

## Technical Note : Access Considerations

Site: Land West of Chelmsford Road, Felsted, CM6 3LT  
Prepared by: Chris Saunders  
Approved by: John Russell  
Date: 15 November 2022

### 1.0 Introduction

- 1.1 In December 2019, a planning application was submitted to Uttlesford District Council for the change of use of land to use as a residential caravan site for five gypsy families, each with two caravans including laying of hardstanding, erection of three utility buildings and construction of access at land to the west of Chelmsford Road, Felstead (Planning Reference: UTT/19/3091/FUL).
- 1.2 The application was refused and following consultation with Essex County Council, the Highway Authority, the decision notice included a highway reason for refusal as follows:
- "The application as submitted does not demonstrate a safe and suitable access for all users, specifically; a) that the applicant has failed to demonstrate that the required visibility splays for the speed of the road can be achieved or that access can accommodate larger vehicles entering and leaving the site where the lack of such visibility and utility would result in an unacceptable degree of hazard to all highway users to the detriment of highway safety, and b) as there are no footways from the site to provide safe access and egress for pedestrians. The proposal is therefore contrary to ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005)."*
- 1.3 Subsequently the refusal was appealed to the Planning Inspectorate and while the Inspector dismissed the appeal (Appeal Ref: 3263184), she did provide detailed comments with regards the highway issues. This Technical Note covers these points.

### 2.0 Visibility Splays

- 2.1 Within paragraph 28 of the Inspectors decision, it is confirmed that following speed surveys, the 85<sup>th</sup> percentile traffic speed is 49 miles per hour in each direction. The Inspector states *"it is also agreed that at that speed, following guidance in Manual for Streets 2, the Design Manual for Road and Bridges parameters should be used for the calculation of Stopping Sight Distances (SSD). This results in a desirable SSD of 144 metres and an absolute minimum SSD of 111.39 metres"*.
- 2.2 The evidence at the hearing did not include a plan showing these visibility splays and as a result the inspector could not be convinced that the splays were achievable. Drawing 2210057/02A, attached, shows that visibility splays of 2.4 metres by 144 metres are achievable in both directions within highway land or land under the control of the applicant. To the south of the site access, where the splay is within the applicants' land, the hedgerow will be replanted behind the visibility splay.
- 2.3 Therefore splays in accordance with the Design Manual for Road and Bridges are obtainable.

### 3.0 Swept Path Analysis

- 3.1 Within paragraph 33 of the Inspectors decision, the Inspector notes that swept path analysis of a vehicle towing a caravan has not been provided. Drawing 2210057/TK01A, attached shows that as the access is six metres in width, a car towing a caravan can access and egress the site in both directions safely.

### 4.0 Footway Provision

- 4.1 Within paragraphs 34 and 35 of the decision notice, the Inspector refers to the footway provision along the Chelmsford Road and within paragraph 35 discusses the provision of a footway on either side of the site access to enable pedestrians to safely enter the verge to walk. She added *"A Grampian condition requiring the*

*submission of a scheme and minor modification to the site access, could be imposed on a any approval to address this matter”.*

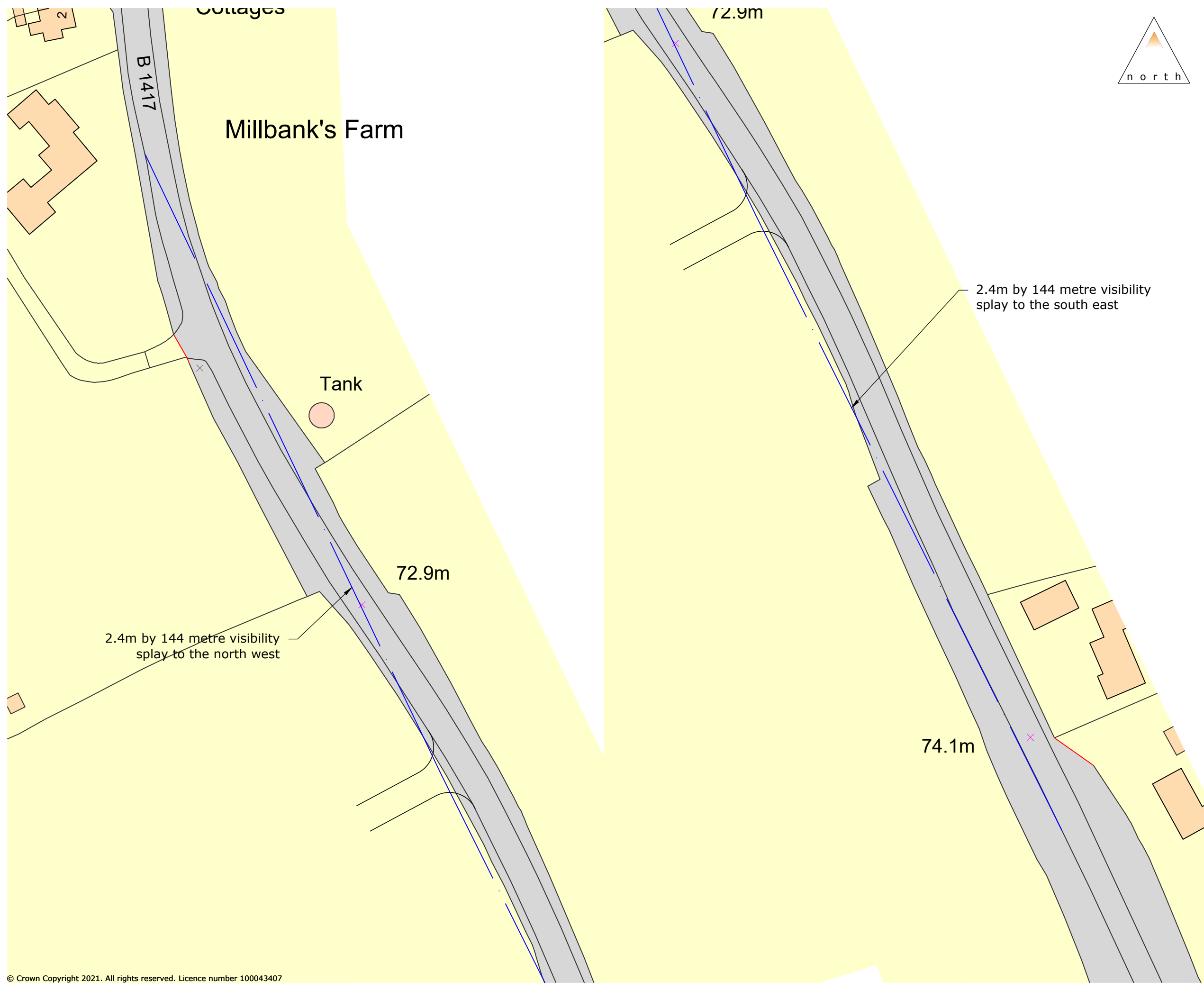
- 4.2 Drawing 2210057/03, also appended, shows a footway either side of the site access and extending into the site, overcoming the footway concerns.

## **5.0 Conclusion**

- 5.1 The attached drawings confirm that the following can clearly be provided in accordance with the Inspectors decisions:

- ▶ Visibility Splays;
- ▶ Safe access and egress for turning vehicles; and,
- ▶ Footway Provision.

- 5.2 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.



Rev: Description: Date: Rev By: Chk'd:



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Project:  
**Proposed Caravan Site**

Title:  
**Visibility Splays**

Client:  
**CLIENT**

Drawing Status:

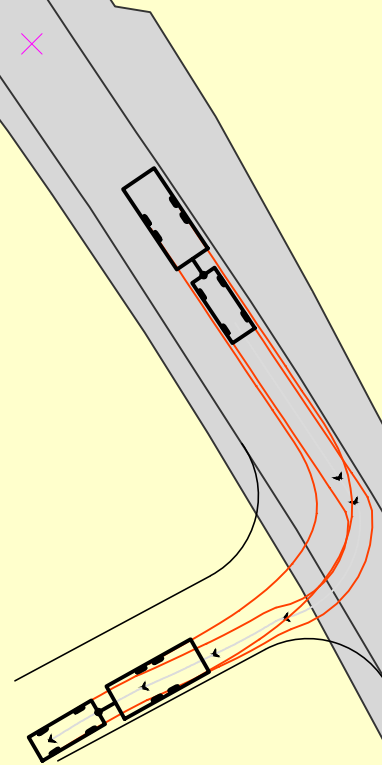
Scale: 1:750 (@ A3) Date: 08/11/2022

Drawn: CH Checked: CS Approved: CS

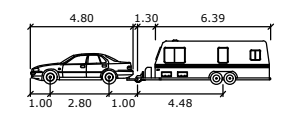
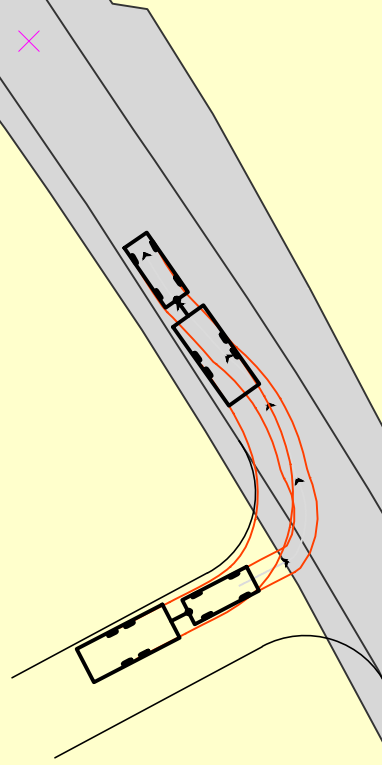
Drawing: **2210057-02** Revision: **A**

C:\Users\charlie\Documents\Projects\2210057-02\Drawings\2210057-02\Visibility Splays.dwg

72.9m



72.9m



CARAVAN

	metres
Car Width	: 1.80
Trailer Width	: 2.48
Car Track	: 1.75
Trailer Track	: 2.33
Lock to Lock Time	: 6.0
Steering Angle	: 35.9
Articulating Angle	: 70.0



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Project:  
**Proposed Caravan Site**

Title:  
**Swept Path Analysis  
 Car and Caravan**

Client:  
**CLIENT**

Drawing Status:

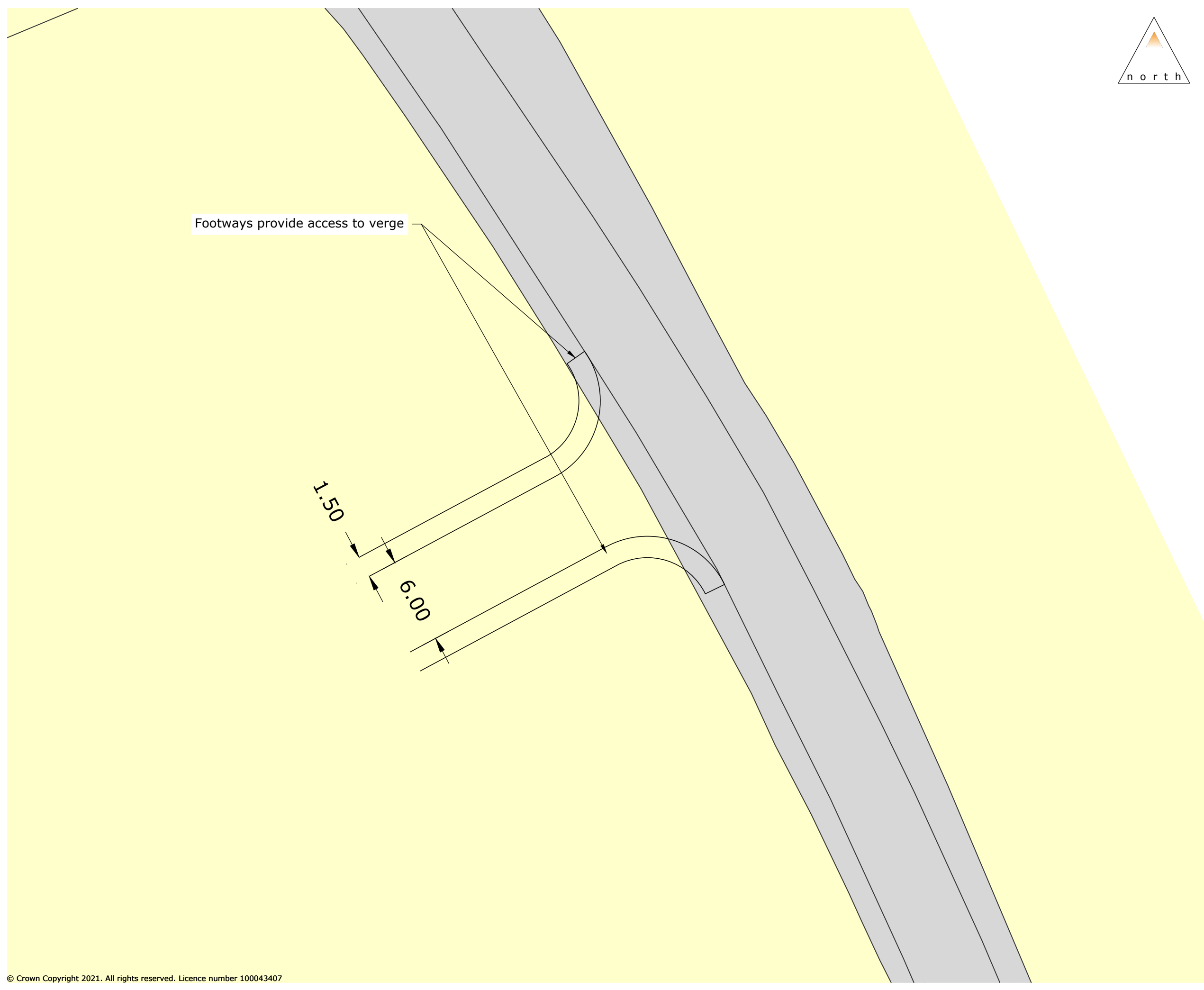
Scale: 1:500 (@ A3) Date:08/11/2022

Drawn: CH Checked: CS Approved: CS

Drawing: **2210057-TK01** Revision: **A**

C:\Users\charlie\OneDrive\Desktop\Motion\Site\Staff\Site - 2210057-TK01\Drawings\2022\10057-TK01A\Forms\Appl\Caravan\wg Swept Path].dwg

C:\Users\carl\Documents\Drawings\2210057\Drawings\2210057.dwg



Rev: Description: Date: Rev By: Chk'd:



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Project:  
**Proposed Caravan Site**

Title:  
**Site Access Incl. Footpath**

Client:  
**CLIENT**

Drawing Status:

Scale: 1:250 (@ A3) Date: 09/11/2022

Drawn: CH Checked: CS Approved: CS

Drawing: **2210057-03** Revision: