



Land West of High Street, Stebbing, Essex

Transport Statement

September 2023

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Client Name: Montare LLP
Document Reference: WIE17784.102.R.1.1.3.TS
Project Number: WIE17784

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

Final Issue

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EXECUTIVE SUMMARY

Waterman Infrastructure and Environment Ltd has been appointed by Montare LLP to provide transport planning and highway advice as part of an application to provide a residential-led scheme on Land to the West of High Street in Stebbing, Essex.

The Site is under the jurisdiction of Uttlesford District Council's Planning Department and the Highway Authority is Essex County Council (ECC). A Highways Pre-Application Advice meeting has been undertaken with ECC to agree the highways and transport matters relating to the Site.

This Transport Statement considers the site location, its existing land use and describes the existing conditions in terms of active travel (i.e. pedestrian and cyclist) modes and access to public transport facilities. The proposed development is described as:

'Erection of 28 residential dwellings (comprising 14 affordable & 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)'

Uttlesford District Council's Local Plan is currently being progressed by the Council, therefore the Local Plan adopted January 2005 represents the existing statutory development plan.

The Stebbing Neighbourhood Plan 2019-2033 (19 July 2022), and development policies within, has been taken into consideration and informed the development and subsequent assessment within this Transport Statement.

The site is located within Stebbing in a rural but accessible location, situated 4.5km to the east of Great Dunmow and 10km to the west of Braintree. The village of Stebbing has a range of services/amenities available within the village envelope and the surrounding area.

A number of local amenities can be accessed on foot or by cycle, in addition to public transport. The village currently makes use of these modes and private cars to access local services – typical for a rural location. The services located within easy walking distance of the site include a village store, primary school, pub, church and various commercial premises.

Furthermore, there are a number of onwards transport connections opportunities via Great Dunmow, including access to Braintree, Stansted Airport (and station), Bishops Stortford, Cambridge and London.

In line with other recent rural / semi-rural schemes in North Essex, there are options available for enhancing the existing public transport services – whether through targeted community services, or a contribution-based approach to Essex County Council to support wider bus network enhancements. Montare fully supports these approaches and will work with Essex County Council to agree the optimal way forward.

The Site and its local network do not have a history of road safety issues, indeed, a single incident, classified as slight in severity, has been recorded within 1km of the Site in the five-year period from July 2018 to July 2023. The limited additional incidents occurring further afield are not linked to intrinsic safety issues but were a product of driver error.

The proposed development is underpinned by a robust transport strategy that not only benefits the development, but also enables wider reaching benefits for existing Stebbing residents and beyond.

The robust transport strategy seeks to minimise private car use, whilst recognising the residual

need for car-based travel in such locations.

On-site measures will include:

- EV active charging facilities for each unit planned from the outset;
- Maintaining and enhancing access to existing bus services;
- Potential for a local car-club facility available to the village (early support from Enterprise Car Club);
- Safe, secure and easily accessed cycle storage for each unit, including visitors;
- Visitor car parking and ability to accommodate servicing and deliveries on-site;
- Shared use Community car parking designed to accommodate and relocate existing on-street parking associated with the Stebbing Primary School (to be discussed with Parish Council and School)
- Home working space within each unit.

Off-site measures, subject to ECC liaison, may include:

- Footway enhancements, including surfacing, crossing provision;
- Cycle connections to existing National Cycle Routes (e.g. NCR16 Flich Way);
- Public transport enhancements or contributions to service improvements/new services;
- Bus stop infrastructure improvements;
- New Car Parking layout for school (to be discussed with Parish).

The site layouts have been configured to accord with the Essex Design Guide requirements, including the site accesses. It is proposed that the internal layouts will not be offered for adoption but will be built to adoptable standards.

Parking is provided in accordance with the adopted Essex parking standards. This includes car, cycle and visitor parking, including fast EV charging points for each unit.

An additional community car parking facility is to be located within the development site for the benefit of local residents, visitors to the village and parents of children attending Stebbing Primary School.

Alternative car parking arrangement options for the Stebbing Primary school, presented within this Transport Statement, and the availability of community car parking within the development site present the opportunity to relocate and reduce the existing level of car parking experienced on the High Street and The Downs carriageway during peak drop-off and pick-up hours, seeking to improve the network traffic conditions and road safety through the removal of parked cars acting as obstructions to visibility for vehicles travelling in both directions on High Street and The Downs.

The development is also configured to optimise the ability for residents to work from home. It is noted that not all professions will be able to achieve this.

Overall, the development's strategy provides a sound basis to support village life, maintain and improve access to local services and amenities. Through the combination of existing bus services, the DaRT 2 service, Uttlesford Community Transport and school bus transport, the proposed development ensures access to local employment, commuting and social needs. This specifically includes access to medical and community needs for the vulnerable population.

Whilst the traffic generated by the proposed development will be new to the network, the impact on

the operation of the local highway network is considered negligible. Additionally, the assessment shows that the residual cumulative impacts of the proposed development are not severe.

1. INTRODUCTION

General

- 1.1. Waterman Infrastructure and Environment Ltd ('Waterman') has been appointed by Montare LLP ('the Applicant') to provide transport planning and highway advice as part of an application to provide a residential-led scheme at the Land to the West of High Street in Stebbing, Essex.

Background

- 1.2. The Site's location is under the jurisdiction of Uttlesford District Council's (UDC) Planning Department and the Highway Authority is Essex County Council (ECC).
- 1.3. A Highways Pre-Application Advice ('PAA') meeting was arranged with ECC to agree the highways and transport matters relating to the Site. The meeting between Waterman and ECC took place on 26 September 2023. Feedback and discussion from the meeting has informed the approach and content of this document.

Development Description

- 1.4. The proposed development is summarised as:

'Erection of 28 residential dwellings (comprising 14 affordable & 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)'

- 1.5. Proposed development plans are included at [Appendix A](#).

Document Purpose

- 1.6. This Transport Statement (TS) considers the Site's location, its existing land use and describes the existing conditions in terms of active travel modes (i.e. pedestrian and cyclist), access to public transport facilities and implications on the wider transport network.
- 1.7. The development proposals are then described, including the proposed access arrangement and car parking provision, underpinned by the proposed development's overarching transport strategy.

Document Structure

- 1.8. Following this Introduction, the document 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](#): Conclusions.

2. POLICY FRAMEWORK

2.1. The development plan against which the proposed development will be assessed is summarised as:

- National Planning Policy Framework (2023);
- Essex County Council, Local Transport Plan (2011);
- Essex Development Management Policies (2011);
- Uttlesford Local Plan (2005);
- Stebbing Neighbourhood Plan (2022).

2.2. Other documents informing the proposed development's transport strategy are:

- Manual for Streets 1 and 2;
- Essex Design Guide (2020);
- Essex Parking Standards Design and Good Practice (2009);
- Uttlesford Cycling Strategy (2014).

National Planning Policy Framework (2023)

2.3. The National Planning Policy Framework was revised in September 2023 and is a material consideration in the determination of planning applications. Paragraph 104 of the NPPF states:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

2.4. Paragraph 105 states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.5. It is also noted in Paragraph 106, to:

- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and*

investments for supporting sustainable transport and development patterns are aligned;

- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) provide for attractive and well-designed walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

2.6. Paragraph 107 notes, for parking standards, the following criteria need to be considered:

- 'a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

2.7. Paragraph 110 notes the following:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- 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.'*

2.8. Paragraph 111 states:

'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 would be severe.'

2.9. Paragraph 112 also notes that proposals should:

- 'a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.10. As shown later in this TS, the development proposals are in an area with access to public transport, can accommodate the movement of goods and waste, and have been designed to promote trips on foot, cycle or by public transport by residents, reducing reliance on private car use.

2.11. Taking into account the site's location, Paragraphs 84 and 85 state:

'Planning policies and decisions should enable:

- a) *the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*
- b) *the development and diversification of agricultural and other land-based rural businesses;*
- c) *sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) *the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'

2.12. It is therefore be concluded that the development proposals are in accordance with the general aims of the NPPF.

Essex County Council, Local Transport Plan (2011)

2.13. The document was adopted in 2011 and includes the following key transport policies relevant to the proposed development.

Policy 2 – Integrated Planning

'Transport and land-use planning will be used together to secure new development at the most appropriate and sustainable locations by:

- *working closely with district planning authorities to enable a better balance of new homes, jobs and services;*
- *locating new developments in areas which are accessible to key services by sustainable forms of transport;*
- *ensuring new developments provide for sustainable transport and effective travel planning;*

- *requiring new developments to provide appropriate transport infrastructure in line with the Council's current development management policies*
- *making the most effective use of all available funding sources by coordinating the delivery of ECC and development funded works.'*

Policy 3 – Congestion and Network Resilience

'The County Council will facilitate the improved reliability of journeys by:

- *undertaking its network management duty in line with the Traffic Management Act;*
- *monitoring and managing the impact of traffic through the Essex Traffic Control Centre;*
- *focusing investment on those parts of the network that would give the greatest benefit to the economy and quality of life;*
- *using a functional hierarchy of routes to manage traffic;*
- *working with operators to improve the punctuality of bus services;*
- *minimising disruption by co-ordinating and managing the impact of roadworks undertaken by the County Council and utility companies;*
- *applying the Speed Management Strategy.'*

Policy 4 – Public Transport

'The County Council will develop the public transport network to assist economic growth and improve access to essential services by:

- *focusing development and improvement on a network of core bus routes linking locations that attract significant numbers of people;*
- *working with commercial bus service operators to improve service reliability, punctuality and accessibility;*
- *continuing to work in partnership with train operating companies and Network Rail to improve rail services;*
- *working with bus and train operators to improve integration between bus and rail services;*
- *working towards the introduction of multi-operator ticketing;*
- *managing the English National Concessionary Travel Scheme for Essex;*
- *ensuring that accurate and up-to-date service information is made available through a range of media;*
- *working with the police and public transport operators to reduce crime and fear of crime when travelling on the transport network;*
- *lobbying Government for increased local involvement in the planning and provision of local rail and more effective partnership working with operators over the provision of bus services.'*

Policy 5 – Connectivity

'Transport networks will be strengthened to support a vibrant, successful and sustainable future

for Essex by:

- *improving travel links within and between our main towns;*
- *focusing investment on routes where improvements will give the greatest benefit to the economy of Essex;*
- *improving journey times and journey-time reliability by targeting congestion improvement measures (see Policy 3);*
- *providing for the use of more sustainable forms of travel (see Policy 8);*
- *ensuring international gateways have effective surface access strategies that promote appropriate and sustainable transport;*
- *developing appropriate provision of park and ride facilities serving our main towns;*
- *working with partner agencies to identify and deliver essential improvements to nationally important road and rail connections.'*

Policy 6 – Freight Movement

'The Council will manage the efficient movement of freight within the county by:

- *working with operators to ensure that heavy goods vehicles use identified routes and that other freight traffic uses the most appropriate routes;*
- *working with local businesses to promote and support the sustainable distribution of goods;*
- *working in partnership with the Highways Agency and neighbouring authorities to provide live travel information to freight operators;*
- *encouraging a shift of freight from road transport to rail transport.*

Policy 7 – Carbon Reduction

'Essex County Council will support and encourage the use of lower carbon travel by:

- *promoting the use of more sustainable forms of travel (Policy 8);*
- *ensuring new developments minimise the number and length of trips made by private vehicles (Policy 2);*
- *supporting use of emerging low-carbon technologies to reduce carbon emissions from transport sources;*
- *ensuring the Essex road network operates efficiently to minimise CO2 emissions from vehicles;*
- *adopting measures to improve energy efficiency and further reduce carbon emissions arising from our own activities.*

Policy 8 – Promoting Sustainable Travel Choices

'The County Council will encourage the use of more sustainable forms of travel by:

- *consistently supporting and promoting sustainable travel;*
- *providing infrastructure for sustainable transport;*

- *working with partners and service providers to promote the use of sustainable forms of travel and to identify new ways to provide services;*
- *requiring effective travel planning for proposed developments in line with the Council's current development management policies;*
- *developing effective travel plans with existing work places, schools, and other locations that attract a significant number of people;*
- *promoting access by sustainable forms of transport to the county's railway stations, ports and airports.'*

Policy 9 – The Natural, Historic and Built Environment

'The County Council will protect the natural, historic and built environment from the harmful effects of transport by:

- *designing and implementing transport improvements and maintenance works that retain the integrity of the built environment, natural habitats and biodiversity, the natural and historic landscape, and water quality;*
- *minimising the visual and noise impacts of transport;*
- *addressing air quality issues through appropriate measures, particularly in designated Air Quality Management Areas.'*

Policy 10 – Road Safety

'The County Council will work to reduce the incidence and severity of road traffic collisions on roads in Essex by:

- *continuing to work within the strong partnership framework provided by the Essex Casualty & Congestion Reduction Board;*
- *prioritising measures which reduce the number of people killed or seriously injured;*
- *working to improve the safety of pedestrians, cyclists and other vulnerable groups;*
- *ensuring Safety Audits are undertaken of all proposed designs of new highway schemes or proposals to materially alter the existing public highway.'*

Policy 11 – Asset Management

'The County Council will protect the value of transport assets to enable the safe and efficient operation of the network by:

- *regularly inspecting and monitoring the condition of all of our highway and transport assets;*
- *maintaining all its highway assets to appropriate standards that offer value for money to the travelling public and the Essex taxpayer;*
- *working with our partner organisations to ensure minimal disruption to the Essex transport network;*
- *ensuring the long-term affordability of new transport infrastructure and that appropriate contribution and provision is made by new development.'*

Policy 12 – Maintenance

'The County Council will ensure that the highway network (including roads, footways and cycleways) is resilient, safe to use, and fit for purpose, especially during periods of adverse weather, by:

- *Inspecting the network to identify defects;*
- *prioritising the repair of defects which are an immediate hazard or are at risk of more serious deterioration;*
- *gritting and salting the 'precautionary route' network;*
- *using local knowledge to develop programmes of maintenance for cutting verges and hedgerows and cleaning drains and culverts;*
- *maintaining the public rights of way network in line with usage and linkages to vital services.'*

Policy 13 – Access to Services

'The County Council will ensure that Essex residents have access to essential services by:

- *working with partners and service providers to make essential services accessible to all;*
- *making transport infrastructure accessible for all by continuing to remove barriers to travel for those with disabilities;*
- *ensuring that travel information is available in different formats and is accessible to everyone;*
- *encouraging and supporting innovation to improve the provision of essential services.'*

Policy 14 – Cycling

'The County Council will encourage cycling by:

- *promoting the benefits of cycling;*
- *continuing to improve the cycling facilities within the main urban areas of Basildon, Chelmsford, Colchester and Harlow;*
- *developing existing cycling networks in other towns where cycling offers an appropriate local solution;*
- *working with schools and employers to improve facilities for cyclists;*
- *improving access to local services by integrating the Public Rights of Way, walking and cycling networks to form continuous routes;*
- *providing training opportunities to school children and adults.'*

Policy 15 – Walking and Public Rights of Way

'The County Council will promote walking and use of the Public Rights of Way network by:

- *promoting the benefits of walking;*
- *facilitating a safe and pleasant walking environment that is accessible to all;*

- *improving the signage of walking routes;*
- *ensuring that the public rights of way network is well maintained and easy to use by walkers, cyclists and equestrians.'*

2.14. It is also noted that the LTP includes the following 'Priorities for West Essex' for Local Centres (including Great Dunmow) and International Gateways (Stansted Airport):

- *'Providing for and promoting access by sustainable modes of transport to development areas;*
- *Improving passenger transport connections to and between the local centres, key services and Harlow;*
- *Improving the attractiveness and usability of streets and public spaces;*
- *Improving cycling and walking routes and promoting their greater use;*
- *Improving connections to London, working with Transport for London to make best use of and manage access to Underground links;*
- *Improving links with surrounding rural Areas; ...*
- *Improving access to Stansted Airport from within West Essex by sustainable forms of travel.'*

Essex County Council, Development Management Policies (2011)

2.15. The document was adopted in February 2011 and includes the following policies relevant to the proposed development.

2.16. Noting that The Downs/High Street is classified as a 'Priority 2' Secondary Distributor road, within a defined settlement area, Policy DM3 states:

Policy DM3 – Secondary Distributors

'Within Defined Settlement Areas:

The Highway Authority will protect the function of Secondary Distributors within defined settlement areas by:

- iv. ensuring that where there are overriding safety concerns and where access is available to a lower category of road in the Development Management Route Hierarchy this is used;*
- v. ensuring that new access points will be designed and constructed in accordance with the current standards;*
- vi. requiring improvements to existing substandard accesses;'*

Policy DM7 – Application of Design Standards

'The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by ensuring that all works within the highway comply with the current national and ECC design standards appropriate for the category of road and ensuring that:

- i. visibility splays and stopping sight distances (SSD) for all roads, with the exception of internal estate roads which carry or are intended to carry HGVs and/or passenger transport vehicles at a level of less than 5% of the overall traffic flow, must comply with standards*

contained within DMRB unless otherwise agreed with the Highway Authority.

- ii. *visibility splays and SSD for internal estate roads must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents, except where 5% or more of the overall traffic flow consists of Heavy Goods Vehicles (HGVs) and/or passenger transport vehicles;*
- iii. *where engineering measures have been implemented to provide a pedestrian prioritised environment, visibility splays and SSD must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents.'*

Uttlesford Local Plan (2005)

- 2.17. Uttlesford District Council's Local Plan is currently being progressed by the Council, therefore the Local Plan adopted January 2005 represents the existing statutory development plan.

Policy GEN1 – Access

'Development will only be permitted if it meets all of the following criteria:

- a) *Access to the main road network must be capable of carrying the traffic generated by the development safely.*
- b) *The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
- c) *The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*
- d) *It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*
- e) *The development encourages movement by means other than driving a car.'*

Policy GEN8 – Vehicle Parking Standards

'Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance "Vehicle Parking Standards", a summary extract of which is reproduced in Appendix 1 to this Plan.'

- 2.18. It is noted that the above parking standards are broadly superseded by ECC's more recent 2009 guidance. It is further noted that UDC, in 2013, indicate that units with 4 bedrooms or more should provide 3 parking spaces per unit.

Uttlesford Transport Strategy

- 2.19. The Council's Transport Strategy published in 2001 highlighted the following key issues:

'Uttlesford has above average levels of car ownership compared to both Essex and Great Britain as a whole. These levels are likely to continue to increase. Promoting greater use, and better coordination of public transport is a real challenge in a rural area.

- *There are key areas that should be targeted for greater public transport use, in particular Stansted Airport.*

- *Commuting to work beyond Uttlesford is significant because of London and other accessible large centres beyond its boundaries. Retention of local employment opportunities and support for home working are important.*
- *Congestion occurring on the existing A120 will cease when the new road is built and open to the public. At that time opportunities will exist to introduce traffic management in communities on the existing route and public transport express services between centres in and beyond Uttlesford.*
- *Lorry traffic on some country lanes and in some historic towns and villages is intrusive. Weak bridges in some strategic locations exacerbate this situation. These need to be strengthened as a priority*
- *Uttlesford has a higher than average accident rate for its population compared to other Essex districts. Reducing speed and introducing traffic management should be a priority.*
- *There are a variety of existing community travel initiatives in the District. These should be examined to establish if opportunities exist to coordinate them better and to connect them with other public transport services.*
- *There are opportunities to develop useful cycle routes in and around Saffron Walden and Great Dunmow. Essex County Council has produced an overall plan, the “Uttlesford Cycle Network Plan”. This is being implemented during the plan period.*
- *There are opportunities to introduce School Travel Plans during the plan period, particularly in relation to the new schools to be built in association with new developments along the A120 axis.*
- *Road and air traffic will continue to grow in the next 5 years and it will be vital to monitor potential air and noise pollution.*

In response to these issues the Local Plan’s development strategy and policies aim to locate and design new sites for development that encourage modes of transport other than the car. Policy GEN1 specifically requires the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired to be taken into account in the design of development sites. Policy GEN 8 applies appropriate car parking standards which include minimum cycle spaces and maximum vehicle spaces.’

Stebbing Neighbourhood Plan 2019 – 2033 (July 2022)

The Stebbing Neighbourhood Development Plan (SNP), made on the 19th July 2022, sets out a vision for the area of the Parish of Stebbing and contains planning policies for the use and development of land within it during the period 2019— 2033. The SNP will form part of the statutory Development Plan for the administrative area of Uttlesford District Council (UDC), being the Local Planning Authority for the District.

The purpose of the Plan is to guide development within the Parish and provide guidance to any interested parties wishing to submit planning applications for development within the designated Neighbourhood Area. The SNP includes the following key transport policies relevant to the proposed development.

Policy STEB2 – Green Infrastructure and Development

‘Proposals will be encouraged that seek to conserve, and where appropriate enhance the green

infrastructure of the Parish, demonstrating how they:

- *Improve the connectivity between wildlife areas and green spaces through green corridors and/or improvements to the Public Rights of Way, and cycle, footpath and equestrian networks.*
- *Ensure their landscape schemes, layouts, access and public open space provision and other amenity requirements contribute to the connectivity, maintenance and improvement of the Green Infrastructure Network.'*

2.20. The proposals seek to retain and enhance connections to the existing Public Rights of Way in close proximity to the site through the provision of dedicated footpath provision within the plots, specifically to footpaths Stebbing 10, Stebbing 12 and Stebbing 21.

Policy STEB9 - Design Principles and Location of New Development

'2) Development within the defined countryside

This part of Policy STEB9 provides additional and up—to—date guidance on those sites that are also subject to Strategic Policy S7— The Countryside of the ULP 2005. In order to protect the intrinsic character of the countryside, support will only be given to proposals that comply with the following categories of development:

- *Agriculture, horticulture, forestry;*
- *Outdoor recreation;*
- *Other uses which need to be located in the countryside, including infrastructure provision required by a utility company to fulfil their statutory obligation to their customers;*
- *Affordable housing on rural exception sites to meet an identified local need which cannot be met in any other way including some market housing necessary to secure the viable delivery of the affordable homes;*
- *Residential conversion of redundant or disused rural buildings, which will enhance their setting;*
- *Subdivision of an existing dwelling;*
- *Construction of new houses of exceptional quality meeting the criteria set in paragraph 80e) of the NPPF;*
- *Conversion of the existing buildings and the erection of well—designed new buildings for business uses;*
- *Infilling of small gaps in small groups of houses where development would be in character with its surroundings and with limited impact on the countryside;*
- *Priority will be given to new development on Previously Developed Land, as defined in Annex 2: Glossary of the NPPF 2021;*
- *The development and diversification of agricultural and other land—based rural businesses;*
- *Sustainable rural tourism and leisure developments which respect the character of the countryside;*
- *Accessible local services and facilities.'*

- 2.21. It is considered that the site benefits from a range of services and facilities available within the village envelope and the surrounding area.
- 2.22. A number of local amenities can be accessed on foot or by cycle, in addition to public transport. The village currently makes use of these modes and private cars to access local services – typical for a rural location. The services located within easy walking distance of the site include a village store, primary school, pub, church and various commercial premises.
- 2.23. Furthermore, there are a number of onwards transport connections opportunities via Great Dunmow, including access to Braintree, Stansted Airport (and station), Bishops Stortford, Cambridge and London.

Policy STEB15 – Supporting the Local Economy – Small Scale Employment Space

Development proposals which provide expanded or new small scale floorspace for Class E commercial, business and service use, will be supported where they will not cause detriment to the amenity of the surrounding area including the effect of additional traffic on the local highway network, satisfactory access and satisfactory parking and servicing provision.

New dwellings are encouraged to provide space and facilities for home working. Extensions to existing dwellings, or conversion of outbuildings or construction of small scale annexes within the curtilage of the dwelling, which provide facilities for home working will be supported provided the proposals are consistent with other relevant policies in this Neighbourhood Plan.

Policy STEB20 – Protection of Leisure and Community Facilities

‘2. Development proposals for new, restatement, extended and/or improved community facilities and open space will be supported where:

- i. The proposal would not have significant adverse impact on the amenity of nearby residents;*
- ii. The proposal would not have significant adverse impacts on the surrounding local environment (with regard to biodiversity, wildlife habitat and landscape character);*
- iii. The proposal would not have unacceptable impacts on the local road network (with regard to additional traffic volume/congestion, demand for parking, and pollution levels); and*
- iv. It is easily accessible to residents.*

Policy STEB22 – Promoting Sustainable Transport

‘To promote sustainable transport and reduce carbon emissions, proposals for new development in the Plan area will be supported where they demonstrate that:

- Where there is likely to be a significant traffic impact it can be mitigated via development contributions to suitable measures to be agreed in conjunction with the Highway Authority. This may include contributions towards traffic calming where it is necessary to mitigate the impact of new development. Traffic impact includes adverse effects on road safety, congestion and pollution on both the main roads and rural lanes;*
- They encourage and support sustainable modes of transport, by*
 - i. providing pedestrian, cycle, passenger transport, and where appropriate bridleway connections within the site and to wider multi—functional green infrastructure and key*

services;

- ii. *providing electric vehicle charging and storage facilities for cycles at each dwelling;*
- *They protect and enhance where possible the network of footpaths, bridleways and byways in the Parish and, in conjunction with the Highway Authority and the Parish Council, ensure that they are maintained to a safe standard for everyone to use;*
- *They must respect and protect the existing network of footpaths. New development with significant traffic impact will be expected to contribute, via development contributions, to the enhancement of the footpath network within the Parish in order to enable safe and easy pedestrian access to village amenities, especially the Primary School, community shop, pub and Church; and*
- *They have regard to the ECC Development Management Policies or successor documents, in order to require Travel Plans, Transport Assessment and/or Statements be prepared that assess the impact of development in terms of highway safety and capacity for both access to the proposed development and wider highway network.'*

Neighbourhood Plan Projects (C&D): Traffic Management, Car Parking, Cycling and Footpaths

'The Parish Council will consider exploring the potential for funding to enable professional advice to be obtained for improving both traffic management and car parking provision in the High Street, cycling facilities and potential dedicated routes and enhancements to footpaths connecting the Village core.'

Planning Feedback

- 2.24. The proposed development has been subject to pre-application discussions with Uttlesford District Council and ECC Highways.

UDC Response Summary

'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.'

3. EXISTING SITUATION

Site Location

- 3.1. The Site, which has an area of 3.54Ha, is located immediately west of High Street and The Downs, in the vicinity of Stebbing Primary School and access towards Stebbing Park. The Site is bound by residential properties fronting High Street to the north, east and south, and Stebbing Brook and fields to the west.
- 3.2. The Site is adjacent to existing housing in a village setting. The site location is shown in Figure 1.

Figure 1: Site Location



- 3.3. High Street / The Downs is designated as a 'Priority 2 Road' (i.e. Secondary Distributor) under ECC's road hierarchy and Development Management Policies. It then links with B1256, providing onward connections to Great Dunmow, Felsted and Braintree. To the north, High Street / The Downs links to Bran End with onward connections to Great Dunmow and Great Bardfield.
- 3.4. To the west, some 14km by road, is Stansted Airport, which is a major employer in the local area. South of Dunmow is the A120 which provides links to Braintree to the east and Bishop Stortford, M11 and Stansted to the west.
- 3.5. Great Dunmow has many facilities including supermarkets, medical, education, retail and leisure uses for day-to-day living, its centre is c.5km from the Site. Stebbing includes the amenities of the Primary School, St Mary's Church, White Hart public house, village hall, and local businesses including the local shop.

Accessibility

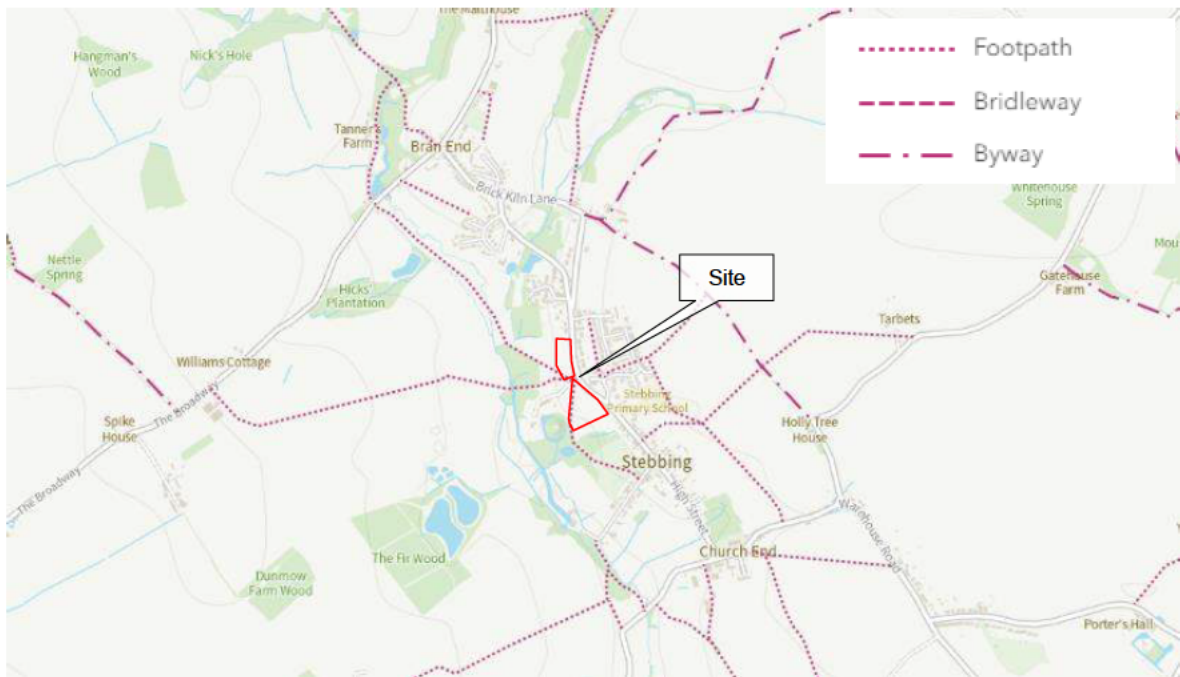
Walking

- 3.6. The Chartered Institution of Highways and Transportation (CIHT) published the guidance document 'Planning for Walking' (2015), which sets out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area with the majority of residential amenities within 800m walking distance. The document also sets out a

desired maximum threshold of 1,600m for walking journeys.

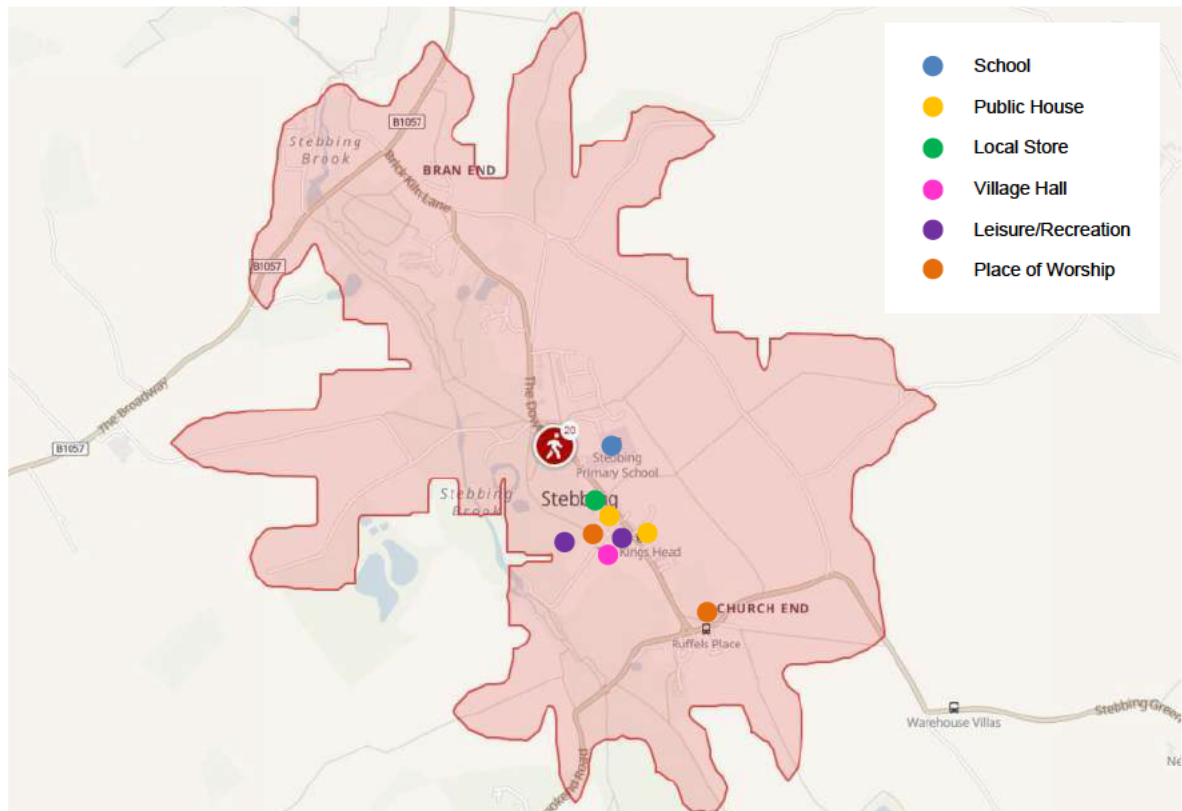
- 3.7. The Site provides connections to the existing Public Right of Way (PRoW) network as shown in [Figure 2](#) below. The Site is also within walking distance of local facilities as indicated in the pedestrian catchment and facilities plan provided at [Figure 3](#) (overleaf).

Figure 2: Public Right of Way Network



- 3.8. Regarding pedestrian movement and to a lesser degree cycling, accessibility would be governed by available / proposed routes, trip length and topography. Locally there is a network of footways which offer good pedestrian access to various facilities/services within Stebbing, as demonstrated overleaf.

Figure 3: 20 Minute (1.6km) Walk Catchment

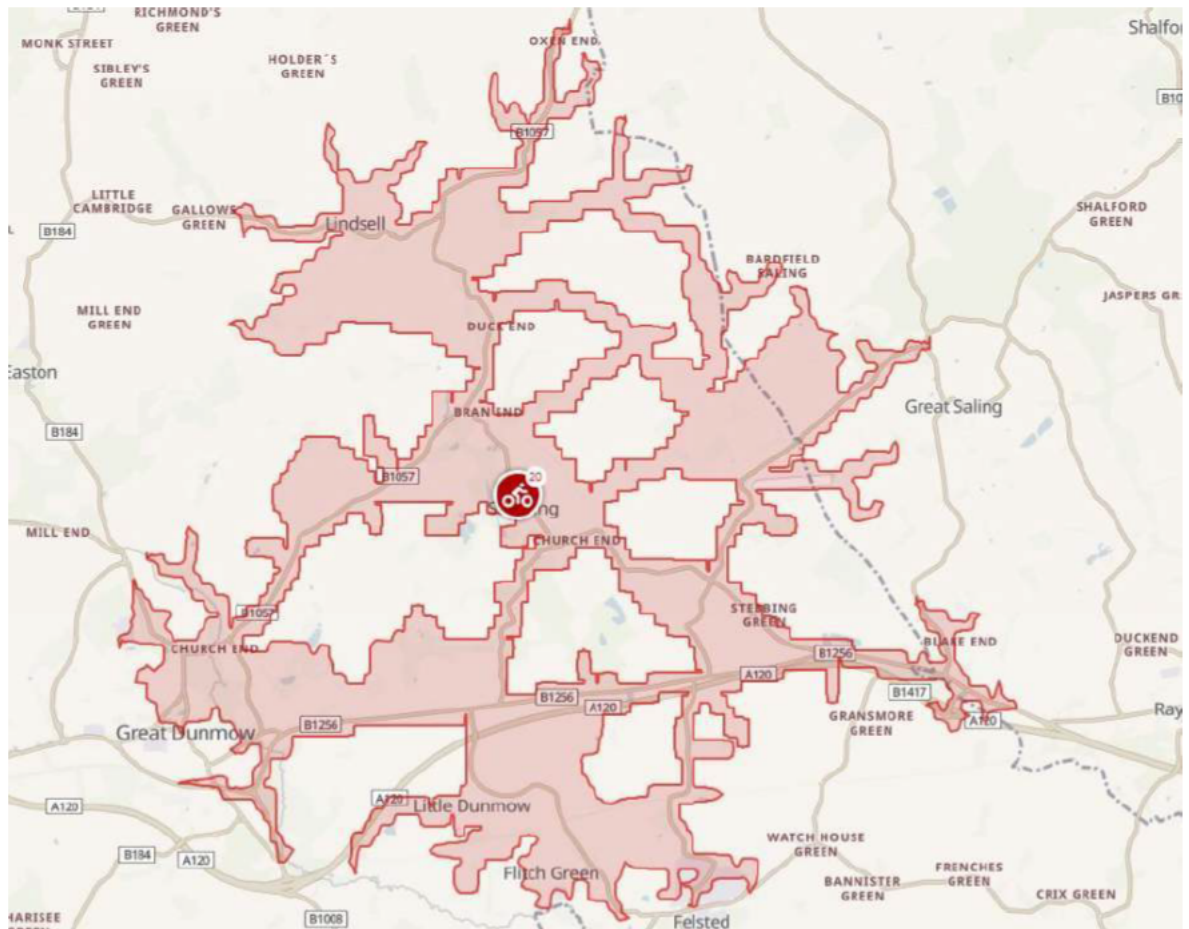


Cycling

- 3.1. Although there are no dedicated cycle routes in the immediate area the existing road network does provide sufficient access for cyclists.
- 3.2. The Uttlesford Cycling Strategy notes that there is a relative lack of existing cycle facilities in and around Great Dunmow. The Cycling Strategy document does not consider any areas further north than part of Woodside Way, north of Helena Romanes School and the Leisure Centre.
- 3.3. The CIHT document 'Planning for Cycling' (2014) states:

'The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles [8km], and 38% are less than two miles [3.2km]); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a). Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.'
- 3.4. **Figure 4** overleaf shows the cycling catchment plan centred on the Site and the areas covered within a 20 minute cycle distance (approx. 5km). Great Dunmow is within 3-4km south-west and Felsted is located 5km to the south.

Figure 4: 20 Minute (5km) Cycle Catchment



Public Transport

- 3.5. There are two regular bus services operating to/from Stebbing which provide access to nearby villages and urban areas. Bus service 16 operates between Wethersfield and Chelmsford, and bus service 324 operates between Bishops Stortford and Stebbing. Table 1 provides a summary of the available bus service frequency below.
- 3.6. In addition to the above bus services, there is a school bus service 417 which operates once a day on schooldays to the Joyce Frankland Academy in Newport.

Table 1: Bus Service Summary

Route No.	Route Description	Period	Frequency
16	Chelmsford – Felsted – Stebbing – Great Bardfield – Finchingfield - Wethersfield	Mon – Fri Saturday	4 per day 4 per day
	Wethersfield – Finchingfield – Great Bardfield – Stebbing – Felsted - Chelmsford	Mon – Fri Saturday	4 per day 4 per day

324	Bishops Stortford – Takeley – Great Dunmow – Stebbing	Mon – Fri Saturday	Every 2 hours Every 2 hours
	Stebbing – Great Dunmow – Takeley – Bishops Stortford	Mon – Fri Saturday	Every 2 hours Every 2 hours
417 School Service	Rayne – Stebbing – Finchingfield – Saffron Walden – Newport	School days	1 per day

- 3.7. The nearest bus stops to the site are located within Stebbing village centre. These are located approximately 400m to the south of the site and can be accessed via the footways on High Street.
- 3.8. Chelmsford Railway Station can be accessed via the number 16 bus service. The station is operated by Greater Anglia and provides services to London Liverpool Street, Braintree, Clacton-on-Sea, Colchester, Norwich and Ipswich.
- 3.9. In addition, Bishops Stortford station is accessible via the 324 bus service. The station is operated by Greater Anglia and provides services to London Liverpool Street, Cambridge and Stansted Airport. There are therefore two local options for accessing the rail network through bus connections easily accessible from the site.

Census Data

- 3.10. The 2021 Census data has been analysed for the Site and its local area as highlighted in Figure 5 below; this provides a baseline for relevant data sets influencing the Site.

Figure 5: Census Data Areas



Car Ownership

- 3.11. To provide an indication of the level of car ownership, census data has been extracted for the above areas, as follows.

Table 2: Local Car Ownership (numbers per house and bungalow)

Description	Uttlesford		Felsted & Stebbing		E00112234	
	No.	Cars	No.	Cars	No.	Cars
Total households	32,737	-	1,705	-	164	-
No cars or vans in household	2,080	0	112	0	3	0
1 car / van in household	10,712	10,712	475	475	49	49
2 cars / vans in household	19,945	39,890	1,118	2,236	112	224
Total or (Cars per Household)		54,427 (1.6)		2,711 (1.6)		273 (1.7)

- 3.12. The above table indicates that the output area, in which the site resides, has a marginally higher car ownership compared to Felsted and Stebbing and Uttlesford as a whole. The higher level of car ownership is attributed to the local area and its limited connection to public transport commuter services, facilities and a propensity for households to have more than one car.
- 3.13. To compare mode of travel the 'method travelled to work' data has been extracted for the three areas previously identified.

Table 3: Method Travelled to Work (Percentage)

Mode of Travel	Uttlesford	Felsted & Stebbing	E00112234
Work mainly at or from home	39%	38%	39%
Underground, metro, light rail, tram	0%	0%	1%
Train	2%	1%	1%
Bus, minibus or coach	1%	0%	0%
Taxi	0%	0%	1%
Motorcycle, scooter or moped	0%	0%	0%
Driving a car or van	48%	50%	52%
Passenger in a car or van	3%	3%	2%
Bicycle	1%	1%	1%
On foot	5%	5%	5%
Other method of travel to work	1%	1%	1%

Road Safety

- 3.14. Road traffic incident data (available from Essex County Council's [TraffWeb](#) online database mapping) has been obtained and reviewed for the five-year period to date; the most recent data sets are provisional and up to July 2023.
- 3.15. There are no recorded incidents within 1km of the Site. Further afield, the following incidents are recorded:
- **B1057 Dunmow Road – December 2021**
 - 2 vehicles ,1 casualty – Slight severity;
 - 1.3km from Site.

- **Warehouse Road – August 2020**
 - 2 vehicles ,1 casualty – Slight severity;
 - 1.5km from Site.
 - **Warehouse Road – April 2019**
 - 2 vehicles, 1 bicycle, 1 casualty (OAP) – Serious severity;
 - 1.65km from Site;
- 3.16. The recorded incidents appear to be the product of driver error rather than as a result of inherent road safety weaknesses in the vicinity of the Site.

Figure 6: Road Traffic Incidents within 1km of the Site



- 3.17. The Site and its local network do not have a history of road safety issues, indeed, a single incident, classified as slight in severity, has been recorded within 1km of the Site in the five-year period from July 2018 to July 2023. The limited additional incidents occurring further afield are not linked to intrinsic safety issues but were a product of driver error.
- 3.18. It is anticipated that the potential for road safety issues is to be reduced further through the removal of on-street parking via accommodating existing parking within the proposed community car park facility located within Plot D of the development.
- 3.19. The removal of on-street parking enhances forward visibility and increases usable carriageway width, allowing for the safer movement and flow of traffic in both directions on The Downs and High Street carriageway.

Existing Parking Activity

- 3.20. A parking activity survey was undertaken in July 2022, recording parked cars on The Downs, Pound Gate and High Street carriageways between 08:00 – 09:00 and 14:30 – 15:30, typically

peak periods for parking activity owing to the Stebbing Primary School drop-off and pick-up periods. A summary of the recorded parking is detailed in the table below, with parking survey data provided in *Appendix B*.

Table 4: Parking Activity Summary (Tuesday 19th July 2022)

Time Period	School Parking	General Parking	Total Parking	Average Duration
AM 08:00 – 09:00	93	20	113	16:51
PM 14:30 – 15:30	42	6	48	15:11
Total	135	26	161	16:19

- 3.21. The above summary indicates that a total of 161 cars were observed parked on the local highway network during the surveyed periods between 08:00 – 09:00 and 14:30 – 15:30. In addition to the 161 parked cars observed, an additional 13 cars were observed parked throughout both AM and PM periods without moving.
- 3.22. The average dwell time for the observed car parking has been recorded as 16 minutes and 51 seconds during the AM period and 15 minutes and 11 seconds during the PM period, resulting in an overall average dwell time of 16 minutes and 19 seconds.
- 3.23. Based on the observed car parking activity associated with the school, excluding the all-day parking, a car parking accumulation study has been undertaken, as detailed in the table below.

Table 5: Parking Accumulation Study – School Parking

Time Period	Arrivals	Departures	Accumulation
AM Period			
Pre-08:00	-	-	6
08:00 – 08:05	4	3	7
08:05 – 08:10	1	2	6
08:10 – 08:15	6	2	10
08:15 – 08:20	3	1	12
08:20 – 08:25	11	4	19
08:25 – 08:30	11	6	24
08:30 – 08:35	17	14	27
08:35 – 08:40	12	18	21
08:40 – 08:45	12	8	25
08:45 – 08:50	3	7	21
08:50 – 08:55	4	11	14
08:55 – 09:00	3	10	7
PM Period			
Pre-14:30	-	-	0
14:30 – 14:35	0	0	0

14:35 – 14:40	1	1	0
14:40 – 14:45	7	0	7
14:45 – 14:50	6	1	12
14:50 – 14:55	10	1	21
14:55 – 15:00	9	1	29
15:00 – 15:05	3	2	30
15:05 – 15:10	1	17	14
15:10 – 15:15	1	10	5
15:15 – 15:20	2	3	4
15:20 – 15:25	2	1	5
15:25 – 15:30	0	5	0

- 3.24. The car parking accumulation indicates that the local highway network experiences a maximum accumulation of parking in the AM peak period of 27 parked vehicles, with a maximum accumulation during the PM peak period of 30 parked vehicles parked on The Downs and High Street carriageway.

4. PROPOSED DEVELOPMENT

Development Description

4.1. The proposed development is described as:

'Erection of 28 residential dwellings (comprising 14 affordable & 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)'

4.2. The residential provision, split across four plots, comprises:

- Plot A – 6 dwellings:
 - 2no. two bed dwellings;
 - 2no. three bed dwellings; and
 - 2no. four bed dwellings.
- Plot B – 5 dwellings:
 - 3no. two bed dwellings;
 - 1no. three bed dwellings; and
 - 1no. four bed dwellings.
- Plot C – 3 self-build dwellings:
 - 1no. two bed dwellings; and
 - 2no. three bed dwellings.
- Plot D – 14 dwellings & 1 commercial unit:
 - 3no. one bed alms house dwellings (affordable rent);
 - 2no. two bed alms house dwellings (affordable rent);
 - 3no. one bed dwellings (first home);
 - 3no. two bed dwellings (2 x affordable rent, 1 x shared ownership); and
 - 3no. three bed dwellings (1 x affordable rent, 2 x shared ownership).

4.3. The commercial provision comprises:

- 165m² GIA of flexible commercial/community floorspace;
- Potential for division into two smaller business units of 104m² and 61m² at ground floor and first floor respectively.

Access and Internal Layout

Site Access

4.4. The proposed site access to each plot aligns with the Essex Design Guide requirements, comprised of four individual accesses in the form of priority junctions connecting to the existing road network.

4.5. Site access junctions align with EDG requirements and although consideration has been given to

vehicle crossover and private drive type arrangements, particularly for Plots B and C, the requirement to accommodate larger service and delivery vehicles necessitates the provision of 6m radii bell-mouth junctions at each proposed plot access.

- 4.6. Each access uses land either under the control of the Client or land which forms part of the adopted public highway, as demonstrated in the plan included at [Appendix A](#).
- 4.7. Where footway provision is not achievable on the western side of The Downs and High Street carriageway, owing to land ownership, topography and constraints, pedestrian crossing facilities are to be provided to facilitate access across the carriageway to allow use of the existing footway provision located on the eastern side.

Access Visibility

- 4.8. Visibility, in line with Manual for Streets requirements, is achievable from each access point, from a point 2.4m setback from the channel line of The Downs and High Street carriageway, with splay distances achievable based on recorded 85th percentile vehicle speeds.
- 4.9. Automatic Traffic Count (ATC) speed surveys were carried out in July 2022, included at [Appendix B](#), at two locations on The Downs carriageway within the vicinity of proposed accesses to Plots A and B and Plots C and D. The recorded 85th percentile vehicle speeds recorded at both locations in northbound and southbound directions are as follows:
 - Northern ATC:
 - Northbound – 38.1mph; and
 - Southbound – 38.2mph.
 - Southern ATC:
 - Northbound – 32.9mph; and
 - Southbound – 33.0mph.
- 4.10. The resulting visibility requirements, in line with MfS calculations are as follows:
 - Northern ATC – Plots A and B:
 - Northbound – 60.8m; and
 - Southbound – 61.1m.
 - Southern ATC – Plots C and D:
 - Northbound – 49m; and
 - Southbound – 49.2m.
- 4.11. Plans demonstrating compliant visibility splays from each proposed access are included at [Appendix C](#) of this document.

Internal Layout

- 4.12. The internal layout of the site has been configured in accordance with the principles of the Essex Design Guide (EDG), the layouts of each plot are included at [Appendix A](#). Given the number of dwellings within each plot, the internal layouts seek to align with 'Type G' (Plots A, B and C) and a hybrid of 'Type F' and 'Type G' EDG road types, with turning heads provided based on EDG requirements.
- 4.13. It is noted that the internal street layout will not be offered for adoption; it will be maintained through

a dedicated management company. All swept-path analysis is included at [Appendix D](#).

- 4.14. The proposals seek to maintain and enhance existing connections to the PRoW through the provision of formal footpath provision within the plots which provide direct access to footpaths Stebbing 10, Stebbing 12 and Stebbing 21. It should be noted that the PRoW footpaths will not be diverted or reconfigured to accommodate the development, but will benefit from enhanced connectivity provided by the internal layouts of each plot. Existing PRoW and the proposed connection enhancements are identified on the plan at [Appendix E](#).

Car Parking

- 4.15. Car parking is provided in accordance with the adopted 'Parking Standards Design and Good Practice' (2009) document and the Uttlesford District Council 'Local Residential Parking Standards' which seeks additional parking requirements for dwellings with 4 bedrooms and over, with the site-wide approach to car parking provision as follows:

Residential

- 1 bedroom: 1 space per dwelling;
 - 2 & 3 bedroom: 2 spaces per dwelling;
 - 4 bedroom: 3 spaces per dwelling.
- 4.16. Garages, where provided, have internal dimensions of 7m x 3m. All dwellings will be provided with a dedicated EV charging point (7kw). Cycle parking is provided at a minimum of one covered space per dwelling.
- 4.17. Visitor parking is provided on the basis of 0.25 spaces per unit. This provision is available around the Site in key locations, close to the units. The community parking area located at the south-east extent of Plot D is also available to provide additional visitor space as required.

Commercial and Community Car Parking

- 4.18. The commercial/community use benefits from an on-site car parking facility that provides 23 parking spaces for use by the proposed commercial/community unit, visitors to the village of Stebbing, local residents and parents of children attending the Stebbing Primary School.
- 4.19. The proposals seek to relocate as much of the accumulated on-street parking, as detailed in Table 5, as possible, in conjunction with the potential school parking reconfiguration,
- 4.20. It is considered that this community parking facility will assist to relieve existing parking pressures on the High Street and The Downs, relocating parked cars from the primary route through Stebbing, seeking to improve the network traffic conditions and road safety through the removal of parked cars acting as obstructions to visibility for vehicles travelling in both directions on High Street and The Downs.
- 4.21. Whilst there is no fixed or adopted standard for publicly available EV charging facilities within Essex, it is proposed that at least one of the commercially available spaces will be provided with a fast charger.
- 4.22. To facilitate pedestrian movements between Stebbing Primary School and the on-site car parking provision, proposals seek to provide a dropped crossing, with tactile paving, to the east of the Plot D access, which has been located to avoid conflict with the proposed site access, existing school access or other features to be avoided. The existing guard railing at the school frontage is to be

adjusted to accommodate the proposed crossing point. The proposed dropped crossing arrangement is included at [Appendix F](#) of this document.

- 4.23. It is anticipated that appropriate car parking management measures will be in place, operated by the site management, to ensure the car parking facilities are not subject to abuse and/or antisocial behaviour. Additionally, the commercial and community parking will be clearly marked to differentiate from the on-site residential provision.

Reconfigured Stebbing Primary School Car Parking

- 4.24. Options to reconfigure the car parking arrangement within the Stebbing Primary School site have been considered, presented in [Appendix F](#), to alleviate existing parking pressures on the High Street and The Downs carriageway during peak drop-off and pick-up periods.
- 4.25. The existing school frontage parking is unmarked and does not take advantage of the available area located to the front of the school, as such, the options to reconfigure the school parking area have been developed to maximise parking at this location and relocate existing on-street parking whilst maintaining existing parking provision for staff – to be clearly allocated.
- 4.26. The potential car parking options seek to reconfigure and formalise the existing on-site parking area at the school frontage to accommodate up to 28 parking spaces whilst maintaining access for buses and coaches when required. Options seek to retain the existing dropped kerb crossover access arrangement with amendments made to the existing boundary wall to accommodate two-way vehicle movements at the access point.
- 4.27. The potential parking options present the opportunity to relocate and reduce the existing level of car parking experienced on the High Street and The Downs carriageway, again seeking to improve the network traffic conditions and road safety through the removal of parked cars acting as obstructions to visibility for vehicles travelling in both directions on High Street and The Downs.

Displacement of Existing On-Street Car Parking

- 4.28. The proposed on-site community car parking provision and reconfiguration of the Primary School parking is sought to accommodate the on-street car parking currently experienced on The Downs and High Street carriageways, with particular emphasis on removing parked cars from the carriageway between the Primary School to the bend located outside the 'Falcons' residential property, a section of carriageway some 200m in length.
- 4.29. The provision of 23 on-site community car parking spaces and potential reconfiguration of the school frontage parking to provide up to 28 spaces is considered to accommodate the maximum levels of parking accumulation, as detailed within [Table 5](#), with sufficient capacity to accommodate further parking needs generated within the village by the local community, if needed.
- 4.30. The displacement of this existing on-street parking would significantly improve visibility and free-flow of vehicle movements during peak periods, allowing for potential on-street restrictions or traffic management scheme could be implemented to further improve safety within the area of highway from the school to and beyond the bend adjacent to 'Falcons'. This aligns with Projects C & D of the Stebbing Neighbourhood Plan, which states:

'C & D. Traffic Management, Car Parking, Cycling and Footpaths

The Parish Council will consider exploring the potential for funding to enable professional advice to be obtained for improving both traffic management and car parking provision in the High Street, cycling facilities and potential dedicated routes and enhancements to footpaths connecting the

Village core.'

Servicing & Refuse Collection

- 4.31. The internal layout has been designed in accordance with Essex Design Guide requirements and tested for access by the typical Council refuse trucks serving the District – typically 11.2m long. The vehicle can access all parts of the Site where required, entering and exiting in forward gear for Plots A, B and D. Suitable shared bin storage is proposed for Plot C, located within the acceptable carry/drag distance for refuse collection for residents and for collection from The Downs carriageway, which reflects the existing arrangements for neighbouring properties.
- 4.32. The internal plot layouts have also been designed to accommodate large service vehicle use – 10m rigid HGV, for removals, white goods and furniture deliveries. The swept-path analysis is included at [Appendix D](#).

5. TRANSPORT STRATEGY

Background

- 5.1. It is recognised that the Site is located in a rural setting, within a majority rural District. Within the NPPF, paragraph 85, states:

'Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found outside existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land and sites that are well-related to existing settlements should be encouraged where suitable opportunities exist.'

- 5.2. The above statement recognises the need to develop in rural areas. Moreover, the NPPF (2023) recognises, in paragraph 85, the need to develop in areas with that are not served well by public transport to meet local business and community needs.

- 5.3. It is considered the proposed development is sympathetic to the local area, with electric charge points for cars and cycle parking in excess of ECC parking standards being provided.

- 5.4. Consideration must be given to paragraph 79 of the NPPF, and whether planning authorities are applying it correctly. Of particular relevance is the following paragraph:

'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.'

- 5.5. This is further qualified in the NPPF that where there are groups of smaller settlements, development in one village may support services in a village nearby and so enhance or maintain the vitality of these interdependent rural communities. The guidance goes on to state that policies which restrict or exclude development in one settlement for the benefit of another should be avoided.

- 5.6. The NPPF does not require the location of developments to be purely judged against objectives to simply reduce the use of the private car. Instead, the NPPF seeks to balance overall travel in favour of sustainable transport modes and give people a real choice about how they travel, requiring that 'significant development' be located in locations which are or can be made sustainable. The NPPF recognises that different policies and measures will be required in different communities and that opportunities to maximise sustainable transport solutions will vary from urban to rural areas (paragraph 105).

- 5.7. The framework has deliberately moved away from a focus of locating the majority of development in local centres and towns, where it can be accommodated without the need for residents to travel to access services and employment that was at the core of earlier policy (Planning Policy Statement 7). It is essential to note that accessibility is one issue of sustainability, to be addressed in the planning balance in all aspects and is not the overriding factor.

- 5.8. The Site, and its surrounding village, whilst small with limited services, is closely linked to a network of neighbouring settlements which rely on each other for the provision and patronage of services and are capable of meeting the full day to day requirements of local residents. As a network of settlements, they therefore provide for a sustainable location for housing.

- 5.9. Additional housing in in this area will enhance the vitality of both the location and its surrounding settlements. These neighbouring villages are within an approximate 5km cycle journey catchment and are accessible by other modes of travel including bus travel.
- 5.10. The site also benefits from access to the local town and settlement centre at Great Dunmow, via the 16 and 324 bus services that operate in Stebbing, in addition to onward access to Chelmsford and Bishops Stortford. This existing public transport provision is the subject of enhancement as part of the transport strategy.
- 5.11. Even where some of these services require use of the private car to access them, journeys will be short and, in that respect, relatively sustainable, as Inspectors have recognised, including Inspector Preston in an appeal¹ in Stoke Orchard, Gloucestershire:

'That is not to say that car use would not be the predominant form of travel for residents of the proposed scheme. Whilst the proposed offer provides a reasonable choice, the rural nature of the site and complex travel patterns associated with everyday life are such that the car will remain the most popular choice for most. As recognised by the Council, the village is in relative close proximity to Bishop's Cleeve, Tewkesbury and Cheltenham. Accordingly it is likely that most car journeys would be short. This is a matter which weighs in favour of the proposal.'

- 5.12. As a result of this, recognising the Site's location in a village outside of the nearest large settlement, the following modal measures are proposed by the Applicant as part of the proposed development from the outset.
- 5.13. These measures not only improve connectivity and sustainable travel for the proposed development, but also will be available to, and provide benefits for, the existing residents.

Potential Measures

Public Transport

- 5.14. The current transport context is essentially rural in nature. Limited bus services operate within the area, as detailed in Chapter 3 of this document. The key local centre is Great Dunmow but it is also noted that Braintree and Stansted Airport are key destinations. The current bus services in Stebbing offer a limited but regular service during what is seen as traditional off-peak hours to Great Dunmow
- 5.15. In addition to the formal bus routes noted above, a targeted community transport scheme operates for people who have difficulty to accessing mainstream public transport. The group behind this scheme also run a hospital car scheme for access to the local healthcare facilities.
- 5.16. Essex County Council supported 'DigiGo – Travel on Demand' service also provides a genuine public transport service on a demand responsive basis in this area. The area covered by the service is shown overleaf at [Figure 7](#). At present this service is funded by the Department for Transport's (DfT) Rural Mobility Fund, however this in on a two-year trial basis only (anticipated end mid-2024), with ECC seeking a continuation of this, well used, service once DfT funding has ceased.

¹ APP/G1630/A/14/2223858 Land at Stoke Orchard Gloucestershire

Figure 7: DigiGo – Area of Operation



- 5.17. Within Great Dunmow, regular bus links to Braintree, Stansted and Chelmsford are available. The immediate challenge is to join up the public transport offer to these wider links and to provide an all-day link from Stebbing to Great Dunmow as the main local centre. Great Dunmow is recorded by the Uttlesford local plan as a ‘*service centre and hub for surrounding rural areas*’ where economic activity will be concentrated (commentary to Policy S1).
- 5.18. The development is such that the demand for mainstream public transport will be relatively suppressed. The development will produce a limited number of daily trips, of which a realistic expectation is for around 5-10 public transport trips each day.
- 5.19. At typical local fares of around £1.60 per journey this would equate to up to £5k of income per year for a fully built out site. Other committed or planned developments in the vicinity could also generate further use.
- 5.20. Further options for public transport linked to the proposed development are driven by the limited level of overall demand likely to be seen and the need to dovetail these around the existing bus service offer. Considerations therefore include:

- Option 1: contribution toward continuation of DigiGo service once DfT funding ends.
 - Option 2: develop a shared car database within the site to reduce single occupancy car trips.
 - Option 3: increase the 16 and 324 services.
 - Option 4: fund an element of the Uttlesford Community Transport scheme for Stebbing and the development – this is envisaged as a specific vehicle available at certain times of day for Stebbing / the development.
- 5.21. **Option 1** provides an extension to the operational funding of an existing service. The level of use will be reflected in the destinations that residents of the development need to reach. This would operate in conjunction with the existing 16 and/or 324 route to Great Dunmow.
- 5.22. We would envisage this only providing an ‘on demand’ link to / from Great Dunmow but as the DigiGo operates between 7am and 10pm 7 days a week inclusive we would envisage a reasonable spread of trips through the day and early evening. This would provide connection to the mainstream bus routes available in Great Dunmow for travel further afield with reasonable prospects of connecting journeys being made and also adequate operation into the evening for return journeys to be made.
- 5.23. Given the likely financial contribution to the operation a positive initiative could be the use of a ‘presumption in favour of bookings’ at certain times of day for Stebbing residents, including those at the development. As the revenue collected when demand for the service matures would be in the same order of the costs, the support needed would be time limited.
- 5.24. It is also noted that for similar schemes, ECC have previously indicated that a contribution to public transport enhancements may be considered in the region of £1,700 per unit. It is therefore suggested that this ‘general’ contribution would dilute the potential benefits to Stebbing, whereas repurposing this contribution to a more targeted / dedicated function in the immediate area would be much more effective for new (and existing) residents.
- 5.25. **Option 2** is to provide a car-pooling system for the development. We would see this option as operating in conjunction with at least one other option and cater primarily for journeys outside of the local area. The main costs involved would be set up costs and operation of an app-based system rather than a specific level of ongoing revenue support.
- 5.26. **Option 3** would provide further journeys on some or all of routes 16 and 324. The implication is that this would require another vehicle and unless dovetailed with (for example) a school movement would incur the full cost of providing the vehicle of over £100k per annum. Given the size of the development and the limited journeys an additional bus would provide on the routes this option is seen as unviable.
- 5.27. **Option 4** would involve widening the scope of the current Uttlesford voluntary transport scheme to include dedicated times for vehicles to be available for Stebbing and the development. The key challenges will be to the provision of volunteer drivers and the scope of the s19 permit under which the scheme’s minibuses operate.
- 5.28. An estimate of cost for this would be £15k per year. The community hospital car scheme already covers the Stebbing area but is restricted to a specific remit that experience elsewhere would suggest will be hard to change. As the revenue collected when demand for the eservice matures would be in the same order of the costs, the support needed would be time limited.

Recommendation

- 5.29. When the scale of development is considered alongside the existing bus service provision and the availability of the Uttlesford Community bus and hospital car schemes in the area the most favourable option is to pursue Option 1.
- 5.30. This would be supported by the appropriate s106 agreement and a package of travel plan measures covering travel information, lowered fares for an initial period and the car sharing system.
- 5.31. Through the combination of existing bus services, the continuation of the DigiGo service, Uttlesford Community Transport and school bus transport, in addition to the potential car club/car share facilities, the proposed development ensures access to local employment, commuting and social needs. This specifically includes access to medical and community needs for the vulnerable population.

Car Club

- 5.32. Car Clubs are very popular in urban areas outside of London where there is low car ownership and access to alternative modes. Car clubs give local people freedom to access a car or van where and when they need one, without any of the difficulties or expense of ownership (e.g. no servicing, insurance, parking, MOT or repairs) in addition to reducing demand for second car ownership
- 5.33. The Applicant has been in negotiation with a number of providers, with significant interest being confirmed by Enterprise Car Clubs. Enterprise is also based out of Stansted Airport providing a further degree of resilience to their offer. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK.
- 5.34. Collaborative Mobility UK² (CoMoUK) research indicates that car clubs within the UK, located outside of London, have the potential to replace private car ownership by up to 20 vehicles for each car club space provided, with this in mind, the provision of a car club space within the site has the potential to account for any additional ownership requirements for private cars among residents within the site and offset any potential demand.
- 5.35. Importantly, the car club will be open to the wider community which would encourage further low car ownership and give potential to expand the car club to provide more vehicles in possibly more locations.
- 5.36. A car club facility would be provided and available for use by residents and local commercial premises, with a car club vehicle provided on-site providing there is sufficient demand from the local community.
- 5.37. In addition, the literature surrounding car clubs provides a range of equivalent parking spaces per club-club bay. For instance, 'Sustrans'³ states

'One car club car replaces over 20 private cars, helping to reduce traffic jams and free up parking spaces.'

- 5.38. A more moderate (i.e. technically robust) view by 'CarPlus'⁴ states:

'5.4 people per car club car give up their personal vehicle. This means that for each new car club car, 4 parking spaces are no longer required'

² [Shared cars > Overview and benefits](#) [REDACTED]

[REDACTED]

[REDACTED]

- 5.39. Therefore, the car club facility can be deemed equivalent to between 4-20 car parking spaces, whilst removing many of the negatives associated with owning a car. This is particularly effective in extra-urban locations at reducing second car ownership and use.

EV charging

- 5.40. It is noted that there is currently no District or County policy requiring EV charging points within a development, although this will develop as the respective policy frameworks are updated. Each residential dwelling will be provided with a fast 7kw charging point from the outset of the development in line with Building Regulations requirements.
- 5.41. Furthermore, a publicly available fast charger will also be available within the commercial parking areas.

Cycle Storage

- 5.42. Each residential unit will have secure, covered storage for at least one cycle parking space, with more available within garages or garden storage. Cycle parking is also provided for the commercial/community use in line with the adopted standards.

Reducing the Overall Need to Travel

- 5.43. In providing a range of uses on site there is the opportunity for people to live, work and undertake leisure pursuits in the local area reducing the need to make long journeys, particularly by car. The proposed employment and retail use reduce the need to travel to those types of facilities elsewhere, in addition to benefitting the existing population.
- 5.44. Home shopping deliveries are available from some of the supermarkets in Great Dunmow, which will be encouraged; alongside supporting the ClickIt Local service promoted by UDC. It is noted that the online grocery sector continues to grow at over 10% annually⁵.

Working from Home

- 5.45. Working from home is increasingly become a viable option for many people. In order to encourage working from home the residential dwellings will be equipped with an area that would accommodate work stations.
- 5.46. In addition, the best available broadband for the area is to be provided to each business and dwelling with the future rollout of 5G throughout the UK being a considered for the site.

Improvement Walking Connections

- 5.47. As previously noted, the proposed development seeks to secure and enhance connections to the existing PRoWs (footpaths Stebbing 10, Stebbing 12 and Stebbing 21) through the provision of formal footpath provision within the plots linking to the existing PRoW provision, aligning with 'Projects C & D' of the Stebbing Neighbourhood Plan.

⁵ 

6. TRIP GENERATION & HIGHWAY IMPACT

General

- 6.1. This section presents the assessment of traffic movements to and from the Site and includes the assessment of how the proposed measures influence the site's operation.

Trip Generation

Existing Trip Generation

- 6.2. The Site in its current form does not generate significant traffic levels. As such the assessment considers all trips associated with the development as new to the network, unless otherwise stated.

Proposed Trip Generation – Residential

- 6.3. For the proposed 28 residential units element of the development, reference has been made to the TRICS database (v7.10.2) to derive the anticipated Total Vehicle trip rates associated with the Site's characteristics.
- 6.4. Survey data has been selected for sites located in rural village locations, with local populations aligning with Stebbing and the surrounding area, limited access to public transport and car ownership in line with the local area, to ensure a robust assessment.
- 6.5. TRICS outputs are included at [Appendix G](#), with the survey outputs summarised in [Table 4](#) below.

Table 6: Proposed Residential Use – TRICS Survey Sites

TRICS Ref.	Location	Date	Units
CA-03-A-07	Witchford, Cambridgeshire	27/05/2021	32
ES-03-A-06	Ringmer, East Sussex	16/06/2021	12
NF-03-A-05	Holt, Norfolk	19/09/2019	40
NF-03-A-10	Hunstanton, Norfolk	12/09/2018	17
SF-03-A-06	Kentford, Suffolk	22/09/2017	38
SF-03-A-08	Great Whelnetham, Suffolk	16/09/2020	34

- 6.6. The resulting Total Vehicle trip rates derived from these surveys are summarised below ([Table 5](#)).

Table 7: Proposed Residential Use – Total Vehicle Trip Rates & Trips per Plot (28 dwellings)

Time Range	Trip Rates			Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Plot A – 6 dwellings						
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 dwellings						

Time Range	Trip Rates			Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
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	3
07:00-19:00	2.266	2.343	4.609	11	12	23
Plot C – 3 dwellings						
08:00-09:00	0.156	0.283	0.439	0	1	1
17:00-18:00	0.306	0.168	0.474	1	0	1
07:00-19:00	2.266	2.343	4.609	7	7	14
Plot D – 14 dwellings						
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 dwellings						
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	14
07:00-19:00	2.266	2.343	4.609	63	66	129

Note: Discrepancies are a result of Excel rounding.

- 6.7. The above table indicates that the proposed 28 residential units have the potential to generate 12 total vehicle two-way trips in the AM peak hour, 14 two-way trips in the PM peak hour and a total of 129 2-way total vehicle trips across 12 hours throughout the day.
- 6.8. This is the equivalent of 1 vehicle movement every 5 minutes throughout the AM peak hour period and 1 vehicle movement every 4 minutes throughout the PM peak hour, across the four proposed plots, as such it is considered that the vehicle trips generated by the proposed development will have a negligible impact on the operation of the local highway network.
- 6.9. The trip generation also indicates that each plot will generate limited vehicle movements during the peak hour periods, with up to 7 two-way vehicle movements generated by the residential dwellings within Plot D anticipated during the PM peak hour period.

Proposed Trip Generation – Commercial/Community Use

- 6.10. Given the flexible nature and limited floorspace of the proposed commercial/community use, it is anticipated that vehicle trip generation will be limited. Additionally, it is anticipated that the proposed unit will be predominantly for the use of the local community, as such, trips will be undertaken via sustainable modes of travel and local movements from within the village, including off-peak car use.
- 6.11. The table below identifies the anticipated trip generation of a number of potential commercial and community uses, based on TRICS survey data (*Appendix G*) obtained for sites with similar characteristics as the development location (rural village locations where possible) within the constraints of the TRICS database.

Table 8: Proposed Commercial/Community Use – Total Vehicle Trip Rates & Trips (165m²)

Time Range	Trip Rates			Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Office Use						
08:00-09:00	2.655	0.221	2.876	4	0	4
17:00-18:00	0.000	2.028	2.028	0	3	3
07:00-19:00	8.278	8.558	16.836	14	14	28
General Industrial/Workshop						
08:00-09:00	0.501	0.177	0.678	1	0	1
17:00-18:00	0.118	0.383	0.501	0	1	1
07:00-19:00	4.353	4.228	8.581	7	7	14

Note: Discrepancies are a result of Excel rounding.

- 6.12. It is considered that any potential vehicle trips generated by the proposed commercial/community use will have a negligible impact on the operation of the highway network, with trips predominantly undertaken by sustainable modes, or outside of peak periods, from the local community.

Proposed Trip Generation – Commercial/Community Car Park Facility

- 6.13. It is anticipated that the proposed community car parking facility will accommodate a number of vehicle movements across the day, with peak use during AM school drop-off and PM school pick-up periods through use by parents of children attending Stebbing Primary School.
- 6.14. It is considered that the majority of vehicle movements accessing and egressing the car parking facility would be displaced vehicle movements and parking currently utilising The Downs and High Street carriageway, as detailed within Chapter 3, as such would not be new to the network.

Highway Impact

Study Area

- 6.15. Despite the limited residential and commercial community trip generated by Plot D, the proposed access junction has been assessed as a 'worst case' scenario given the additional school and community car parking movements anticipated during the peak AM drop-off and PM pick-up periods.
- 6.16. For this assessment, it has been assumed that the community car parking spaces will be subject to the following trip generation, based on the school parking accumulation study, detailed in Table 5:
- AM arrivals – 87 movements;
 - AM departures – 86 movements;
 - PM arrivals – 42 movements; and
 - PM departures – 42 movements.
- 6.17. This is the equivalent of between three and four uses of each parking space per hour, allowing for an average 15-20-minute dwell time (16:19 observed average), in addition to the residential trip generation.

Base Traffic Flows

- 6.18. A Manual Classified Turning Count (MCTC) traffic survey was undertaken on Tuesday 11th July 2023 at The Downs (north) / High Street / The Downs (east) junction, located 40m north-west of the proposed Plot C Site access, with turning movements recorded between 07:00 and 19:00.
- 6.19. The traffic flows shown as Passenger Car Units (PCUs) with the surveys data have been extracted and used within the analysis as PCUs represent the respective lengths of each vehicle type on the network, with one PCU representing the standard length of a car and its surrounding space (5.75m). A Heavy Goods Vehicle (HGV) is typically shown as 2 to 3 PCUs.
- 6.20. The PCU traffic flows have been extracted for the anticipated peak periods of proposed development trip generation, which align with school drop-off and pick-up times. These are as follows:
 - AM Peak 08:15 – 09:15; and
 - PM Peak 14:30 – 15:30.

Assessment Year & Traffic Growth

- 6.21. For the purposes of this assessment, the impact of the proposed development traffic has been assessed with a future (operational) year of 2025. This is the opening year anticipated with a successful planning application.
- 6.22. To estimate traffic growth on the highway network, with no assumed committed developments within the local area of impact, growth factors have been obtained via the industry standard approach of using TEMPRO v7.2c and RTF dataset 2018 Scenario 1. The data is divided into Census based zones, with the 'Uttlesford 008' Middle-layer Super Output (MSOA) zone used in this case as it includes the location of the proposed development. The resulting growth factors from the observed traffic year of 2023 to the future operational year of 2025 are as follows for each peak hour:
 - 2023 AM to 2025 AM peak - 1.010; and
 - 2023 PM to 2025 PM peak - 1.018.

Scenarios Assessed

- 6.23. The scenarios that has been assessed within the junction capacity assessments are as follows:
 - 2025 Base AM Peak + Proposed Development Traffic; and
 - 2025 Base PM Peak + Proposed Development Traffic

Junction Capacity Assessment Results

- 6.24. A junction capacity assessment has been undertaken of the proposed Site access junction of The Downs / High Street / Plot D Access, which comprises a priority T-junction.
- 6.25. This has been undertaken using industry-standard software to determine the traffic impact of the proposed development and to determine whether there is spare capacity to accommodate this on the surrounding highway network.
- 6.26. Junctions 10 software, produced by TRL, which is the industry standard package for modelling priority junctions, has been used to assess this junction. Within Junctions 10, the design threshold for Ratio of Flow to Capacity (RFC) is at 0.85 (85%) and its actual capacity is an RFC of 1.00

(100%). When an approach operates with an RFC of above 0.85 and particularly 1.0 the junction begins to experience significant increases in traffic delay. Where an RFC of higher than 0.85 is shown within the assessment mitigation would be typically required to improve junction performance.

- 6.27. With regards to the modelled queue shown, this shows the estimated maximum number of PCUs queuing on each approach movement that is required to give priority.
- 6.28. For completeness, a copy of the junction modelling output files and junction geometry is contained at Appendix H.

Table 9: The Downs/High Street/Plot D Access Junction Assessment Results

Link / Approach	Movement	AM Peak Hour		PM Peak Hour	
		RFC	Queue (PCU)	RFC	Queue (PCU)
2025 Base + Proposed Development					
Plot D Site Access	Left into The Downs	0.06	0.1	0.06	0.1
Plot D Site Access	Right into High Street	0.09	0.1	0.09	0.1
The Downs	Right-turn into Site Access	0.05	0.1	0.05	0.1

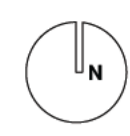
- 6.29. The assessment results indicate that the junction will operate comfortably within capacity in the 2025 Base + Proposed Development AM and PM peak scenarios, with a highest RFC of 0.09 shown on the Plot D Site access approach for the right-turn movement. The associated estimated queues are negligible with a maximum queue of 0.1 PCUs shown on each approach movement in both the AM and PM peak hours.
- 6.30. It is therefore considered that the impact of the proposed development traffic and additional school drop-off/pick-up traffic on the operation of the proposed Site access junction and immediate highway network would be negligible and thus not severe.

7. CONCLUSIONS

- 7.1. Waterman Infrastructure and Environment Ltd ('Waterman') has been appointed by Montare LLP ('the Applicant') to provide transport planning and highway advice as part of an application to provide a residential-led scheme at the Land to the West of High Street in Stebbing, Essex.
- 7.2. The Site is under the jurisdiction of Uttlesford District Council's (UDC) Planning Department and the Highway Authority is Essex County Council (ECC).
- 7.3. The Site, whilst in a rural location, provides access to local walking, cycling and public transport facilities. These provide a sound basis for targeted improvements to improve overall accessibility, benefitting both the Site and village of Stebbing.
- 7.4. The existing road traffic incident record shows that the local network does not generate significant safety concerns – the recorded incidents within the three-year period to July 2023 are unconnected and due to driver error.
- 7.5. A robust transport strategy has been developed that seeks to provide improved public transport, funded through the management charge for the Site – this effectively means the bus improvements will be free at the point of use for new residents, and equivalent to public transport costs for nearby residents. The improved frequency and routings will also complement the existing bus networks and onward access to Stansted, Braintree etc.
- 7.6. The site layouts have been configured to accord with the Essex Design Guide requirements, including the site accesses. It is proposed that the internal layout will not be offered for adoption, however this will be built to adoptable standards.
- 7.7. The proposed parking is provided in accordance with the adopted Essex Parking Standards. This includes car, cycle and visitor parking, including fast EV charging points for each unit, plus a publicly accessible community parking within Plot D of the development for use by the proposed commercial/community unit, visitors to the village of Stebbing, local residents and parents of children attending the Stebbing Primary School.
- 7.8. The proposed development is also configured to optimise the ability for residents to work from home. It is noted that not all professions will be able to achieve this.
- 7.9. Overall, the development's strategy provides a sound basis to support village life, maintain and improve access to local services and amenities. Through the combination of existing bus services, the DigiGo service, Uttlesford Community Transport and school bus transport, The proposed development ensures access to local employment, commuting and social needs. This specifically includes access to medical and community needs for the vulnerable population.
- 7.10. Whilst the proposed traffic arising from the development will be new to the network, the assessments undertaken show that it would be limited and have a negligible impact on the operation of the surrounding highway network. The proposed community car parking facility also seeks to relocate existing school drop-off/pick-up parking from The Downs and High Street carriageway to provide a betterment in terms of highway safety and capacity to accommodate the free flow of vehicle traffic.
- 7.11. Therefore, the assessment shows that the residual cumulative impacts of the proposed development would not be severe.

APPENDICES

A. Development Masterplan



1. Do not scale from this drawing. Use figured dimensions only.
 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

Legend:

- - - Site boundary
- - - Existing right of way
- Existing fencing (TBD)



DRAFT

Planning discussion

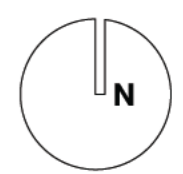


Stebbing development
 Land adjacent to Stebbing, Dunmow, Essex
 Plot 1a CM6 3SH/ Plot 1b CM6 3RA

PROJECT NO.	DWG NO.	REV.
21202	DR_020	-

TITLE
 Global New masterplan - arbo

DATE	SCALE
20/09/2023	1:1250@A1 / 1:2500@A3



0 2 4 10 20m

1. Do not scale from this drawing. Use figured dimensions only.
2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

Legend:

- - - Site boundary
- - - Existing right of way
- - - Potential curtilage

Plot A - 6 units

- A1 - 3B6p 165sqm (single storey)
- A2 - 3B6p 210sqm
- A3 - 2B4-5p 140sqm
- A4 - 4B8p 235sqm
- A5 - 4B8p 230sqm
- A6 - 2B4-5p 130sqm

Plot A - Parking

- 2 visitors space
- 3 space per 4B+ dwellings
- 2 space per 2B & 3B dwellings



Decking/terraces:

Deck designs to be coordinated with landscape and drainage during detailed design stage.
Deck railings to meet Building Regulations Part K are shown on plan drawings only for clarity.

Landscape:

Landscape is indicative (based on landscape consultant drawings). For details on landscape, please refer to the landscape consultant package



Planning Application

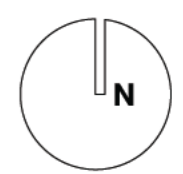
Stebbing development
Land adjacent to Stebbing, Dunmow, Essex
Plot 1a CM6 3SH/ Plot 1b CM6 3RA

PROJECT NO.	DWG NO.	REV.
21202	DR_0190A	-

TITLE
Proposed Site plan - Plot A

DATE	SCALE
28/09/2022	1:200 @ A0 / 1:400 @ A2

Alistair Downie studio, Home ground, Gible Farm, Great Risington, Cheltenham, Glouce, GL54 2UH
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All sizes in millimetres unless otherwise stated. Do not scale this drawing. © Alistair Downie studio, 2019



0 2 4 10 20m

- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

Legend:

- - - Site boundary
- - - Existing right of way
- - - Potential curtilage

Plot B - 5 units

- B1 - 2b4p/(3B5p) 140sqm
- B2 - 2b4-5p 130sqm
- B3 - 4b8p 230sqm
- B4 - 2b4p/(3B5p) 140sqm
- B5 - 3b6p 140sqm

Plot B - Parking

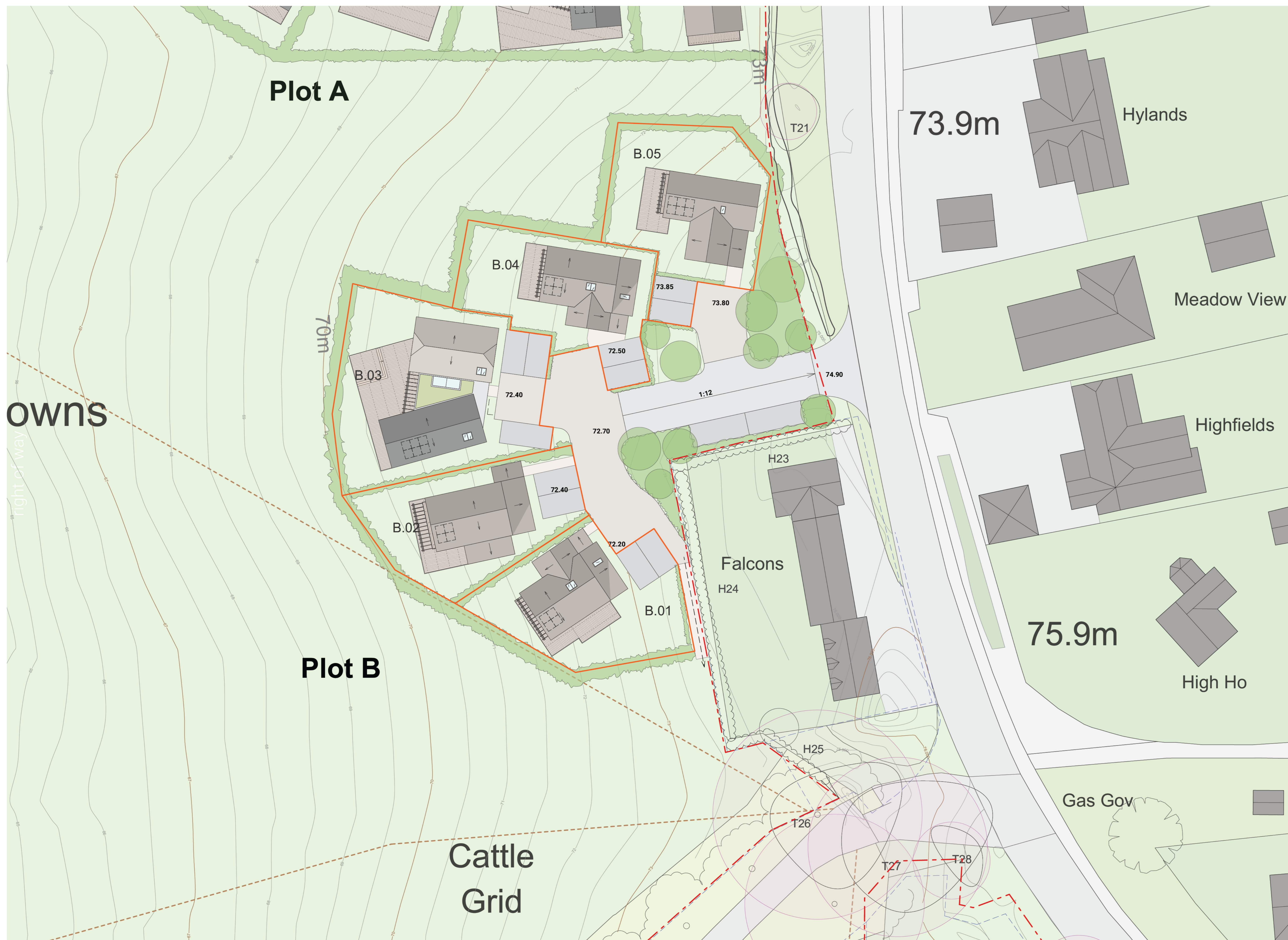
- 2 visitors space
- 2 space per 2B & 3B dwellings
- 3 space per 4B+ dwellings

Decking/terraces:

Deck designs to be coordinated with landscape and drainage during detailed design stage.
Deck railings to meet Building Regulations Part K are shown on plan drawings only for clarity.

Landscape:

Landscape is indicative (based on landscape consultant drawings). For details on landscape, please refer to the landscape consultant package



Planning Application



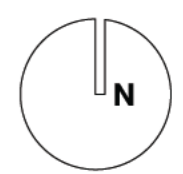
Stebbing development
Land adjacent to Stebbing, Dunmow, Essex
Plot 1a CM6 3SH/ Plot 1b CM6 3RA

PROJECT NO.	DWG NO.	REV.
21202	DR_0190B	-

TITLE
Proposed Site plan - Plot B

DATE	SCALE
28/09/2022	1:200 @ A0 / 1:400 @ A2

Alistair Downie studio, Home ground, Glebe Farm, Great Risington, Cheltenham, Glouce, GL54 2UH
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All sizes in millimetres unless otherwise stated. Do not scale this drawing. © Alistair Downie studio, 2019



0 2 4 10 20m

- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

Legend:

- - - Site boundary
- - - Existing right of way
- - - Potential curtilage

Plot C - 3 units (Self-build)

- C1 - 3b6p 140sqm
- C2 - 3b6p 140sqm
- C3 - 2b4-5p 140sqm

Plot C - Parking

2 space per 2B & 3B dwellings



Decking/terraces:
 Deck designs to be coordinated with landscape and drainage during detailed design stage.
 Deck railings to meet Building Regulations Part K are shown on plan drawings only for clarity.

Landscape:
 Landscape is indicative (based on landscape consultant drawings). For details on landscape, please refer to the landscape consultant package



Planning Application

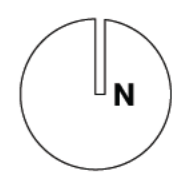
Stebbing development
 Land adjacent to Stebbing, Dunmow, Essex
 Plot 1a CM6 3SH/ Plot 1b CM6 3RA

PROJECT NO.	DWG NO.	REV.
21202	DR_190C	-

TITLE
 Proposed Site plan - Plot C

DATE	SCALE
28/09/2022	1:200 @ A0 / 1:400 @ A2

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0 2 4 10 20m

- 1. Do not scale from this drawing. Use figured dimensions only.
- 2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

Legend:

- - - Site boundary
- - - Existing right of way
- - - Potential curtilage
- Yellow box First home
- Pink box Shared ownership
- Blue box Affordable rent
- Light blue box Affordable rent - Wheelchair accessible

Plot D - 14 units + 1 commercial unit

Alms houses (Affordable rent)

- 5no. units - inc. wheelchair accessible
- D1 - 1b2p / 54sqm AR
- D2 - 2b4p W / 72sqm AR
- D3 - 1b2p W / 54sqm AR
- D4 - 2b4p W / 72sqm AR
- D5 - 1b2p / 54sqm AR

West houses (3 affordable rent/3 shared ownership & 3 first home)

- 9no. units
- D6 - 1b2p / 53sqm FH
- D7 - 1b2p / 53sqm FH
- D8 - 2b4p / 79sqm AR
- D9 - 1b2p / 52sqm FH
- D10 - 2b4p / 82sqm AR
- D11 - 3b5p / 96sqm AR
- D12 - 3b5p / 96sqm SO
- D13 - 2b4p / 82sqm SO
- D14 - 3b5p / 102sqm SO

Plot D - Commercial (D.15)

- 2no. units (can be subdivided)
- GF GIA - 104sqm
- 1st GIA - 61sqm

Plot D - Parking

- 23 parking space for office/school
- 4 visitors space
- 2 space per 2B & 3B dwellings
- 1 space per 1B dwellings

Decking/terraces:

Deck designs to be coordinated with landscape and drainage during detailed design stage. Deck railings to meet Building Regulations Part K are shown on plan drawings only for clarity.

Landscape:

Landscape is indicative (based on landscape consultant drawings). For details on landscape, please refer to the landscape consultant package



Planning Application



Stebbing development
Land adjacent to Stebbing, Dunmow, Essex
Plot 1a CM6 3SH/ Plot 1b CM6 3RA

PROJECT NO. 21202	DWG NO. DR_0190D	REV. -
TITLE Proposed Site plan - Plot D		

DATE 28/09/2022	SCALE 1:200 @ A0 / 1:400 @ A2
--------------------	----------------------------------

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B. Parking Activity & ATC Survey Data

Appendices

Land West of High Street, Stebbing, Essex

Project Number:

Document Reference:



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 32363 Stebbing

Site Number/Name: Stebbing

Client: Waterman

Date: 19/07/2022

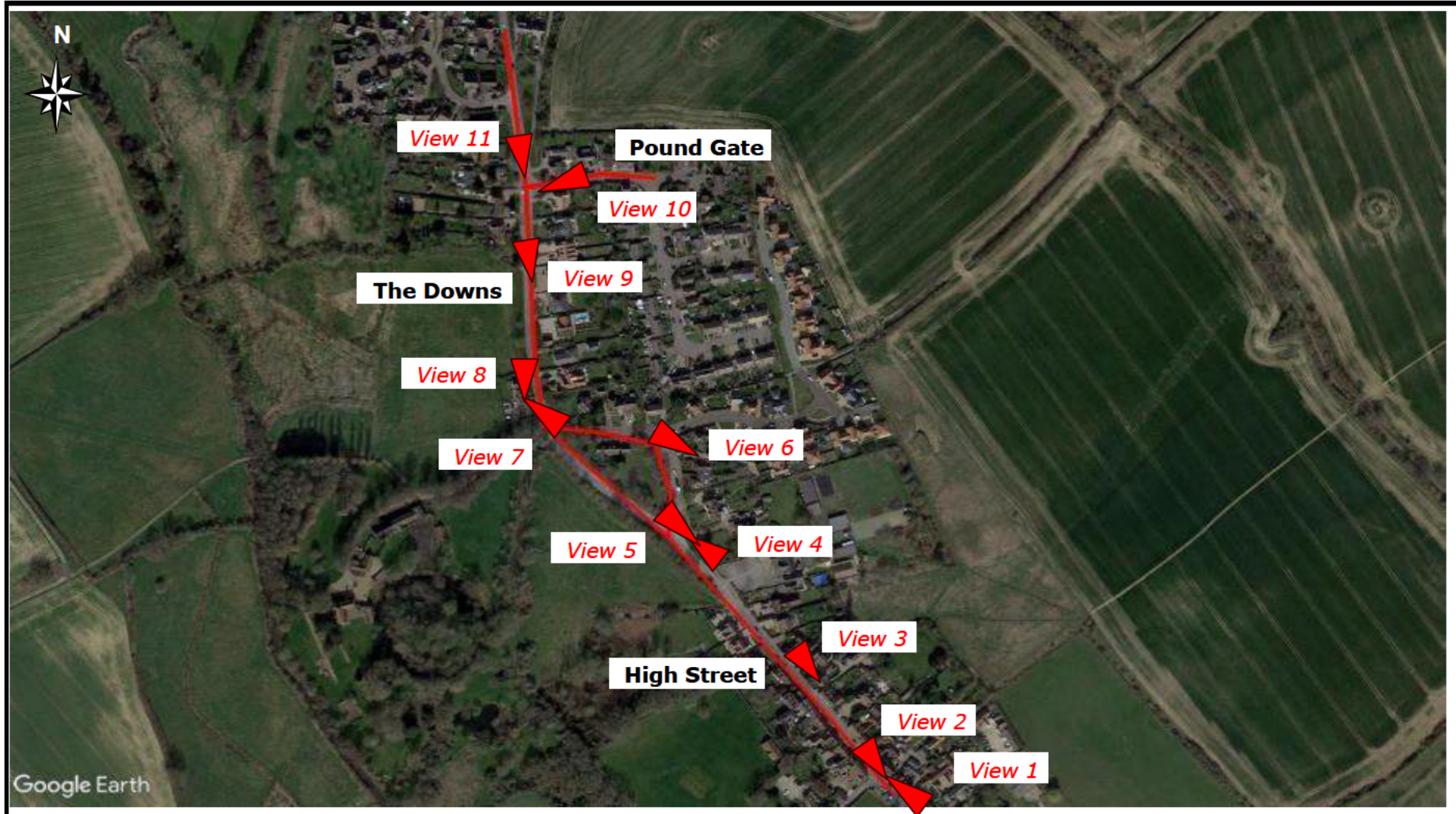
Weather: Sunny and Dry

Job Type: Parking Activity

Co-ordinates: 51°53'38.67"N, 0°24'38.37"E

Postcode: CM6 3SH

Times: 0800-0900
1430-1530



Stebbing
Parking Activity

Client:

Date:

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Children Dropped Off	Children Picked Up	Adult Dropped Off	Adult Picked Up	Comments
In at start time	10:54:22	#VALUE!	Unrestricted Kerb	Lgv					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	15:18:21	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	15:18:47	#VALUE!	Unrestricted Kerb	Car		1			
In at start time	9:10:18	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	9:23:43	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	9:50:25	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	9:56:23	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	11:25:42	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	8:00:34	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	14:34:00	#VALUE!	Unrestricted Kerb	Lgv					Parking
In at start time	14:34:20	#VALUE!	Unrestricted Kerb	Car					No Activity
In at start time	14:52:45	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	14:57:44	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	15:04:04	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	12:12:53	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	14:55:57	#VALUE!	Unrestricted Kerb	Car		1			
In at start time	15:05:12	#VALUE!	Unrestricted Kerb	Car		1			
In at start time	12:50:49	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	8:43:46	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	8:45:27	#VALUE!	Unrestricted Kerb	Car					Parking
In at start time	12:35:45	#VALUE!	Unrestricted Kerb	Car					Parking
8:00:16	8:03:32	00:03:16	Unrestricted Kerb	Car					Waiting
8:00:32	15:07:29	07:06:57	Unrestricted Kerb	Car			1		

Stebbing
Parking Activity

Client:

Date:

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Children Dropped Off	Children Picked Up	Adult Dropped Off	Adult Picked Up	Comments
8:00:48	8:02:05	00:01:17	Unrestricted Kerb	Car					Waiting
8:02:39	8:04:11	00:01:32	DY	Car					Waiting
8:04:11	14:48:46	06:44:35	Unrestricted Kerb	Car			1		
8:04:31	8:05:11	00:00:40	DY	Car					Waiting
8:05:04	8:05:23	00:00:19	Unrestricted Kerb	Car				1	
8:10:36	8:35:59	00:25:23	Unrestricted Kerb	Car	2				
8:13:36	8:15:15	00:01:39	Unrestricted Kerb	Lgv					Parcel Delivery
8:13:56	8:14:11	00:00:15	Unrestricted Kerb	Car	1				
8:14:05	8:35:59	00:21:54	Unrestricted Kerb	Car					Parking
8:14:10	8:21:21	00:07:11	Unrestricted Kerb	Car	1				
8:14:18	8:14:28	00:00:10	DY	Car	1				
8:17:33	End of the survey time	#VALUE!	Unrestricted Kerb	Car	3				
8:18:37	8:23:50	00:05:13	Unrestricted Kerb	Car	1				
8:19:08	8:33:58	00:14:50	Unrestricted Kerb	Car					Parking
8:19:15	8:31:47	00:12:32	Unrestricted Kerb	Car	1				
8:21:35	8:21:58	00:00:23	Zig Zag	Lgv	1				
8:21:46	8:32:05	00:10:19	Unrestricted Kerb	Lgv	1				
8:22:15	8:33:38	00:11:23	Unrestricted Kerb	Car	3				
8:22:24	8:33:58	00:11:34	Unrestricted Kerb	Car	2				
8:22:38	8:31:45	00:09:07	Unrestricted Kerb	Car	2				
8:22:44	8:37:19	00:14:35	Unrestricted Kerb	Car	2				
8:22:59	8:37:24	00:14:25	Unrestricted Kerb	Car	1				
8:23:43	8:38:46	00:15:03	Unrestricted Kerb	Car	1				
8:23:46	8:29:38	00:05:52	Zig Zag	Lgv	1				
8:23:57	8:24:27	00:00:30	Unrestricted Kerb	Car	1				
8:24:49	8:29:06	00:04:17	Unrestricted Kerb	Car					Waiting
8:25:16	8:37:49	00:12:33	Unrestricted Kerb	Car	1				
8:25:18	8:39:30	00:14:12	Unrestricted Kerb	Car	2				
8:26:08	8:27:42	00:01:34	Unrestricted Kerb	Lgv					Parcel Delivery
8:26:36	8:27:06	00:00:30	DY	Car	1				
8:26:39	8:27:02	00:00:23	Zig Zag	Car	1				
8:27:30	8:32:41	00:05:11	Unrestricted Kerb	Car	1				
8:28:10	8:30:07	00:01:57	Unrestricted Kerb	Lgv					Parcel Delivery
8:28:16	8:45:30	00:17:14	Unrestricted Kerb	Car	2				
8:28:31	8:34:53	00:06:22	Unrestricted Kerb	Car	1				
8:28:36	8:29:06	00:00:30	DY	Car	2				

Stebbing
Parking Activity

Client:

Date:

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Children Dropped Off	Children Picked Up	Adult Dropped Off	Adult Picked Up	Comments
8:29:39	8:33:20	00:03:41	DY	Car	4				
8:30:46	8:52:35	00:21:49	Unrestricted Kerb	Car	2				
8:31:02	8:31:51	00:00:49	Zig Zag	Lgv					No Activity
8:31:04	8:38:21	00:07:17	DY	Car	1				
8:31:14	End of the survey time	#VALUE!	Unrestricted Kerb	Lgv					Parking
8:31:22	8:38:42	00:07:20	Unrestricted Kerb	Car	1				
8:31:36	8:39:01	00:07:25	Zig Zag	Car	2				
8:32:02	8:33:22	00:01:20	DY	Car	1				
8:32:16	8:57:09	00:24:53	Unrestricted Kerb	Car	1				
8:32:19	8:39:46	00:07:27	Unrestricted Kerb	Car	2				
8:32:23	8:41:07	00:08:44	Unrestricted Kerb	Car	3				
8:32:37	8:33:45	00:01:08	Unrestricted Kerb	Car					No Activity
8:33:15	8:56:57	00:23:42	Unrestricted Kerb	Car	1				
8:34:03	8:42:58	00:08:55	Unrestricted Kerb	Car	2				
8:34:07	8:44:10	00:10:03	DY	Car	1				
8:34:35	8:34:44	00:00:09	DY	Car	1				
8:34:36	8:35:01	00:00:25	DY	Lgv	1				
8:34:42	8:44:49	00:10:07	Unrestricted Kerb	Car	2				
8:34:45	8:39:10	00:04:25	Unrestricted Kerb	Lgv	1				
8:35:29	8:44:57	00:09:28	Unrestricted Kerb	Car					Activity not clear
8:35:31	8:36:00	00:00:29	Unrestricted Kerb	Car					Parcel Pickup
8:35:37	8:39:46	00:04:09	Unrestricted Kerb	Car					No Activity
8:35:43	8:37:56	00:02:13	Unrestricted Kerb	Car	1				
8:36:32	8:58:58	00:22:26	Unrestricted Kerb	Car	1				
8:37:04	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
8:37:17	8:57:45	00:20:28	Unrestricted Kerb	Car	2				
8:37:41	8:46:38	00:08:57	Unrestricted Kerb	Car	1				
8:38:23	8:38:42	00:00:19	DY	Car	2				
8:38:47	8:51:03	00:12:16	Unrestricted Kerb	Car	1				
8:39:14	8:39:44	00:00:30	DY	Car	1				
8:39:15	8:46:18	00:07:03	Unrestricted Kerb	Car	1				
8:39:59	8:55:55	00:15:56	Unrestricted Kerb	Car	2				
8:40:10	9:11:50	00:31:40	Zig Zag	Car	1				
8:41:15	8:54:01	00:12:46	Unrestricted Kerb	Car	1				
8:41:23	8:52:21	00:10:58	Unrestricted Kerb	Car	2				
8:41:27	8:43:21	00:01:54	Unrestricted Kerb	Lgv					Parcel Delivery

Stebbing
Parking Activity

Client:

Date:

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Children Dropped Off	Children Picked Up	Adult Dropped Off	Adult Picked Up	Comments
8:41:30	8:56:34	00:15:04	Unrestricted Kerb	Car	2				
8:41:53	8:54:40	00:12:47	Unrestricted Kerb	Car					Parking
8:42:07	8:49:08	00:07:01	Unrestricted Kerb	Car	1				
8:42:56	8:51:00	00:08:04	Unrestricted Kerb	Car	1				
8:43:29	8:44:06	00:00:37	Unrestricted Kerb	Ogv1					Refuse Collection
8:43:41	8:48:12	00:04:31	Unrestricted Kerb	Lgv					Parcel Delivery
8:43:42	8:51:26	00:07:44	Unrestricted Kerb	Car	2				
8:44:01	8:45:12	00:01:11	Zig Zag	Car	1				
8:45:25	8:52:42	00:07:17	Unrestricted Kerb	Car					Parking
8:45:43	8:58:38	00:12:55	DY	Car	1				
8:48:24	8:53:35	00:05:11	Unrestricted Kerb	Lgv					Parcel Delivery
8:51:02	8:57:05	00:06:03	Unrestricted Kerb	Car	1				
8:53:10	8:53:42	00:00:32	DY	Car	1				
8:53:20	8:54:43	00:01:23	Unrestricted Kerb	Ogv1					Refuse Collection
8:53:34	9:00:25	00:06:51	Unrestricted Kerb	Car					Parking
8:55:48	8:56:25	00:00:37	Unrestricted Kerb	Ogv1					Refuse Collection
8:57:51	8:57:56	00:00:05	DY	Ogv1					Refuse Collection
8:57:58	9:02:32	00:04:34	Unrestricted Kerb	Car					Waiting
14:32:29	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
14:37:02	14:38:26	00:01:24	Unrestricted Kerb	Lgv					Activity not clear
14:40:38	15:13:44	00:33:06	Unrestricted Kerb	Car		1			
14:41:02	15:11:19	00:30:17	DY	Car		2			
14:41:04	15:06:58	00:25:54	Unrestricted Kerb	Car		1			
14:43:31	15:08:41	00:25:10	Unrestricted Kerb	Car		1			
14:43:45	15:21:54	00:38:09	Unrestricted Kerb	Car		1			
14:44:28	15:05:54	00:21:26	Unrestricted Kerb	Car		1			
14:44:38	15:15:09	00:30:31	DY	Car				2	
14:45:26	15:08:55	00:23:29	Unrestricted Kerb	Car		1			
14:46:11	15:05:46	00:19:35	DY	Car		1			
14:48:18	15:10:51	00:22:33	Unrestricted Kerb	Car		1			
14:48:57	15:08:44	00:19:47	Unrestricted Kerb	Car		2			
14:49:21	14:49:30	00:00:09	Unrestricted Kerb	Car					No Activity
14:49:33	15:08:51	00:19:18	Unrestricted Kerb	Car		3			
14:49:58	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
14:50:23	15:13:24	00:23:01	Unrestricted Kerb	Car		1			
14:50:37	15:05:49	00:15:12	Unrestricted Kerb	Car		1			

Stebbing
Parking Activity

Client:

Date:

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Children Dropped Off	Children Picked Up	Adult Dropped Off	Adult Picked Up	Comments
14:50:47	14:52:53	00:02:06	Unrestricted Kerb	Car					No Activity
14:52:40	15:07:28	00:14:48	Unrestricted Kerb	Car		1			
14:52:56	15:12:53	00:19:57	Unrestricted Kerb	Car		1			
14:53:06	15:12:24	00:19:18	DY	Car			1	2	
14:53:57	15:07:31	00:13:34	Unrestricted Kerb	Car		1			
14:54:32	14:57:58	00:03:26	Zig Zag	Car		1			
14:54:39	15:07:47	00:13:08	Unrestricted Kerb	Car		2			
14:54:45	15:07:55	00:13:10	Unrestricted Kerb	Car		1			
14:54:47	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
14:55:17	15:08:51	00:13:34	Unrestricted Kerb	Car		1			
14:55:57	15:01:32	00:05:35	Zig Zag	Car		1			
14:57:01	15:06:57	00:09:56	Unrestricted Kerb	Car		2			
14:57:26	15:05:13	00:07:47	Unrestricted Kerb	Car		2			
14:57:33	15:18:43	00:21:10	Unrestricted Kerb	Car		2			
14:57:33	15:09:07	00:11:34	Unrestricted Kerb	Car		1			
14:57:49	15:14:48	00:16:59	Unrestricted Kerb	Car		2			
14:59:06	15:08:32	00:09:26	Unrestricted Kerb	Car		1			
14:59:41	15:13:22	00:13:41	Unrestricted Kerb	Car		1			
15:00:03	15:01:34	00:01:31	Unrestricted Kerb	Car					No Activity
15:01:58	15:10:31	00:08:33	DY	Car		1			
15:02:53	15:14:57	00:12:04	Unrestricted Kerb	Car			1	1	
15:09:11	15:29:15	00:20:04	DY	Car					Parking
15:12:56	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
15:13:05	15:26:15	00:13:10	Unrestricted Kerb	Car		1			
15:15:52	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking
15:15:59	15:18:33	00:02:34	Unrestricted Kerb	Ogv1					Waiting
15:16:46	15:28:55	00:12:09	Zig Zag	Car		1			
15:22:16	15:29:50	00:07:34	Unrestricted Kerb	Car		1			
15:24:44	15:26:38	00:01:54	Unrestricted Kerb	Lgv					Activity not clear
15:27:29	End of the survey time	#VALUE!	Unrestricted Kerb	Car					Parking



ATC SUMMARY REPORT

PROJECT	32363 Stebbing, Essex, CM6 3SH
LOCATION	32363-001 - The Downs (North)
LOC. DESC.	The Downs (North)
START DATE	Mon 18 Jul, 2022
END DATE	Sun 24 Jul, 2022
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on The Downs (North), commencing Mon 18 Jul 2022, recorded a total of 8,973 vehicles. The posted speed limit of 30mph was exceeded by 66.7% of vehicles, and the seasonally adjusted, combined AADT value is 1,313 (see Equipment & Methodology below).

COMBINED

Total recorded volume	8,973
Avg daily volume (based on 7 days)	1,281.9
Average daily speed (7 days)	32.2mph
Average daily 85%ile (7 days)	38.1mph
AADT (annual average daily traffic)	1,313

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

Avg weekday volume (Mon-Fri, 24hrs)	1,372.8
Avg weekday speed (Mon-Fri, 24hrs)	32.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,156.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.9mph

NORTHBOUND ↑

Total recorded volume	4,452
Avg daily volume (based on 7 days)	636.0
Average daily speed (7 days)	32.3mph
Average daily 85%ile (7 days)	38.1mph
% of vehicles exceeding 30mph	68.1%

Avg weekday volume (Mon-Fri, 24hrs)	685.6
Avg weekday speed (Mon-Fri, 24hrs)	32.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	573.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	37.6mph

SOUTHBOUND ↓

Total recorded volume	4,521
Avg daily volume (based on 7 days)	645.9
Average daily speed (7 days)	32.1mph
Average daily 85%ile (7 days)	38.2mph
% of vehicles exceeding 30mph	65.3%

Avg weekday volume (Mon-Fri, 24hrs)	687.2
Avg weekday speed (Mon-Fri, 24hrs)	32.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	582.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	37.9mph

SITE LOCATION



Location	The Downs (North)
Lat, lng.	51°53'43.20"N, 0°24'33.02"E
Project & site	32363-001
PSL	30mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓



ATC SUMMARY REPORT

PROJECT	32363 Stebbing, Essex, CM6 3SH
LOCATION	32363-002 - The Downs (South)
LOC. DESC.	The Downs (South)
START DATE	Mon 18 Jul, 2022
END DATE	Sun 24 Jul, 2022
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on The Downs (South), commencing Mon 18 Jul 2022, recorded a total of 9,672 vehicles. The posted speed limit of 30mph was exceeded by 30.6% of vehicles, and the seasonally adjusted, combined AADT value is 1,414 (see Equipment & Methodology below).

COMBINED

Total recorded volume	9,672
Avg daily volume (based on 7 days)	1,381.7
Average daily speed (7 days)	26.9mph
Average daily 85%ile (7 days)	33.0mph
AADT (annual average daily traffic)	1,414

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

Avg weekday volume (Mon-Fri, 24hrs)	1,484.8
Avg weekday speed (Mon-Fri, 24hrs)	26.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,245.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.7mph

NORTHBOUND ↑

Total recorded volume	4,805
Avg daily volume (based on 7 days)	686.4
Average daily speed (7 days)	27.4mph
Average daily 85%ile (7 days)	32.9mph
% of vehicles exceeding 30mph	30.9%

Avg weekday volume (Mon-Fri, 24hrs)	742.0
Avg weekday speed (Mon-Fri, 24hrs)	26.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	616.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.0mph

SOUTHBOUND ↓

Total recorded volume	4,867
Avg daily volume (based on 7 days)	695.3
Average daily speed (7 days)	26.4mph
Average daily 85%ile (7 days)	33.0mph
% of vehicles exceeding 30mph	30.3%

Avg weekday volume (Mon-Fri, 24hrs)	742.8
Avg weekday speed (Mon-Fri, 24hrs)	25.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	629.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	31.8mph

SITE LOCATION



Location	The Downs (South)
Lat, lng.	51°53'37.11"N, 0°24'40.58"E
Project & site	32363-002
PSL	30mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

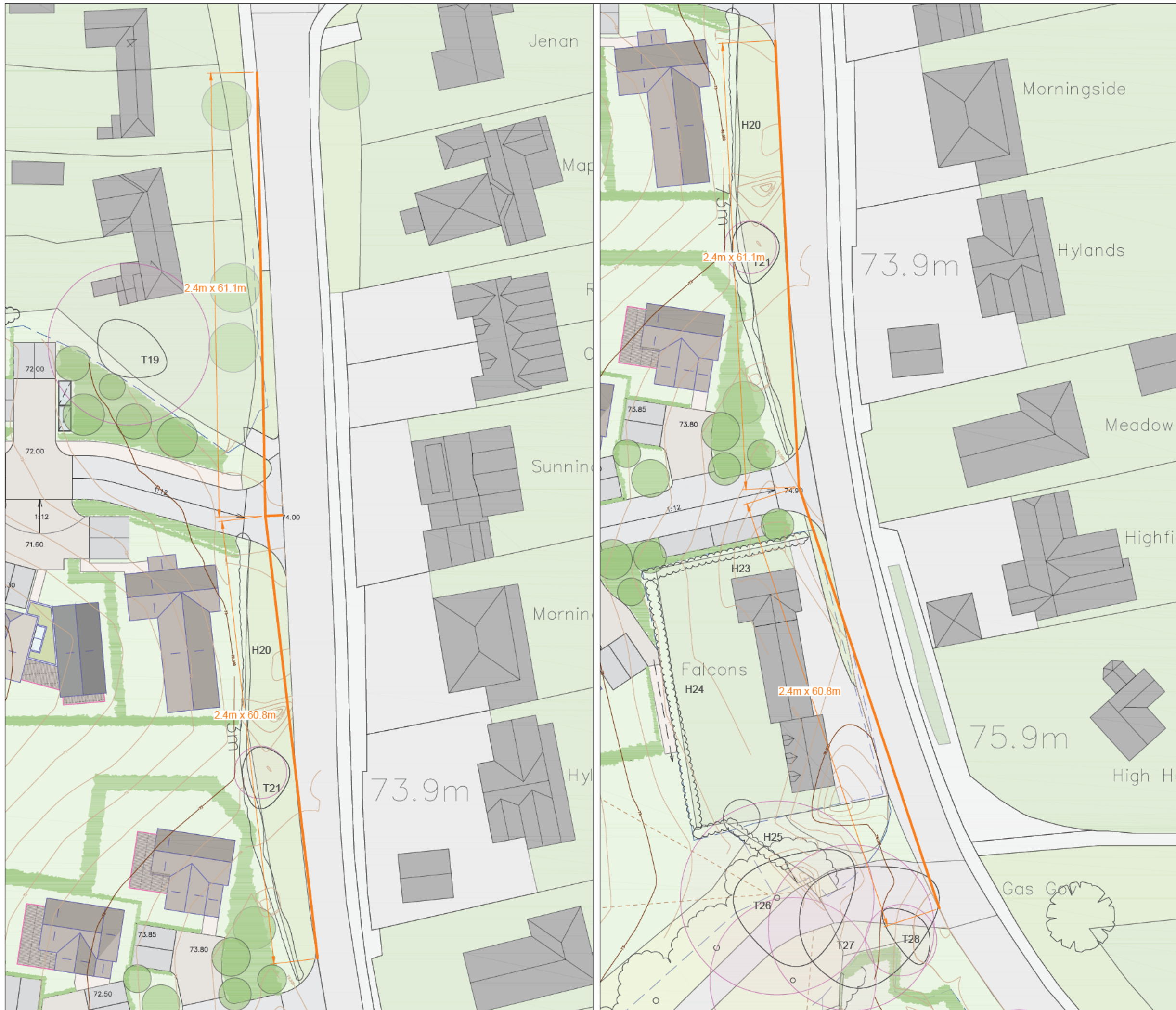
C. Access Visibility Splays

Appendices

Land West of High Street, Stebbing, Essex

Project Number:

Document Reference:



Recorded 85th Percentile Speeds:

Northbound - 38.1mph
 Southbound - 38.2mph

MfS compliant visibility splays:

Northbound - 60.8m
 Southbound - 61.1m

Rev	Date	Description	By	Chk
A02	22.09.23	SITE PLAN UPDATED	DA	AB
A01	14.09.23	ISSUED	DM	AB

Amendments

Project: **High Street, Stebbing**

Title: **Plot A and Plot B
 Access Visibility Splays**

Client: **Montare**

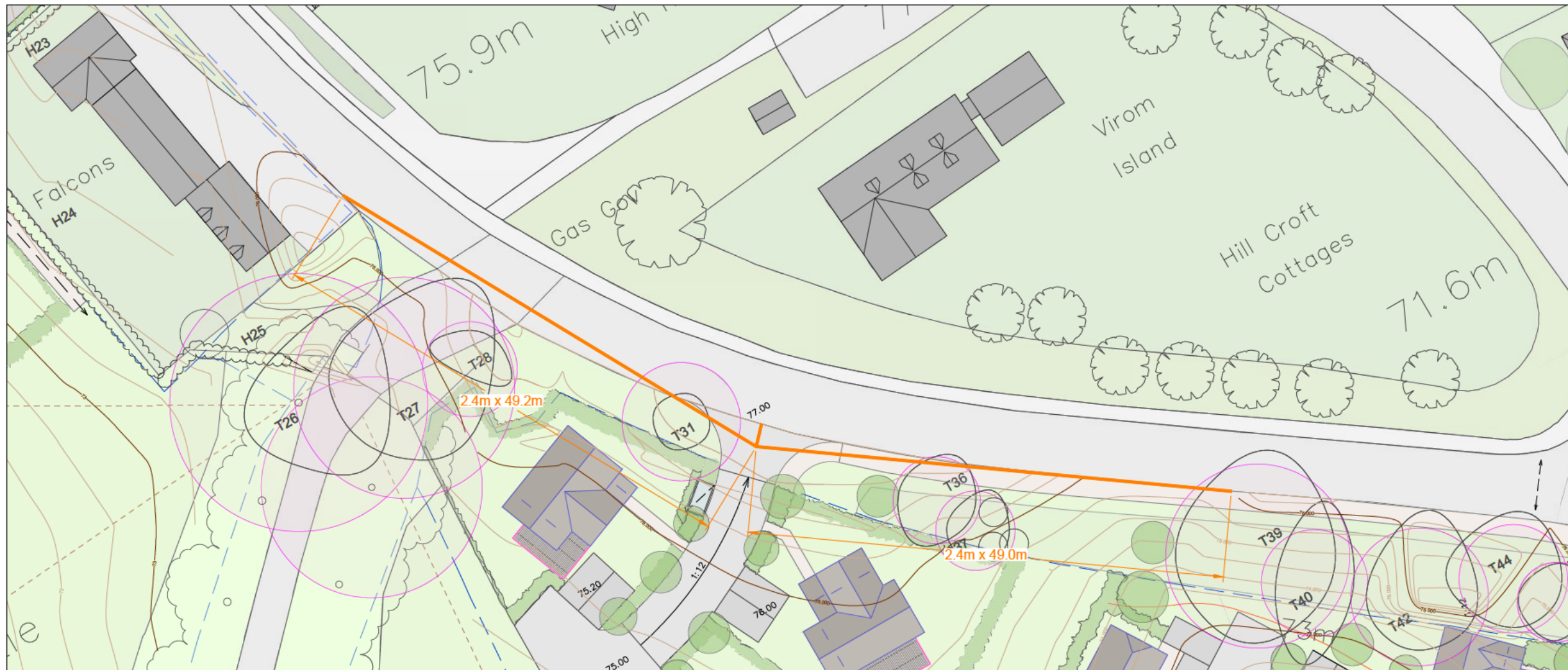


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INFORMATION S2

Designed By	DM	Director	AB	Waterman Ref	WIE17784
Drawn By	DM	Date	Sept 2023	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE17784-SA-95-0031	A02



Recorded 85th Percentile Speeds:

Northbound - 32.9mph
Southbound - 33.0mph

MfS compliant visibility splays:

Northbound - 49.0m
Southbound - 49.2m

Rev	Date	Description	By	Chk
A02	22.09.23	SITE PLAN UPDATED	DA	AB
A01	14.09.23	ISSUED	DM	AB

Amendments

Project
High Street, Stebbing

Title
**Plot C and Plot D
Access Visibility Splays**

Client
Montare



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INFORMATION S2

Designed By	DM	Director	AB	Waterman Ref	onsultin
Drawn By	DM	Date	Sept 2023	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number

Revision
WIE17784-SA-95-0032 **A02**

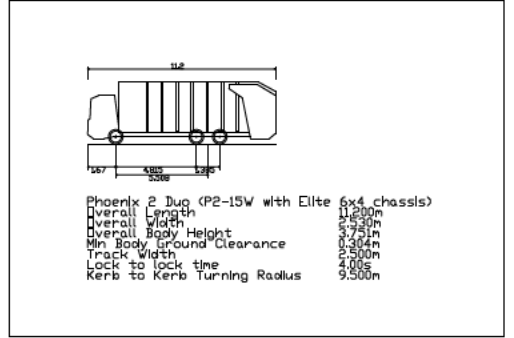
D. Swept Path Analysis

Appendices

Land West of High Street, Stebbing, Essex

Project Number:

Document Reference:



Rev	Date	Description	By	Chk
A04	22.09.23	UPDATED LAYOUT	DA	AB
A03	11.08.23	UPDATED LAYOUT	DM	MP
A02	09.08.23	ALTERNATIVE REFUSE COLLECTION MANOEUVRE	DM	MP
A01	04.08.23	ISSUED	DM	MP

Amendments

Project
High Street, Stebbing

Title
Refuse Collection Swept Path Analysis Plot A

Client
Montare LLP



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WIP S0

Designed By	DM	Director	MP	Waterman Ref	onsultin
Drawn By	DM	Date	August 2023	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE17784-SA-95-0022	A04