

# Transport Statement

Chequers, Little Bardfield



Edward  
Parsley  
Associates

# Project Information

Site Address	Chequers, Bardfield Road, Little Bardfield, Essex, CM7 4TW
Client	Stephen Noble
Project No	12301
Project Title	Proposed new dwelling forming separate enclosed courtyard. Creation of a new vehicular access to Chequers. New boundary separation between new dwelling and existing Chequers site and turning the existing annexe into a separate dwelling in its own right.
Local Authority	Uttlesford
Listed building	In the curtilage of – Not listed in its own right
Document Ref	12301-TS-01
Document Author	Alex Calugar – Edward Parsley Associates Ltd



## 1.0 Introduction

- 1.1 This transport statement has been prepared to highlight the transport aspects of the scheme in terms of site access and access to facilities as requested by the LPA at validation stage.
- 1.2 The document should be read in conjunction with the other following documents which collectively form the supporting documents for the application.

### Supporting Documents

Document Ref	Description	Author
Drawing 01	Location and Block Plans	EPA
Drawing 02	Topographical Survey	EPA
Drawing 03	Barn 1 – Existing Ground Floor Plan	EPA
Drawing 04	Barn 1 – Existing First Floor Plan	EPA
Drawing 05	Barn 1 – Existing Roof Plans	EPA
Drawing 06	Barn 1 – Existing Elevations	EPA
Drawing 07	Barn 2 – Existing Floor Plans	EPA
Drawing 08	Barn 2 – Existing Elevations	EPA
Drawing 09	Existing Site Plan	EPA
Drawing 10	Proposed Ground Floor Plan	EPA
Drawing 11	Proposed First Floor Plan	EPA
Drawing 12	Proposed Roof Plan	EPA
Drawing 13	Proposed Elevations (1 of 2)	EPA
Drawing 14	Proposed Elevations (2 of 2)	EPA
Drawing 15	Proposed Site Plan	EPA
Drawing 16	Proposed Plot Distributions	EPA
Drawing 17	Analysis of Proposal	EPA
Drawing TK001	Vehicle Tracking	EPA
Document	Design, Access & Heritage Statement	EPA

## 2.0 Site Location

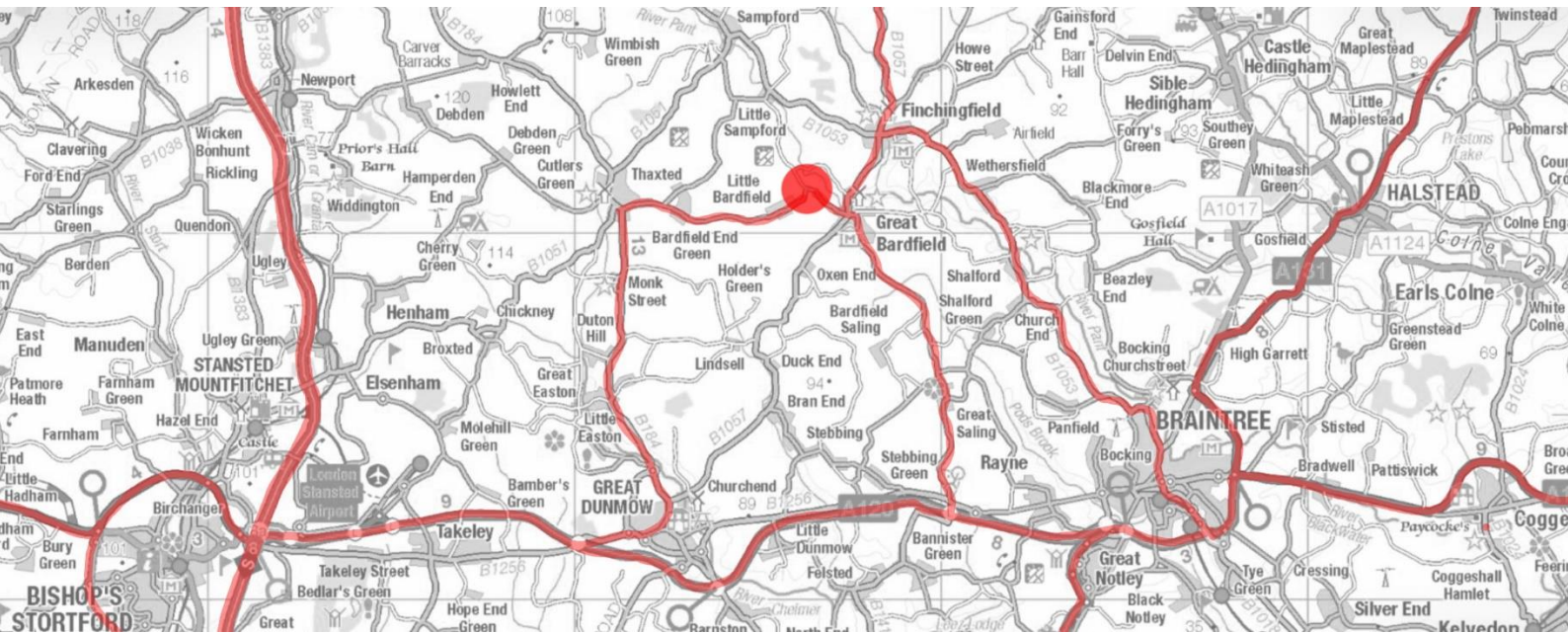
- 2.1 The application site lies in the village of Little Bardfield located in the Uttlesford District of northwest Essex. Bardfield Road is a minor road which runs through the village and connects to Thaxted 3 miles to the west, and Great Bardfield 1 mile to the east.
- 2.2 In terms of the wider context, the town is 12 miles south of Haverhill, 20 miles west from the M11 motorway which provides links towards Cambridge and London, and 11 miles from Braintree where there is access to further public amenities.

## 3.0 Local Facilities and Connections

- 3.1 Table showing distances to closest main towns:

Location	Distance by car (miles)	Travel time from site by car (mins)
Great Bardfield	1	3
Finchingfield	2.5	6
Thaxted	3.5	7
Great Saling	4.9	9
Great Dunmow	8	15
Sible Hedingham	10	20
Braintree	9.8	20





3.2 The application site is located in an area predominantly made up of residential buildings towards the west and farmstead establishments spread out across the sparse landscape. The location is simple in terms of infrastructure and its closest town, Great Bardfield accessed by Bell Lane which provides the public with living amenities, is located 1 mile away from the application site and has a walking distance of 20 mins.

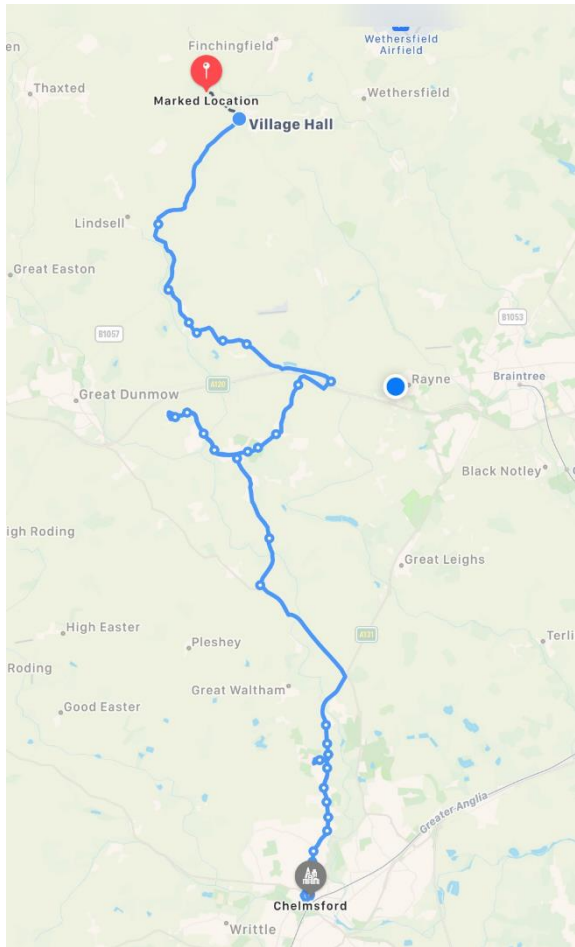


- Application site
- Primary school
- Great Bardfield Town Hall
- Shops
- Restaurants
- Bus Stops
- Bell Lane – Main Road into Great Bardfield
- Residential Buildings

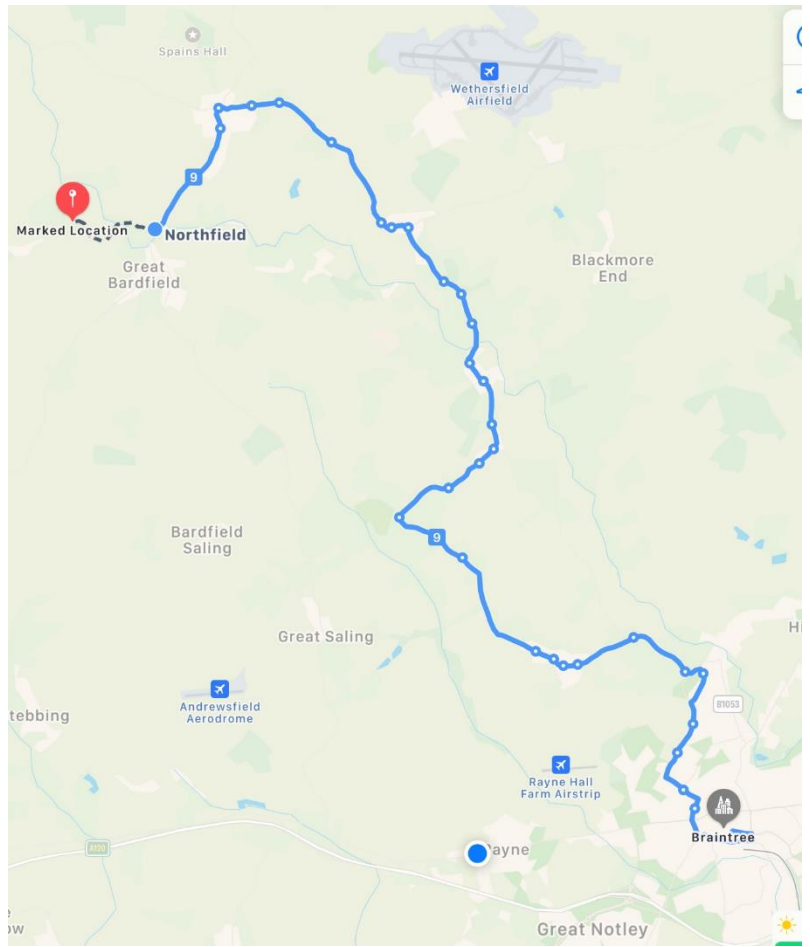


3.3 Regular bus services provide links to Wethersfield, Chelmsford City Centre, Great Notley and Braintree for further public amenities, making this location sustainable and ideal for a variety of people.

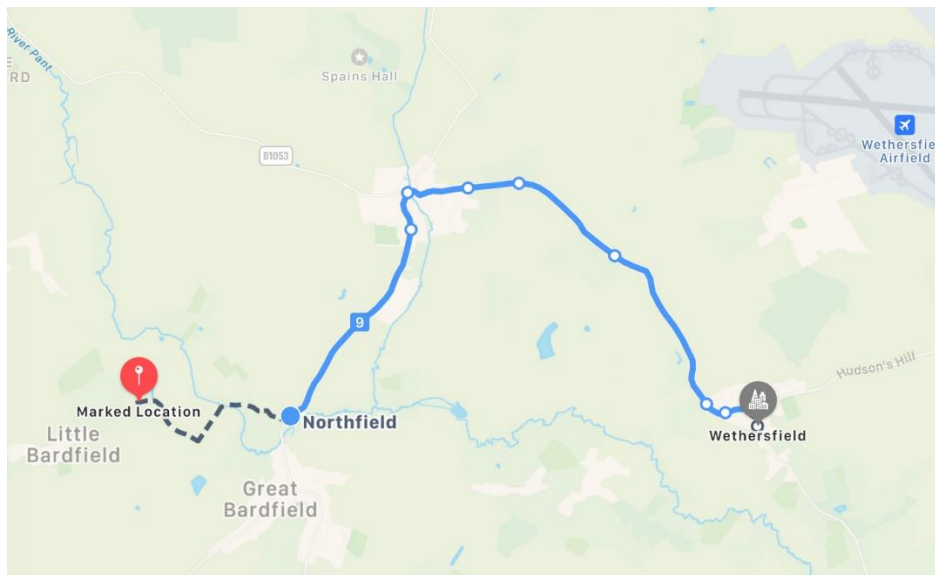
No. 16 bus service to Chelmsford – 1hr 23 mins



No. 9 bus service to Braintree – 1hr 3 mins



No. 9 bus service to Wethersfield – 33 mins



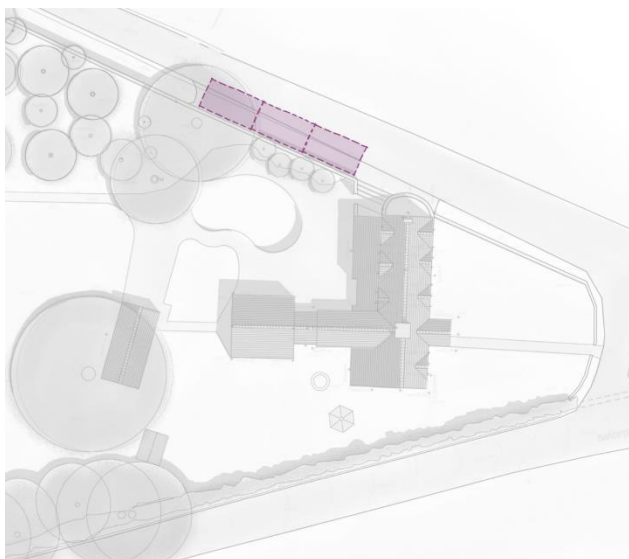
The closest bus stops to the application site are a short walk into Great Bardfield and provides access to an array of wider locations.



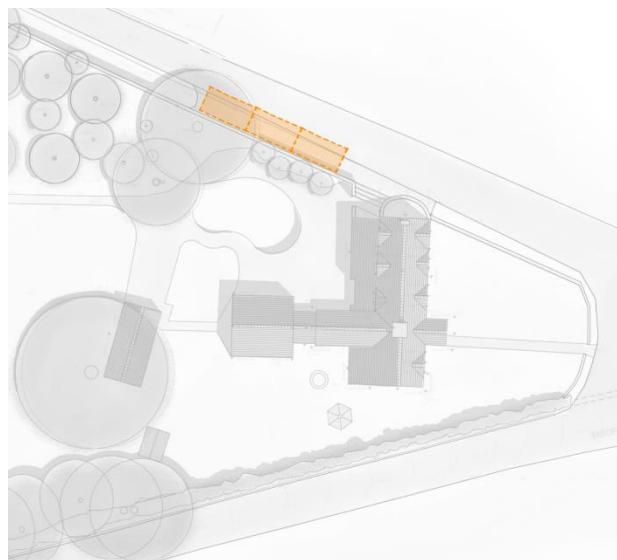


## 4.0 The Proposals

- 4.1 The proposals comprise of the erection of a new dwelling on the disused menage adjacent to the Chequers listed building, the creation of a new vehicular access to Chequers, and change of use of the existing annexe into a separate dwelling in its own right.
- 4.2 Although a new dwelling that creates a new family home will increase the demand for parking and vehicular movement to and from site, the proposed development does not have any significant traffic generation implications according to policy GEN1. There was a recent planning approval for the adjacent barn on the site (ref: UTT/17/2637/FUL) where neither the LPA nor Highways raise any objection to the existing access being used for the addition of that residential dwelling. The principles in this proposal remain the same as the extant approved.
- 4.3 The proposal maintains the existing shared vehicular access to the south into the courtyard area, which is suitable in terms of highway safety. 5No. compliant parking spaces are to be proposed for the new dwelling, and the existing parking in the courtyard for the adjacent barns will be maintained.
- 4.4 The existing parking area for Chequers is a limited strip along the north boundary which sits outside of the site boundary, so is within highways ownership and does not accord with the standards as set out in the design guides. The existing parking is also next to a 60mph country land road and does not have sufficient space to accommodate a modern-day car in a parallel park formation.
- 4.5 With the required parking standards applied to the existing strip of parking, the preferred bay sizes of 5.5m x 2.9m as well as the reduced alternative of 5.0m x 2.5m will still not accord with the requirements. This results in the cars partly parked on the active highway which not only causes a visual detriment to the rural setting, but it also causes hazards and puts drivers in danger when having to overtake the parked cars to pass along this road.



Existing parking – 5.5m x 2.9m bays

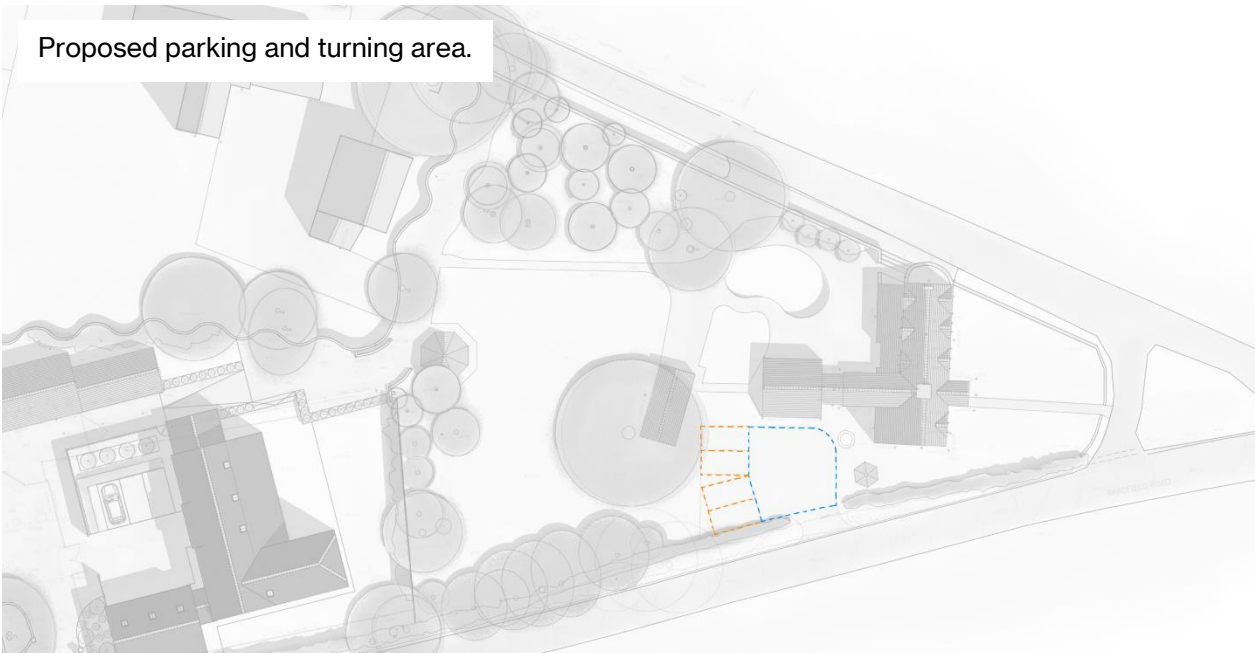


Existing parking – 5.0m x 2.5m bays

- 4.6 The proposal recognises the issues with the existing parking to Chequers and provides a solution by introducing an enclosed parking area to the south of the site which is more reflective of the parking arrangements in the vicinity of the site. Although the boundary will be altered to provide a new entrance, this change improves the setting of the site by containing vehicles within the plot and improving highway safety. Please refer to the proposed site plan drawing for further details.

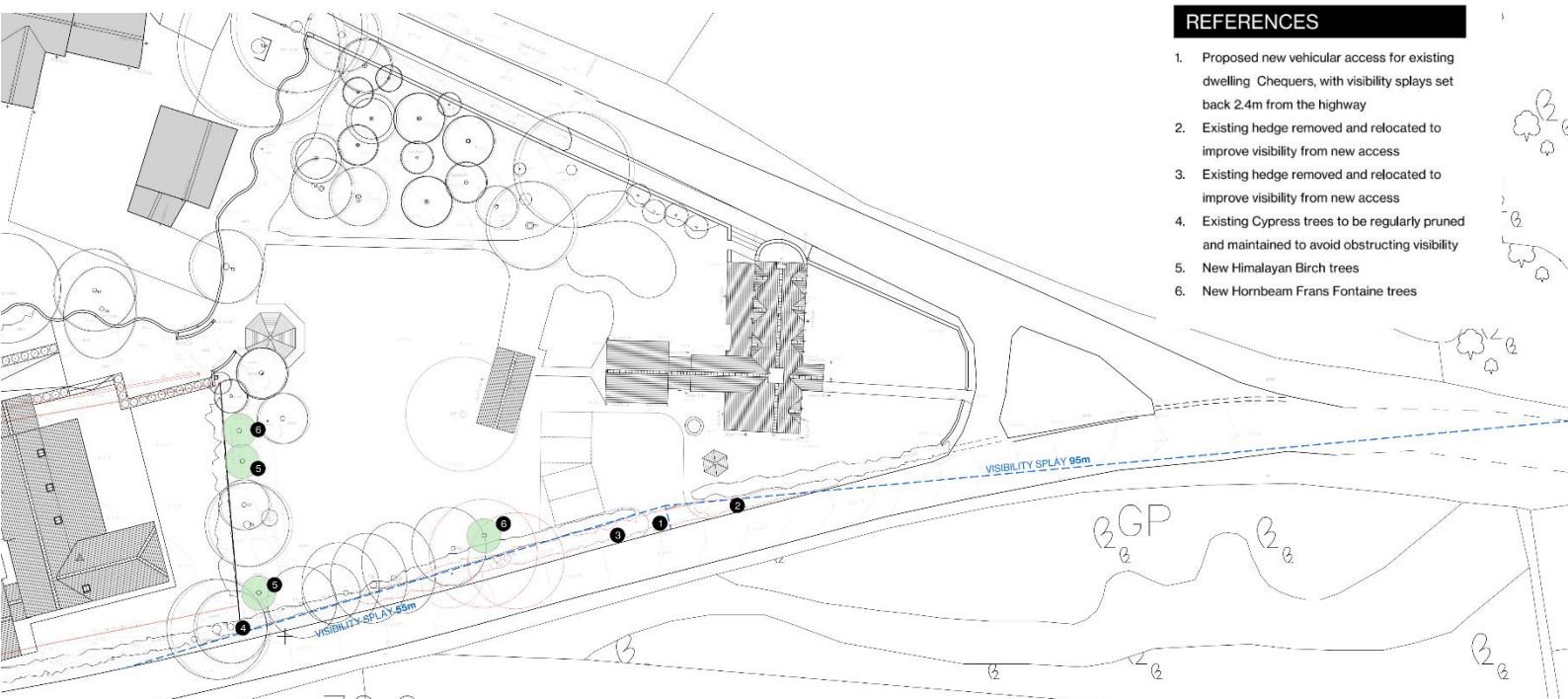


4.7 A total of 4 parking spaces are proposed for Chequers at the minimum bay size standard to accommodate the applicant's vehicles and ensure that the parking is compliant with the standards as set out in the design guides.



4.8 In terms of visibility from the new vehicular access, the splays are set back 2.4m from the edge of the highway. As demonstrated by the diagram, a reasonable visibility distance is achieved by removing and relocating the existing hedge to avoid obstructing the views of oncoming traffic.

4.9 The east splay has a distance of 95m to the bend in the road which is the furthest sight point, and a splay distance of 55m is achieved to the west by removing and relocating some of the existing hedging along the boundary. The planting along this boundary is to be pruned and maintained regularly to avoid obstructing the visibility.



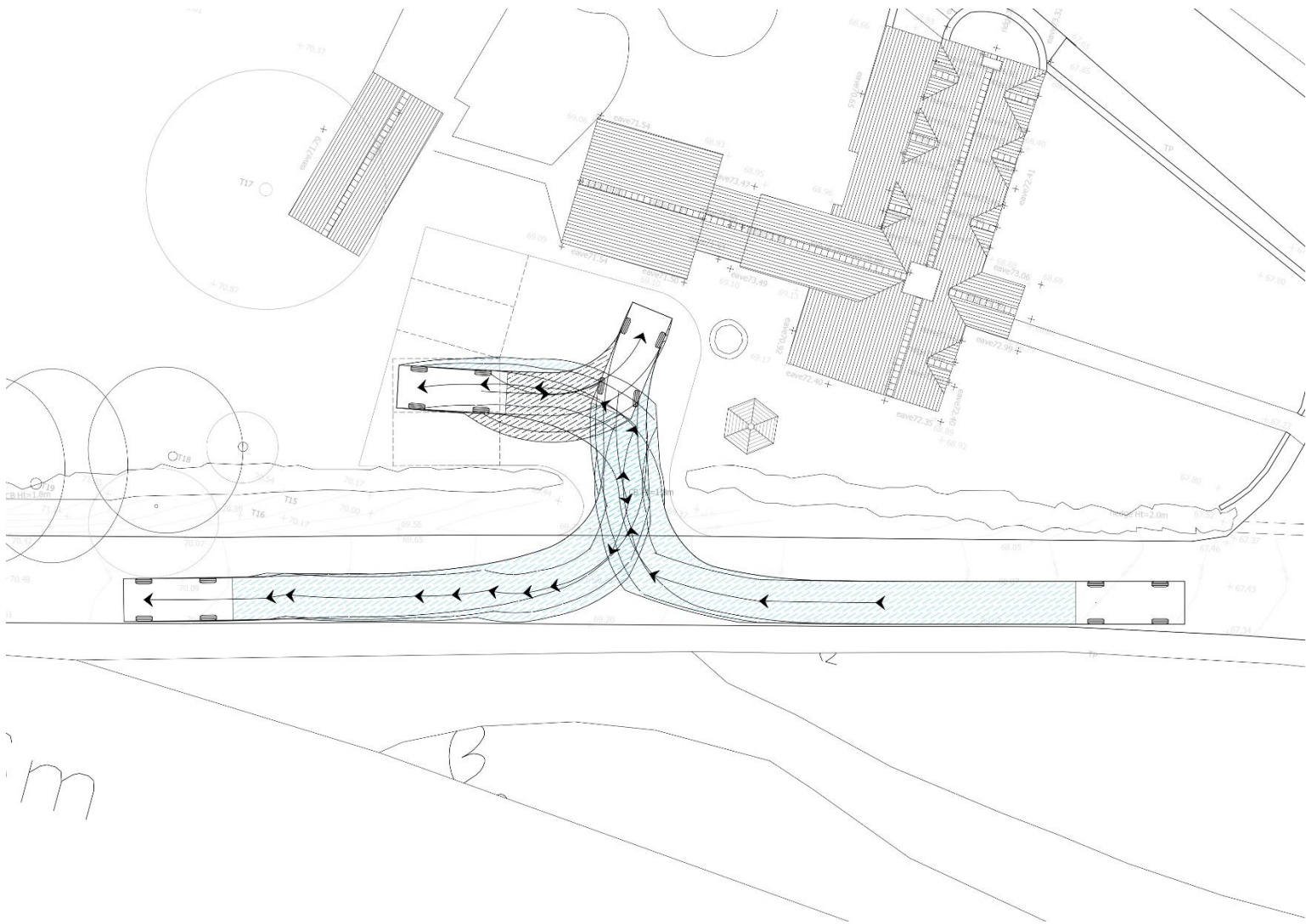
**REFERENCES**

1. Proposed new vehicular access for existing dwelling Chequers, with visibility splays set back 2.4m from the highway
2. Existing hedge removed and relocated to improve visibility from new access
3. Existing hedge removed and relocated to improve visibility from new access
4. Existing Cypress trees to be regularly pruned and maintained to avoid obstructing visibility
5. New Himalayan Birch trees
6. New Hornbeam Frans Fontaine trees

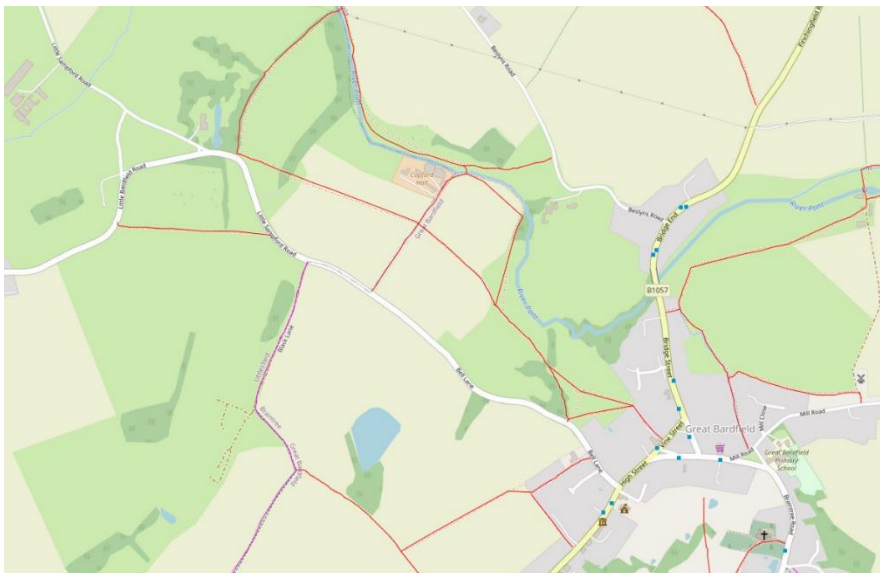
Visibility splays - not to scale please refer to appendix at the end of this document.



Tracking drawings - not to scale please refer to drawing TK001B submitted with the planning application.



- 4.10 The proposed development takes into account the needs of various user groups, including cyclists, pedestrians, public transport users and horse riders. Their safety and convenience have been considered in the planning process.
- 4.11 The site benefits from its proximity to a network of public footpaths, providing residents with excellent opportunities for recreation and leisure activities within the local area. Additionally, these footpaths establish connections to nearby settlements, allowing residents to access a range of facilities and services beyond the immediate vicinity of the development.



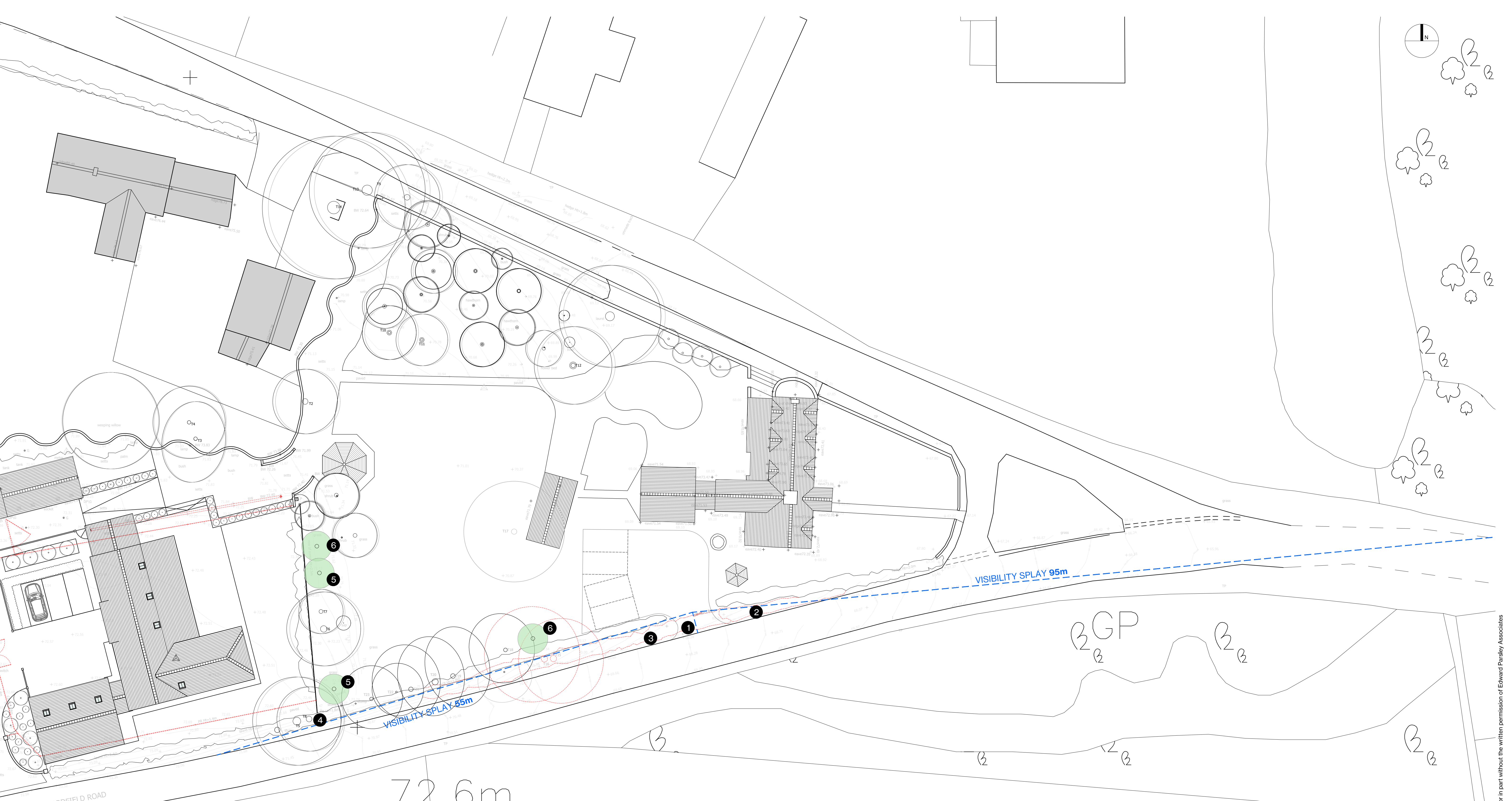
- Application site
- Public footpaths





- 4.12 While there are no direct public transport options along the road directly in front of the application site, the planning recognises the importance of motor vehicles in rural areas for transportation purposes. Additionally, the relatively level countryside terrain makes cycling a viable and realistic option for residents, promoting sustainable and environmentally friendly transportation choices.
- 4.13 The local planning authority has previously accepted the provision of new dwellings in locations without readily available public transport, and the pre-application response recognises the transport limitations with rural locations such as the application site. The principles of this scheme were deemed acceptable by the LPA and accord with planning policies despite its countryside location.
- 4.14 It is important to note that changes in commuting and travel patterns following the current pandemic may lead to significant shifts in behaviour and transportation preferences. Remote working and increased reliance on online shopping will likely reduce the dependence on motor vehicles.
- 4.15 In terms of cycle storage, the proposed garage and its single storey link extension will provide ample space to accommodate these. This provision ensures residents have suitable and secure facilities to store their bicycles, promoting cycling as a convenient and sustainable mode of transportation.
- 5.0 Conclusions
- 5.1 This report has been prepared to outline the transport elements in relation to the proposals, which comprise of the erection of a new dwelling, a new vehicular access and parking area for Chequers, and the change of use from an existing annexe to a separate residential dwelling.
- 5.2 The proposals have been developed and assessed against the Local Authorities guidance and the proactive pre-application advice which will determine the success of the application. The traffic movements to and from site as a result of the change of use and additional dwelling will be minimal where the existing access to the south boundary is shared with a separate residential barn and the annexe. The existing courtyard and parking are maintained, with 5 new parking spaces provided for the new dwelling.
- 5.3 The vehicular access to Chequers has been improved and relocated to the south boundary which is better reflective of parking arrangements in the surrounding context. The proposed parking is now compliant and omits the highway hazard that the existing strip of parking currently has on the active, country lane road.
- 5.4 Although these proposals will have some impact on the site by changing the setting, the proposals will not have adverse harm to the character of the area and have been designed to respect the rural nature of the countryside location and the heritage of the adjacent listed buildings. Accompanied by the relatively positive feedback obtained at the pre-application stage and the supporting documents submitted with this planning application, it is considered that the proposals accord with current local and national planning policies.



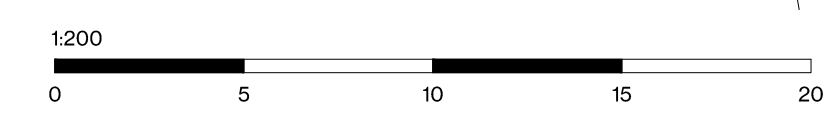


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