

Montare LLP

Land West of High Street, Stebbing, Essex

SLR Project No.: 425.065369.00001

27 January 2025

Revision: 1.1

TECHNICAL NOTE – TRANSPORT

1.0 Introduction

General

- 1.1 SLR Consulting Ltd ('SLR') has been appointed by Montare LLP ('the Applicant') to provide transport planning advice for an application at the Land to the West of High Street in Stebbing, Essex ('the Site').
- 1.2 The Site is located within Uttlesford District Council's (UDC) remit as Local Planning Authority and within Essex County Council's (ECC) remit as highway authority.

Planning Summary

- 1.3 The Site has previously been the subject of a planning application (UTT/23/2496/FUL) for:

'Erection of 28 residential dwellings (comprising 14 affordable and 11 private market homes together with 3 self-build plots) and local affordable employment unit/flexible community space; provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility).'

- 1.4 That application was ultimately unsuccessful, but it is noted that there were no reasons for refusal relating to highways matters. ECC found the proposals acceptable within the introduction of seven planning conditions (Appendix A).
- 1.5 Over the course of the previous application there were several pre-application discussions with UDC, including the following:

'Due to the location of the site the residents of new houses would be likely to contribute to the social life of the settlement and help support its services and facilities. Residents would contribute to local services in the long term. This is a location where development in one village is also likely to support services in villages nearby.'

Most journeys by future residents, are likely to be by private vehicle, however it is acknowledged a limited bus service is available. Car journeys to more local facilities and services would be relatively short and provision can be made to encourage the use of more sustainable vehicles, walking and cycling. Although there would be a reliance on the use of private vehicle it may necessarily not be a matter that would weigh against the proposal in this case.'

- 1.6 Furthermore, UDC noted in its Committee Report (para. 14.8.11) for the previous application that:

'Overall, the proposals comply with Policies GEN1 and GEN8 of the Adopted Local Plan and the NPPF.'

Proposed Development

- 1.7 The current application is being submitted under S62A of the Town and Country Planning Act (1990). The Proposed Development comprises a minor change from the previous application, namely the removal of the previous 'local affordable employment unit/flexible community space'. The development description is now:

'Erection of 28 residential dwellings (comprising 14 affordable and 11 private market homes together with 3 self-build plots); provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility).'

Document Purpose

- 1.8 Given the above, the Proposed Development is slightly reduced in scale from the previous application. Accordingly, rather than re-run the entire transport planning submission, it is proposed to review the changes arising between the current and previous scheme. Any implications arising will be reviewed against ECC's previous supporting position.
- 1.9 This Technical Note aligns with the structure of the previous application's Transport Statement (ref. 'WIE17784.102.R.1.1.3.TS', September 2023), highlighting where any relevant changes occur. The conclusions of the Proposed Development are then presented at the end. Some data and drawings have been revisited due to the minor changes within the masterplan.

Document Structure

- 1.10 Following this Introduction, the Technical Note is structured as follows:

- Section 2: Policy Framework;
- Section 3: Existing Situation;
- Section 4: Proposed Development;
- Section 5: Transport Strategy;
- Section 6: Traffic & Highway Impact;
- Section 7: Summary & Conclusion.



2.0 Policy Framework

Development Plan

- 2.1 The development for the Proposed Development is largely as previously. Changes include the recent update to the National Planning Policy Framework (NPPF) in December 2024, the emerging UDC Local Plan and the adoption of ECC's latest Parking Standards.

National Planning Policy Framework (2024)

- 2.2 Paragraph 109 (was 104) now states:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.'*

- 2.3 Paragraph 110 (was 105) remains as previously.

- 2.4 Paragraph 111 (was 106) remains as largely as previously (removal of the word 'Government' from para. 'f').

- 2.5 Paragraph 112 (was 107) remains as previously.

- 2.6 Paragraph 115 (was 110) has been updated with regard to vision-led planning, namely:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*



- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

2.7 Paragraph 116 (was 111) has been updated with regard to future scenarios, namely:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.8 Paragraph 117 (was 112) remains as previously.

2.9 Paragraphs 88 and 89 (were 84 and 85) remain as previously.

Essex County Council, Local Transport Plan (2011)

2.10 No changes recorded, but it is noted that consultation is underway on an updated Local Transport Plan.

Uttlesford Local Plan (2005)

2.11 The Local Plan is still the adopted document, although it is noted that the new Local Plan has recently been submitted to the Secretary of State for Independent Examination (expected to take place during 2025).

2.12 For information, extracts of the relevant sections of the transport policies in the emerging Local Plan are set out below.

Core Policy 26: Providing for Sustainable Transport and Connectivity

'...Development proposals should provide the following sustainable measures:

- i. maximise the incorporation of bus service provision and supporting infrastructure, including the enhancement of existing services*
- ii. promote walking and cycling by ensuring movement proposals give first priority to pedestrians and cyclists in the use of road space and provide for filtered permeability*
- iii. deliver an improved environment for pedestrians and cyclists in accordance with ECC and LTN 1/20 standards including measures for the reduction of conflict with motor vehicles. Provision should be inclusive and address disabled users and those with mobility needs*
- iv. ensure that existing pedestrian and cycling routes and Public Rights of Way are retained as continuous linear features and improved where appropriate*



- v. *identify key pedestrian and cycling routes and their destinations and assess existing and predicted active travel movements to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these movements and will be encouraged to support additional active travel movements*
- vi. *reduce road danger from other transport modes*
- vii. *ensure the provision of cycle parking and active travel in line with Essex County Council latest guidance, and*
- viii. *cycling and walking routes should be planned, where possible, as part of the network of multi-functional green infrastructure.'*

Core Policy 27: Assessing the Impact of Development on Transport Infrastructure

'...Development proposals should:

- i. *prioritise active travel over the use of the car, including providing walking and cycling connections to key services in the town and permeability to existing settlements*
- ii. *contribute towards the improvement of all sustainable modes of transport including public transport and the improvement and delivery of walking and cycling routes that serve the site. This could be achieved through the design of development and/ or through financial contributions appropriate to the scale and impact of the development*
- iii. *limit motor vehicle trips and identify and deliver highway safety measures at and around the development site, including temporary measures during the construction phase. These measures should reduce road danger and facilitate safer movements for all users and transport modes*
- iv. *implement shared mobility schemes including the provision of electric car club vehicles, hire bicycles and e-cargo bikes, where appropriate, and*
- v. *comply with the latest guidance on design, parking provision, servicing facilities and electric charging infrastructure*

Proposals to improve or provide new public transport infrastructure and facilities will be supported subject to:

- vi. *being acceptable in terms of impact on the environment including landscape, townscape, public realm and amenity of adjoining areas*
- vii. *being designed to be safe, convenient, attractive and accessible for use especially for vulnerable users including lone females, young adults, people with disabilities and specific mobility needs, and*
- viii. *providing adequate secure cycle parking and ease of access on foot, including consideration of pedestrian desire lines.*

Travel Plans *All developments that generate significant amounts of movement will be required to produce a Travel Plan having regard to the thresholds in Essex County Council published guidance.'*



Core Policy: 28 Active Travel - Walking and Cycling

'...All new development and infrastructure proposals should:

- i. promote walking and cycling by ensuring proposals give greater priority to pedestrians and cyclists in the use of road space and provide for filtered permeability*
- ii. deliver an improved environment for pedestrians and cyclists appropriate to the scale and nature of the proposal. Provision should be inclusive and address disabilities and particular mobility needs*
- iii. ensure that existing pedestrian and cycling routes and Public Rights of Way are retained and enhanced as continuous linear features*
- iv. identify key pedestrian and cycling routes and their destinations and assess existing and predicted active travel movements to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these movements and will be encouraged to support additional active travel movements*
- v. facilitate high quality routes for active travel to schools including supporting the introduction of school streets and enhancing walking access and permeability to schools*
- vi. reduce road danger from other transport modes*
- vii. enable and contribute towards improvements and delivery of local and strategic active travel routes and links as identified in the Area Strategies and associated IDP and LCWIP, and*
- viii. ensure provision of secure cycle parking and active travel in line with the latest guidance.'*

Core Policy 29: Electric and Low Emission Vehicles

'All development proposals should maximise the opportunity for occupiers and visitors to use electric and low emission vehicles, including electric bicycles and electric cargo cycles. Safe charging infrastructure for bicycles should be installed in cycle storage which will be located in a prominent and easily accessible location. Infrastructure and storage should be installed for electric mobility scooters where appropriate, and particularly in specialist and older persons housing. Proposals should maximise the provision of residential and public electric vehicle charging/ plug-in points and/or the space and infrastructure required to provide them in the future. The design and operation of such infrastructure should follow best practice so that their operation does not undermine the quality of the public realm.'

Core Policy 30: Public Rights of Way

'Development proposals for sites that include a Public Right of Way within the site or are for major development proposals adjacent to an existing Right of Way are required to submit a Rights of Way Scheme that demonstrates how the development will protect, enhance and promote the Public Rights of Way network. This must include, where necessary, improvements to help restore and re-connect Rights of Way. Where development would increase the pressure on the Rights of Way network, contributions will be sought through planning obligations for measures to protect and enhance the Rights of Way network, including the delivery of additional routes and improvements to existing



public paths both on-site and off-site. New Rights of Way will be delivered in green corridors that provide enhanced widths offering natural surveillance and maximising opportunities for active travel. Where surfacing enhancements are required, these must cater to all users including wheelchairs and those with mobility challenges.'

Core Policy: 31 Parking Standards

'Development proposals should take into account the latest Essex Parking Standards and the parking standards and design principles set out the Uttlesford Design Code.

For all development types, including employment, secure cycle parking should be prioritised over private car parking and will be located in a prominent and obvious position. Cycle storage should include provision for electric cycle charging. Developments which propose flats or homes in multiple occupation should ensure that there is enough cycle parking available for all residents.

Educational developments, including new schools and expansions, should deliver secure parking for cycles and other wheeled vehicle storage for school pupils, staff and visitors and parents.

New transport infrastructure or proposals to enhance existing transport infrastructure, including bus interchanges and rail stations, should include proposals for secure cycle parking and also facilitate parking/docking for cycle hire schemes.

All major developments, including employment, and the strategic allocations should deliver an electric car club scheme of an appropriate scale to the development.

Development proposals should consider those with mobility challenges and ensure secure and accessible parking is provided for mobility scooters and vehicles including charging infrastructure.

Proposals which include provision below the local and national standards should be supported by evidence detailing the local circumstances that justify a deviation from the standards.'

Core Policy 32: The Movement and Management of Freight

'...Development proposals that generate a significant number or intensity of transport movements will be required to demonstrate that:

- i. they are conveniently located to enable direct routing to the strategic road network*
- ii. there is no unacceptable impact on residential areas, local air quality, local amenity, or the highway network*
- iii. there would be no unacceptable impact on landscape, heritage, local character and biodiversity*
- iv. they adopt best practice approaches to managing and minimising freight, servicing and delivery trips*
- v. they facilitate low or zero emission technologies, and*
- vi. provide adequate off-street provision to accommodate delivery and servicing activities, with on-street loading only considered in exceptional circumstances.'*



Core Policy 33: Managing Waste

'...Development proposals should:

- i. provide adequate internal and external storage space to enable the occupiers/users to separate, store and recycle their waste, which will be separate from cycle storage, car parking and circulation areas*
- ii. include on-site waste management during the construction phase, which minimises the need for waste transfer, where feasible*
- iii. allow for convenient and safe access to waste facilities and to enable safe collection*
- iv. implement high quality design solutions to minimise the adverse visual impact of waste facilities for both the proposed site and neighbouring uses and comply with the Uttlesford Design Code criteria, as appropriate, and*
- v. enable waste from mixed-use schemes to be segregated in separate secured areas.'*

Essex Parking Standards - Part 1: Parking Standards Design and Good Practice

- 2.13 The updated parking standards were formally adopted in September 2024 and are generally predicated on a site's connectivity. The site lies within a rural village and records a 'very low' level of connectivity. It is noted that the site is just c.260m outside an area of 'low' connectivity.
- 2.14 The 2024 standards note in Table 8-2 (*'Vehicle Parking Standards – C3 Residential Dwellings'*) the following standards for areas of low connectivity:
- 1-bedroom: 1 space;
 - 2-bedroom: 2 spaces;
 - 3-bedroom: 2 spaces;
 - 4-bedroom: 3 spaces; and
 - 0.25 spaces per unit for visitor parking.
- 2.15 It is noted that these standards accord with the current adopted UDC Local Plan and the previously submitted Transport Statement.



3.0 Existing Situation

Site Location

- 3.1 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

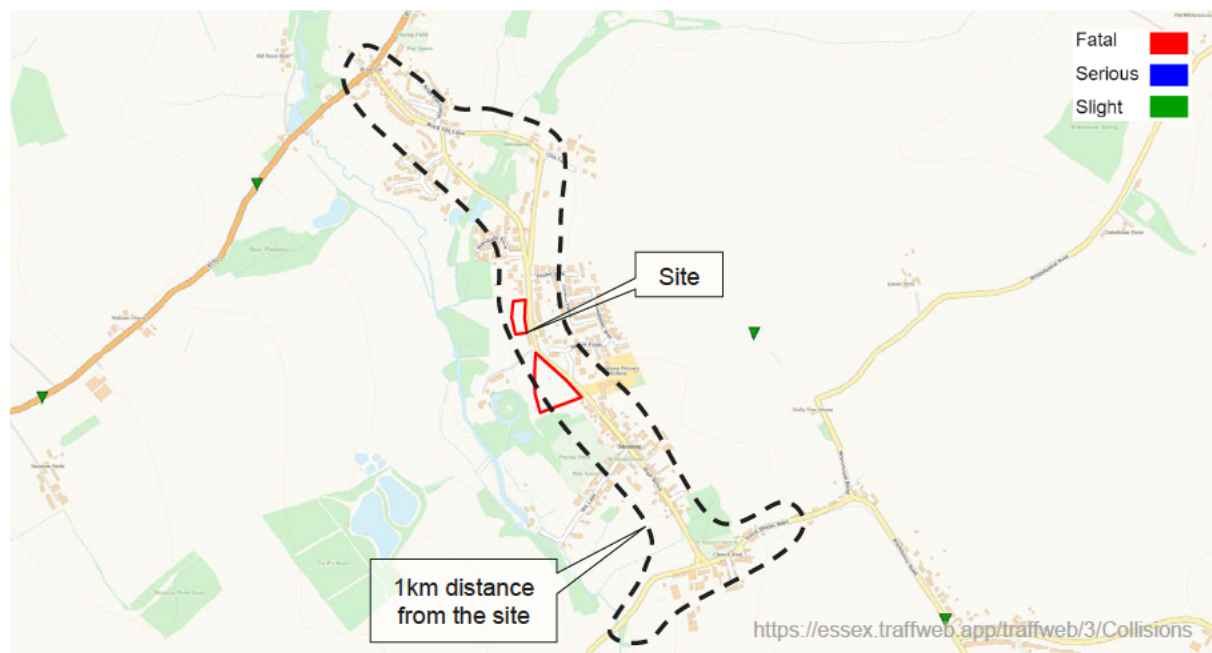
Accessibility

- 3.2 The Proposed Development only requires a slight update for the Road Safety part of this section of the previously submitted Transport Statement. All other sub-sections in this part of the previously submitted Transport Statement are considered to be appropriate

Road Safety

- 3.3 The summary contained within paragraphs 3.14 to 3.19 of the previously submitted Transport Statement (including Figure 6) need updating to reflect the most recent data for road traffic incidents.
- 3.4 ECC's online *Traffweb*¹ portal has been reviewed for three year period to date (01/10/2021 to 30/09/2024). The previous assessment was the five year period up to July 2023.

Figure 1: Road Traffic Incidents within 1km of the Site



- 3.5 There is an overall reduction in the severity of recorded incidents across the area. Two (slight casualty) incidents remain in the assessment:

¹ [REDACTED] (as of December 2024)



- B1057 Dunmow Road (December 2021) – 2 vehicles, 1 casualty (Slight); and
- Warehouse Road (April 2019) – 2 vehicles, 1 cycle, 1 casualty (Serious, OAP).

3.6 The more recently recorded incidents are:

- The Broadway (August 2024) – 1 vehicle, 1 casualty (Slight); and
- Clay Lane (March 2024) – 1 vehicle, 1 casualty (Slight).

3.7 As previously, the recorded incidents appear to be due to driver error and not systemic road safety issues.

Existing Parking Activity

3.8 The data used in the previous assessment was collected in July 2022. Whilst the data is two years old, there has not been any significant change in Stebbing to cause the on-street levels to change.

3.9 This does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.



4.0 Proposed Development

Development Description

- 4.1 The description of development used in the previous Transport Statement has been revised to reflect the removal of the 'local affordable employment unit/flexible community space', namely:

'Erection of 28 residential dwellings (comprising 14 affordable and 11 private market homes together with 3 self-build plots); provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility).'

- 4.2 For reference, the Proposed Development now solely comprises residential uses; the residential accommodation schedule is summarised below (Table 1).

Table 1: Proposed Development – Accommodation Schedule

Type	Plot A	Plot B	Plot C	Plot D	Total
Studio	-	-	-	-	-
1B	-	-	-	6	6
2B	2	3	1	5	11
3B	2	1	2	3	8
4B	2	1	-	-	3
Total	6	5	3	14	28

Access and Internal Layout

Site Access

- 4.3 The Proposed Development incorporates the ECC feedback from the previous application, namely the provision of new footways between the proposed access locations, and supporting pedestrian crossing facilities over The Downs / High Street. These are shown with swept-path analysis at Appendix B. The previous Stage 1 Road Safety Audit and associated details for the highway works is included at Appendix C.

Access Visibility

- 4.1 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate. Updated plans are included at Appendix D.

Internal Layout

- 4.2 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.



Car Parking

Residential

- 4.3 The parking standards remain as previously proposed, including with reference to the recently adopted ECC parking standards, and those currently adopted by UDC. Bay sizes accord with the 2.9m x 5.5m criterion.

Commercial and Community Parking

- 4.4 The Proposed Development removes the previous community use from the masterplan. However, the community parking facility is retained – this maintains the previous intention to help alleviate the current situation on The Downs near Stebbing Primary School.
- 4.5 The remain details in the previously submitted Transport Statement are considered to be appropriate.
- 4.6 The Applicant confirms that a Car Parking Management Plan for the Proposed Development may be secured via a suitably worded planning condition (in line with the current ECC parking standards).

Servicing & Refuse Collection

- 4.7 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.



5.0 Transport Strategy

Background

- 5.1 With the exception of updating the references to the current version (and paragraphs) of the NPPF, the Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Potential Measures

Public Transport

- 5.2 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Car Club

- 5.3 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

EV Charging

- 5.4 The policy situation has improved since the previous application, however the Proposed Development retains the previous commitment to providing each dwelling with an EV charging point from the outset.
- 5.5 The Proposed Development does not result in any amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Cycle Storage

- 5.6 The policy situation has improved since the previous application. The Proposed Development will provide compliant cycle parking provision for the residential units in line with the adopted ECC standards. Storage will be within the gardens and/or garages of the units.
- 5.7 The Proposed Development does not result in any other amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Reducing the Overall Need to Travel

- 5.8 The Proposed Development does not result in any other amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.



Working from Home

- 5.9 The Proposed Development does not result in any other amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Improving Walking Connections

- 5.10 The Proposed Development incorporates the post-submission feedback provided by ECC from the previous application. This includes additional footways within the public highway to improve connectivity between accesses, and to/from the Primary School (details at Appendix B).



6.0 Trip Generation & Highway Impact

Trip Generation

Existing Trip Generation

6.1 The Proposed Development does not result in any other amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Proposed Trip Generation

6.2 This section has been updated with reference to the latest version of the TRICS database (v.7.11.4), however, the same survey filtering criteria have been used to check if the TRICS database includes new/revised surveys. The filtering criteria are:

- South East and East Anglia;
- 01/01/16 to 18/03/24;
- Edge of Town and Neighbourhood Centre;
- Residential Zone and Village;
- Population within 1 mile: 1,000 or Less, and 1,001 to 5,000;
- Population within 5 miles: 5,001 to 25,000, 25,001 to 50,000, and 50,001 to 75,000; and
- Car Ownership: 0.6 to 1.0, 1.1 to 1.5, and 1.6 to 2.0.

6.3 The resulting sites are listed below (Table 2). This assessment corroborates the trip rate assumptions, and trip rates / trip generation) used in the previously submitted assessment. It is noted that the survey sites are the same as the previous assessment.

Table 2: TRICS Sites (2024 Assessment)

TRICS Ref.	Location	Date	Units	Same Site?
CA-03-A-07	Mixed Houses	Witchford, Cambridgeshire	32	Yes
ES-03-A-06	Mixed Houses	Ringmer, East Sussex	12	Yes
NF-03-A-05	Mixed Houses	Holt, Norfolk	40	Yes
NF-03-A-10	Mixed Houses & Flats	Hunstanton, Norfolk	17	Yes
SF-03-A-06	Detached & Semi-Detached	Kentford, Suffolk	38	Yes
SF-03-A-08	Mixed Houses	Great Whelnetham, Suffolk	34	Yes

6.4 In the previous application, ECC confirmed acceptance of the trip rates and highway impact assessment. As such, as the TRICS produces the same outputs (Appendix E), the resulting trip rates and trip generation are summarised below (Table 3).



Table 3: Proposed Residential Use – Trip Rates & Trips (28 Units)

Period	Trip Rates			Trips		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Plot A (6 units)						
08:00-09:00	0.156	0.283	0.439	1	2	3
17:00-18:00	0.306	0.168	0.474	2	1	3
07:00-19:00	2.266	2.343	4.609	14	14	28
Plot B (5 units)						
08:00-09:00	0.156	0.283	0.439	1	1	2
17:00-18:00	0.306	0.168	0.474	2	1	2
07:00-19:00	2.266	2.343	4.609	11	12	23
Plot C (3 units)						
08:00-09:00	0.156	0.283	0.439	0	1	1
17:00-18:00	0.306	0.168	0.474	1	1	1
07:00-19:00	2.266	2.343	4.609	7	7	14
Plot D (14 units)						
08:00-09:00	0.156	0.283	0.439	2	4	6
17:00-18:00	0.306	0.168	0.474	4	2	7
07:00-19:00	2.266	2.343	4.609	32	33	65
Total Development (28 units)						
08:00-09:00	0.156	0.283	0.439	4	8	12
17:00-18:00	0.306	0.168	0.474	9	5	13
07:00-19:00	2.266	2.343	4.609	63	66	129

Proposed Trip Generation – Commercial/Community Use

- 6.5 This component of the Proposed Development has been removed and is therefore excluded from this assessment.

Proposed Trip Generation – Commercial/Community Car Park Facility

- 6.6 The Proposed Development does not result in any other amendments for this section; the details in the previously submitted Transport Statement are considered to be appropriate.

Highway Impact

- 6.7 Whilst the overall trip generation associated with the Proposed Development has reduced from the previously submitted application, it is noted that ECC accepted the previous highway impact assessment.



- 6.8 As a result, this Technical Note considers the previously submitted assessment to be robust, and does not need to be re-run for the Proposed Development. The future assessment year of 2025 is considered appropriate for the build out of 28 residential units.
- 6.9 For reference, the previous assessment carried out a capacity analysis of the access to Plot D (i.e. the most intensively used). The scenarios are:
- 2025 Base AM Peak + Proposed Development Traffic; and
 - 2025 Base PM Peak + Proposed Development Traffic.
- 6.10 The assessment used the Junctions 10 software prepared by TRL. As noted, this is a standard assessment tool for priority junctions. The assessed future year scenarios generated outputs in terms of Ratio of Flow to Capacity (RFC).
- 6.11 The design threshold for Ratio of Flow to Capacity (RFC) is 0.85 with capacity being reached at an RFC value of 1.00. Between RFC values of 0.85 and 1.0, a junction will start to experience increased delays in traffic. Once RFC values exceed 0.85 it is possible to consider mitigation in order to improve the operation of the junction.
- 6.12 The previous assessment only achieved RFC values of between 0.05 and 0.09 in both the AM and PM peak hour periods. These are between 9 and 17 times lower than the threshold value of 0.85. It is clear that capacity issues will not be expected to arise even if the future assessment year were to change by 1-2 years.
- 6.13 Therefore, the impact of the proposed Development, including the school drop-off / pick-up car park will not result in adverse impacts on The Downs or High Street. The implications are negligible, and therefore not considered severe.



7.0 Summary & Conclusion

Summary

- 7.1 SLR Consulting Ltd ('SLR') has been appointed by Montare LLP ('the Applicant') to provide transport planning advice for an application at the Land to the West of High Street in Stebbing, Essex ('the Site').
- 7.2 The Site has previously been the subject of a planning application (UTT/23/2496/FUL) for:
- 'Erection of 28 residential dwellings (comprising 14 affordable and 11 private market homes together with 3 self-build plots) and local affordable employment unit/flexible community space; provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility).'*
- 7.3 That application was ultimately unsuccessful, but it is noted that there were no reasons for refusal relating to highways matters. ECC found the proposals acceptable within the introduction of seven planning conditions. UDC noted in its Committee Report (para. 14.8.11) for the previous application that:
- 'Overall, the proposals comply with Policies GEN1 and GEN8 of the Adopted Local Plan and the NPPF.'*
- 7.4 The current application is being submitted under S62A of the Town and Country Planning Act (1990). The Proposed Development is identical, except for the removal of the previous 'local affordable employment unit/flexible community space'. The development description is now:
- 'Erection of 28 residential dwellings (comprising 14 affordable and 11 private market homes together with 3 self-build plots); provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility).'*
- 7.5 This Technical Note has been prepared on the basis of reviewing the previous application's Transport Statement (ref. 'WIE17784.102.R.1.1.3.TS', September 2023) against the current proposal. The Proposed Development therefore generates less movement overall compared to the previous proposal.
- 7.6 The development plan for the Proposed Development has changed with recent updates to the National Planning Policy Framework (December 2024), the Essex Parking Standards (2024) and the emerging Uttlesford Local Plan. These do not materially change the nature of assessment, nor the implications of the Proposed Development on the surrounding area.
- 7.7 The overall level of movement has been reviewed against the previous proposal, and shows a reduction compared to the previous masterplan. The previous assessment's trip generation has been reviewed and found to be robust.



- 7.8 The resulting highway assessment is also considered robust and can be considered in the context of the Proposed Development. The implications on the surrounding network remain negligible and the residual cumulative impacts are not considered severe.
- 7.9 The off-site highway works presented previously are considered suitable for the Proposed Development and comprise:
- Footways around the access to each Plot;
 - Footway along the west side of The Downs / High Street connecting the new accesses;
 - Informal crossings over The Downs / High Street connecting the site with the existing infrastructure; and
 - A more significant pedestrian crossing connecting the publicly accessible car park within Plot D with Stebbing Primary School and High Street.
- 7.10 The previous application's submitted Stage 1 Road Safety Audit has been reviewed by ECC and found to be appropriate.
- 7.11 The Applicant agreed with the previously identified planning conditions and confirms acceptance of these being applied to a consent for the Proposed Development.
- 7.12 Furthermore, the Applicant acknowledges the changes to the adopted ECC Parking Standards and confirms that a Car Parking Management Plan may be secured via a suitably worded planning condition.

Conclusion

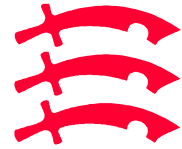
- 7.13 The Proposed Development will result in fewer trips than the previously submitted proposal. The associated highway works to provide additional pedestrian footways are retained from the previous application.
- 7.14 The resulting highway impact assessment shows a negligible impact on the surrounding area and is considered robust in the context of the current proposals.
- 7.15 Therefore the Proposed Development is not considered to give rise to unacceptable issues of road safety, nor would the residual cumulative impacts be considered severe.



Appendix A ECC Highways Response to UTT/23/2496/FUL



Your Ref: UTT/23/2496/FUL
Our Ref: 57235
Date: 10th April 2024



Essex County Council

Director for Highways
and Transportation

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No.	UTT/23/2496/FUL
Applicant	Montare LLP
Site Location	Land West Of High Street Stebbing Essex
Proposal	Erection of 28 residential dwellings (comprising 14 affordable and 11 private market homes together with 3 self-build plots) and local affordable employment unit/flexible community space; provision of public open space and associated local amenity facilities (activating Local Green Space allocation); together with integrated landscaping and car parking (to include additional community parking facility)

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

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

1. Prior to occupation of the development each vehicular access shall be constructed at right angles, with an appropriate radii or simple dropped kerb crossing arrangement and width to accommodate the swept path of all vehicles regularly accessing the site for the intended purpose, as well as appropriate visibility splays as per the observed speeds of the road, to the highway boundary and to the existing carriageway. The visibility splays shall be maintained clear to ground in perpetuity. **Reason:** to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.
2. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary. **Reason:** To avoid displacement of loose material onto the highway in the interests of highway safety.

3. Prior to occupation of any dwelling, the 2-metre footway sections as shown in principle on DWG no 425.065369.00001_PD01 Rev A, to include but not limited to, pedestrian crossing points at appropriate locations that achieve the required pedestrian visibility splays in accordance with the observed speeds of the road, shall be provided. For the avoidance of doubt, this shall include full depth construction and surfacing. **Reason:** In the interest of highway safety and accessibility.
4. Prior to occupation of any dwelling an appropriate pedestrian crossing facility (zebra or alternative type) in the vicinity of the school and as shown in principle on DWG no 425.065369.00001_PD01 Rev A, to include but not limited to, reinstatement works to full height kerbing on the footway to the southeast whilst maintaining access for property named Laurel House, shall be provided. **Reason:** In the interest of highway safety and accessibility.
5. The proposed development shall not be occupied until such time as the vehicle parking areas indicated on the approved plans, have been provided. The vehicle parking areas and associated turning areas shall be retained in this form at all times. 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
6. 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 / powered two wheeler parking is provided in the interest of highway safety and amenity.
7. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operator). **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.

The above conditions are required to ensure that the development accords with 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 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.
- vi. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 21(Stebbing), public footpath no. 12 (Stebbing), public footpath no. 10 (Stebbing), shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

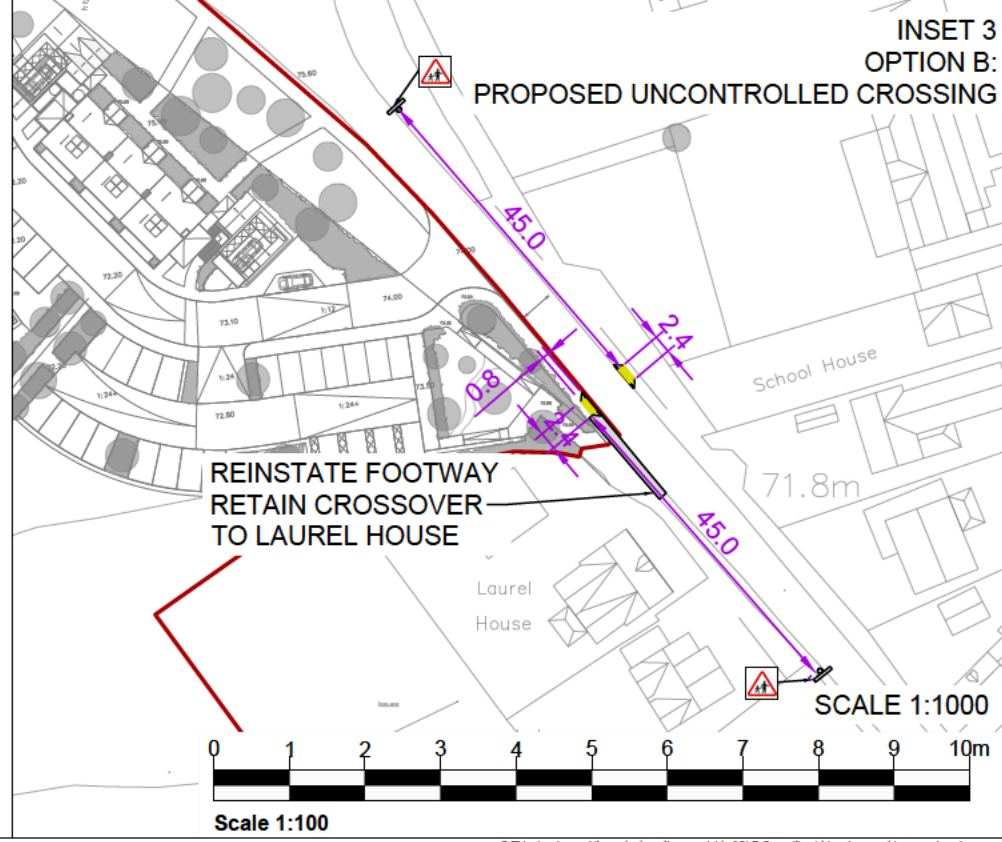
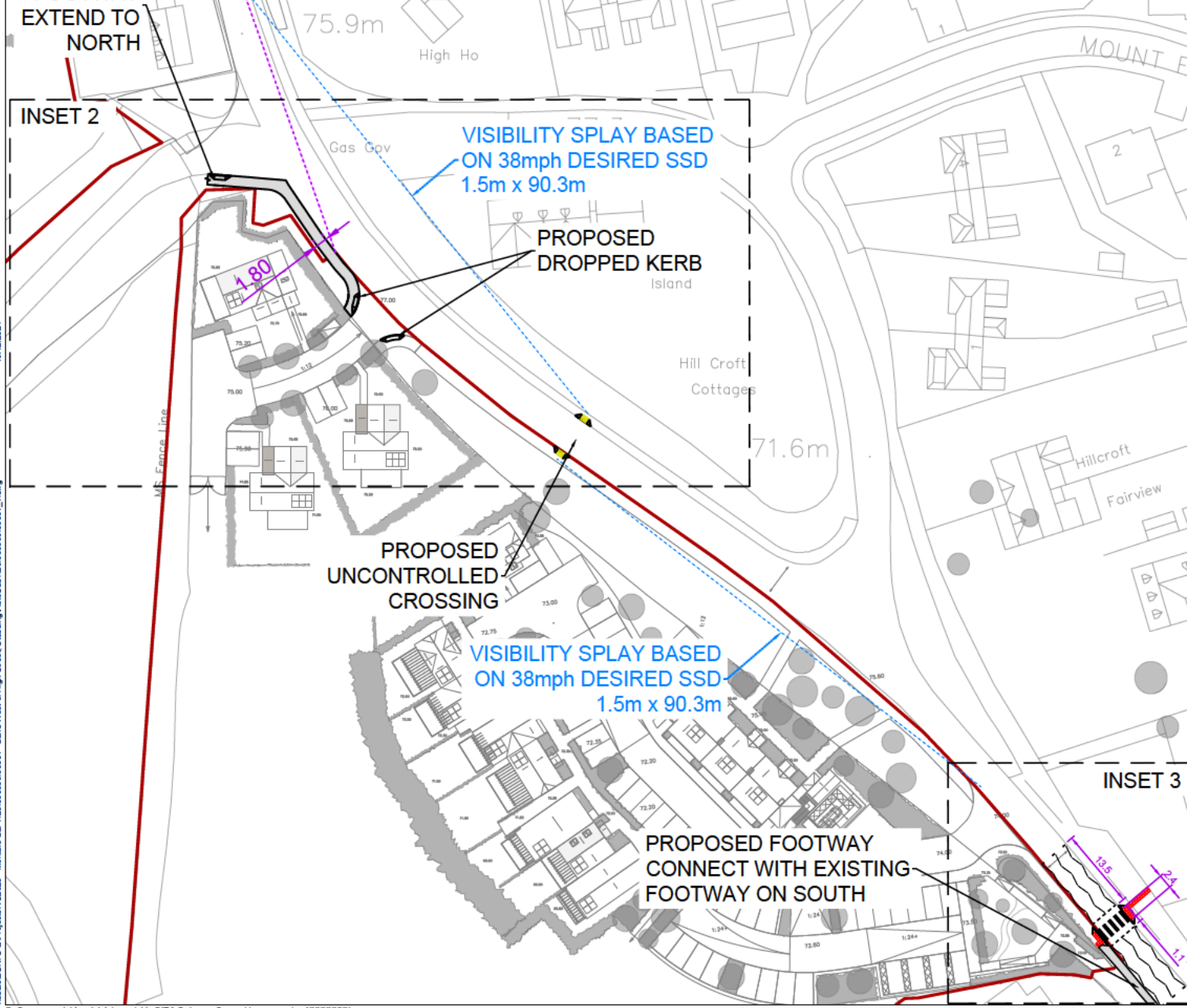
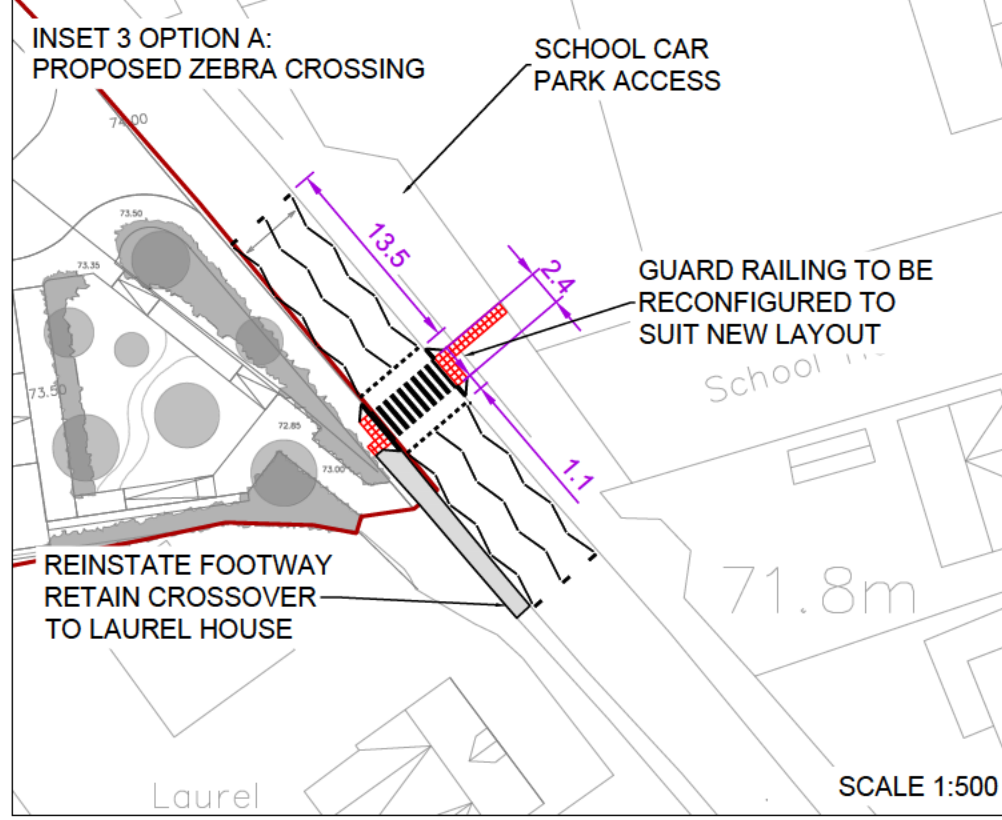
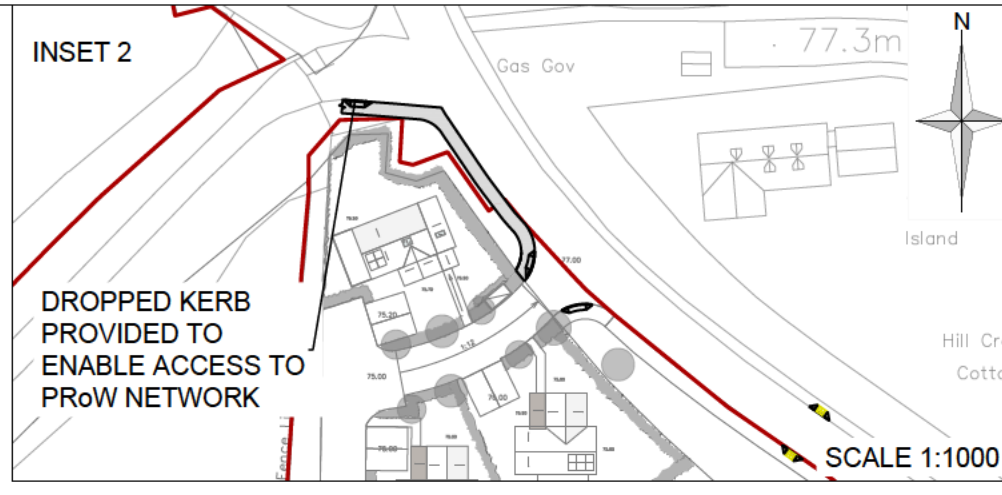
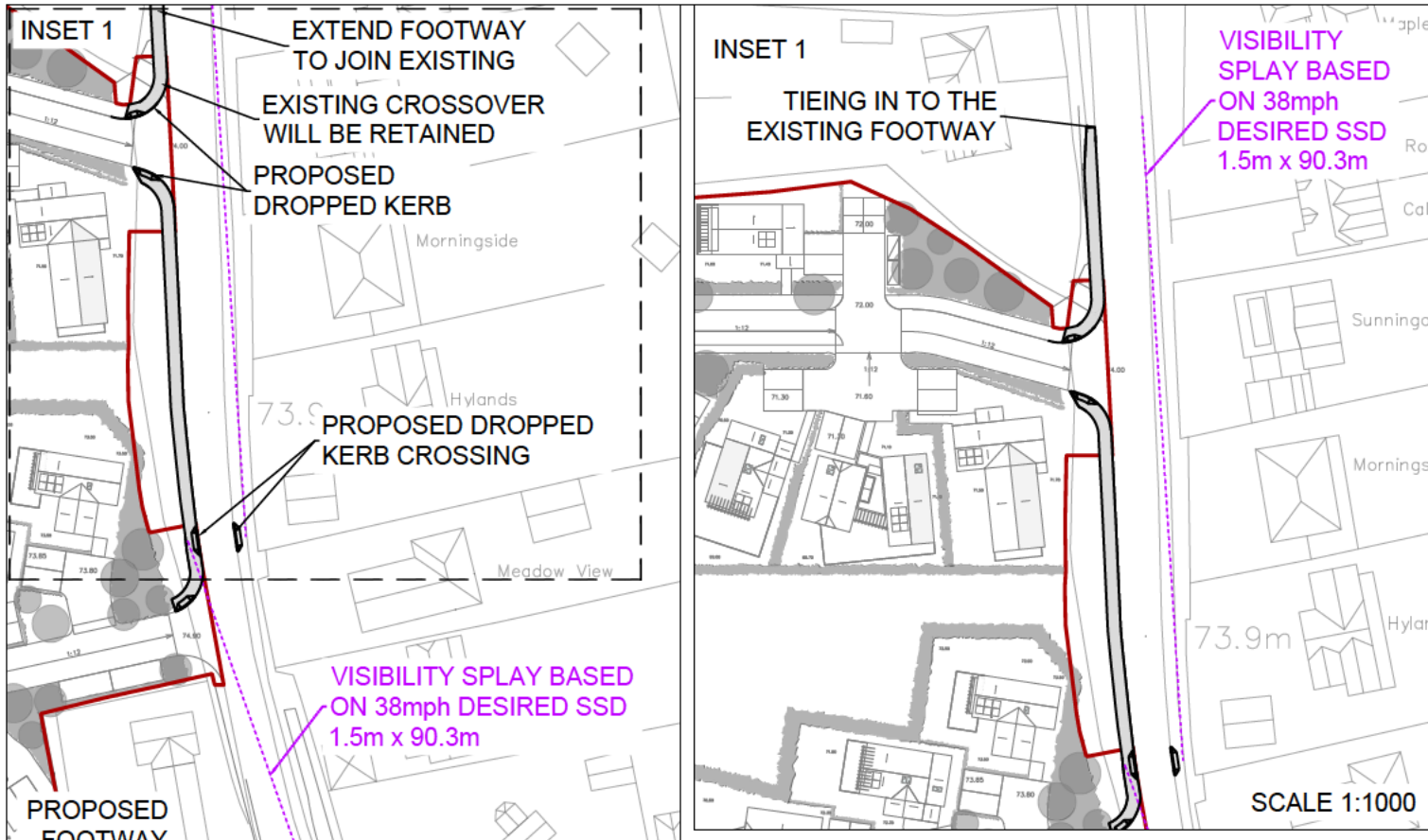
The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.



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pp. Director for Highways and Transportation
Enquiries to Eirini Spyratou

Appendix B Proposed Highway Works & Swept-paths





Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:
KEY:
— Site boundary

B	Site plan updated	19.12.24	MZ	MP
A	Site plan updated	06.03.24	MZ	MP
Rev	Amendments	Date	By	Chk



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

Drawing Title
Proposed footway and crossing

Scale
1:1000 & 1:500 @ A3

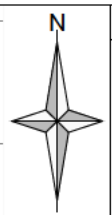
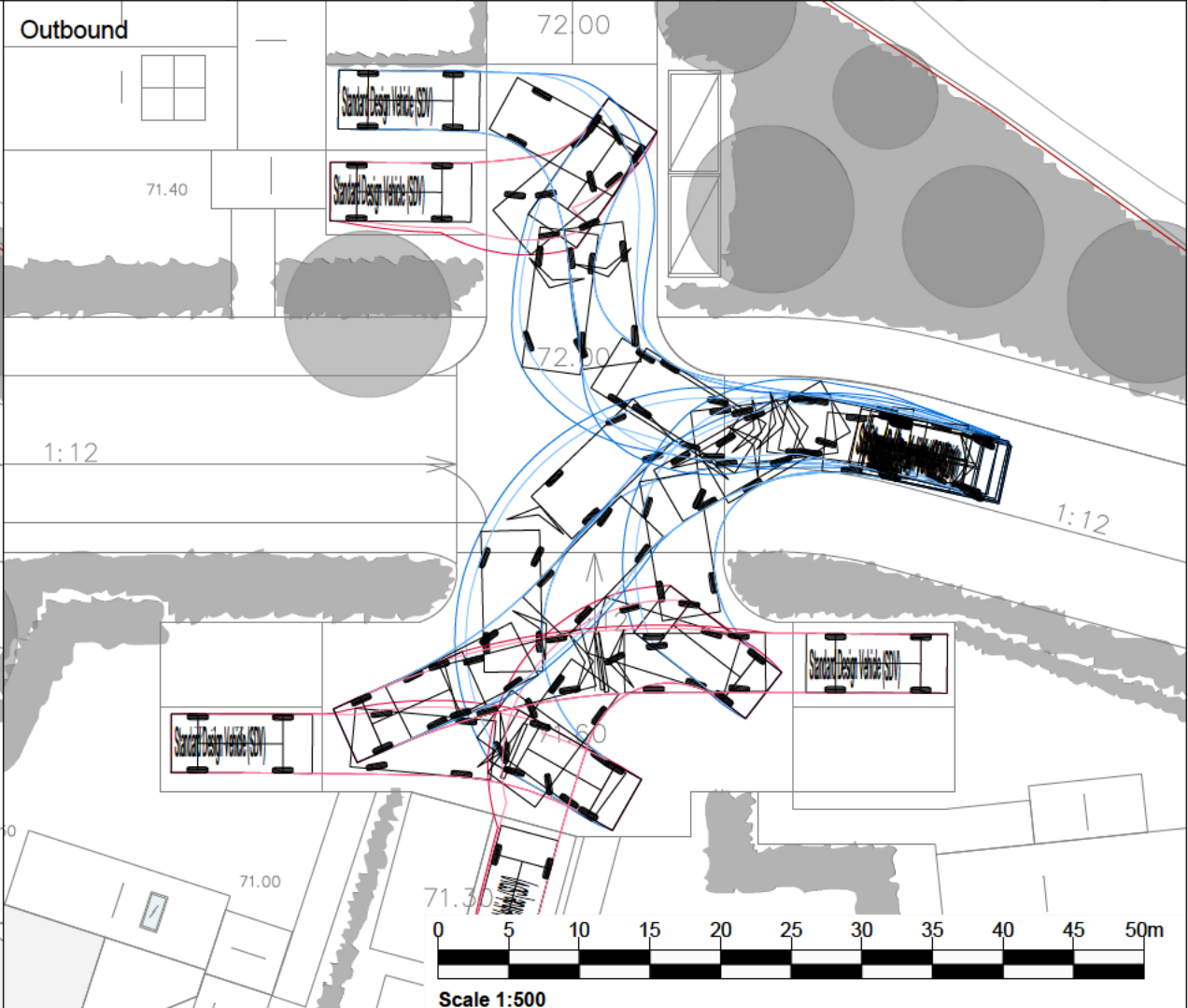
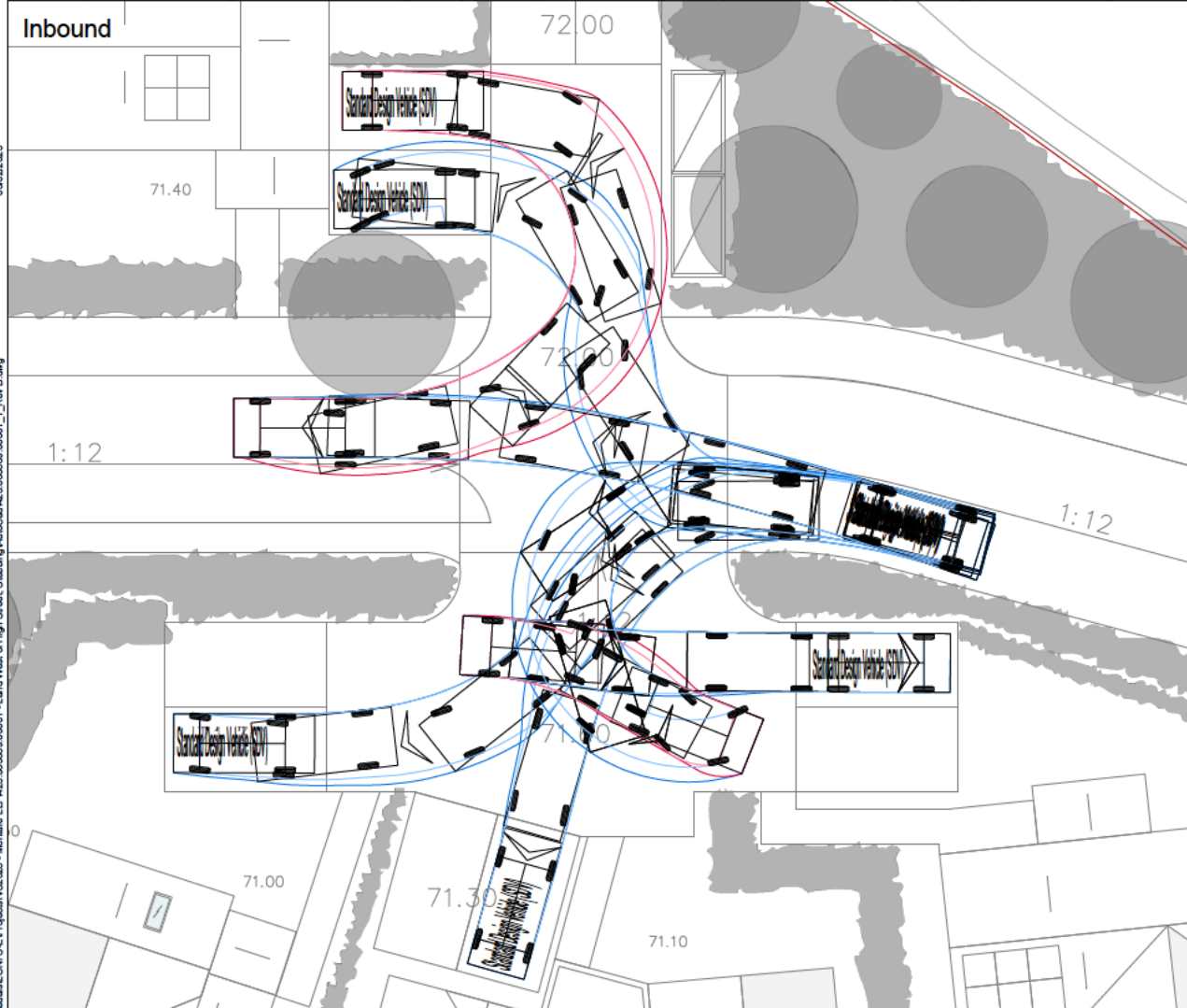
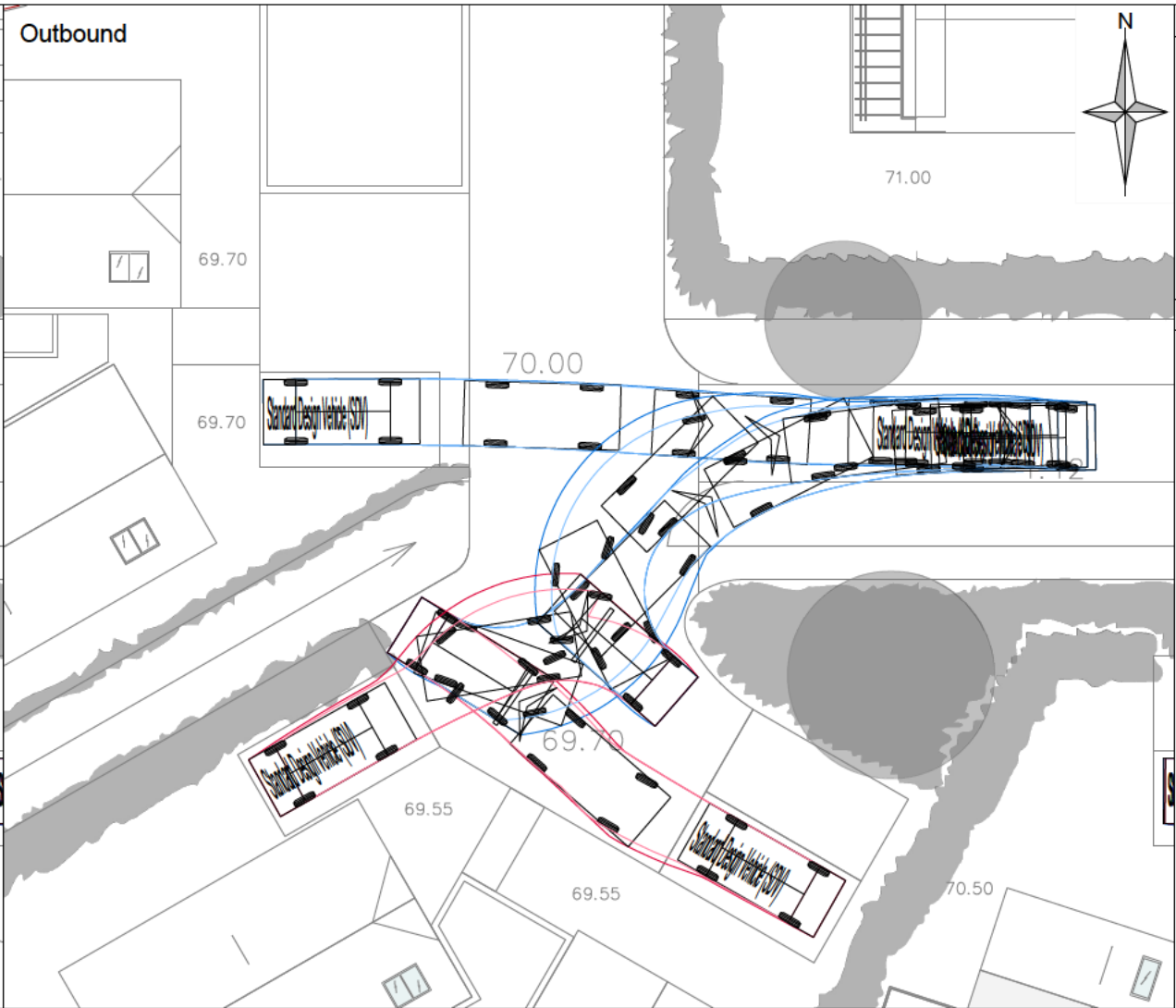
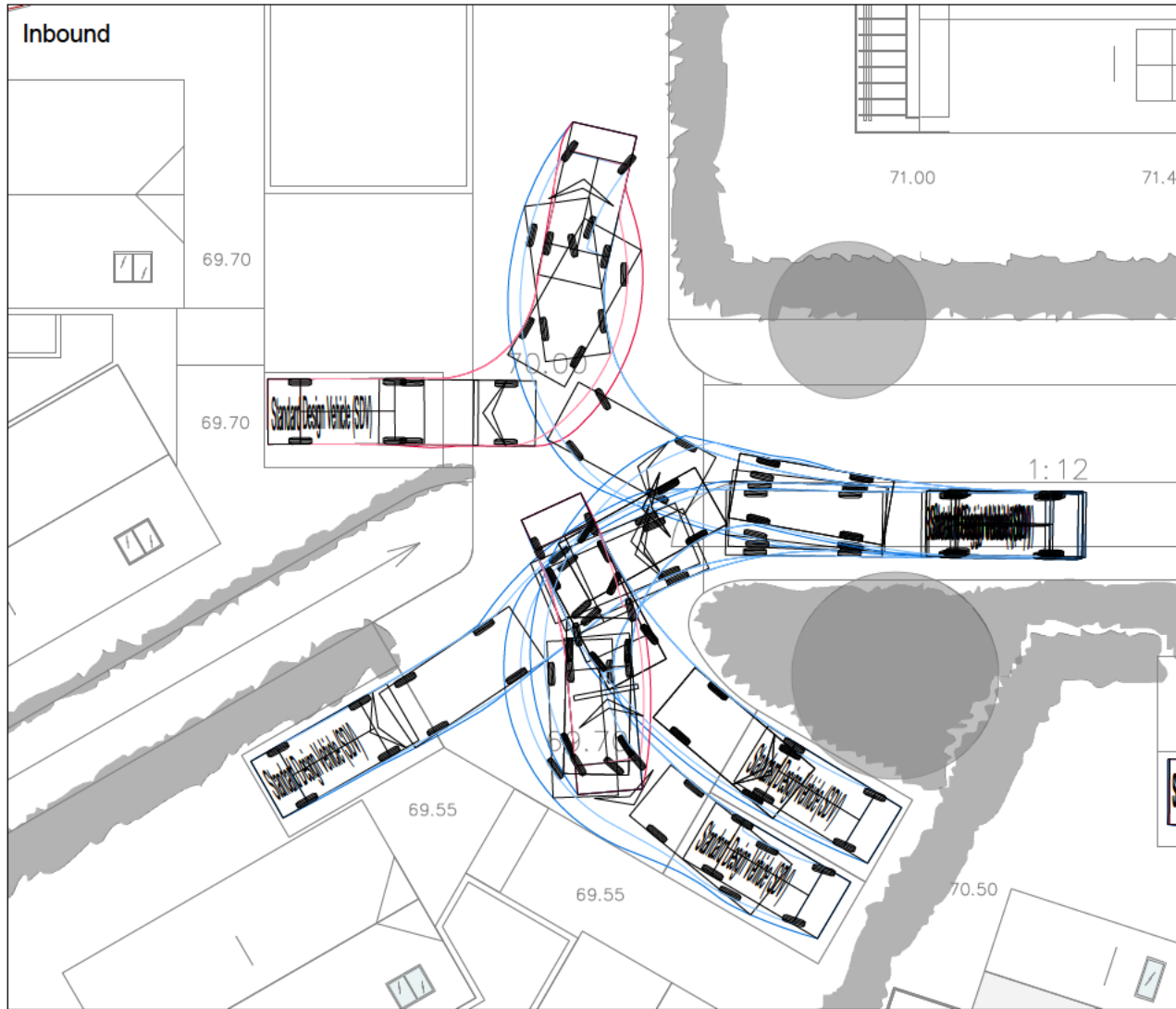
SLR Project No.
425.065369.00001

Designed MZ	Drawn MZ	Checked MP	Authorised MP
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Drawing Number
425.065369.00001_PD01

Rev.
B

19/12/2024
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Notes:
 1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
 — Site boundary

Standard Design Vehicle (SDV)
 Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 6.000m

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

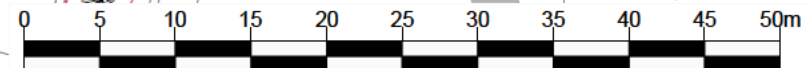
Project
Land West of High Street, Stebbing

Drawing Title
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 Standard Design Vehicle**

Scale
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425.065369.00001

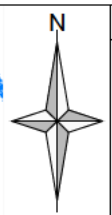
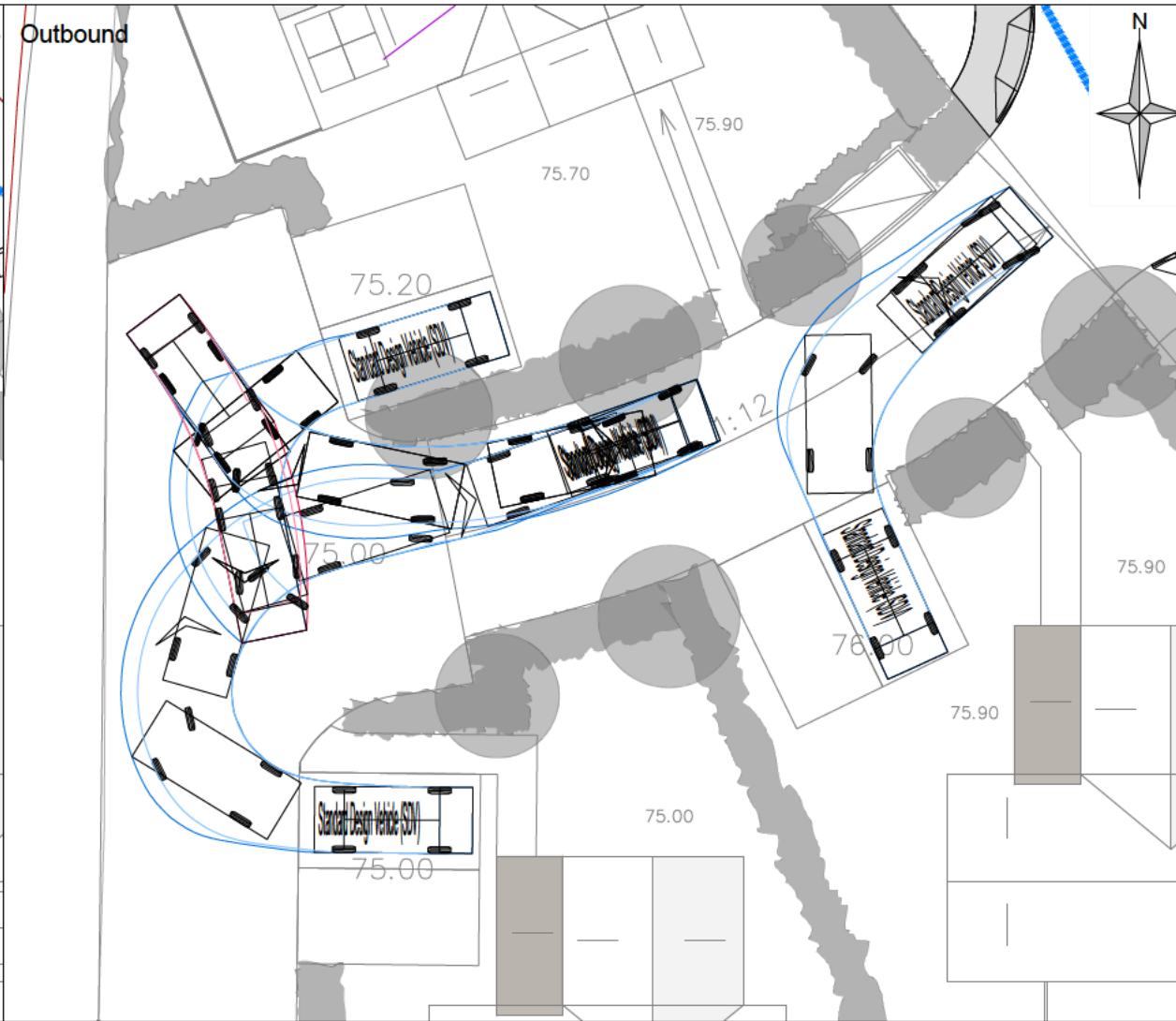
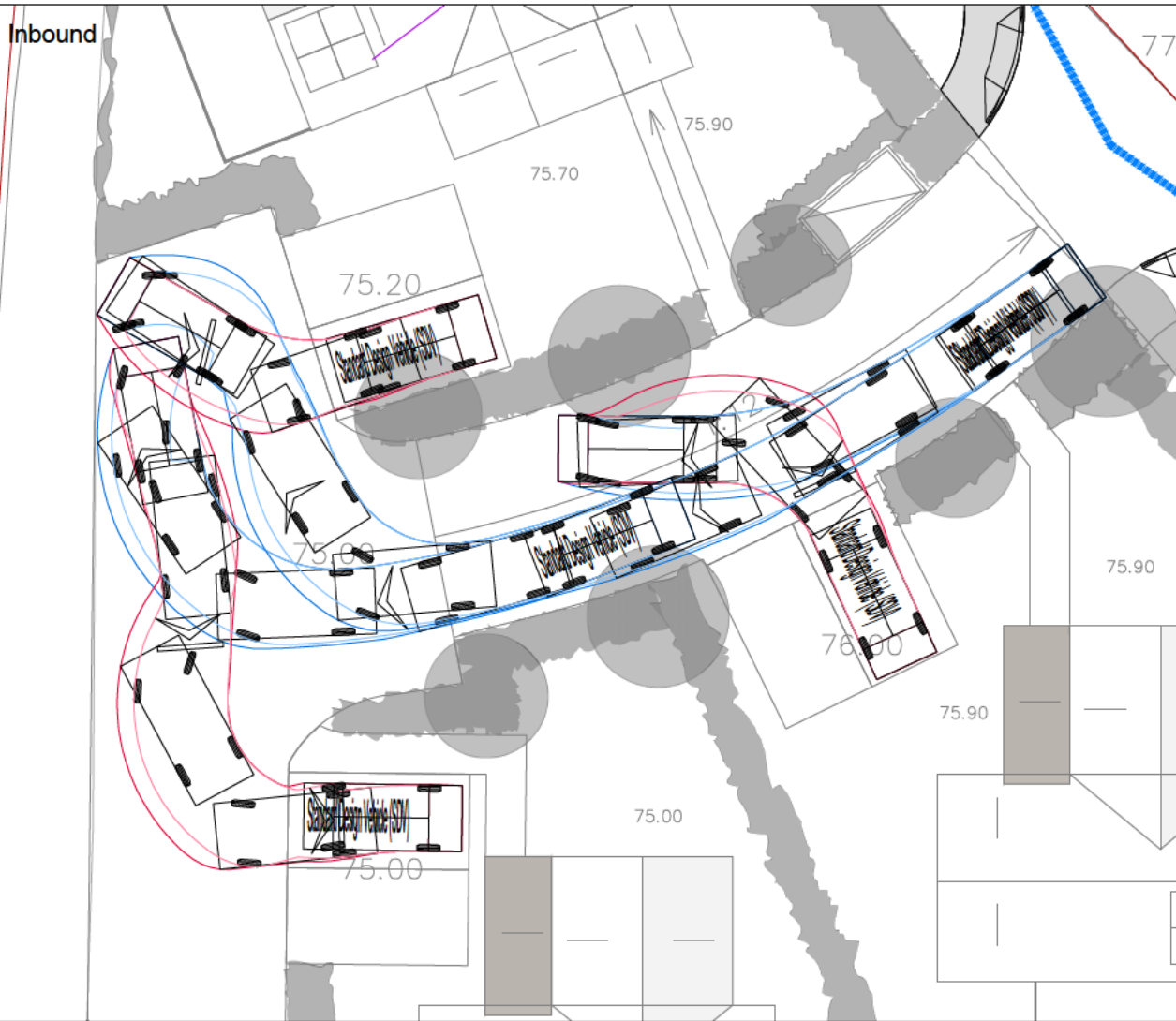
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Scale 1:500

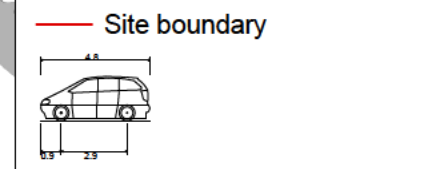
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Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:



Standard Design Vehicle (SDV)
 Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 6.000m

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

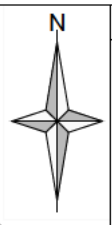
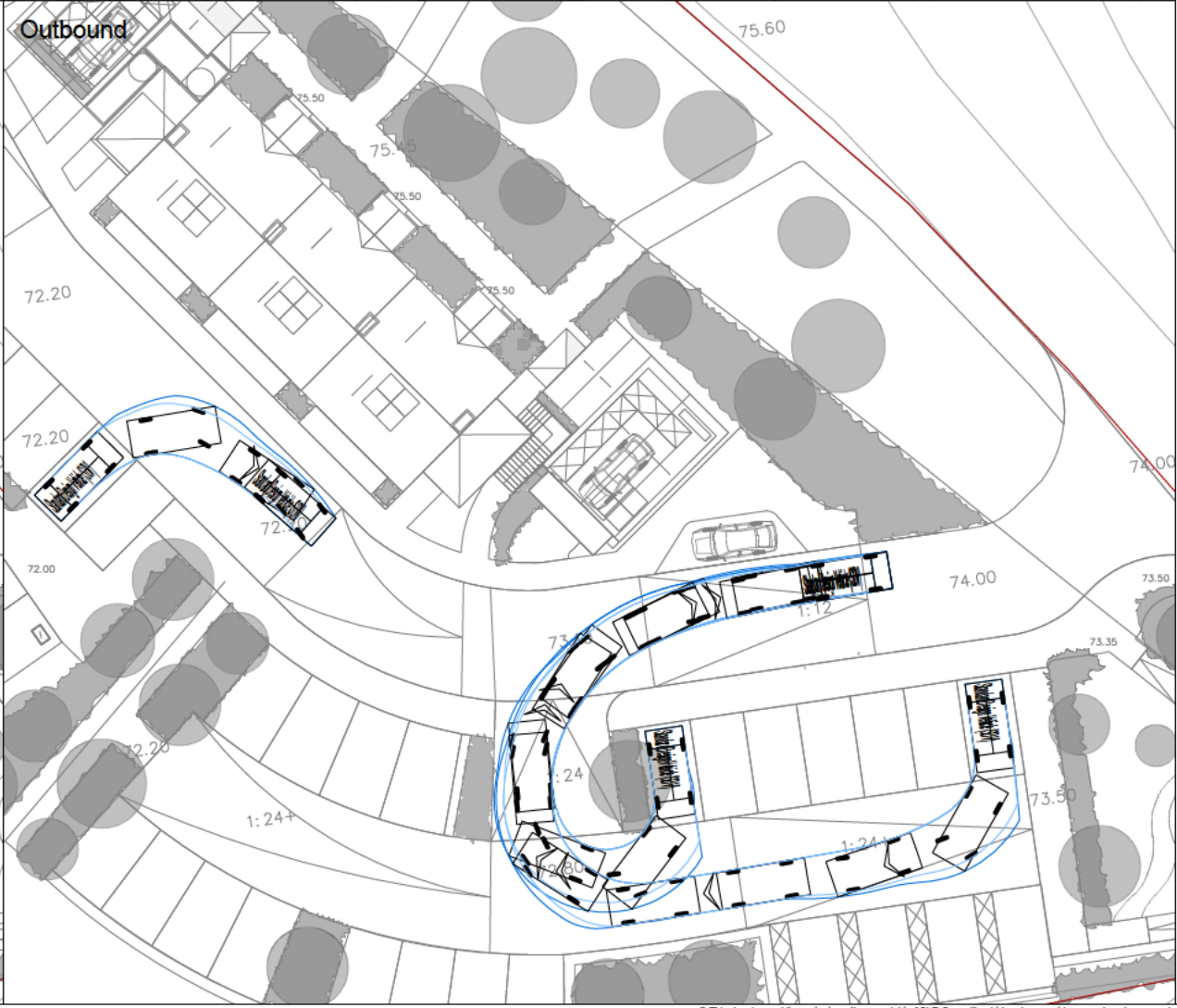
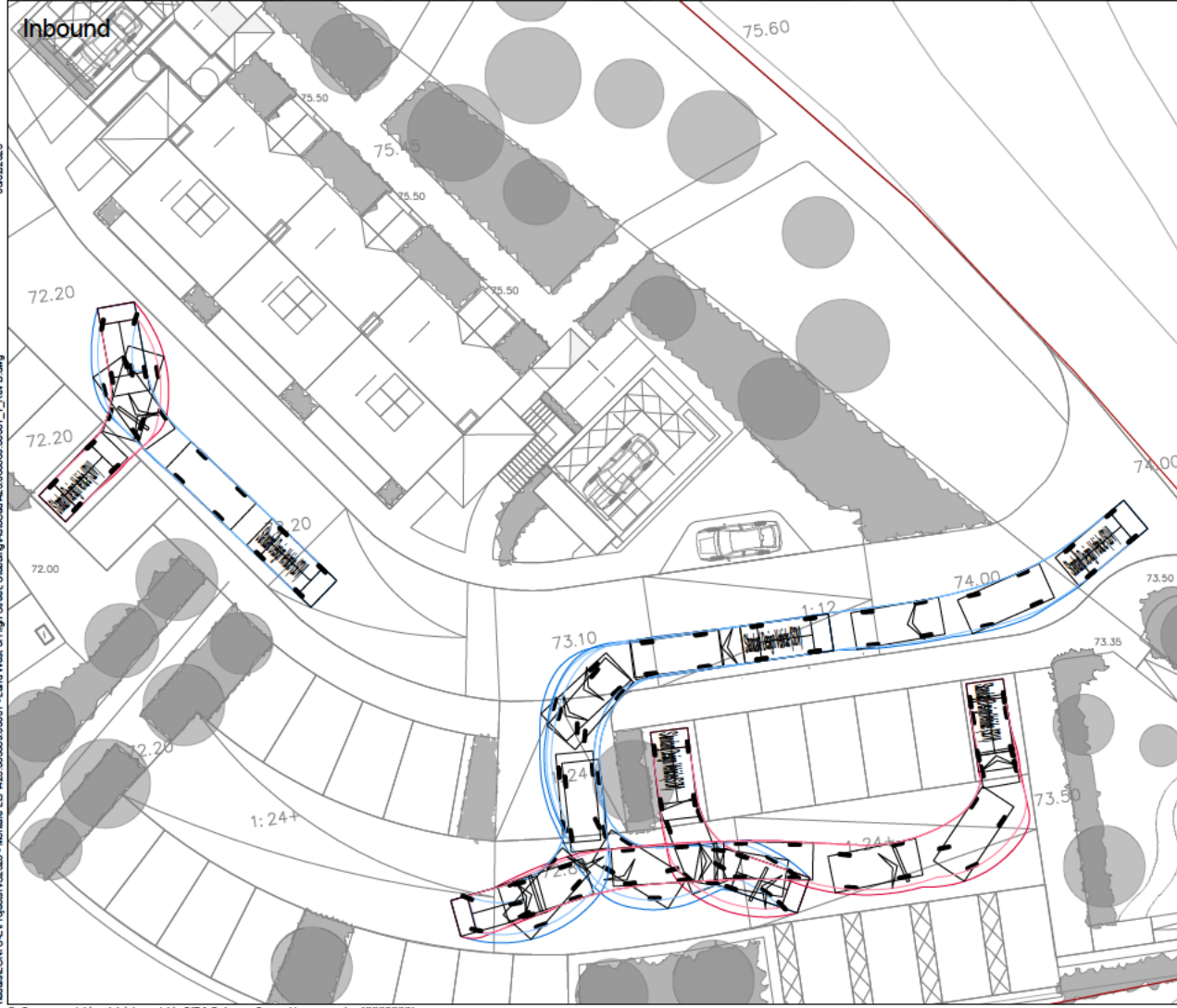
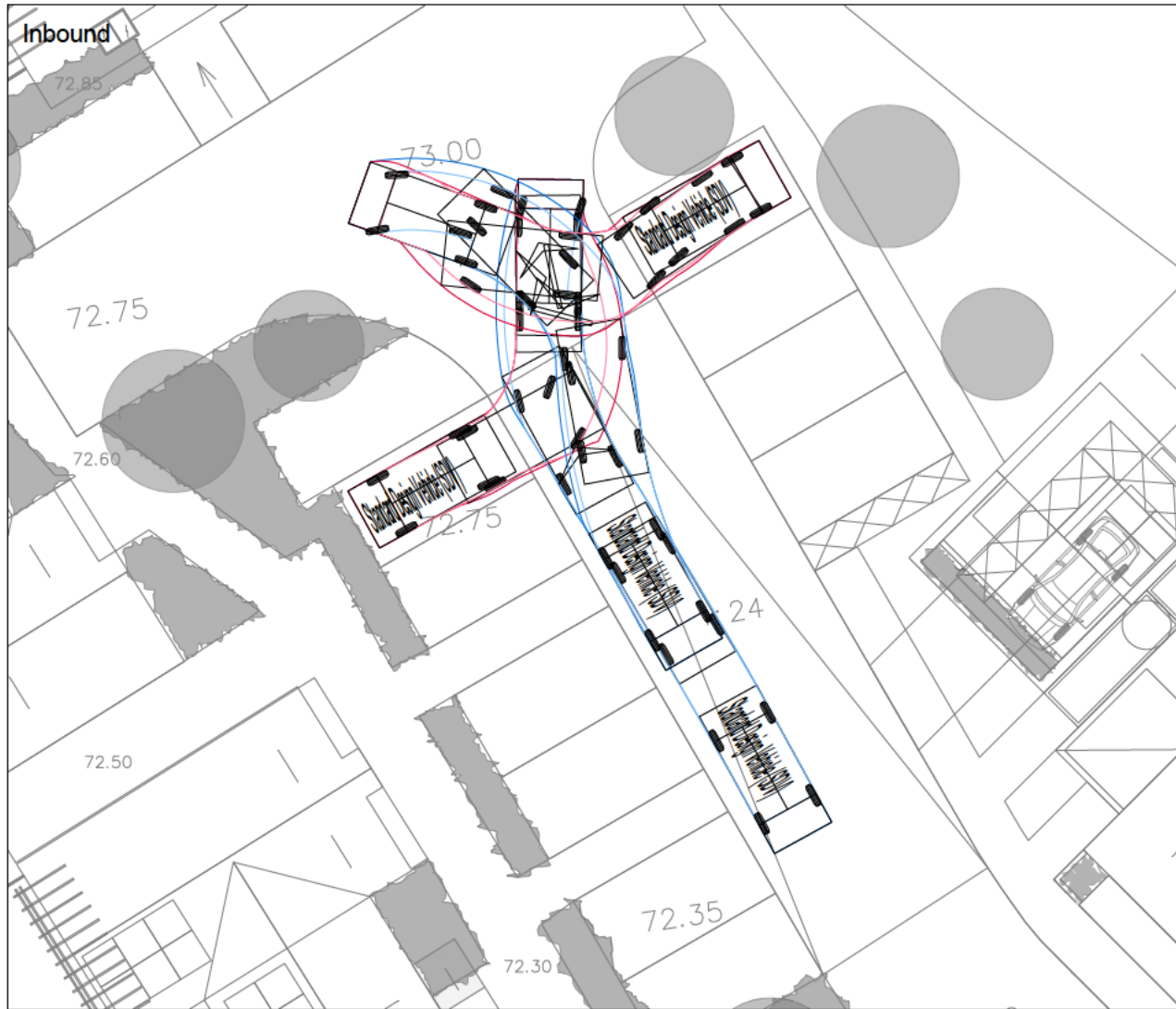
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Standard Design Vehicle**

Scale: **NTS @ A3** SLR Project No. **425.065369.00001**

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Drawing Number: **425.065369.00001_AT_A09** Rev.

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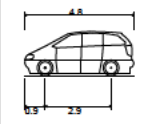


Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:

— Site boundary



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

Drawing Title
**Swept Path Analysis
Standard Design Vehicle**

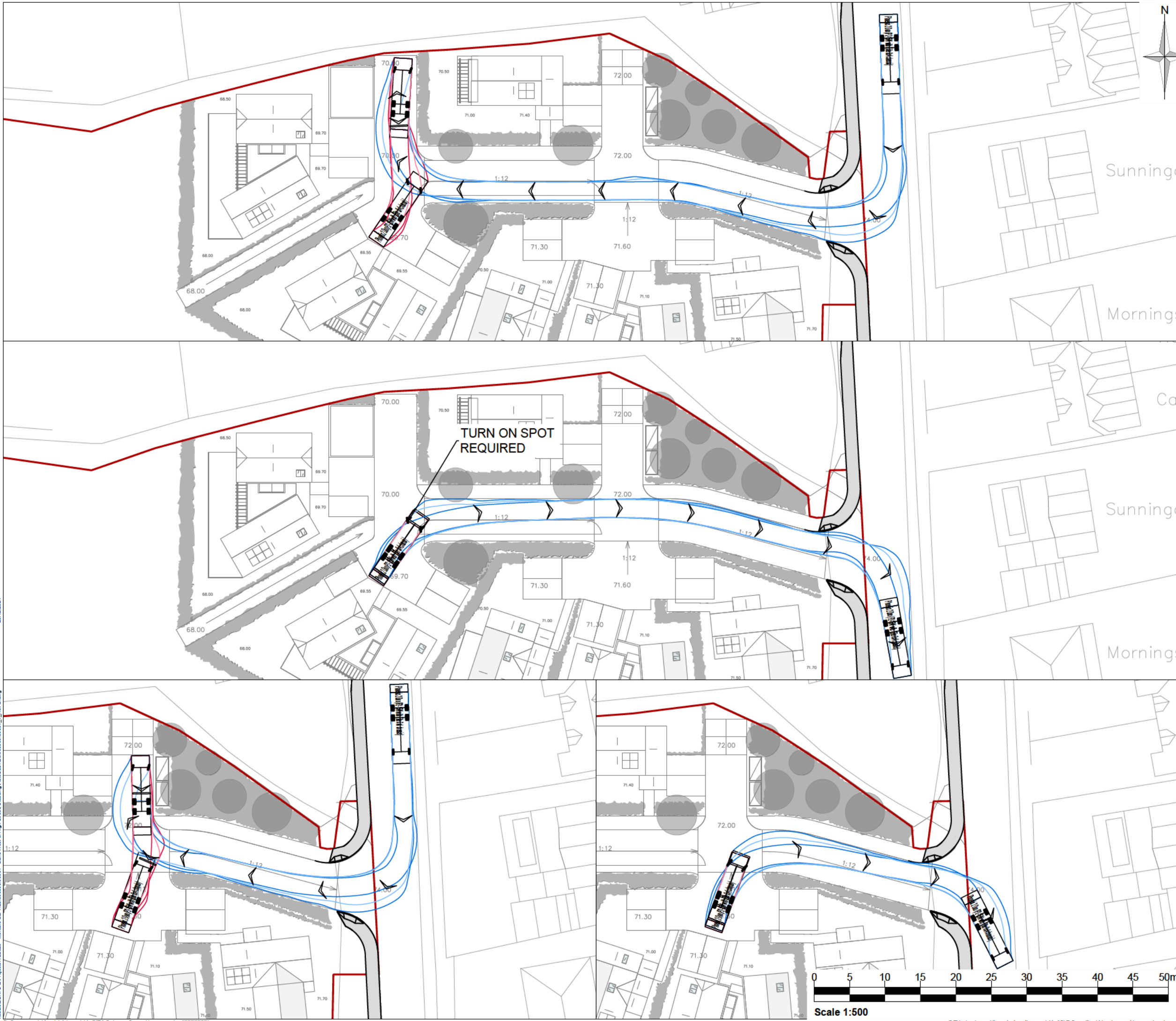
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Notes:
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Legend:

KEY:

— Site boundary

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	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

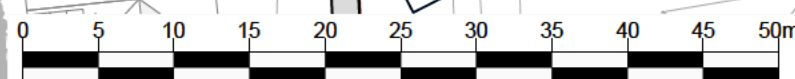
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11.2m Refuse Vehicle**

Scale 1:500	@ A3	SLR Project No. 425.065369.00001
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Drawing Number
425.065369.00001_AT_A01



Scale 1:500

20/12/2024

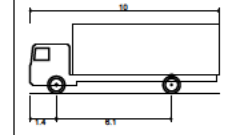
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Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
— Site boundary



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

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Project
Land West of High Street, Stebbing

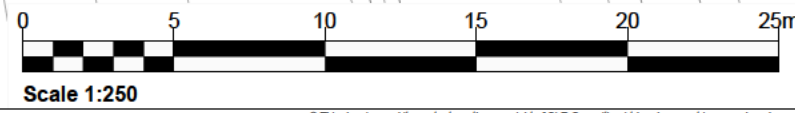
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10m Rigid Truck**

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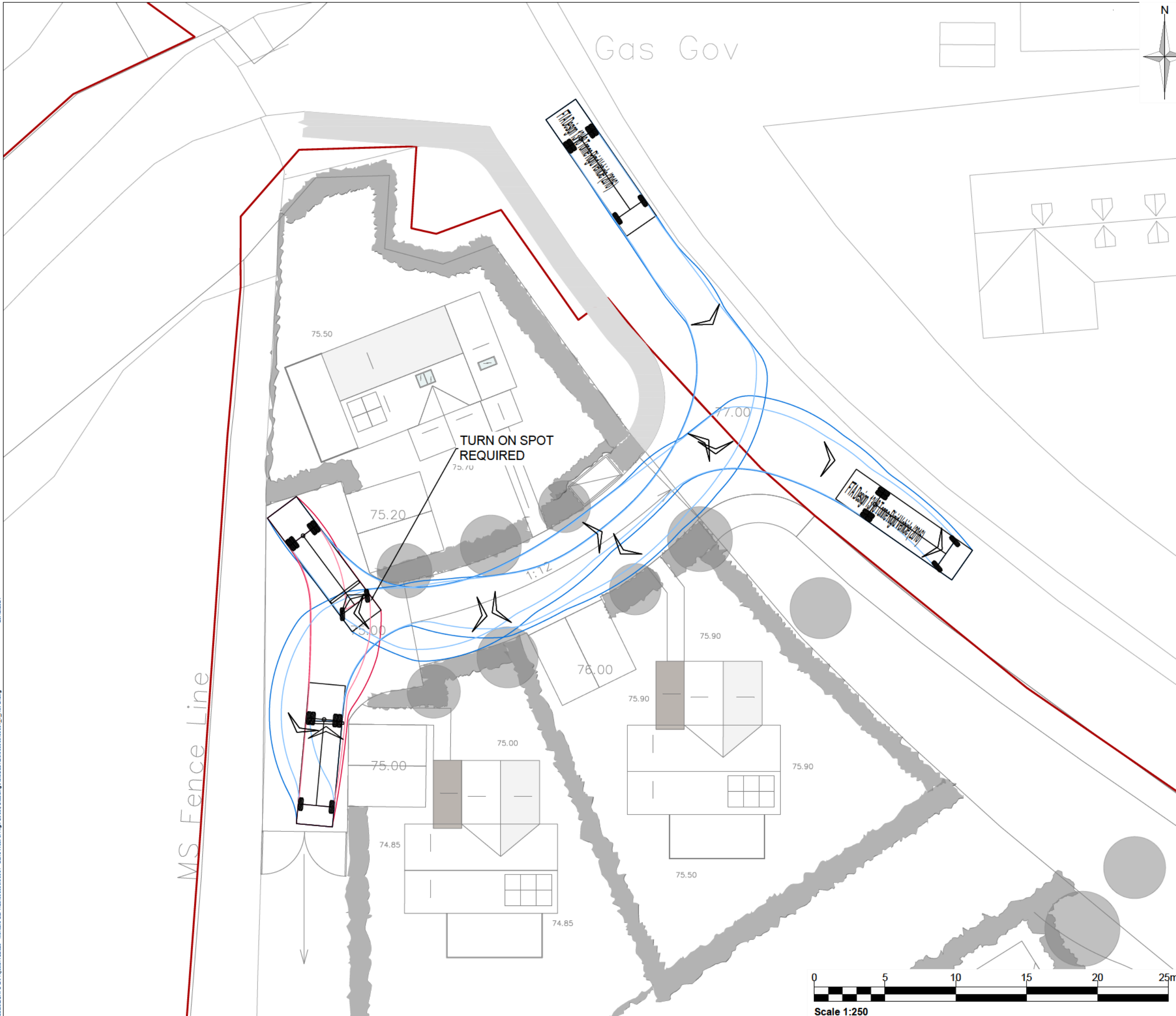
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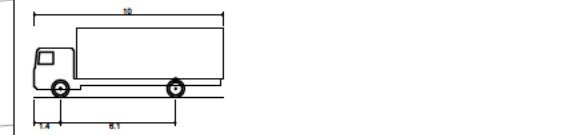
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Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
— Site boundary



FTA Design 13/18 Tonne Rigid Vehicle (2018)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.045m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

Drawing Title
**Swept Path Analysis
10m Rigid Truck**

Scale: 1:250 @ A3 SLR Project No. 425.065369.00001

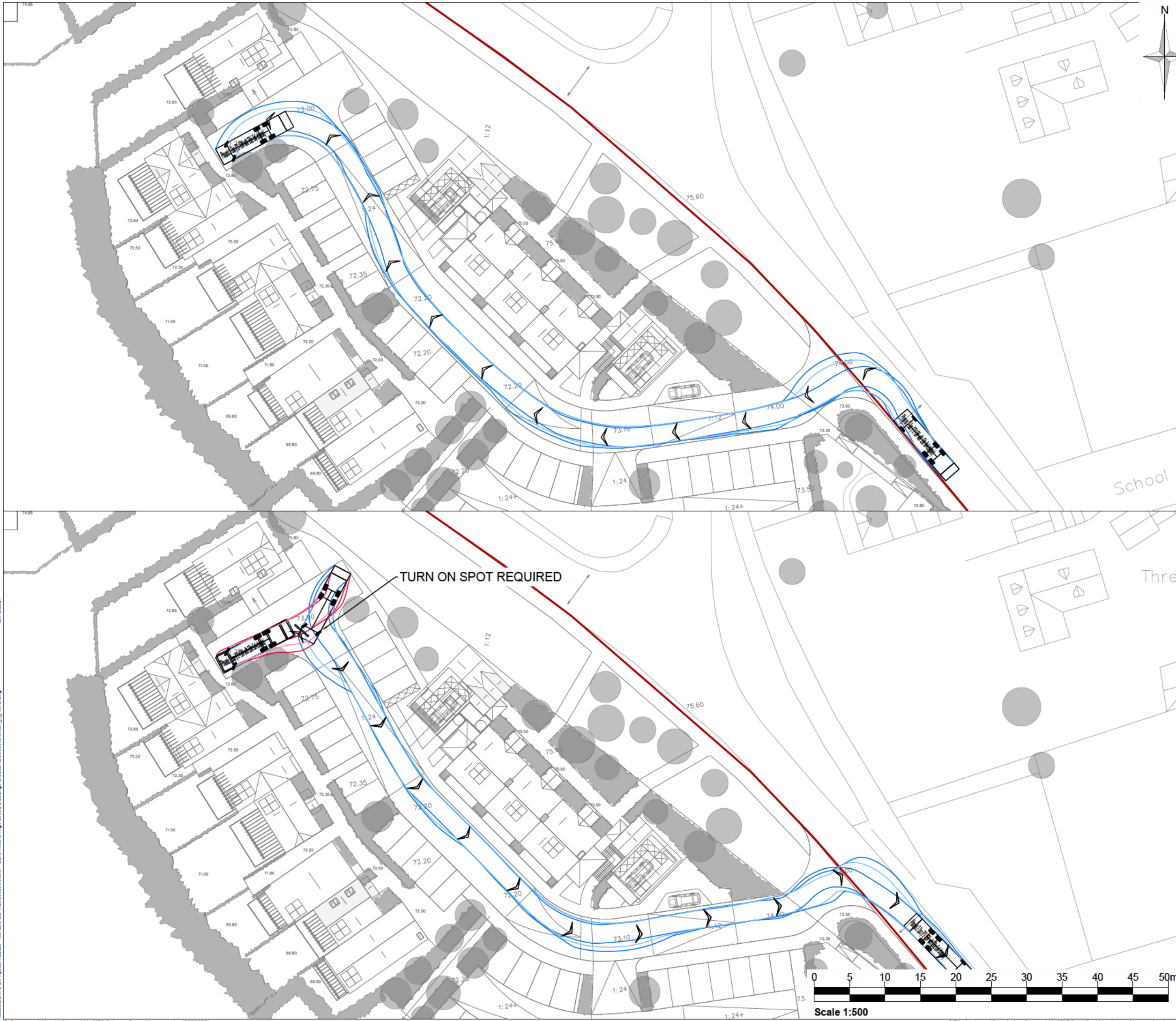
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Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:

— Site boundary

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

TURN ON SPOT REQUIRED

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

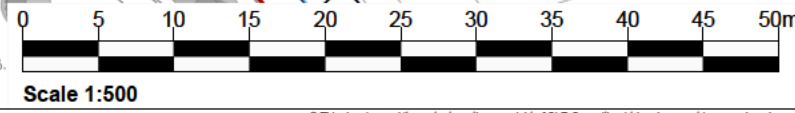
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11.2m Refuse Vehicle**

Scale 1:500	@ A3	SLR Project No. 425.065369.00001
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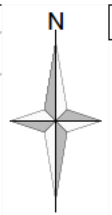
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Drawing Number 425.065369.00001_AT_A03	Rev.
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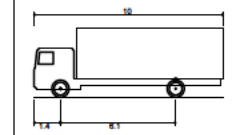
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Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
— Site boundary



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.945m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

Drawing Title
**Swept Path Analysis
10m Rigid Truck**

Scale 1:500	@ A3	SLR Project No. 425.065369.00001
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Designed MZ	Drawn MZ	Checked MP	Authorised MP
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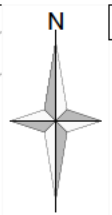
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Drawing Number 425.065369.00001_AT_A04	Rev.
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Scale 1:500

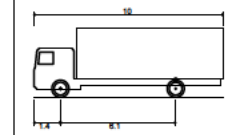
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Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
— Site boundary



FTA Design 13/18 Tonne Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.945m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

Rev	Amendments	Date	By	Chk	Auth



www.slrconsulting.com

Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

Drawing Title
**Swept Path Analysis
10m Rigid Truck**

Scale: 1:500 @ A3 SLR Project No. 425.065369.00001

Designed MZ	Drawn MZ	Checked MP	Authorised MP
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Scale 1:500

20/12/2024

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Appendix C Stage 1 Road Safety Audit





Stage 1 Road Safety Audit

Land West of High Street, Stebbing

Montare LLP

Prepared by:

SLR Consulting Limited

Ground Floor Helmont House , Churchill Way, Cardiff,
CF10 2HE

SLR Project No.: 425.065369.00001.0002

Client Reference No: -

15 March 2024

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	15 March 2024	A. Pike	I. Medd	A. Pike

Basis of Report

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Appendices

Appendix A	Site Location Plan
Appendix B	Submitted Documents
Appendix C	Problem Location Plan



Acronyms and Abbreviations

RSA	Road Safety Audit
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle



1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on Friday 15th March 2024. The RSA was carried out on behalf of Montare LLP. The Overseeing Organisation for this Stage 1 RSA is Essex County Council.
- 1.2 An Audit Brief was prepared by Mark Powers of SLR Consulting Ltd on 28th February 2023. The brief was accepted by the RSA team on the same date.
- 1.3 This Road Safety Audit team was as follows:
 - ALASTAIR PIKE, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
SLR Consulting Ltd
 - Ian Medd, MCIHT, FSoRSA
Audit Team Member
Independent Road Safety Auditor
- 1.4 A site visit was undertaken by the Audit Team on Thursday 14th March 2024, between the hours of 12.00pm and 13.00pm. The weather at the time of the visit was fine and bright and the carriageway surface was dry. Vehicular traffic levels were considered to be low. There were multiple pedestrian and a single cyclist movement observed during this time travelling in both directions of High Street.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**
- 1.9 The scheme subject to Stage 1 RSA seeks to provide a vehicular access points to 28 proposed residential units spread out over 4 small parcels of land located to the west of The Downs / High Street, Stebbing. Additionally, some footway extension and new uncontrolled crossing points will be created along with the option for a controlled zebra type pedestrian crossing to be located outside of the existing school to the east of High Street.
- 1.10 Further localised improvements are proposed to the wider area of Harlington Road in the form of new speed controlling road markings and widening / warning signage works associated with construction phase traffic.
- 1.11 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.



- 1.12 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

- 1.13 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.



2.0 Matters arising from this Stage 1 RSA.

Drawing No. 425.065369.00001_PD01_A_Proposed footway and crossings

2.1 Problem.

Location: General.

Summary: Lack of tactile paving at priority-controlled access junctions may lead to collisions between pedestrians and vehicular traffic.

Design drawings do not show the required tactile paving where footways cross the proposed priority-controlled access junctions. This arrangement may lead to pedestrians, particularly those with visual impairments stepping into the carriageway at risk of collisions with vehicular traffic.

Recommendation

It is recommended that the appropriate tactile paving installations are provided.

2.2 Problem.

Location: Plot B Access Junction.

Summary: Visibility splay to the south is obstructed by existing vegetation within the verge potentially leading to side swipe type collisions.

Design drawings show the access junction to Plot B located to the west of The Downs. This location at present has a deep section of vegetation within the highway verge which may obstruct visibility from the minor arm of the junction to the south. This arrangement may lead to injudicious junction movements potentially causing side swipe type collisions on the major arm of the junction.

Recommendation

It is recommended that the existing vegetation is removed such that the visibility splay is achievable without obstruction.



2.3 Problem.

Location: Proposed Zebra / Uncontrolled Crossing Facility.

Summary: Existing parked vehicles may restrict visibility to the crossing potentially leading to collisions between pedestrians and vehicular traffic.

Design drawings show the potential location of a zebra or uncontrolled type crossing opposite the existing school. During the site visit this location was subject to a number of parked vehicles. If the appropriate parking restrictions are not applied to prevent this on street parking, then these vehicles may pose an obstruction to visibility on the crossing facility. This arrangement may in turn lead to injudicious crossing movements and potentially collisions between pedestrians and vehicular traffic.

Recommendation

It is recommended that the appropriate parking restrictions are applied to ensure that visibility is protected.

2.4 Problem.

Location: Plot D Access Junction.

Summary: Visibility splay to the south is obstructed by existing vegetation within the verge potentially leading to side swipe type collisions.

Design drawings show the access junction to Plot D located to the west of High Street. This location at present has a deep section of vegetation within the highway verge which may obstruct visibility from the minor arm of the junction to the south. This arrangement may lead to injudicious junction movements potentially causing side swipe type collisions on the major arm of the junction.

Recommendation

It is recommended that the existing vegetation is removed such that the visibility splay is achievable without obstruction.



3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Alastair Pike

Signed:

Position: Head of Road Safety

Organisation: SLR Consulting Ltd

Date: 15 March 2024

Road Safety Audit Team Member

Name: Ian Medd

Signed:

Position: Consultant

Organisation: Independent Road Safety Consultant

Date: 15 March 2024





Appendix A Site Location Plan

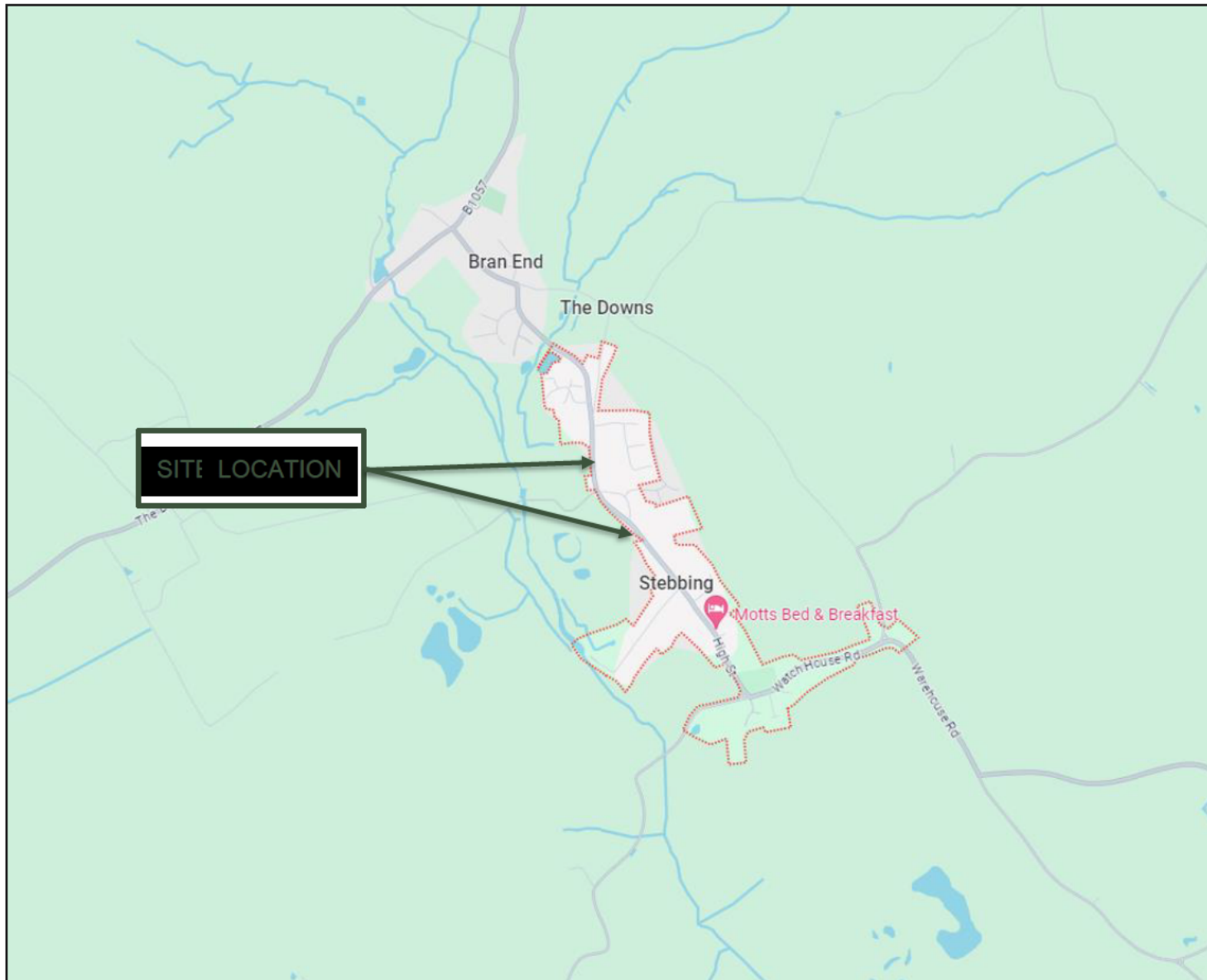
Stage 1 Road Safety Audit

Land West of High Street, Stebbing

Montare LLP

SLR Project No.: 425.065369.00001.0002

15 March 2024





Appendix B Submitted Documents

Stage 1 Road Safety Audit










Land West of High Street, Stebbing

Montare LLP

SLR Project No.: 425.065369.00001.0002

15 March 2024

Submitted Documents

Document	Document Title
RSA Brief Drawings	 425.065368.00002_RSA Brief_v1.0  425.065369.00001_PD01_A_Proposed footway and crossings  PROPOSED_MASTERPLAN-4138863  PROPOSED_SITE_PLAN_-_PLOT_A-4138867  PROPOSED_SITE_PLAN_-_PLOT_B-4138872  PROPOSED_SITE_PLAN_-_PLOT_C-4138876  PROPOSED_SITE_PLAN_-_PLOT_D-4138881  TRANSPORT_STATEMENT_PART_1-4138637  TRANSPORT_STATEMENT_PART_2-4138638





Appendix C Problem Location Plan

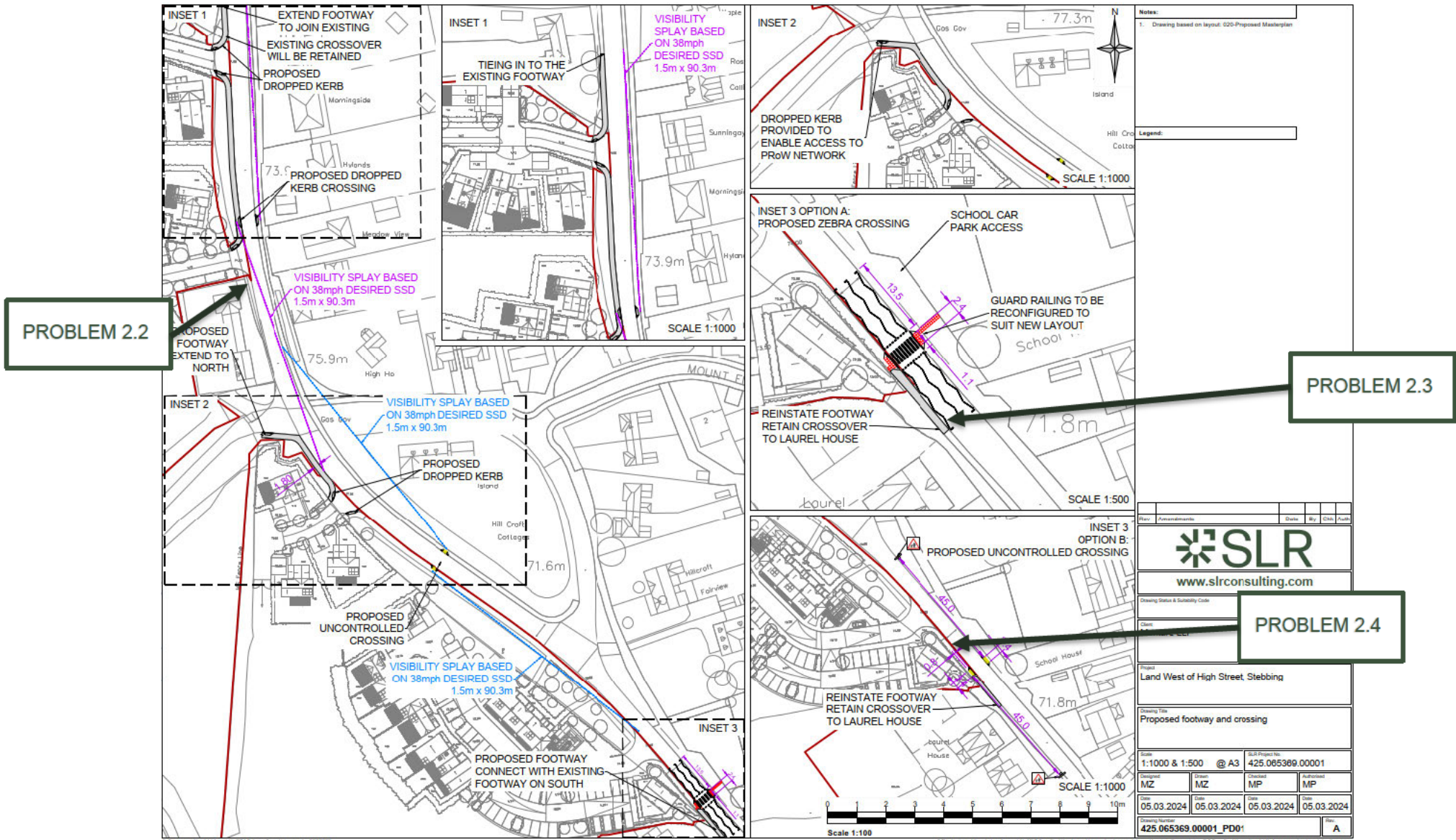
Stage 1 Road Safety Audit

Land West of High Street, Stebbing

Montare LLP

SLR Project No.: 425.065369.00001.0002

15 March 2024







Stage 1 RSA Designers Response

Land West of High Street, Stebbing

Montare LLP

Prepared by:

SLR Consulting Limited

3rd Floor, Summit House, 12 Red Lion Square, London, WC1R 4HQ

SLR Project No.: 425.065369.00001.0002

Client Reference No: -

15 March 2024

Revision: 01

1 Project Summary

RSA REPORT TITLE	STAGE 1 RSA
Date	15 March 2024
Document Reference and Revision:	RSA: 425.065369.00001.0002_Stebbing RSA_V1.0 DR: 425.065369.00001.0002_Stebbing DR_v1.0
Prepared by:	SLR Consulting Ltd (Cardiff office)
On behalf of:	Montare LLP
AUTHORISATION SHEET	
Project:	Land West of High Street, Stebbing
Report Title	Stage 1 RSA and Designer's Response
DESIGNERS RESPONSE PREPARED BY	
Name:	M. Powers
Signed:	M. Powers
Organisation:	SLR Consulting Ltd (London office)
Date:	15 March 2024



2 General Details

GENERAL DETAILS:				
Highway scheme name and road number:		High Street and The Downs, Stebbing		
Type of scheme:	Residential development, including 4 new accesses to adopted highway and associated footway works.			
RSA Stage:	<input checked="" type="checkbox"/> Stage 1	<input type="checkbox"/> Stage 2	<input type="checkbox"/> Stage 3	<input type="checkbox"/> Stage 4
	Interim			
Overseeing Organisation details:		Essex County Council		
Design organisation details:		SLR Consulting Ltd		
Police contact details:		N/A		
Maintaining agent contact details:		partners@montare.co.uk		
RSA team membership:		<i>Audit Team Leader</i> Alastair Pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp. <i>Audit Team Member</i> Ian Medd, MCIHT, FSoRSA		
Terms of reference:		Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit		



3 Road Safety Audit Decision Log

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
2.1	<p>General</p> <p>Lack of tactile paving at priority-controlled access junctions may lead to collisions between pedestrians and vehicular traffic.</p> <p>Design drawings do not show the required tactile paving where footways cross the proposed priority-controlled access junctions. This arrangement may lead to pedestrians, particularly those with visual impairments stepping into the carriageway at risk of collisions with vehicular traffic.</p> <p><i>It is recommended that the appropriate tactile paving installations are provided.</i></p>	<p>Partially accepted.</p> <p>ECC advised in the meeting of XXX that tactile paving is not required at all new crossing points.</p> <p>SLR confirms that the designs have been prepared in order to support the inclusion of tactile paving and no further changes to the layout would be required.</p> <p>These details will be resolved through the s278 design works, in collaboration with ECC.</p>		



RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
<p>2.2</p>	<p>Plot B Access Junction Visibility splay to the south is obstructed by existing vegetation within the verge potentially leading to side swipe type collisions. Design drawings show the access junction to Plot B located to the west of The Downs. This location at present has a deep section of vegetation within the highway verge which may obstruct visibility from the minor arm of the junction to the south. This arrangement may lead to injudicious junction movements potentially causing side swipe type collisions on the major arm of the junction. <i>It is recommended that the existing vegetation is removed such that the visibility splay is achievable without obstruction.</i></p>	<p>Partially accepted. All affected vegetation within the public highway is the responsibility of the highway ECC to maintain. All affected vegetation within the Site's control is the responsibility of the Site owner / management. All affected vegetation will be maintained by the appropriate party. This will be included as part of the detailed s278 design.</p>		



RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
<p>2.3</p>	<p>Proposed Zebra / Uncontrolled Crossing Facility</p> <p>Existing parked vehicles may restrict visibility to the crossing potentially leading to collisions between pedestrians and vehicular traffic.</p> <p>Design drawings show the potential location of a zebra or uncontrolled type crossing opposite the existing school.</p> <p>During the site visit this location was subject to a number of parked vehicles. If the appropriate parking restrictions are not applied to prevent this on street parking, then these vehicles may pose an obstruction to visibility on the crossing facility. This arrangement may in turn lead to injudicious crossing movements and potentially collisions between pedestrians and vehicular traffic.</p> <p><i>It is recommended that the appropriate parking restrictions are applied to ensure that visibility is protected.</i></p>	<p>Partially Accepted</p> <p>The proposed development provides a new off-street parking area which has been sized to provide capacity equivalent to the current observed levels of on-street school parking in front of Plots C and D.</p> <p>The markings for zebra crossings are 'no stopping at any time' and have been laid out to ensure that existing residents' on-street parking south of Plot D is not affected.</p> <p>Complementary markings to the immediate north of the crossing can be provided as part of the detailed s278 design, supporting by new Traffic Regulation Order(s).</p>		



RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
<p>2.4</p>	<p>Plot D Access Junction Visibility splay to the south is obstructed by existing vegetation within the verge potentially leading to side swipe type collisions. Design drawings show the access junction to Plot D located to the west of High Street. This location at present has a deep section of vegetation within the highway verge which may obstruct visibility from the minor arm of the junction to the south. This arrangement may lead to injudicious junction movements potentially causing side swipe type collisions on the major arm of the junction. <i>It is recommended that the existing vegetation is removed such that the visibility splay is achievable without obstruction.</i></p>	<p>Partially accepted. All affected vegetation within the public highway is the responsibility of the highway ECC to maintain. All affected vegetation within the Site's control is the responsibility of the Site owner / management. All affected vegetation will be maintained by the appropriate party. This will be included as part of the detailed s278 design.</p>		



4 Design Organisation and Overseeing Organisation Statements

ON BEHALF OF THE DESIGN ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE OVERSEEING ORGANISATION.	
Name	M. Powers
Signed	M. Powers
Position	Director – Transport & Mobility Planning
Organisation	SLR Consulting Ltd (London)
Date	15 March 2024

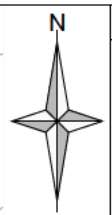
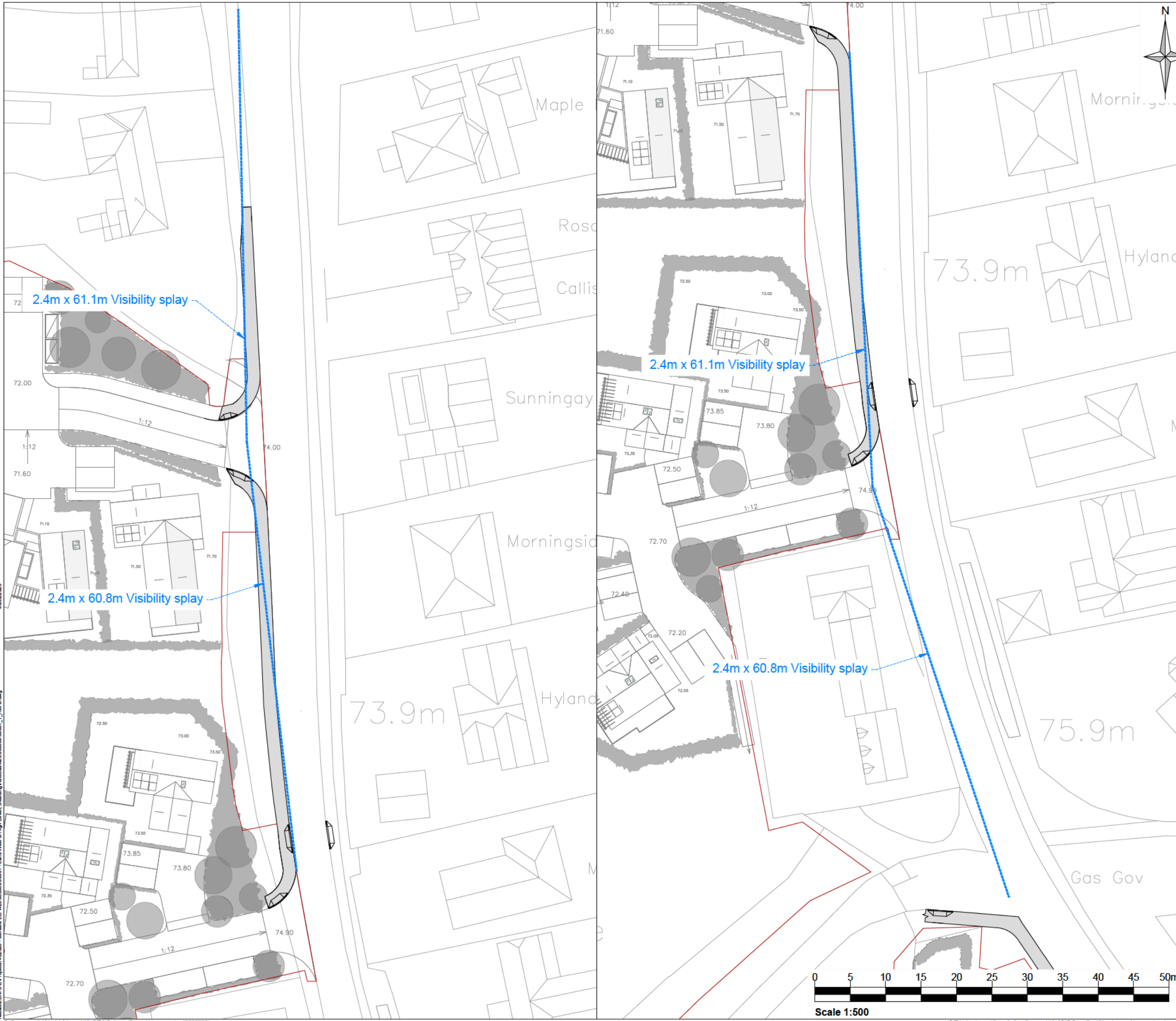
ON BEHALF OF THE OVERSEEING ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE DESIGN ORGANISATION; AND THE AGREED RSA ACTIONS WILL BE PROGRESSED.	
Name	
Signed	
Position	
Organisation	
Date	





Appendix D Visibility Splays





Notes:
1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
— Site boundary

Recorded 85th Percentile Speeds:
Northbound - 38.1mph
Southbound - 38.2mph

MfS compliant visibility splays:
Northbound - 60.8m
Southbound - 61.1m

Visibility as shown on WATERMAN drawing ref. WIE17784-SA-95-0031, and as previously approved by Essex County Council

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

Project
Land West of High Street, Stebbing

Drawing Title
Plot A and Plot B
Access Visibility Splay

Scale
1:500 @ A3 SLR Project No.
425.065369.00001

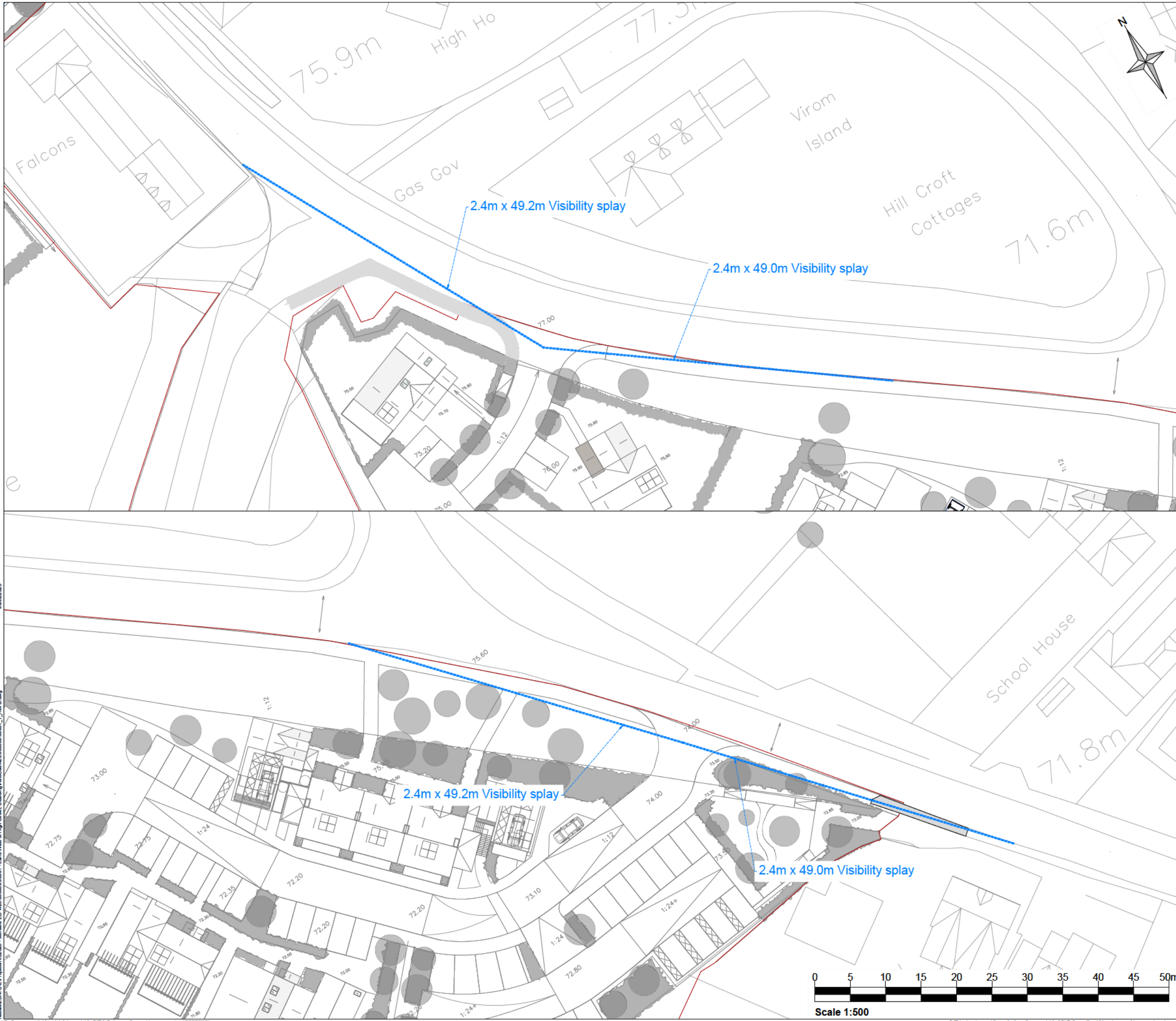
Designed	Drawn	Checked	Authorised
MZ	MZ	MP	MP
Date 23.12.2024	Date 23.12.2024	Date 23.12.2024	Date 23.12.2024

Drawing Number
425.065369.00001_PD02



Scale 1:500

03022023
Montare LLP\425.065369.00001 - Land West of High Street, Stebbing\AUC\425.065369.00001_1_Rev B.dwg



Notes:
 1. Drawing based on layout: xr_020-Proposed Masterplan

Legend:

KEY:
 — Site boundary

Recorded 85th Percentile Speeds:
 Northbound - 32.9mph
 Southbound - 33.0mph

MfS compliant visibility splays:
 Northbound - 49.0m
 Southbound - 49.2m

Visibility as shown on WATERMAN drawing ref. WIE17784-SA-95-0032, and as previously approved by Essex County Council

Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
Montare LLP

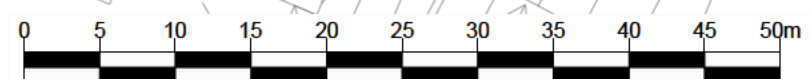
Project
Land West of High Street, Stebbing

Drawing Title
**Plot C and Plot D
 Access Visibility Splay**

Scale
1:500 @ A3 SLR Project No.
425.065369.00001

Designed	Drawn	Checked	Authorised
MZ	MZ	MP	MP
Date 23.12.2024	Date 23.12.2024	Date 23.12.2024	Date 23.12.2024

Drawing Number
425.065369.00001_PD03



Scale 1:500

03022023
 \Users\JONAS.E\Projects\23020 - Montare LLP\425.065369.00001 - Land West of High Street, Stebbing\425.065369.00001_1_Plan B.dwg

Appendix E Updated TRICS Outputs



Calculation Reference: AUDIT-529505-241222-1235

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 12 to 40 (units:)
Range Selected by User: 7 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 3 days
Thursday 2 days
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
Directional ATC Count 1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2
Village 4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-03-A-07	MIXED HOUSES	CAMBRI DGESHI RE
	FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>		
	<i>Survey Type: MANUAL</i>		
2	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>		
	<i>Survey Type: MANUAL</i>		
3	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>		
	<i>Survey Type: MANUAL</i>		
4	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/18</i>		
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>		
5	SF-03-A-06	DETACHED & SEMI -DETACHED	SUFFOLK
	BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
6	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i>		
	<i>Survey Type: MANUAL</i>		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.075	6	29	0.301	6	29	0.376
08:00 - 09:00	6	29	0.156	6	29	0.283	6	29	0.439
09:00 - 10:00	6	29	0.145	6	29	0.208	6	29	0.353
10:00 - 11:00	6	29	0.162	6	29	0.191	6	29	0.353
11:00 - 12:00	6	29	0.266	6	29	0.197	6	29	0.463
12:00 - 13:00	6	29	0.145	6	29	0.214	6	29	0.359
13:00 - 14:00	6	29	0.168	6	29	0.162	6	29	0.330
14:00 - 15:00	6	29	0.150	6	29	0.150	6	29	0.300
15:00 - 16:00	6	29	0.277	6	29	0.162	6	29	0.439
16:00 - 17:00	6	29	0.191	6	29	0.191	6	29	0.382
17:00 - 18:00	6	29	0.306	6	29	0.168	6	29	0.474
18:00 - 19:00	6	29	0.225	6	29	0.116	6	29	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.266			2.343			4.609

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 12 - 40 (units:)
Survey date date range: 01/01/16 - 18/03/24
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

