

Technical Note

Project No: ITB11347
Project Title: Mill Lane, Hatfield Heath
Title: Response to ECC Consultation: UTT/22/1261/FUL
Ref: ITB11347-008A TN
Date: 4 November 2022

SECTION 1 Introduction

- 1.1 Essex County Council (ECC) have provided a highway consultation response dated 02/09/2022 in relation to an application off Mill Lane in Hatfield Heath for the demolition of 10 existing structures, the conversion and restoration of 8 existing buildings to form holiday cottages and 1 new dwelling and the construction of 5 single story dwellings and 5 terraced cottages along Mill Lane (planning application ref: UTT/22/1261/FUL).
- 1.2 This technical note addresses the highway comments raised by ECC, which have been split into four elements - impacts on Mill Lane, safe and suitable access for all users, site layout and mitigation. These comments are addressed under the following headings.
- 1.3 The scheme has been revised since submission of the application. The revised scheme substantially reduces the quantum of development proposed on the site. These changes are not directly in relation to the comments received from the ECC's highways officer and the changes include the following:
- Removal of the 5 terrace properties along Mill Lane.
 - Reduction from 6 properties within the site to 4 properties.
 - Provision of a 3m pedestrian and cycle link to Home Pastures to the east of the site.
 - The 8 holiday cottages are to remain, as per the previous proposals.
- 1.4 The revised site layout is provided in **Appendix A**.

SECTION 2 Impacts on Mill Lane

2.1 Introduction

2.1.1 ECC have raised concern that the proposals will result in impacts along Mill Lane in terms of the intensification of the use of Mill Lane which ECC consider has geometry and visibility deficiencies and they are concerned about pedestrian safety, each of these aspects are addressed within this section.

2.2 Intensification of the use of Mill Lane

2.2.1 ECC outline that the proposals would lead to the intensification of the use of Mill Lane.

2.2.2 Whilst the proposals would increase the movements along Mill Lane, the Transport Statement submitted with the application outlined an increase of just four two-way vehicle trips in the morning peak and five two-way vehicle trips in the evening peak, which equates to a maximum of a single additional vehicle trip along Mill Lane every 12 minutes in the very busiest peak hours of the day, which will be unnoticeable to users of Mill Lane and is plainly not a “severe” traffic or “unacceptable” safety impact – which are the only reasons development should be prevented on transport grounds.

2.2.3 As demonstrated in the Transport Statement this level of traffic can be accommodated on Mill Lane and at the Mill Lane / Stortford Road junction. The Transport Statement also did not account for any existing traffic associated with the existing uses (which are in partial use) on the site and therefore provides a robust assessment.

2.2.4 Notwithstanding the above, the revised development proposal for the site, reduces the scale of development substantially which further reduces the number of additional vehicle trips along Mill Lane associated with the site. The revised traffic generation for the houses proposed on the site is shown in Table 2.1.

Table 2.1: Trip Rates and Trip Generation – Houses Privately Owned

Trip Rate	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Houses Privately Owned (per dwelling)	0.154	0.192	0.346	0.205	0.090	0.295
Trip Generation – 4 Dwellings	1	1	2	1	0	1

2.2.5 As stated in the introduction, the holiday cottage proposals do not change with the revised scheme and therefore the trip generation presented in Transport Statement for this use is still relevant. Table 2.2 presents the total trip generation for the site with the revised proposals.

Table 2.2: Total Trip Generation

Trip Rate	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Residential dwellings – 4 dwellings	1	1	2	1	0	1
Holiday Cottage – Non-changeover day	0	0	0	2	0	2
Total Trip Generation	1	1	2	3	0	3

2.2.6 The revised proposal would result in two additional vehicle trips in the morning peak and three additional vehicle trips in the evening peak along Mill Lane - which equates to a maximum of a single additional vehicle once every 20 minutes.

2.2.7 The revised scheme would therefore have even less of an impact on Mill Lane and at the Stortford Road / Mill Lane junction than that outlined in the Transport Statement, with the conclusions of the development having negligible (and clearly not “severe/unacceptable” impacts) on the highway network remaining as per the Transport Statement.

2.3 Geometry and Visibility

2.3.1 ECC have outlined that Mill Lane has deficiencies in geometric layout and visibility and at points falls below 4m in width, not allowing two cars to pass.

2.3.2 There are instances where Mill Lane does fall below 4m, but for the majority of the length of Mill Lane the width is 4.1m or greater as demonstrated in drawing ITB11347-GA-006 Rev D provided in the drawings section at the end of this note. Manual for Streets (MfS) demonstrates that roads which are of 4.1m in width allow two cars to pass. Therefore, for the majority of Mill Lane between Stortford Road and the proposed site access, cars can pass each other.

2.3.3 Mill Lane falls below 4m in three locations:

- 1 On the initial straight entering Mill Lane.
- 2 At the first bend from Stortford Road.

3 On the straight to the north of The Hollies.

2.3.4 In relation to sections 1 and 3, these are very limited sections of the lane and are located on "straights" and immediately either side are sections of wider carriageway, which allow two cars to pass. As these very short sections are located on "straights," generous intervisibility between vehicles approaching them is achieved and is shown in Inset 2 on Drawing ITB11347-GA-006 Rev D.

2.3.5 Drawing ITB11347-GA-006 Rev B (Inset 2) provided in the Transport Statement demonstrates a 25m forward intervisibility at the first bend from Stortford Road, (the above point 2), this level of visibility is in excess of the requirement of c.19m based on the highest recorded existing speeds of 15.9mph along Mill Lane.

2.3.6 Drawing ITB11347-GA-003 Rev G (included in the Transport Statement) also provides further detail on the forward visibility around the first bend (point 2). The drawing demonstrates a forward visibility curve of 22m can be achieved, which is again in excess of the requirement based on the existing speeds along Mill Lane.

2.3.7 Therefore, whilst Mill Lane reduces in width to below 4m at three limited sections, there is appropriate visibility between vehicles travelling along Mill Lane in order for vehicles to safely give way to each other.

2.4 Improvements to Mill Lane

2.4.1 Notwithstanding the above, the applicant is prepared to provide improvements to Mill Lane, which consist of the following and are shown in Drawing ITB1347-GA-012 provided in the drawing section at the end of this note:

- Surface treatment when entering Mill Lane;
- Widening of Mill Lane to the west prior to the first bend along Mill Lane, providing a 0.3m verge between the carriageway and existing building.
- Widening of Mill Lane to the west to the extent of the highway boundary from north of the 'Hollies' to the proposed site access.
- Smoother radii on Mill Lane opposite the site access.
- Street treatment to the east of the proposed site access.
- Resurfacing of Mill Lane.

2.4.2 The scheme of improvements shown conceptually on drawing ITB11347-GA-012 can be secured in a Grampian style planning condition and delivered by the applicant should this be required by ECC Highways.

2.5 Pedestrian Safety

- 2.5.1 ECC outlined that the proposed pedestrian facilities do not serve the whole length of Mill Lane and so pedestrians, cyclists and vehicles all share a limited space which could lead to conflict and adversely impact on pedestrian safety.
- 2.5.2 Whilst there is absolutely no evidence of any existing road safety issues in Mill Lane for as long as records are publicly available (Ref: Transport Statement and *Crashmap* on-line road safety resource 23-year history), the revised proposals remove the Mill Lane fronting terrace housing from the scheme thus removing the potential for any additional pedestrian activity directly onto Mill Lane.
- 2.5.3 Notwithstanding this, as demonstrated in the Transport Statement, traffic flows on Mill Lane are low and the proposed development will not result in a noticeable increase in vehicle movements as outlined above meaning there is no reason to expect the entirely safe pedestrian situation to change.
- 2.5.4 In addition, all new pedestrian and cycle trips from the site will be directly connected to a safe and traffic free route via Home Pastures thus avoiding the use of Mill Lane should that be something walkers or cyclists wish to do. The revised scheme includes a 3m shared pedestrian / cycle link from the development to Home Pastures to the east of the site, providing an off-road route to/from Hatfield Heath for both development related and existing pedestrians and cyclists. The route and visibility from the crossing point over Mill Lane to Home Pastures is shown on Drawing ITB1347-GA-012 demonstrating that a visibility of 2m x 25m can be achieved from each crossing point which is above the requirement based on the existing speeds along Mill Lane
- 2.5.5 Finally, as noted above, the additional vehicle use of Mill Lane arising from the revised development scheme will be limited to a maximum of an additional vehicle once every 20 minutes. This will not impact on the safety of Mill Lane as pedestrian and cyclists already use the road for access, traffic speeds are very low, forward and intervisibility is good and as noted above the entirely safe operation of the lane is borne out in the local road safety record with this showing no accidents having occurred along Mill Lane in latest five year period as set out in the Transport Statement or indeed over a 23-year period with reference to the *Crashmap* on-line road safety resource.

SECTION 3 Safe and Suitable Access for All Users

- 3.1 ECC have identified four points under this section, set out as follows:
- a* Visibility splays from the junction of Mill Lane with Stortford Road should be provided.
 - b* Visibility splays from the access to the terraced housing should be provided in accordance with the guidance in *Manual for Streets*.

- c Swept path analysis for a large car and a van should be provided for the access to the terraced housing.*
- d The swept path analysis for a refuse vehicle has been provided for the site but it uses a vehicle of a smaller length than that used by UDC refuse team. This should be repeated with correct vehicle, which has a length of 10.325m and a turning circle of 22.4m, the speed of the vehicle should be provided and should be a reasonable speed for the type of road.*

3.2 In regard to point (a), this was shown in Drawing ITB11347-GA-006 Rev B in the Transport Statement. Drawing ITB11347-GA-006 Rev D provided in the drawing section at the end of this note, makes the visibility clearer, but as per the Transport Statement, the visibility shown achieves 120m to the north - which is the requirement for a 40mph speed limit, whilst the junction is located in a 30mph speed limit, which would require a 43m visibility requirement, which is the visibility shown to the south of the junction.

3.3 In terms of points (b) and (c), as the revised proposals remove the terrace housing, these points are no longer relevant for the application.

3.4 The update to the refuse vehicle tracking using ECC's suggested vehicle has been undertaken as per point (d) and is shown in Drawing ITB11347-SK-001 Rev G and Drawing ITB11347-SK-002 Rev C. The swept path analysis shows that the revised refuse vehicle can enter, manoeuvre and turn within the site and exit the site in forward gear along the main access road.

SECTION 4 Layout

4.1 ECC outline the following issues on the layout of the site:

- a There is no turning facility in the terraced housing, a size 5 turning head is required to allow vehicles to leave in a forward gear.*
- b The preferred minimum width for a footway is 2m rather than the proposed 1.2m.*

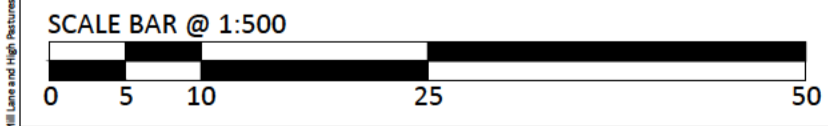
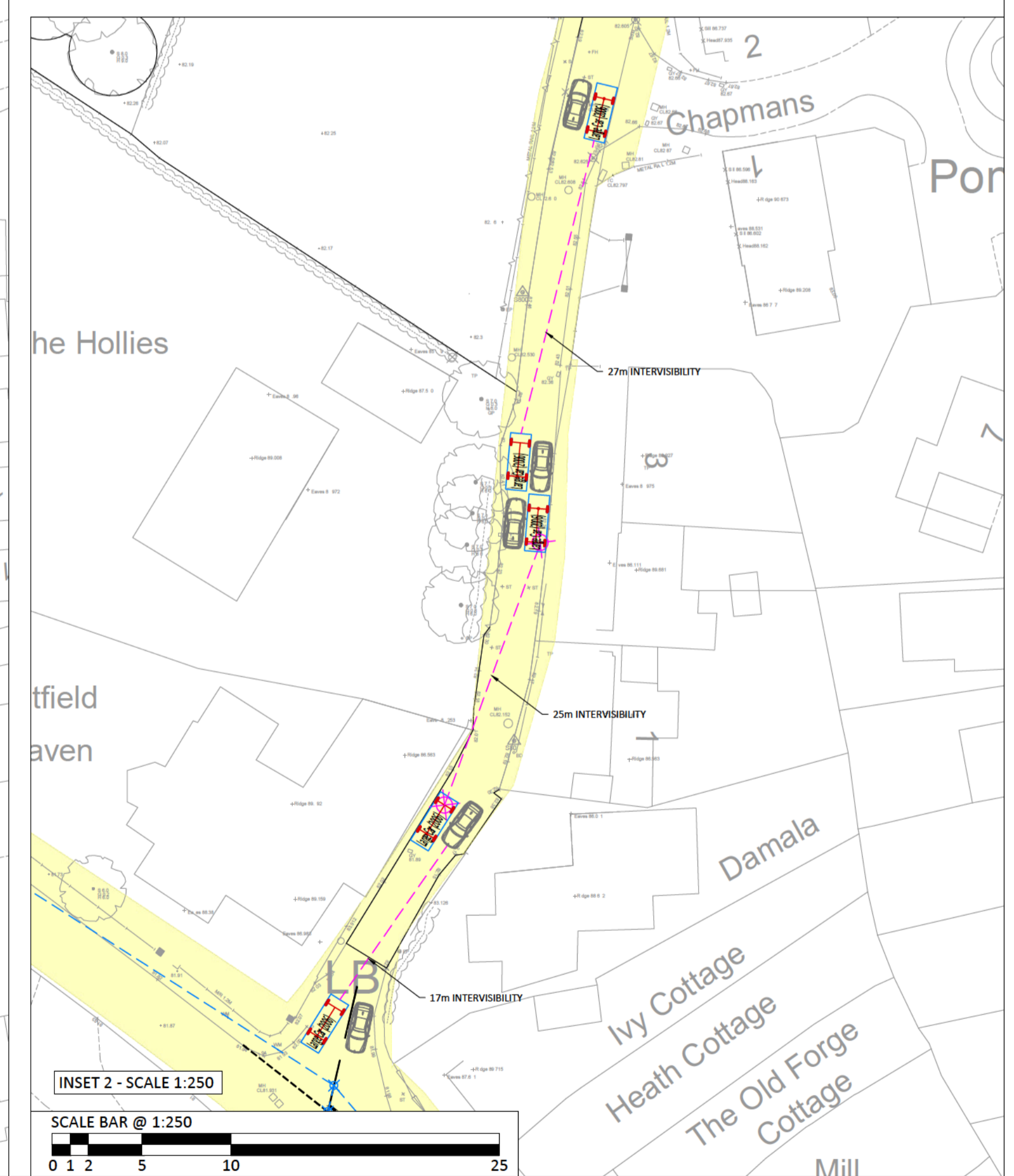
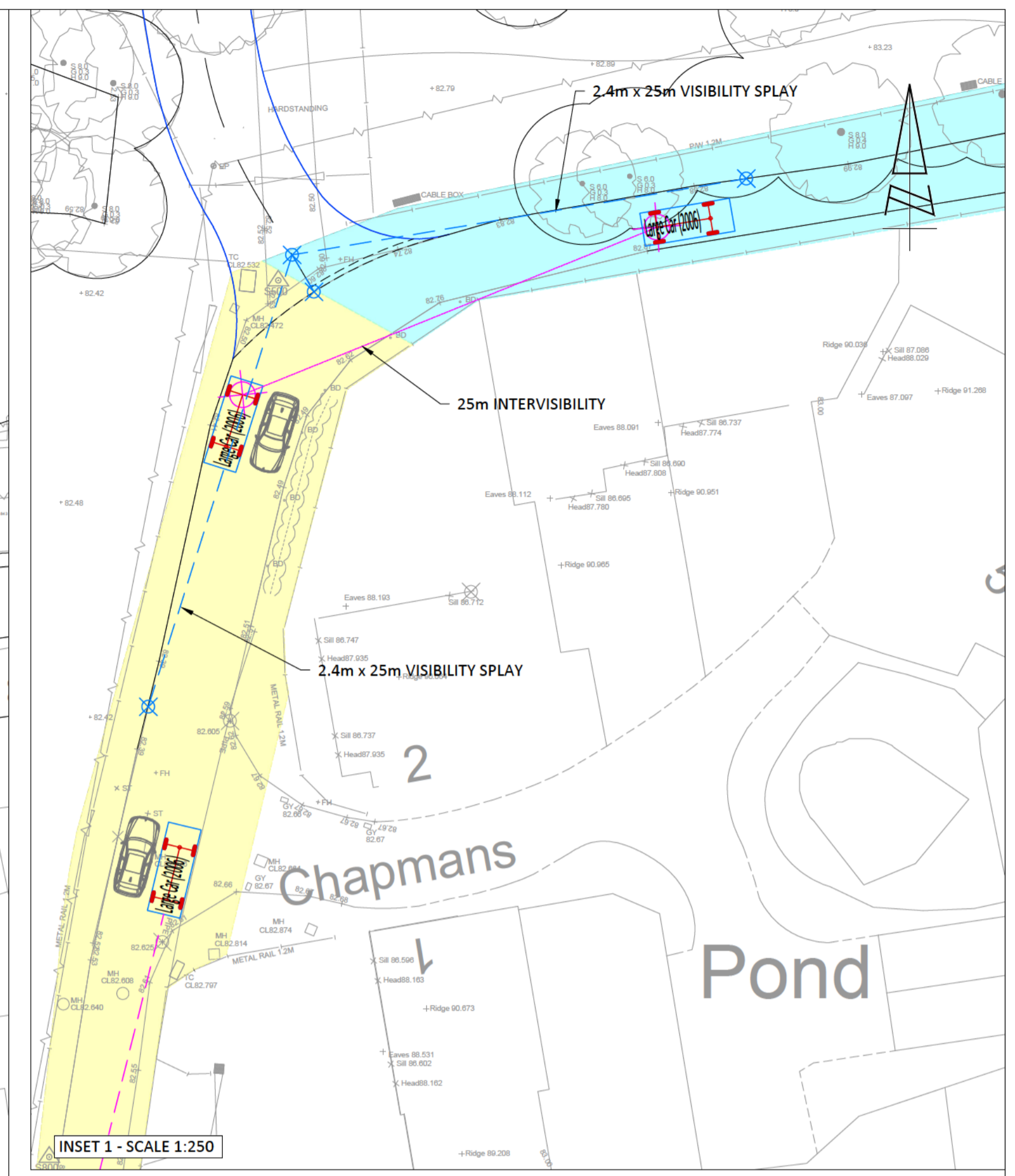
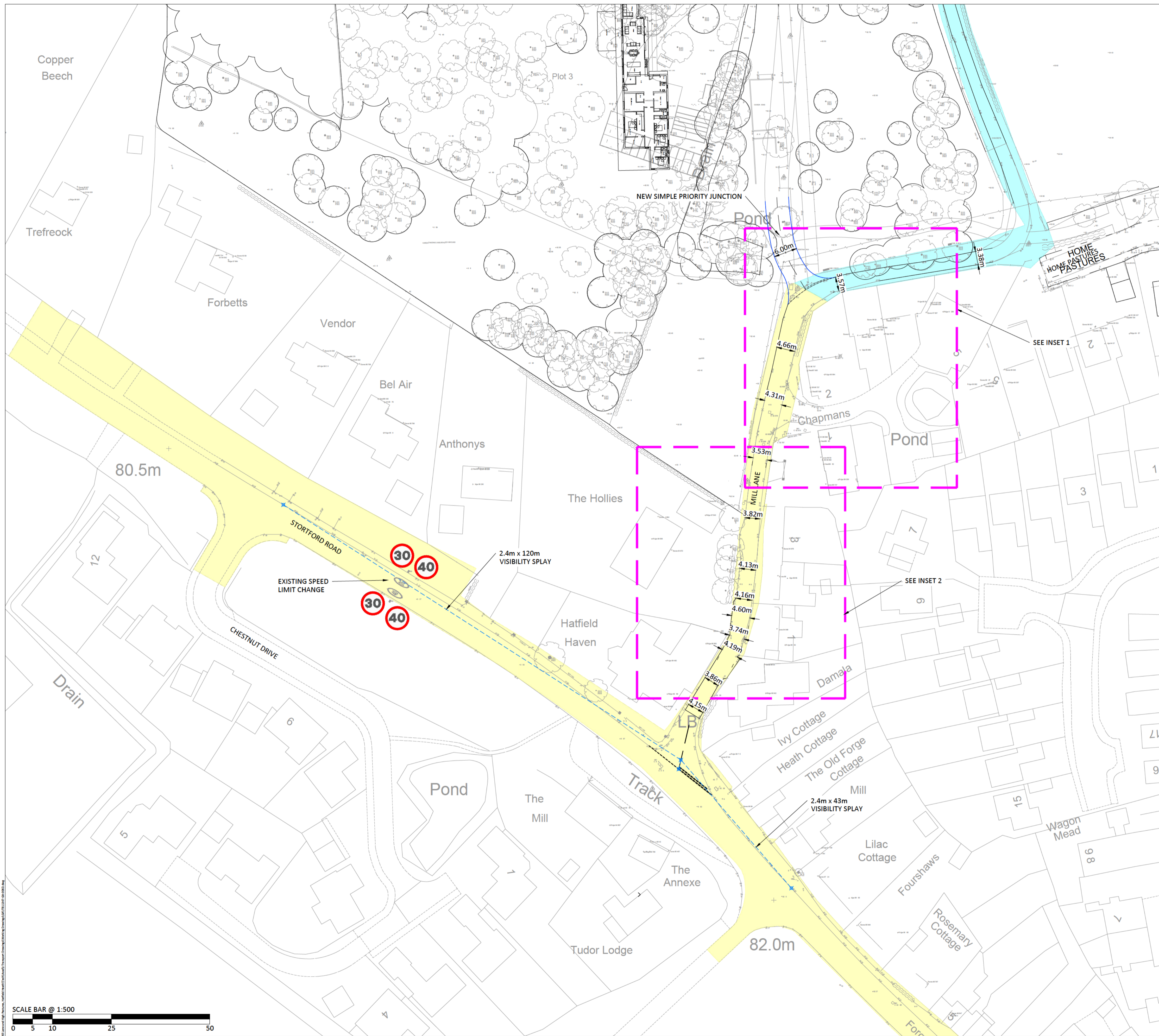
4.2 As outlined previously, the proposals for the terrace housing have been removed and therefore these points are no longer relevant for the application.

SECTION 5 Mitigation

5.1 ECC set out that appropriate opportunities to promote sustainable transport modes have not been sufficiently taken up.

- 5.2 Section 3 of the submitted Transport Statement outlines the active and sustainable travel options from the site and the accessibility to local facilities serving residents daily needs. The Transport Statement outlines that the closest bus stops to the site are within acceptable walking distance of the site providing regular services to Bishop Stortford, Stansted Airport and Chelmsford.
- 5.3 A range of everyday facilities are also provided within Hatfield Heath which are within both walking and cycling distance, including education, health, leisure and retail facilities. As these facilities are within acceptable distances of the site there is the realistic potential for trips to these facilities to be undertaken by active travel modes.
- 5.4 Further to the above, a 3m pedestrian and cycle link is proposed as part of the revised scheme to provide a link from the proposed access road to Home Pastures to the east of the site crossing Mill Lane. This route provides an alternative route to Hatfield Heath and the available facilities within the village. The creation of the Home Pastures link also provides improved access to Mill Lane and the Rights of Way network for existing residents in Hatfield Heath and this is a benefit of the development.
- 5.5 Improvements are also proposed to Mill Lane which includes widening of the carriageway, surface treatment and resurfacing of the carriageway, which will improve the environment for all users and is therefore a benefit of the development.
- 5.6 The dwellings are also proposed to provide work from home facilities, further reducing the need to travel for work purposes and providing sustainable new homes in a location where there is walking, cycling and public transport access to a range of day to day facilities.

DRAWINGS



KEY:
 HIGHWAY BOUNDARY BASED ON OS
 CONSIDERED HISTORIC WIDTH OF BRIDLEWAY
 INDICATIVE SITE BOUNDARY

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REV	DATE	BY	DESCRIPTION	CHK	APP
D	31.10.22	JB	UPDATED SITE LAYOUT	JO	SJ
C	23.09.22	JB	MINOR EDITS	JO	SJ
B	12.04.22	JB	UPDATED SITE LAYOUT	JO	SJ
A	20.08.21	JB	UPDATED HIGHWAY BOUNDARY & RED LINE	JO	SJ

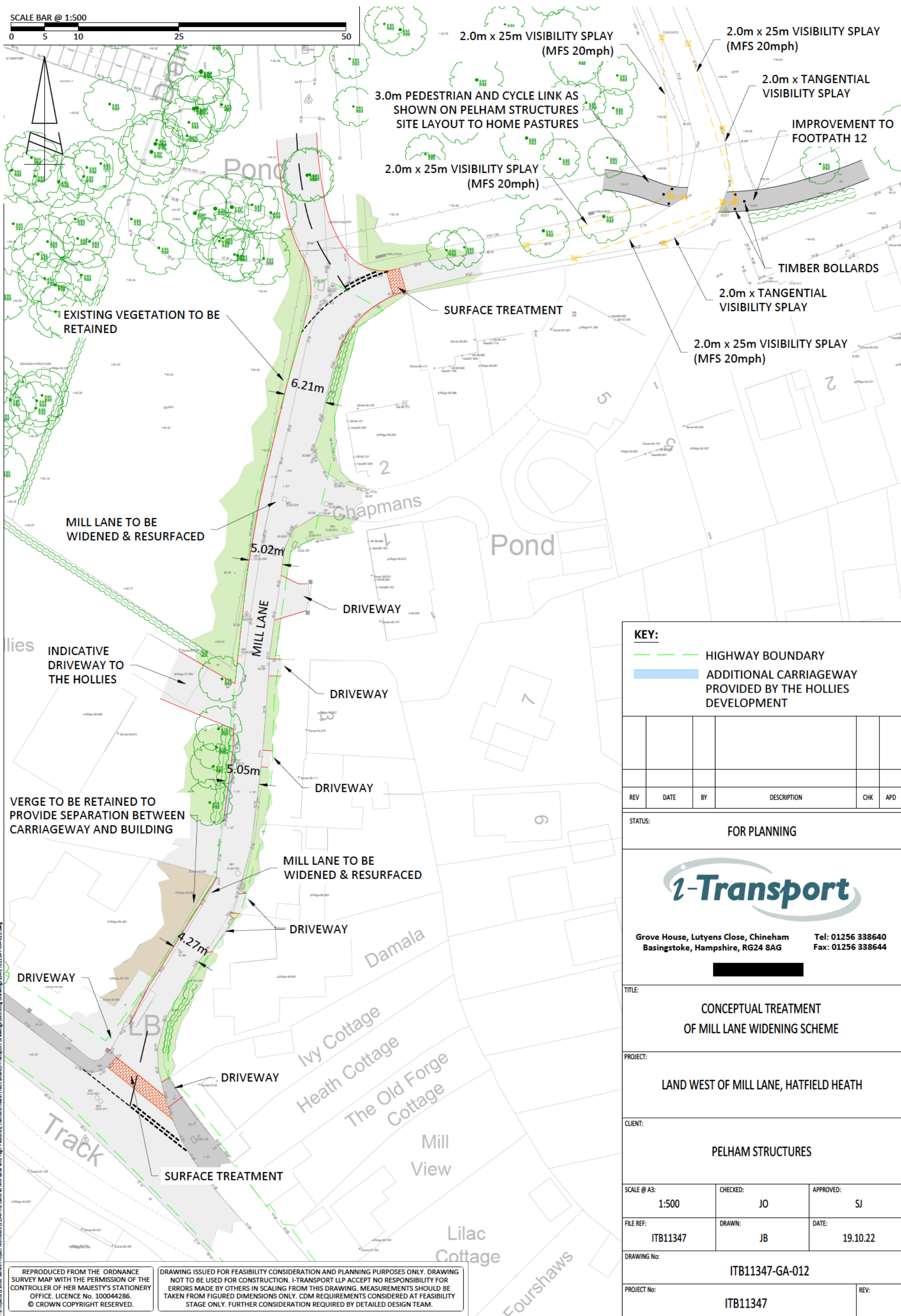
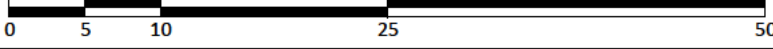
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PROJECT: MILL LANE - PROPOSED SITE ACCESS
 CLIENT: LAND AT MILL LANE, HATFIELD HEATH

PROJECT: PELHAM STRUCTURES LIMITED

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AS SHOWN	SJ	SJ
FILE REF: ITB11347	DRAWN: SH	DATE: 14.09.16
DRAWING No: ITB11347-GA-006		
PROJECT No: ITB11347		REV: D

SCALE BAR @ 1:500



KEY:

- HIGHWAY BOUNDARY
- ADDITIONAL CARRIAGEWAY PROVIDED BY THE HOLLIES DEVELOPMENT

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: **FOR PLANNING**



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 Tel: 01256 338640 Fax: 01256 338644

TITLE: **CONCEPTUAL TREATMENT OF MILL LANE WIDENING SCHEME**

PROJECT: **LAND WEST OF MILL LANE, HATFIELD HEATH**

CLIENT: **PELHAM STRUCTURES**

SCALE @ A3: 1:500	CHECKED: JO	APPROVED: SJ
FILE REF: ITB11347	DRAWN: JB	DATE: 19.10.22

DRAWING No: **ITB11347-GA-012**
 PROJECT No: **ITB11347** REV:

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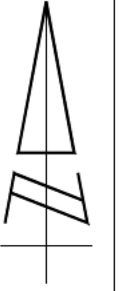
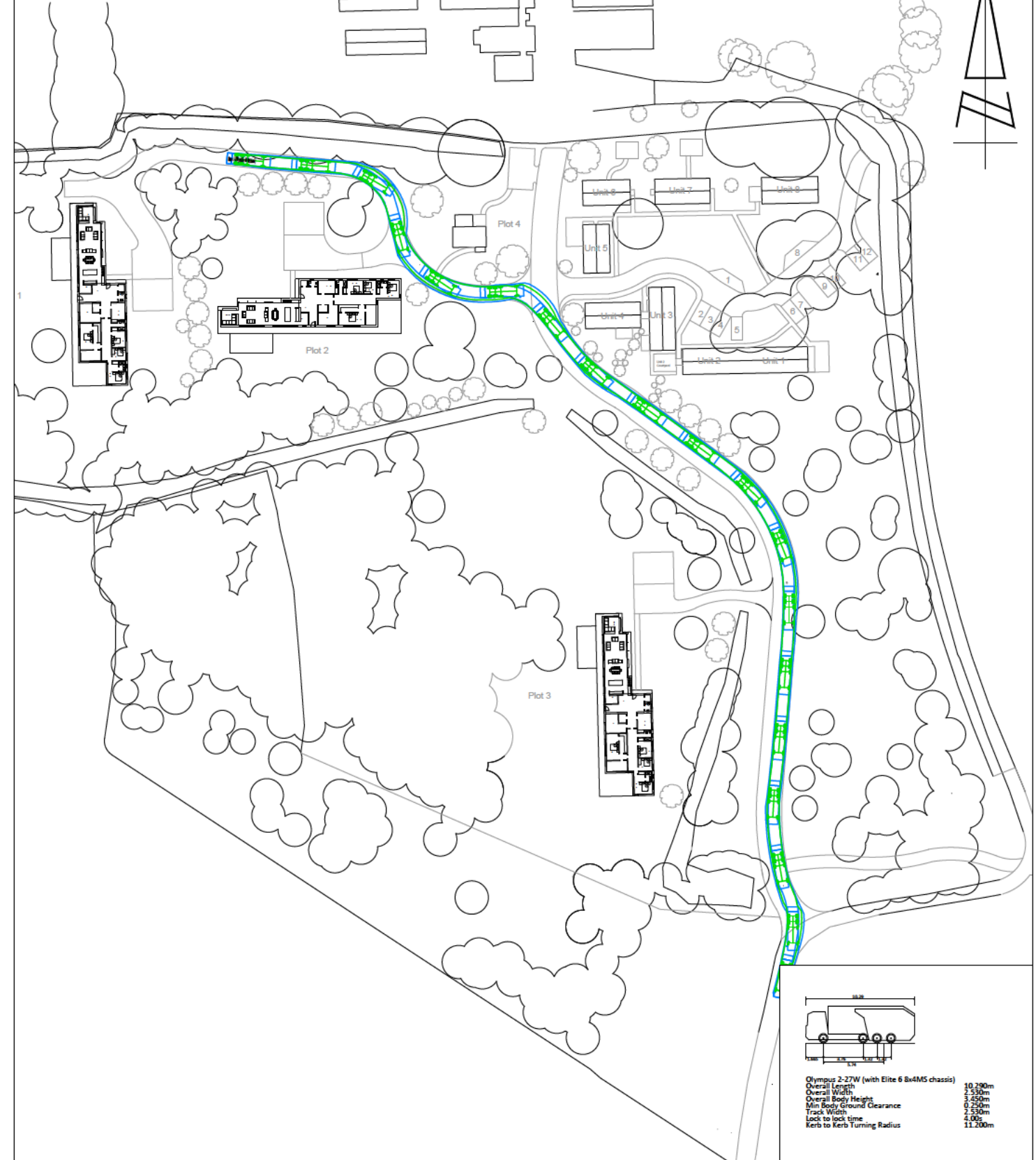
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LARGE REFUSE ENTERING THE SITE



LARGE REFUSE EXITING THE SITE



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Olympus 2-37W (with Elite 6 Six4MS chassis)	10.290m
Overall Length	3.530m
Overall Width	3.250m
Min Body Ground Clearance	6.250m
Track Width	2.500m
Lock to lock time	4.000m
Kerb to Kerb Turning Radius	11.200m



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G	31.10.22	JB	SITE LAYOUT UPDATED	JO	SJ
F	17.10.22	JB	SITE LAYOUT UPDATED	JO	SJ
E	23.09.22	JB	SWEPT PATHS UPDATED	JO	SJ
D	12.04.22	JB	SITE LAYOUT UPDATED	JO	SJ
C	14.08.17	AB	SITE LAYOUT UPDATED	SJ	SJ

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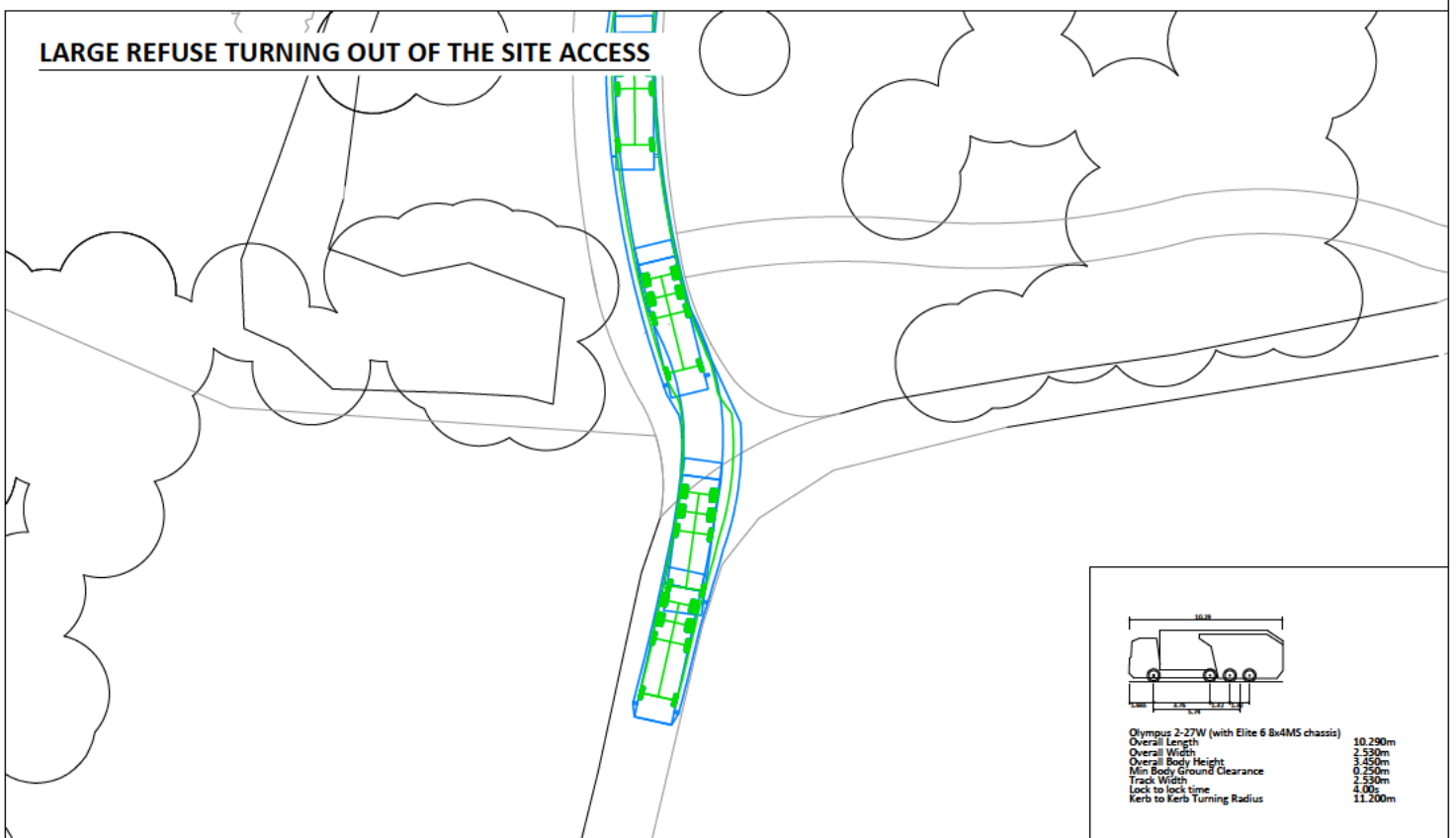
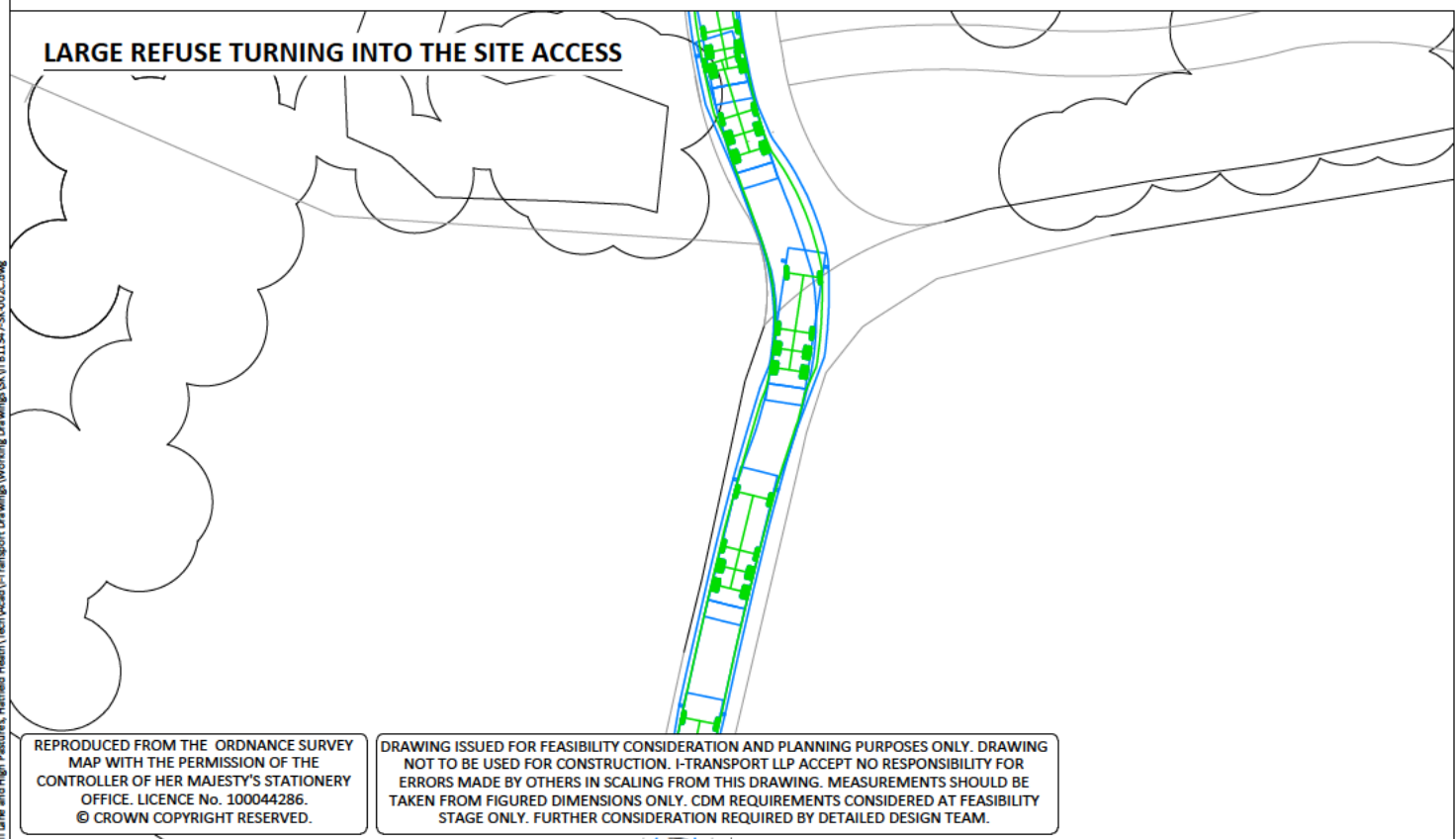
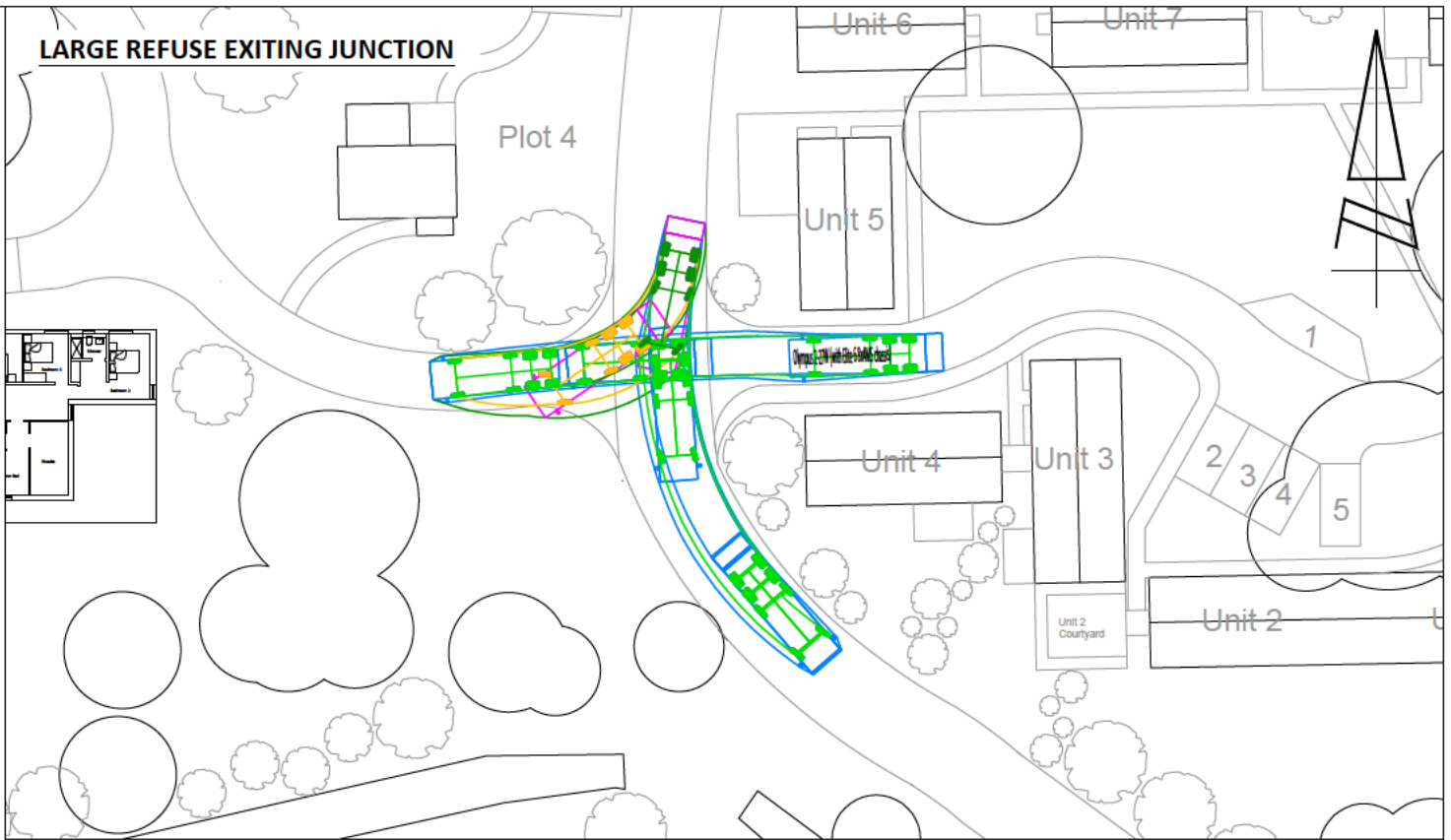
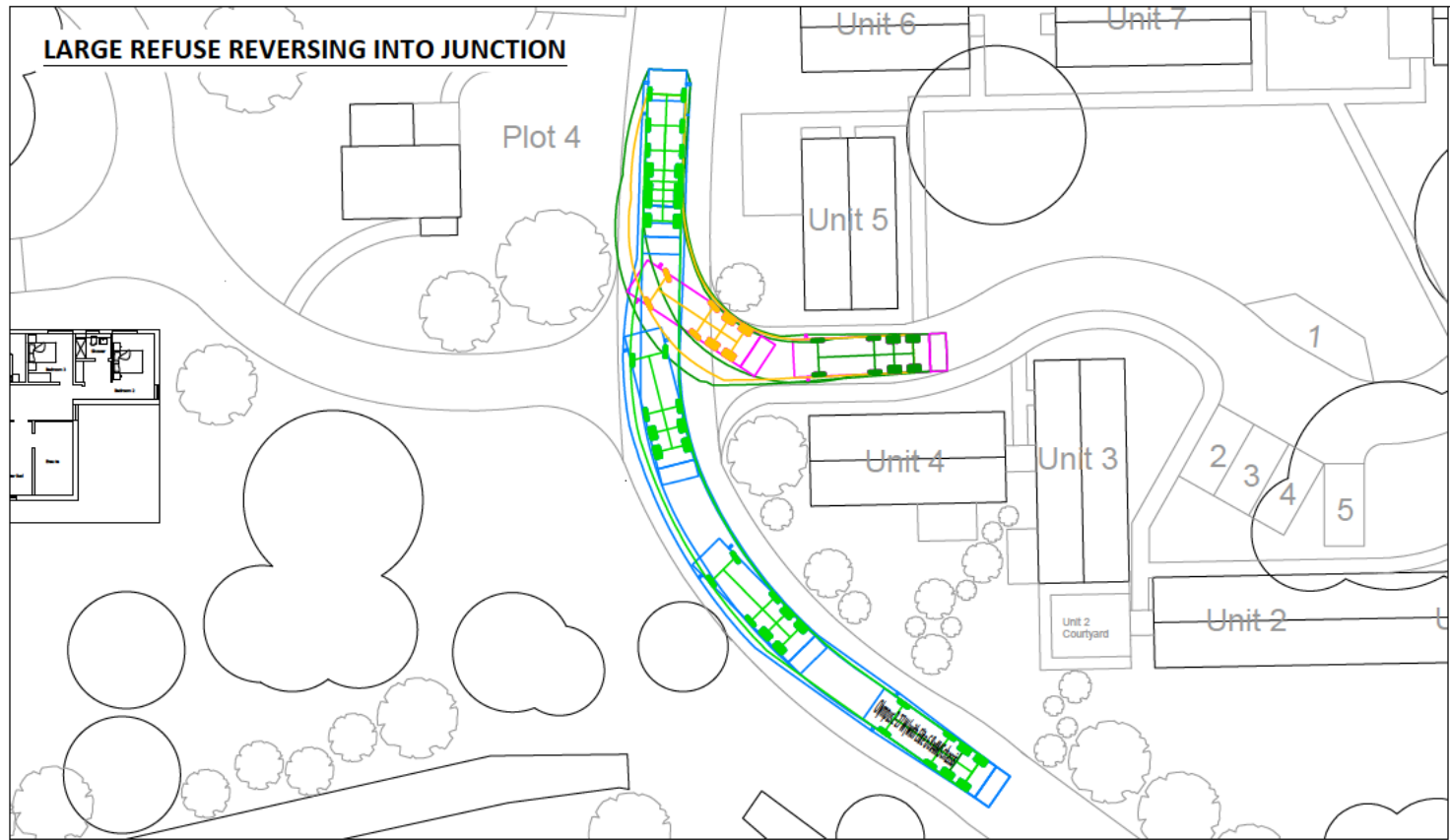
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PROJECT: **LAND AT MILL LANE, HATFIELD HEATH**

CLIENT: **PELHAM STRUCTURES LIMITED**

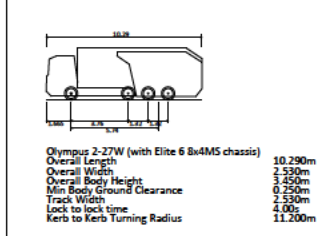
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PROJECT No: ITB11347	



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REV	DATE	BY	DESCRIPTION	CHK	APD
C	31.10.22	JB	UPDATED SWEEP PATHS	JO	SJ
B	23.09.22	JB	UPDATED SWEEP PATHS	JO	SJ
A	12.04.22	JB	UPDATED SITE LAYOUT	JO	SJ

STATUS: FOR INFORMATION

TITLE: VEHICLE SWEEP PATH ANALYSIS

PROJECT: LAND AT MILL LANE, HATFIELD HEATH
CLIENT: CITY AND COUNTRY

SCALE @ A3: 1:500
CHECKED: JO
APPROVED: JO

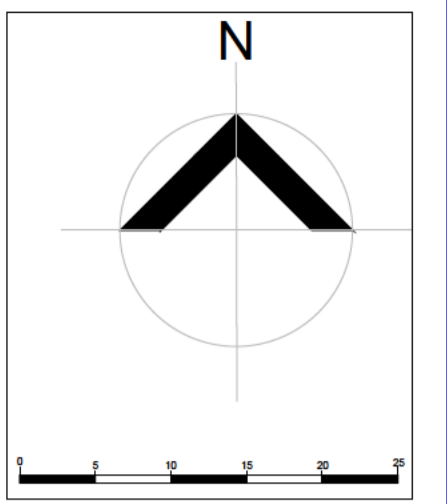
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DATE: 22.11.21

DRAWING No: ITB11347-SK-002

PROJECT No: ITB11347
REV: C

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APPENDIX A. REVISED SITE LAYOUT



-  Existing Trees / Planting
-  Proposed Trees

Proposed Site Plan Little Heath, Hatfield Heath

C 150E	Amendment	27.04.2022	HLW



Project name: Little Heath, Hatfield Heath		
Drawing title: Proposed Site Plan		
Scale: 1:500	Date: 27.04.2022	Drawing no: 571x02 C
Paper: A1 Paper	Drawn: HLW	
Dimensions are in millimeters unless otherwise stated. Do not scale from this drawing. If in doubt, ask.		

