

Your Ref: S62A/2023/0030
Our Ref: HT/SD/RMc/10499
Date: 13/02/2024



Essex County Council

Highways and Transportation
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CC (by email): Cllr Gooding
Essex Highways Development Management
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To: Inquiries and Major Casework Team
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Consultation response

Application No.	S62A/2023/0030
Applicant	BAYA Group
Site Location	Land to the west of Clatterbury Lane, Clavering, Essex
Proposal	Description of proposed development: Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure

The assessment of this S62A application, including its 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 highway authority is not currently in a position to support this application and requests further information on a number of matters to assist our assessment. We welcome further discussion with the applicant and their transport consultant ahead of any hearing in order to resolve these matters and are happy to review additional submissions if provided (and accepted by PINS).

At paragraph 2.5 of the Planning Statement, it is noted “the site is in a highly sustainable location due to its proximity to the bus route”, this is repeated at section 2.02 of the Design and Access Statement which notes “the no. 306 and 446 bus service connect the site to Saffron Walden, Bishops Stortford and Newport...” – it is important to note that the bus services available within the vicinity of the site are essentially school services – running once in the morning and once in the afternoon during term-time only. As such, we consider that given the location of the site, for the majority of journeys, the only practical option will be the car as access to key facilities, public transport, employment and leisure opportunities is limited. This should be taken into consideration by the Inspector when assessing the overall sustainability and acceptability of the site.

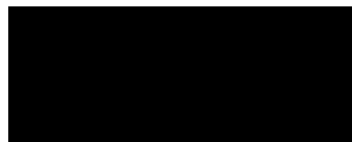
Paragraph 4.5 of the Transport Statement sets out that visibility splays of 40m are achievable in both directions at the proposed vehicular access. We do not accept the applicant’s reasoning that this is acceptable due to the proximity of the change to a 30mph speed limit, the access is within a 40mph area and should be designed accordingly. We also do not accept that it is necessarily appropriate to use Manual for Streets and request justification from the applicant as to why they feel it is appropriate in this context. We request that a speed survey is undertaken so that the actual speed of vehicles travelling along Stickling Green is known and can be used to inform the necessary visibility splays. Without such information being provided, splays should be provided in line with the signed speed limit.

At Appendix A4 of the Transport Statement, on drawing no. 23-T011-05 Rev D, pedestrian visibility splays on B1038 are shown based on 85th percentile speeds – we would welcome submission of that traffic survey data. Furthermore, on drawing no. 23-T011-06 Rev B at Appendix A4, pedestrian visibility splays are shown based on “road speed of 30mph” however, not all of the pedestrian crossing points shown are within the signed 30mph limit.

During pre-application discussions, we requested that a Stage 1 Road Safety Audit be undertaken and included as part of the submission. No Stage 1 road safety audit has been provided; we request this be submitted along with the designers’ response to the issues raised. Furthermore, the applicant has obtained personal injury accident data from Crashmap – ECC do not accept CrashMap data. Current accident data can be obtained from: casualtydata@essexhighways.org

At paragraph 5.3 of the Transport Statement, the applicant confirms that they have used previously agreed trip rates from planning application UTT/20/2639/OP. It does not seem entirely reasonable to use trip rates from that planning application as it was directly adjacent to the primary school, and the latest survey data used was undertaken in 2017, however, any difference is likely to be small in the context.

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 and accessibility.



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