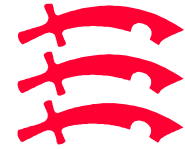


Your Ref: S62A/2024/0049  
Our Ref: 47880  
Date: 5<sup>th</sup> September 2024



Essex County Council

Director for Highways  
and Transportation

To: Section 62A Applications Team  
The Planning Inspectorate  
3<sup>rd</sup> Floor  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

County Hall  
Chelmsford  
Essex CM1 1QH

## Recommendation

Application No. S62A/2024/0049  
Applicant Rochester Properties Limited, John F C Sergeant and Joan F M Anderson  
Site Location Land South of Bedwell Road, Elsenham  
Proposal Up to 50 market and affordable dwellings, public open space and associated highways and drainage infrastructure - all matters reserved except access

This S62A planning application is for the reserved matters of layout, appearance, scale and landscaping in relation to outline permission granted under appeal APP/C1570/W/22/3311069. The application was accompanied by a number of documents and plans which the highway authority reviewed.

No pre application Highways advice has been sought out by the applicant.

Although this is not a planning matter it must be noted that the current proposed layout is unlikely to be adopted.

***Additional information has been submitted by the applicant for our consideration, however, no amendments to the proposals have been offered. Having reviewed the information please see below our comments and our recommendation as a result of this further review.***

### Parking:

We welcome the confirmation of compliance with ECC parking standards in terms of dimensions. We would insist that visibility splays remain clear of obstructions. When it comes to design or aesthetics over safety, we will insist that we need to see a design that prevents indiscriminate parking. This will be dealt with an appropriately worded condition.

### Speed Limit:

The applicant has confirmed that the development will be a 20mph zone, however, it appears that there is resistance in providing more appropriate physical measures at this stage. Although signs and road markings are recognised measures they are not preferred as a first choice, 20mph zones should be designed to be 'self-enforcing' by means of traffic calming measures such as raised tables, ramps, road narrowing, road alignment (bends) etc features which are much better suited to help ensure compliance in the residential 20mph zone areas. With the above in mind, we will

propose a condition to address the details of the 20mph zone before commencement of the development.

#### Turning areas:

The Swept path analysis drawing provided would appear to be of incorrect scale, so we were not able to measure any dimensions, however we will accept the location of the turning heads and condition that these need to be of appropriate dimensions as per relevant guidance. The swept path analysis drawing submitted for the turning head near plots 11, 12, 15 shows the vehicle wheels on what would be kerb line therefore it would need amending.

#### Road Types and arrangements:

It must be noted that a typical shared surface is at 6m width with a 0.5m maintenance strip either side of the road. The proposed road is not compliant with the Essex Design Guide and will likely need amendments before implementation should this application be granted permission.

The swept path analysis drawings as shown in SK12 appendix D is satisfactory.

The minimum width for private drives shall be at 4.5m as previously requested, this shall be conditioned. As stated at the beginning of this recommendation the development is not likely to be adopted with the current layout.

#### **From a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:**

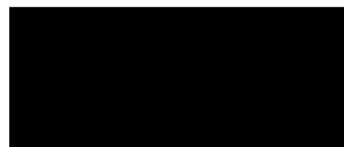
1. Prior to commencement of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of the car parking provision for each residential dwelling. This shall be in accordance with the Essex Parking Standards and designed in such way that it prevents indiscriminate parking and any obstruction in the visibility splays. Once approved, the development shall not be occupied until such time as the approved parking spaces are provided in the agreed form. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.  
**Reason:** to ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided.
2. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times. **Reason:** To ensure appropriate cycle parking is provided in the interest of highway safety and amenity.
3. Prior to commencement of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of a 20mph zone scheme. This shall include physical features in accordance with Traffic Signs Regulations and General Directions 2016 Part 4 The schedule 10 General Directions. **Reason:** to ensure the reduction of adverse impact of motor vehicles on built up areas in the interest of highway safety.
4. Prior to occupation of the development, vehicular turning facilities at the locations indicated on drawing no BEE-PL-001 (titled Planning Layout (08)) shall be constructed to Essex Design Guide standards (size 3), surfaced and maintained free from obstruction within the site at all times for that sole purpose. **Reason:** to ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety.

5. Prior to occupation of the development, all private drives shall be constructed at a minimum width of 4.5m. **Reason:** to ensure that vehicles can manoeuvre safely on the main road while entering and exiting the private drives in the interest of highway safety.

**The above conditions are required to ensure that the development accords with the National Planning Policy Framework (NPPF) 2023 and the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.**

Informative:

- i. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford, Essex, CM2 5PU.
- ii. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.
- iii. There shall be no discharge of surface water onto the Highway.
- iv. Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.
- v. Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.



.....  
pp. Director for Highways and Transportation  
Enquiries to Eirini Spyratou