This is an external email.

Hi [REDACTED]



Further to my recent voicemail message just a short note to confirm that we would welcome the earliest opportunity to have a discussion with you in relation to the above planning applications prior to committing to ATC speed surveys on the B1417.

We will look forward to hearing from you in due course.

Regards

[REDACTED]

Director

**Intermodal**  
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Debden Road  
Saffron Walden  
Essex CB11 4AA



[REDACTED]

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