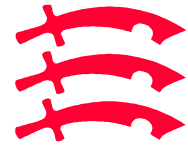


Your Ref: S62A/2024/0032
Our Ref: HT/SD/RMc/26093
Date: 05/04/2024



Essex County Council

CC (by email): [REDACTED]
Uttlesford District Council

Highways and Transportation
County Hall
Chelmsford
Essex
CM1 1QH

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

Highway consultation response

Application No. S62A/2024/0032

Applicant Pelham Structures Ltd

Site Location Land to the West of Mill Lane, Hatfield Heath

Proposal The demolition of 12 no. existing outbuildings / structures, the conversion and restoration of 8 no. existing buildings to form 8 no. holiday cottages and 1 no. dwelling, the construction of 3 no. single storey dwellings. The creation of a pedestrian and cycle link path

This S62A application was accompanied by a Transport Statement (reference SJ/JO/MS/ITB11347-007C R dated 25.04.2022), a technical note (reference ITB11347-008A TN dated 04.11.2022) and a plan of Conceptual Treatment of Mill Lane Widening Scheme (drawing number ITB11347-GA-012 Rev F) which have been reviewed by the highway authority in conjunction with several site visits and internal consultations.

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 was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

This application follows an application to Uttlesford District Council under reference UTT/22/1261/FUL which was accompanied by a later technical note (reference ITB11347-010A TN dated 01.06.2023) and a later revision (Revision G) of Conceptual Treatment of Mill Lane Widening Scheme drawing number ITB11347-GA-012. As this S62A application does not include those documents, we do not consider that we can take their contents into account in our response.

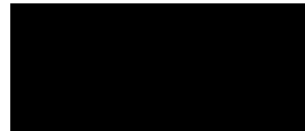
The Transport Statement states it was produced “in support of a full planning application for a residential development of 11 dwellings and 8 self-catering holiday cottages” (paragraph 1.1.1) however, we understand that this was amended during the course of the consultation period for UTT/22/1261/FUL and that this application mirrors the latest position of 8 holiday lets and 4 permanent dwellings, all to be accessed via Mill Lane, and have based our review on that understanding.

We understand that the road is currently used by vehicles accessing the existing residential dwellings and vehicles accessing two businesses further along Mill Lane. Even with the proposed widening scheme, there will continue to be a pinch-point that does not allow a car to pass an HGV, we consider this would be a matter of inconvenience for drivers to wait rather than necessarily a highway safety issue, especially considering that the recorded traffic speeds on Mill Lane are low. That said, a Stage 1 Road Safety Audit of the Conceptual Treatment of Mill Lane Widening Scheme should be

undertaken – it may be helpful for the auditors to have access to a plan that shows the exact dimensions of the available highway at the pinch-point – and this RSA report should be submitted for review, along with the designer’s response to each of the issues raised. Furthermore, the accident data presented within the Transport Statement is for the 5-year period to the end of June 2021, data is now available up to the end of January 2024 and we consider it appropriate that the applicant update their analysis. It may be helpful for the Inspector’s decision-making for an updated traffic count to be undertaken on Mill Lane including classification of vehicle sizes, as the data collected for the Transport Statement was collected in 2016. The proposed development would result in an intensification in use of Mill Lane, the trip generation rates detailed in the technical note (reference ITB11347-008A TN dated 04.11.2022) are not agreed by the highway authority and these should be reviewed.

The proposals include an improvement to part of public right of way footpath 12 (Hatfield Heath 297) between bridleway 9 (Hatfield Heath 297) and Home Pastures – these improvements would be accompanied by a cycle-track conversion order to afford both cyclists and pedestrians an attractive alternative route to the village centre.

We consider that this application, as submitted to PINS, does not go far enough to demonstrate that safe and suitable access for all users can be achieved. Without the information requested, 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, accessibility and/or capacity.



.....
pp. Director of Highways and Transportation
Enquiries to Rachel McKeown

Internet: www.essex.gov.uk