

From: Lewis Tomlinson [REDACTED]
Sent: Friday, March 22, 2024 6:42 PM
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: Fw: Clatterbury Lane - Highways Response - URGENT S62A/2023/0030

Dear Leanne,

In addition to the response to Essex Highways which I sent earlier today, please can the attached visibility splay drawings and email correspondence below also be uploaded to the file for consideration.

Kind regards,
Lewis Tomlinson

From: Aidan Pearce [REDACTED]
Sent: Friday, March 22, 2024 6:22 PM
To: Rachel McKeown - Strategic Development Engineer [REDACTED]; [REDACTED]
Cc: [REDACTED]
Subject: RE: Clatterbury Lane - Highways Response

Hi Rachel,

Thanks for your comments.

I appreciate it is not always easy to find the historical weather data in any detail, but we did have a close look and felt the results did not require wet weather correction. Apologies I noticed my last email was slightly misleading and should have said "predominantly" dry.

To explain further, the website we used (LINK PROVIDED [REDACTED]) gave us a good breakdown of the weather within 30-minute increments. Before calculating the visibility splays we went through the data and found that overall there was the following percentage of light rain/drizzle/passing rain showers across the 7-days, leading to a total average of **19%** throughout the 7-day survey.

Date	Feb 28th	Feb 29th	Mar 1st	Mar 2nd	Mar 3rd	Mar 4th	Mar 5th		Average
Hours Rained	3	9.5	8	11	0	0.5	0.5		
Percentage Based on 24 Hours	13%	40%	33%	46%	0%	2%	2%		19%

We went further than this and calculated the percentage of rain (as opposed to light drizzle/similar classifications) throughout the 7-day survey, which was showed there was **3%** if we say proper rain.

Date	Feb 28th	Feb 29th	Mar 1st	Mar 2nd	Mar 3rd	Mar 4th	Mar 5th		Average
Hours Rained	0	1.5	1.5	2	0	0	0		
Percentage Based on 24 Hours	0%	6%	6%	8%	0%	0%	0%		3%

As such the view was taken based on both assessments and no correction was deemed necessary.

Following your comments regarding a wet weather correction and just in case you do not share our opinion, we've recalculated the visibility splays using the following parameters

Visibility To The Right – 34.6mph + 2.5mph (Wet Weather Correction) = 37.1mph // 58.5m MfS Standards – 2.4m (Bonnet Adjustment) = **56.1m**

Note: This is under 60kph so a 1.5s reaction time and a 4.41m/s² deceleration distance has been used as per MfS 1 standards.

Visibility To The Left – 38.9mph + 2.5mph (Wet Weather Correction) = 38.9mph // 98.9m MfS Standards – 2.4m (Bonnet Adjustment) = **96.5m**

Note: This is over 60kph so a 2s reaction time and a 2.45m/s² deceleration distance has been used as per MfS 2 standards.

As you can see from the attached plans the access visibility and pedestrian visibility splays are achievable in both directions within highway land of site frontage.

To summarise, taking into account the percentage of time during the 7-day survey that was light rain/drizzle/passing rain showers/rain we believe that no wet weather correction should be required for the visibility splays as the majority of the time it was dry. If you however feel that the more onerous visibility splays are required then although we don't share this view, this could be conditioned as part of the planning application without the need to change the access and crossing arrangements.

I hope the above makes sense. As previously mentioned, my colleagues Clive and Richard will be available to answer any questions that you have.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport



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From: Rachel McKeown - Strategic Development Engineer [REDACTED]
Sent: Friday, March 22, 2024 1:32 PM
To: Aidan Pearce [REDACTED]
Subject: RE: Clatterbury Lane - Highways Response

Hi Aidan,

I didn't realise how difficult it was to find previous weather conditions but the data I have found suggests that there was rain on some of the days over the survey period. Was the weather noted at the survey site contemporaneously?



Thanks,

Rachel McKeown
Strategic Development Engineer



[REDACTED]
[REDACTED]

From: Aidan Pearce [REDACTED] >
Sent: Friday, March 22, 2024 12:00 PM
To: Rachel McKeown - Strategic Development Engineer [REDACTED]
Cc: [REDACTED]
Subject: RE: Clatterbury Lane - Highways Response

CAUTION: This is an external email.

Hi Rachel,

Thanks for your quick response.

- To confirm, the speed survey was undertaken in dry conditions meaning we have not provided a wet weather correction adjustment and have taken the 85th %ile speeds as they are.
- That's correct. The discrepancy of 2.4m is due to the bonnet adjustment. As these visibility splays are for side road visibility rather than forward visibility, the 2.4m can be removed from the visibility splays as shown in Manual for Streets.

Hope this covers your initial look but feel free to let me know if you need anything else.

Thanks,
Aidan

Aidan Pearce
Engineer, Transport

[REDACTED]
[REDACTED]

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From: Rachel McKeown - Strategic Development Engineer [REDACTED]

Sent: Friday, March 22, 2024 10:46 AM

To: Aidan Pearce <apearce@iceniprojects.com>; [REDACTED]
[REDACTED]

Subject: RE: Clatterbury Lane - Highways Response

Good morning Aidan,

Thanks for sending the response over – I haven't reviewed in full detail as I will do that when considering our response to PINS once it is formally submitted, but I have a couple of initial thoughts that it may be worth clarifying before submission to PINS if possible:

- Was the speed survey undertaken in wet weather conditions? If so, we'd expect a 'wet weather correction' to be applied as per paragraph 3.1.1 of CA 185
- When plugging the 85th percentile speeds presented into our calculator, I get the following splays which differ slightly from those in your response – please could you double-check and provide the inputs to your calculations? Our calculator includes a bonnet adjustment of 2.4m which appears to explain the discrepancy (see paragraph 10.2.5 of MfS 2)

34.6 mph =		36.4 mph =	
MfS	52.72	MfS	56.82
DMRB	82.15	DMRB	88.97
DMRB - 1 step below	65.83	DMRB - 1 step below	70.91

- Assuming that a wet weather correction of 4kph has not yet been applied, this would take the 85th percentile speed to/above 60kph which would impact the reaction time/deceleration rate to use in the calculations (Table 10.1 of MfS2)

Kind regards,

Enjoy your break,
Thanks,

Rachel McKeown
Strategic Development Engineer



[Redacted]

From: Aidan Pearce [Redacted]
Sent: Friday, March 22, 2024 9:25 AM
To: Rachel McKeown - Strategic Development Engineer [Redacted]
[Redacted]
[Redacted]
Subject: RE: Clatterbury Lane - Highways Response

You don't often get email from [Redacted]

CAUTION: This is an external email.

Hi Rachel,

I hope you're well and looking forward to the weekend.

Just wanted to follow up on this and see whether you've had a chance to consider our response note and provide comments where necessary? The applicant is due to submit these docs to PINS today and ideally we wanted to gauge your position on the scheme before sending them.

Appreciate that you're busy, but if you do have a chance to consider the response and let me know your thoughts then that would be highly appreciated.

Lastly, just to let you know I'm on A/L next week so please ensure that my colleagues Clive and Richard are copied in on any correspondence going forward.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport

[REDACTED]
[REDACTED]

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From: Aidan Pearce

Sent: Wednesday, March 20, 2024 11:23 AM

To: Rachel McKeown - Strategic Development Engineer [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Clatterbury Lane - Highways Response [Filed 20 Mar 2024 11:23]

Hi Rachel,

I hope you're well and you've had a good week so far.

Following on from our recent highways meeting. We've updated our response which completes the tasks we discussed such as undertaking a speed survey, amending the access and pedestrian visibility splays, obtaining crash data from ECC, etc.

We hope that this covers the comments raised and that you're happy to support the scheme.

If you'd like to have a follow-up meeting then we're happy to do so. I'm free anytime Thursday/Friday, but hopefully everything is covered in the highways response.

Kind Regards,
Aidan

From: Rachel McKeown - Strategic Development Engineer [REDACTED]
Sent: Wednesday, February 28, 2024 1:44 PM
To: Aidan Pearce <[REDACTED]>
Subject: RE: Clatterbury Lane - Highways Response

You don't often get email from [REDACTED]

Hi Aidan,

General consensus is that this used to be acceptable, but since the introduction of CA 185 in November 2019, it is no longer acceptable.

TA 22/81 allowed 'wet weather corrections' to reduce the 85th percentile speed, whereas CA 185 sets out 'wet weather corrections' to increase the 85th percentile speed if recorded in wet weather.

Kind regards,

Rachel McKeown
Strategic Development Engineer



[REDACTED]
[REDACTED]

From: Aidan Pearce [REDACTED]
Sent: Wednesday, February 28, 2024 1:18 PM
To: Rachel McKeown - Strategic Development Engineer [REDACTED]
Subject: RE: Clatterbury Lane - Highways Response

You don't often get email from [REDACTED]

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Hi Rachel,

That's fine we can add some justification for this in our next response. Out of curiosity, what were your colleagues thoughts if you've had a chance to discuss internally? Again just so we know this information for our other projects.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport

[REDACTED]
[REDACTED]

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From: Rachel McKeown - Strategic Development Engineer [REDACTED]

Sent: Tuesday, February 27, 2024 5:25 PM

To: Aidan Pearce [REDACTED]

Subject: RE: Clatterbury Lane - Highways Response

Hi Aidan,

Thanks – please could you consider whether it's appropriate to apply a wet weather correction and include in your next response? It was my understanding that wet weather corrections to reduce the 85th percentile were no longer accepted, rather, if the survey was undertaken in wet weather, then 2.5mph would be added to the survey results. I am in the office tomorrow so will ask the team to see what others accept.

Thanks for confirming next steps, look forward to hearing from you,
Kind regards,

Rachel McKeown

Strategic Development Engineer



SAFER / GREENER / HEALTHIER



From: Aidan Pearce [REDACTED]
Sent: Tuesday, February 27, 2024 5:21 PM
To: Rachel McKeown - Strategic Development Engineer [REDACTED]
Subject: Re: Clatterbury Lane - Highways Response

You don't often get email from [REDACTED]

CAUTION: This is an external email.

Hi Rachel,

Agreed - thank you for your time earlier to discuss the comments on the site. To confirm - yes we have applied a wet weather correction of 2.5mph for each direction.

As discussed in the meeting earlier, we'll await the results of the speed survey and update you as soon as they're in. We'll also obtain the relevant accident data from ECC for the area surrounding the site. Once we have this and the final access arrangement (dependent on the results of the speed survey data) we'll aim to instruct a Stage 1 RSA if time allows for this.

In the meantime, if you have any other comments or wish to discuss further then feel free to contact either myself or Clive.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport



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From: Rachel McKeown - Strategic Development Engineer [REDACTED]

Sent: 27 February 2024 15:57

To: Aidan Pearce [REDACTED]

Subject: RE: Clatterbury Lane - Highways Response

You don't often get email from [REDACTED]

Hi both,

Thanks for your time to discuss. Regarding the speed survey data for the B1038 visibility splays, just wanted to check the difference between the 85th percentile speeds as I cannot find confirmation on file – has a 'wet weather correction' been applied to bring the average speeds down? (just a guess as it's 2.5mph difference on each)

Taken from A4 of the Transport Statement:

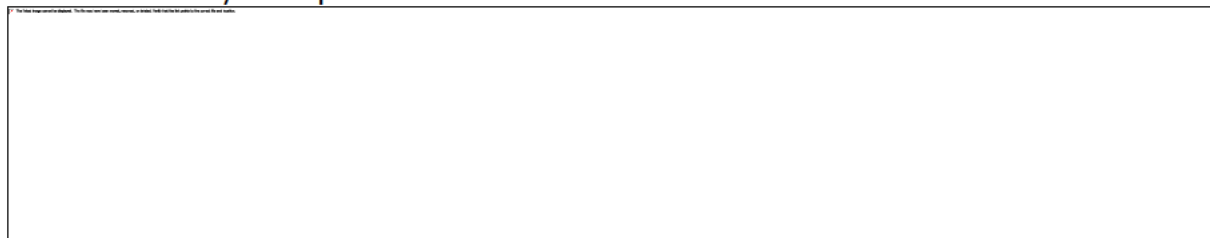


2M X 29.3M PEDESTRIAN VISIBILITY SPLAY LOOKING SOUTH
(BASED ON AN 85TH %ILE SPEED OF 22.7MPH)



2M X 30M PEDESTRIAN VISIBILITY SPLAY LOOKING EAST
(BASED ON AN 85TH %ILE SPEED OF 23.1MPH)

Taken from A2 of your response:



Thanks,

Rachel McKeown
Strategic Development Engineer



[REDACTED]
[REDACTED]

-----Original Appointment-----

From: Rachel McKeown - Strategic Development Engineer

Sent: Monday, February 26, 2024 9:34 AM

To: Rachel McKeown - Strategic Development Engineer; Aidan Pearce

Cc: [REDACTED]

Subject: Clatterbury Lane - Highways Response

When: 27 February 2024 15:00-16:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

Microsoft Teams [REDACTED]

[REDACTED]

Meeting ID: 339 470 973 186

Passcode: o9sjUj

Dial-in by phone

[+44 20 7660 8281.27654609#](tel:+44207660828127654609) United Kingdom, London

[REDACTED]

Phone conference ID: 276 546 09#

For organizers: [REDACTED] | [REDACTED]

From: Aidan Pearce [REDACTED]

Sent: Monday, February 26, 2024 9:08 AM

To: Rachel McKeown - Strategic Development Engineer [REDACTED]

Cc: [REDACTED]

Subject: RE: Clatterbury Lane - Highways Response

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CAUTION: This is an external email.

Morning Rachel,

I hope you had a good weekend.

If we could arrange for a meeting on Tuesday 27th at 3pm then that would be great. Let me know if you're still happy to arrange a teams invite – if not I can sort.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport

[REDACTED]
[REDACTED]

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From: Rachel McKeown - Strategic Development Engineer [REDACTED]

Sent: Friday, February 23, 2024 5:06 PM

To: Aidan Pearce <[REDACTED]>

[REDACTED]
Subject: RE: Clatterbury Lane - Highways Response

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Good afternoon Aidan,

Thank you for your email. Clive – apologies, I have been having trouble with my phone so I haven't seen your call(s).

I am available to meet Tuesday afternoon, Wednesday all day or Friday morning – please let me know when suits and I will send a Teams invite,

Kind regards,

Rachel McKeown
Strategic Development Engineer

[REDACTED]
[REDACTED]

From: Aidan Pearce [REDACTED] >
Sent: Friday, February 23, 2024 11:20 AM
To: Rachel McKeown - Strategic Development Engineer [REDACTED]
[REDACTED]
Subject: Clatterbury Lane - Highways Response

You don't often get email from [REDACTED]

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Hi Rachel,

I hope you're well.

Just to introduce myself. I'm Aidan, a transport engineer working on the Clatterbury Lane site on behalf of the applicant. My director Clive has also been in contact historically.

Thank you for providing your highways comments, which I've reattached for reference. We've gone through the comments and provided a response note for your review.

It would be beneficial if we could discuss this further once you've had a chance to read through, I know Clive has left a voice message to this effect earlier in the week. If you could let us know your earliest availability to discuss this that would be great.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport

[REDACTED]
[REDACTED]

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