

Colin Hart

Via Email



1st Floor Millers House
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Hertfordshire SG12 8HN

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19th August 2024

Dear Colin,

Highways Response Letter – Land South of Bedwell Road, Elsenham

EAS has been commissioned to respond to the highways comments raised by Essex County Council (ECC) regarding planning application ref: S62A/2024/0049 at the above address.

For simplicity the ECC comments are stated in *italics*. The EAS response follows in **red text**.

Parking

“- Not all visitor bays are compliant with the Essex Parking Standards in terms of dimensions.”

All bay parking spaces are drawn to 2.9m x 5.5m as per guidance stated in the ECC Parking Standards (2009). The visitor layby parking is 2.5m x 6m.

“- The coloured plan indicates trees planted within visibility splays for the accesses for plots 30, 31, 32, and access to private drive 33-50.”

Please see the attached visibility splay drawings (SK13), contained at **Appendix A**, demonstrating the extents to which the trees fall within the required splays. It should be noted that as per Manual for streets paragraph 7.8.6, that “The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.” Therefore, it is deemed that the demonstrated trees would not have any adverse effect on the achievable visibility and highway safety. In any case, the tree locations can be moved outside of the visibility envelopes as part of a planning condition if deemed necessary.

“- Parking spaces should be provided immediately behind the footway/carrageway to avoid indiscriminate parking – too much additional space appears to have been provided at the following plots: 30, 31, 32, 4, 13, 14, 15.”

The individual plot parking to the side of the properties does have a small amount of extra space.

This is a result of wanting the parking to be hidden from the street scene. From good design perspective the parking should not dominate the streetscapes. If we reduce this space then the cars would project beyond the building and this would make the streets scene feel car dominant and unattractive. In any case, the proposed design is not expected to lead to any unnecessary overhang or obstruction to the proposed footways. Therefore, the design will have an imperceptible impact in respect of highway safety, whilst retaining an appropriate streetscape design.

Speed Limit

"Its is unclear what the proposed speed limit for this development is. Should this be proposed, which is typical for new developments in Essex, for a 20 mph zone, appropriate features should be shown on the submitted drawings in support of a 20mph zone."

A 20mph speed is proposed for the development. As part of the S278 and S38 process road markings and speed limit signs could be introduced as required.

Turning Areas

"The turning heads provided should be a size three and be accompanied by swept path analysis drawings demonstrating adequate manoeuvrability for refuse vehicles used by Uttlesford District Council"

Please see swept path analysis drawing SK11, contained at **Appendix B**, demonstrating a refuse vehicle successfully turning within the site. These movements allow for the refuse vehicle to service the site as per the refuse collection plan highlighted at p30 of the Design and Access Statement attached.

Road Types and Arrangements

"The road servicing plots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 27 does not comply with any standards. It had a carriageway width of 4.7m along with footways either side of 1m width. This arrangement is not adequate for pedestrians or vehicles. It is also subject to different surfacing with block paving, which is more in line with shared surfacing arrangements, however, it does not bear any characteristics of the typical shared surface roads as set out on the Essex Design Guide, other than the surfacing."

Clarification is needed as to what type of road/arrangement the developer is trying to achieve, as the current arrangement does not accord with any road type within the Essex Design Guide, typically used for new developments."

The aforementioned carriageway seems to have been measured incorrectly by ECC. As demonstrated in drawing SK14, contained at **Appendix C**, the carriageway actually measures 6.8m in width. This is in line with the carriageway width for a "Minor access (Type F) road", which requires a combined pedestrian and vehicular surface of 6m as highlighted in the Essex Design Guide. The street does not have any footways, and it is understood that the 1m strips (which appear to have been interpreted as footways) have been drawn to help visualise the remaining carriageway width in the event that there is a pedestrian walking along the road. Therefore, it is deemed that the proposed block paving would be appropriate as the carriageway would form a shared surface. As per the design guide, a table entrance has been provided at the origin of the carriageway, and the road is below the max length of 125m (circa 95m to the furthest point.) As such it is determined that the carriageway design is appropriate and in line with stated guidance for a "Type F Minor Access".

"The drive serving plots 1, 2, 3, 8, 7, has a width of 3.8m with a sharp turn into the shared area. A swept path analysis drawing should be submitted to demonstrate that vehicles can maneuverer the area safely"

Please see SK12, contained at **Appendix D**, attached demonstrating both a large car and delivery van accessing the courtyard area, turning and egressing the site in a forward gear.

"The drive serving plots 20, 24, 25, 26 at the point of connecting with the main spine road has a width of 3.8m this should be increased to a minimum of 4.5m to allow safe access."

The aforementioned access appears to have been measured incorrectly, and in fact measures 4.1m. In any case, please see SK14 demonstrating the amendments required to widen the carriageway to 4.5m. If deemed necessary, the widening of this access could form a condition to be implemented at the S38 stage.

“The road leading to the blocked paved section of road has a width of 4.6m at its junction with the main spine road, his should be increased to 5.5m to allow cars to safely negotiate the junction.”

Again, the stated measurement is incorrect. As per SK14, the access in fact does measure 5.5m, and as such should be considered acceptable.

I hope that the provided comments are clear and of use. In the event that you require any additional details please don't hesitate to contact me.

Thank you

Yours sincerely,



Patrick Eggenton MSc MCILT

Director

For and on behalf of EAS

Enc.:

Appendix A – SK13 Visibility Splays

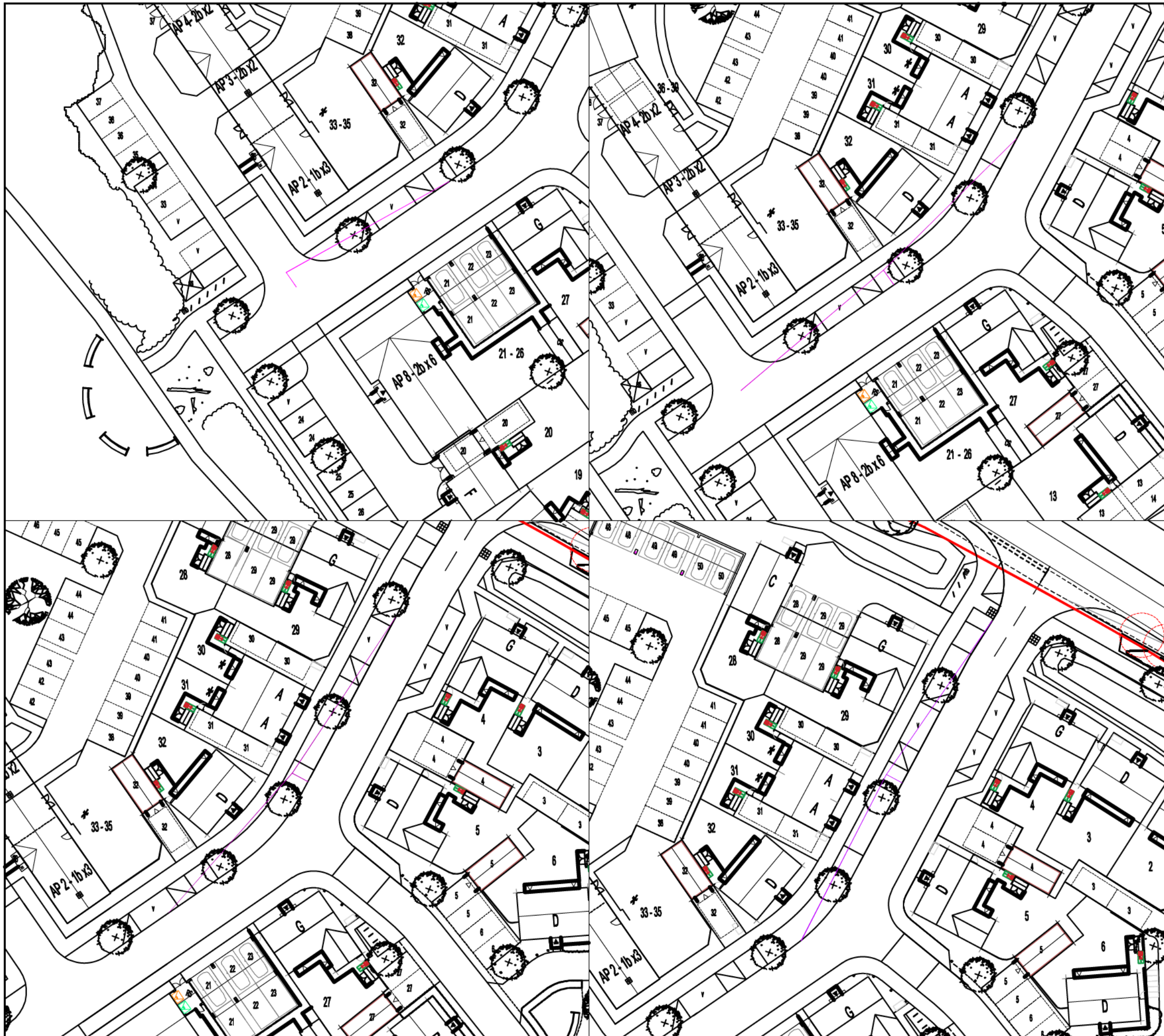
Appendix B – SK11 Refuse Vehicle Swept Path Analysis

Appendix C – SK14 Carriageway Measurements

Appendix D – SK12 Parking Courtyard Swept Path Analysis



Appendix A – SK13 Visibility Splays



*SPLYS DRAWN TO 2.4m x 25m FOR AN 85th PERCENTILE SPEED OF 25mph

REV	DATE	BY	DESCRIPTION	CHK	APD

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CLIENT:

ARCHITECT:

PROJECT:

BEDWELL ROAD, ELSENHAM,
 UTTLESFORD DC

TITLE:

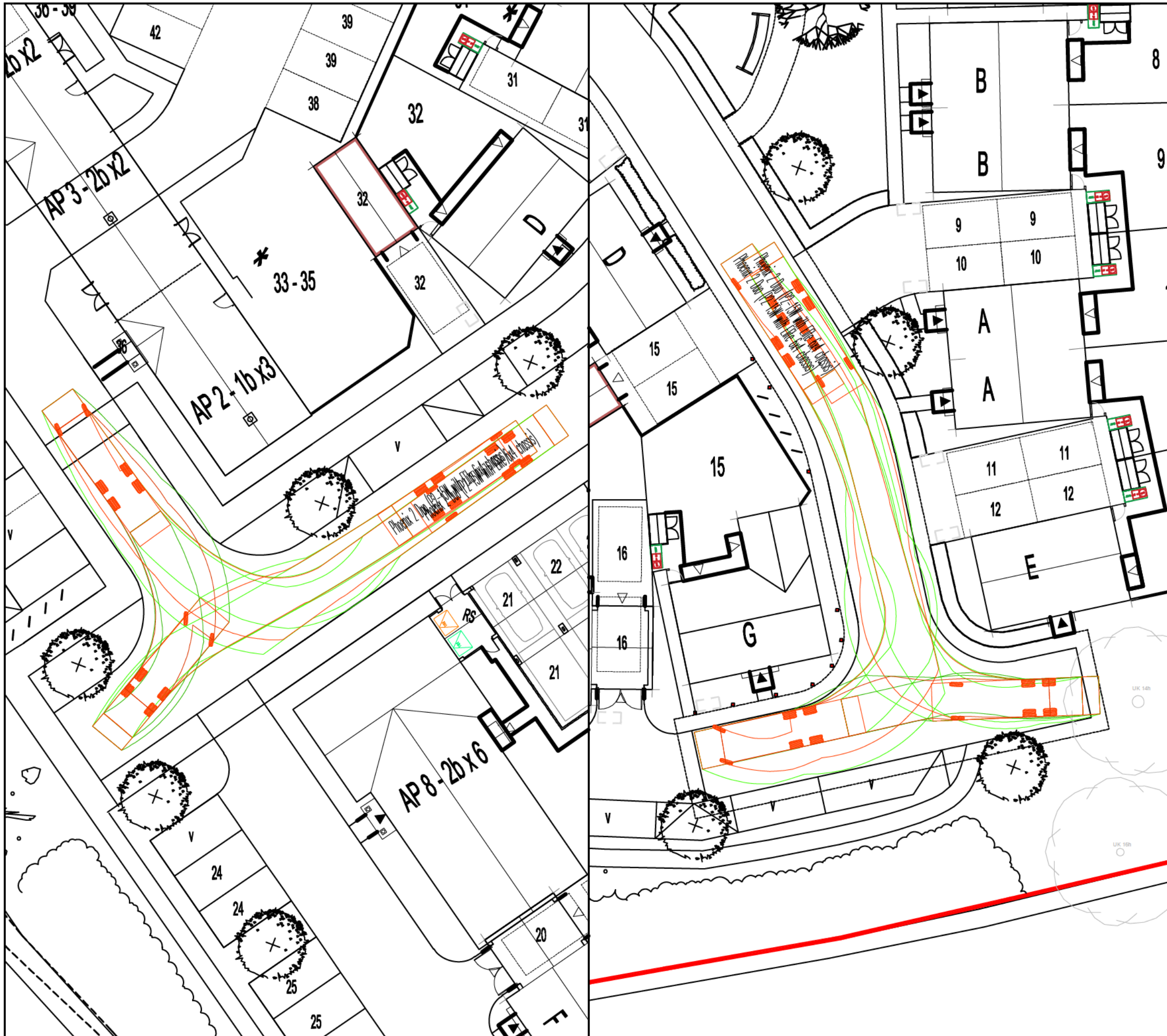
DRIVEWAY VISIBILITY SPLYS

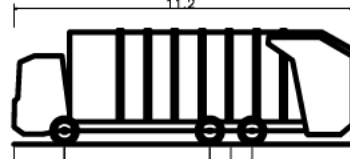

SCALE: A3: 1:500	DESIGN-DRAWN: TS	DATE: 16/08/2024
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PROJECT No: 2774	DRAWING No: SK13
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Appendix B – SK11 Refuse Vehicle Swept Path Analysis

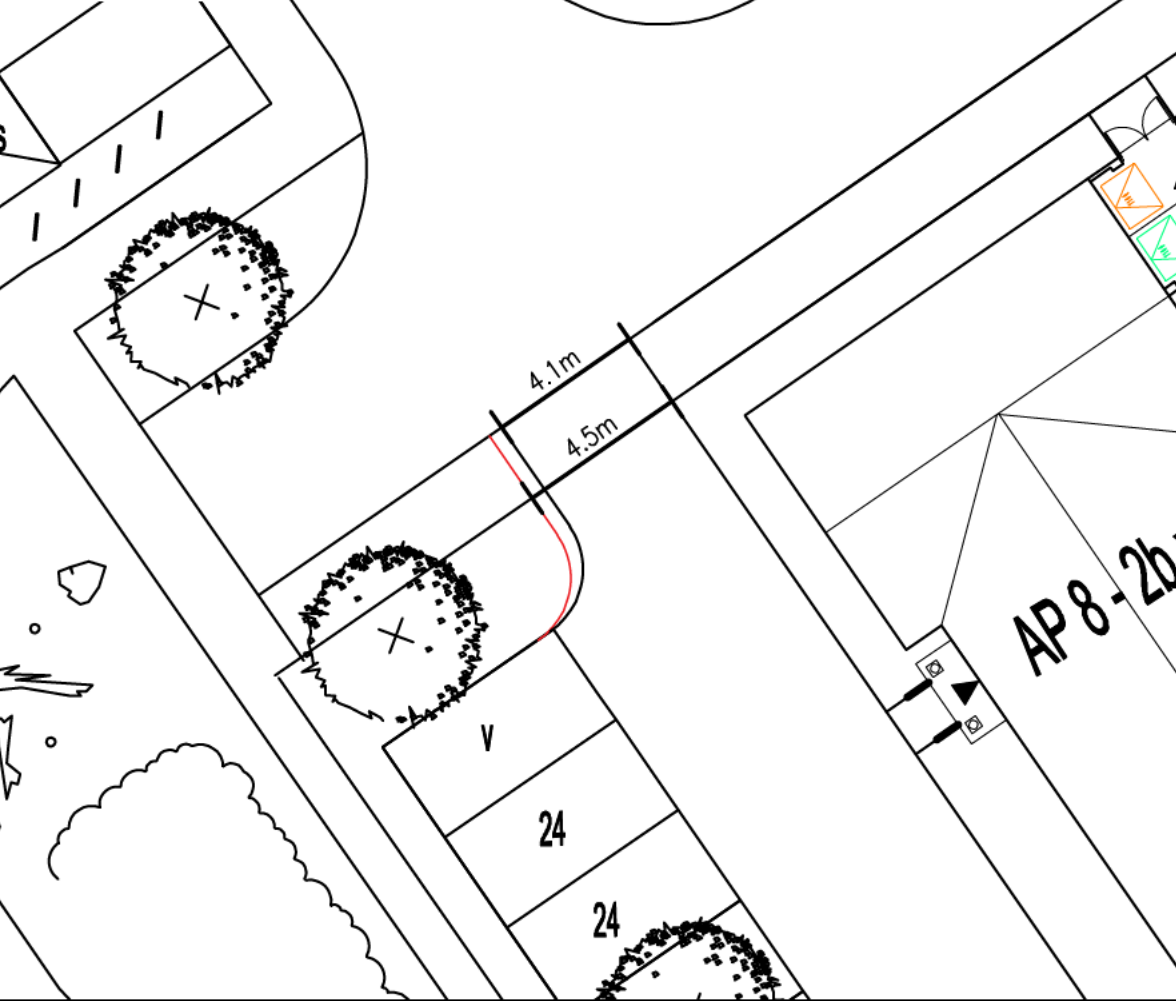


					
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length 11.200m Overall Width 2.530m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.500m					
REV	DATE	BY	DESCRIPTION	CHK	APD
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CLIENT:					
ARCHITECT:					
PROJECT:					
BEDWELL ROAD, ELSENHAM, UTTLESFORD DC					
TITLE:					
REFUSE VEHICLE SWEEP PATH ANALYSIS					
SCALE: A3: 1:500		DESIGN-DRAWN: TS		DATE: 14/08/2024	
PROJECT No: 2774		DRAWING No: SK11			



Appendix C – SK14 Carriageway Measurements

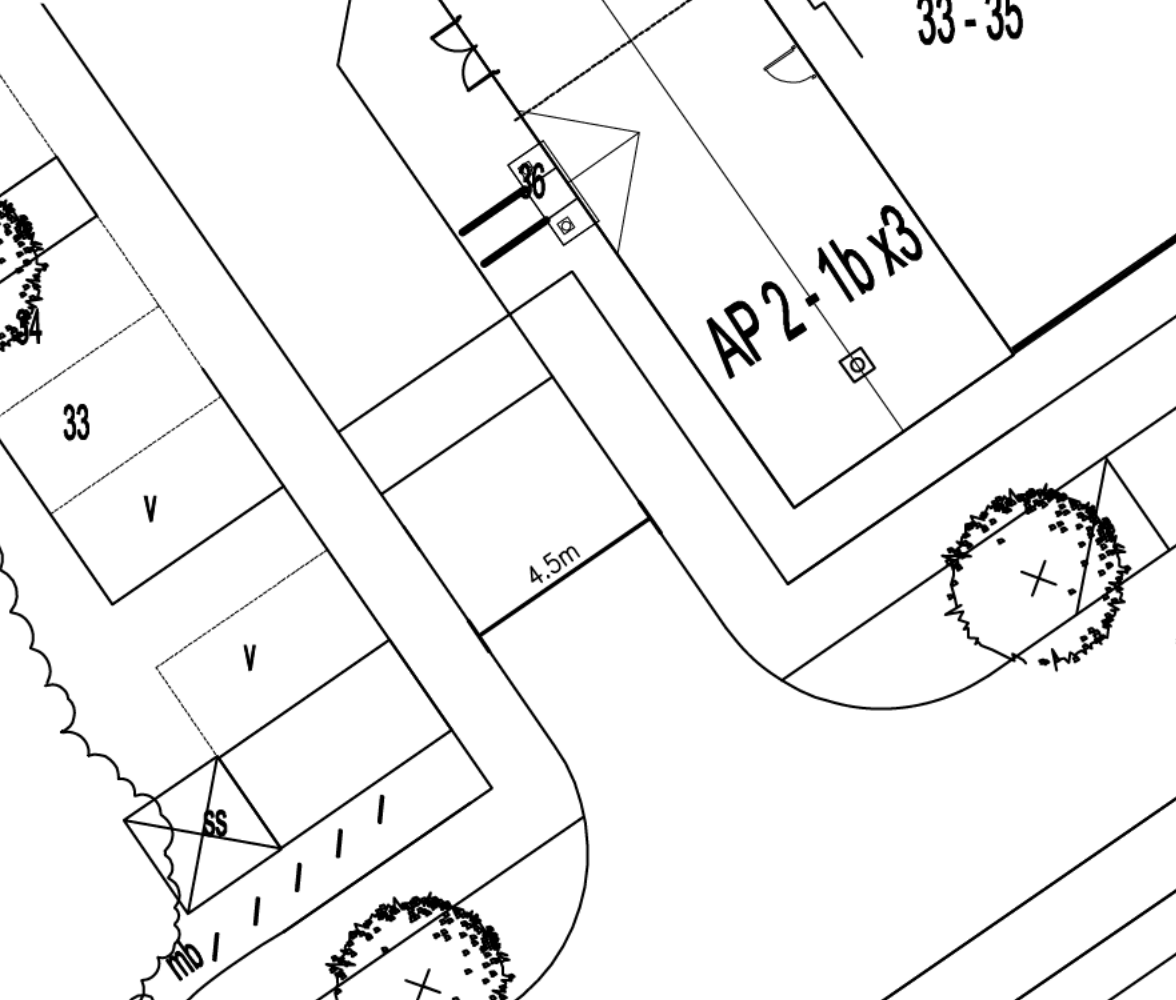
1:200 SCALE @ A3



1:250 SCALE @ A3



1:200 SCALE @ A3



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PROJECT:

BEDWELL ROAD, ELSENHAM,
 UTTLESFORD DC

TITLE:

CARRIAGEWAY WIDTHS

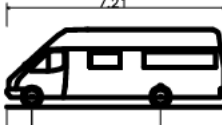
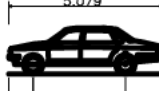
SCALE @ A3: 1:500	DESIGN-DRAWN: TS	DATE: 16/08/2024
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PROJECT No: 2774	DRAWING No: SK14
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Appendix D – SK12 Parking Courtyard Swept Path Analysis



	7.21	
	5.079	
7.5t Panel Van	Overall Length	7.210m
	Overall Width	2.192m
	Overall Body Height	2.544m
	Min Body Ground Clearance	0.316m
	Track Width	1.865m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	7.400m
Large Car (2006)	Overall Length	5.079m
	Overall Width	1.872m
	Overall Body Height	1.525m
	Min Body Ground Clearance	0.310m
	Max Track Width	1.831m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	5.900m

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CLIENT:

ARCHITECT:

PROJECT:
**BEDWELL ROAD, ELSENHAM,
 UTTLESFORD DC**

TITLE:
COURTYARD ACCESS SWEEP PATH ANALYSIS

SCALE: A3: 1:500	DESIGN-DRAWN: TS	DATE: 14/08/2024
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PROJECT No: 2774	DRAWING No: SK12
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