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MILL VIEW MATCHING LANE WHITE RODING

PROPOSED RESIDENTIAL DWELLING

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 COTTEE Transport Planning have been instructed by Mr & Mrs Emery to prepare a Transport Statement (TS) to support proposals for the demolition of existing outbuildings and construction of a single three-bedroom dwelling on land at Mill View, Church Lane / Matching Lane, White Roding, Dunmow, Essex, CM6 1RL.
- 1.2 The proposals involve the removal of all existing buildings currently used for storage. In addition, the proposals include the removal of the existing hedge along the property frontage to be replaced with a new post and rail fence and mixed species native hedge set back from the edge of the carriageway by a minimum of 3m.
- 1.3 This TS examines the existing transport network and the transport impacts of the proposed development.

2. THE SITE AND EXISTING TRANSPORT NETWORK

The Site

- 2.1 The site is located on land to the south-west of Mill View, Church Lane, White Roding, Dunmow, CM6 1RL. It currently contains a number of outbuildings and sheds used for storage associated with the dwelling. It has two existing vehicular access points from Matching Lane at the north-eastern and southern corners of the plot, whilst Mill View also has a separate driveway access from Church Lane.
- 2.2 A site location plan is shown at **Figure 1**.

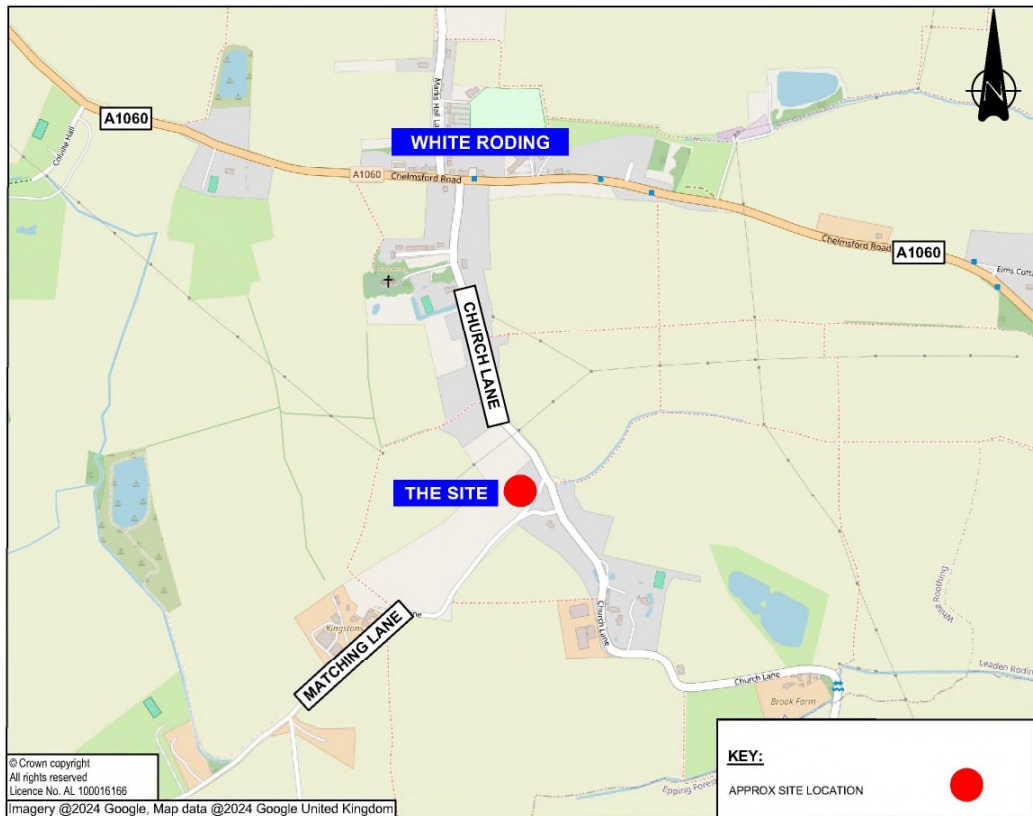


Figure 1: Site Location Plan

- 2.3 The northern site access provides vehicular access to the site as well as providing access to a single garage associated with Mill View as shown at **Figure 1** below. There are 2m grass verges and established hedges to both sides of the access which are currently approximately 1.8m in height which restrict existing visibility in both directions from a 2.4m setback.
- 2.4 The southern site access forms the main vehicular access to the site and consists of a 5m wide sliding gate setback 3.1m from the edge of the carriageway as shown at **Figure 2** below. There are 1.5m grass verges and established hedges to both sides of the access which are currently approximately 1.8m in height which restrict existing visibility in both directions from a 2.4m setback as shown at **Figure 3** and **Figure 4** below.



Figure 1: Northern Access



Figure 2: Southern Access



Figure 3: View N of Southern Access
from edge of carriageway



Figure 4: View S of Southern Access
from edge of carriageway

Local Road Network

2.5 Church Lane and Matching Lane are both classed as local roads which connect with the A1060 Chelmsford Road around 700m to the north and the B184 Dunmow Road around 2.3km to the east. In the vicinity of the site, and along the site frontage, it is subject to a 30mph speed limit and is a traditional country route with a 5m carriageway and grass verges or hedges on either side of the road.

3. DEVELOPMENT PROPOSALS

- 3.1 The proposals involve the removal of all existing buildings currently used for storage and the closure of one existing vehicular access which will be retained as a pedestrian access only to construct 1 three-bedroom detached residential dwelling.
- 3.2 In addition, the proposals include the removal of the existing hedge along the property frontage to be replaced with a new post and rail fence and mixed species native hedge set back from the edge of the carriageway by a minimum of 3m.
- 3.3 A copy of the proposed site layout plan is attached at **Appendix A**.

Proposed Vehicle Access and Visibility

- 3.4 The proposals retain the existing southern vehicular access to the site from Matching Lane which has a width of 5m. The existing gates which are set back 3.1m from the edge of the carriageway will be removed and replaced, with a 6m setback, to ensure that a car can wait off-street whilst the gates are opening and closing.
- 3.5 As discussed within **Section 2** of this TS, the existing hedges to the north and south of the access are within the visibility splays. The proposals include the removal of all existing hedges within the visibility splays. These will be replaced with a grass verge, a new post and rail fence setback a minimum of 3m from the edge of the carriageway and a new mixed species native hedge will be planted to the rear of the fence to ensure that the visibility splays remain clear in perpetuity.
- 3.6 Matching Lane is subject to a 30mph speed limit in the vicinity of the site and the access is around 70m south of the priority junction with Church Lane and 25m north of the priority junction with the second arm of Matching Lane. Based on site observations, vehicle numbers and speeds are low in the vicinity of the existing access. As such visibility splays in accordance with the Manual for Streets (MfS) for a 30mph speed limit of **2.4m x 43m** are considered suitable.
- 3.7 The plan attached at **Appendix B** demonstrates that the **2.4m x 43m** visibility splays are achievable in both directions.
- 3.8 The existing northern vehicle access from Matching Lane will be closed for vehicles. The existing gate will be removed and replaced with a pedestrian only gate. The existing access also serves a single garage for Mill View however the applicant, who also owns Mill View, does not use the garage for storage of a vehicle and does not consider vehicular access to be necessary due to Mill View having a separate double garage accessed from the main driveway on Church Lane. The single garage will remain in the curtilage of Mill View and will be used for storage only.

Car Parking Provision

- 3.9 Parking Standards are contained within the Essex County Council (ECC) Parking Standards document (September 2009) and indicate that new residential dwellings should provide a minimum of 2 spaces per dwelling plus 1 visitor space.
- 3.10 The plan attached at **Appendix A** demonstrates that the driveway can accommodate a minimum of three 2.9m x 5.5m bays and the swept path assessment plan at **Appendix C** demonstrates that

all spaces are accessible by a large car which can turn within the site to enter and exit in forward gear.

- 3.11 To cater for the growing and predicted demand for Electric Vehicles (EV), the development will provide 1 standard (7KW) charging point.

Cycle Parking Provision

- 3.12 Cycle storage will be provided within a 1.8m x 2.4m shed within the rear garden, as shown on the plan at **Appendix A** in excess of the minimum standards (1 space).

Delivery and Servicing

- 3.13 Servicing for the site will be the same as all existing surrounding residential properties, including Mill View, with one refuse / recycling collection per week. A bin storage area is provided adjacent to the rear entrance of the property, and adjacent to the gated access to the rear garden from the driveway as shown on the plan at **Appendix A**. Bins will then be moved to the existing concrete area near the pedestrian entrance from Matching Lane to be collected from the edge of the highway.
- 3.14 All deliveries and servicing will be undertaken on-street from Matching Lane via the pedestrian gate at the northern access point.

Trip Generation

- 3.15 The proposals for a single dwelling will result in a low number of new vehicle trips on the surrounding highway network. Vehicle trip rates for rural residential dwellings are generally considered to be an average of 1 vehicle movement during AM and PM peak hours and 6 (3 arrivals and 3 departures) vehicle movements throughout the day. The proposals will therefore not have a material impact on the surrounding highway network.
- 3.16 The proposals include improvements to the existing access arrangements from Matching Lane to ensure that access is provided in accordance with the current standards. From observations on-site, Matching Lane is low speed and has very low vehicle movements in the vicinity of the site and as such the proposals are not considered to have any highway safety impacts.

4. TRANSPORT POLICY

National Policy

- 4.1 National Transport Policy is contained within the latest version of the National Planning Policy Framework (NPPF) dated December 2023.
- 4.2 Section 9 deals with Promoting Sustainable Transport and paragraph 108 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”**

- 4.3 Paragraph 109 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.”

- 4.4 This TS demonstrates that the development proposals would not have an adverse impact on the surrounding highway network.
- 4.5 Paragraphs 115 and 116 require consideration to be given to sustainable travel modes, the needs of people with disabilities, safe layouts, the delivery of goods, and provision for plug-in and ultra-low emission vehicles.

“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.

Within this context, applications for development 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.”

4.6 This TS demonstrates that the development would not adversely impact highway safety or capacity. The proposals include an Electric Vehicle charging point which will encourage the uptake of Ultra Low Emission Vehicles. The development proposals are not therefore considered to result in severe residual cumulative impacts in the context of the NPPF.

4.7 Paragraph 117 refers to the need for Travel Plans and Transport Statements or Transport Assessments:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

4.8 This TS confirms that the proposals will not generate a significant number of movements and as such a Travel Plan is not considered necessary. A Travel Plan information pack can be provided, if required, to the new owner upon completion.

Local Policy – Essex County Council

4.9 Local Transport Policy is set out in the following documents:

- Uttlesford Draft Local Plan and accompanying Supplementary Planning Documents (SPDs)
- ECC EPOA Parking Standards (2009)

4.10 This TS has been prepared in accordance with both national and local policy.

4.11 **It is therefore considered that the proposed development is in accordance with National and Local policies and should therefore be considered acceptable.**

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement supports proposals for the for the demolition of existing outbuildings and construction of a single three-bedroom dwelling on land at Mill View, Church Lane / Matching Lane, White Roding, Dunmow, Essex, CM6 1RL.
- 5.2 The proposals involve the removal of all existing buildings currently used for storage. In addition, the proposals include the removal of the existing hedge along the property frontage to be replaced with a new post and rail fence and mixed species native hedge set back from the edge of the carriageway by a minimum of 3m.
- 5.3 The proposals include upgrading the existing vehicular site access to meet the latest design standards including provision of 2.4m x 43m visibility splays in both directions and fencing to ensure that the visibility splays remain unobstructed in perpetuity.
- 5.4 The proposals will result in a low number of new vehicle trips on the surrounding highway network with 1 vehicle movement during AM and PM peak hours and 6 (3 arrivals and 3 departures) vehicle movements throughout the day. The proposals will therefore not have a material impact on the surrounding highway network
- 5.5 This TS demonstrates that car and cycle parking can be provided in accordance with the parking standards set by Essex County Council and that delivery and servicing can be accommodated on-street as per existing dwellings.
- 5.6 Based on the analysis undertaken within this TS it is considered that the transport impacts of the proposed scheme are not severe and there are no unacceptable highway safety impacts in the context of NPPF, therefore the proposals are considered to be acceptable in transport terms.

APPENDIX A

PROPOSED SITE LAYOUT



NOTE: All drawings to be read in conjunction with consultant structural engineers, mechanical and electrical consultants, acoustic engineers, energy consultants, specification, and detailed drawings. Drawing to be issued for the purposes shown within the drawing status box.

NOTE: Drawing to not be scale and written dimensions to be used only. Refer to drawing scale, paper size and scale bar.



J.B.D.C.

jbell design and conservation ltd

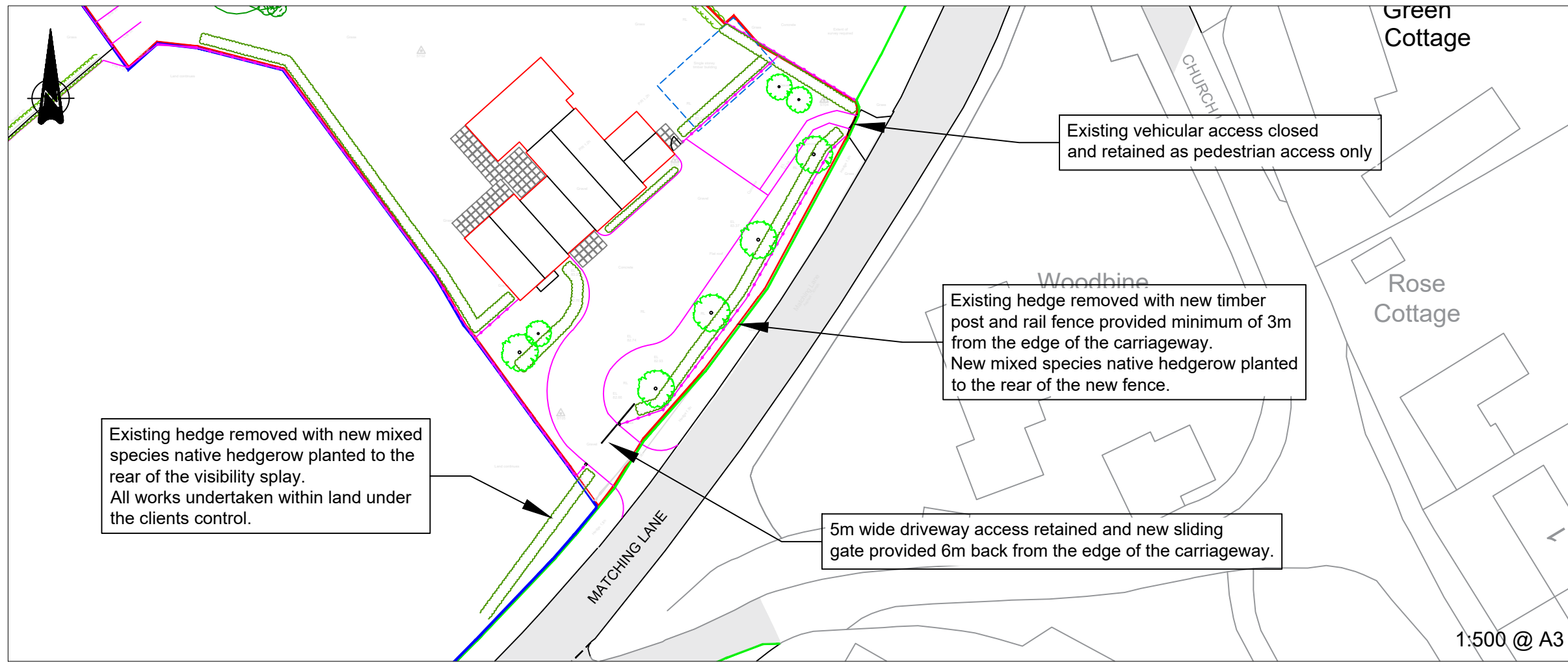
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Client : Andrew Emery	Scale : 1:200 @ A1
Project : Mill View, Church Lane/Matching Lane, White Roding, Dunmow, CM6 1RL	Status : Planning Rev: -
Drawing: Proposed Site Plan	Dwg No : 2023-771-002
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APPENDIX B

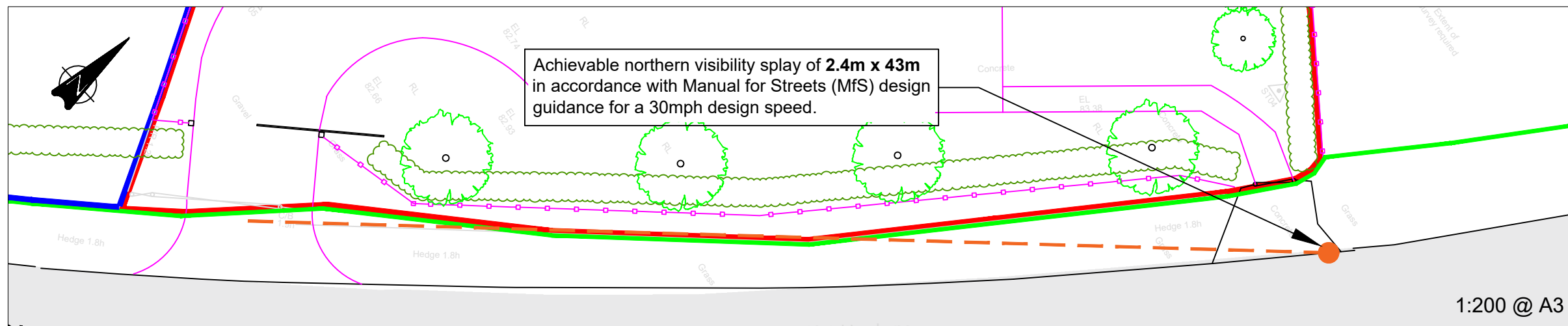
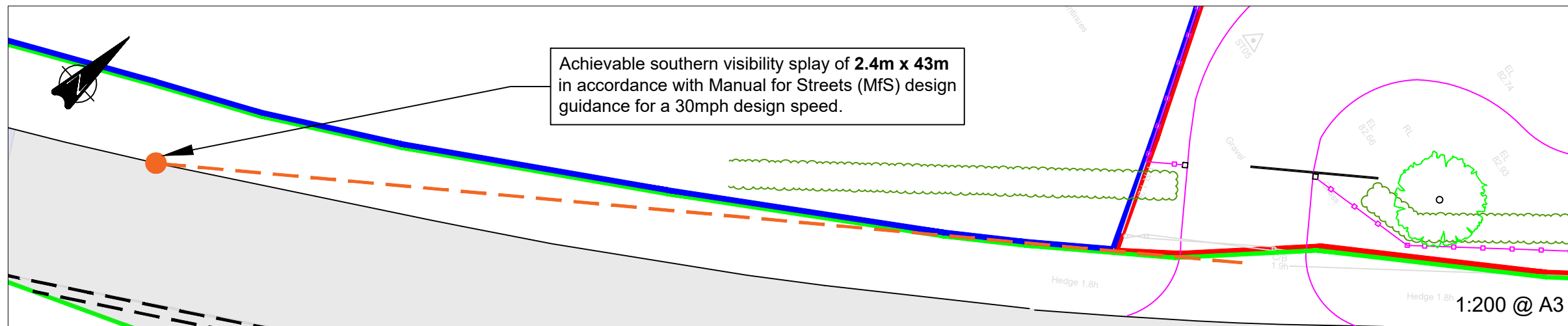
VISIBILITY ASSESSMENT



KEY:

- Visibility Splays (as noted on plan) -----
- Indicative Site Boundary -----
- Other Land within Clients' Control -----
- Highway Boundary -----

NOTE:
Based on Topographical survey information and OS data. Subject to safety audit (if required), detailed design and Council Approval.



PRELIMINARY

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Client
MR & MRS EMERY

Project
MILL VIEW, CHURCH LANE /
MATCHING LANE, WHITE RODING,
DUNMOW, CM6 1RL

Title
PROPOSED SITE ACCESS

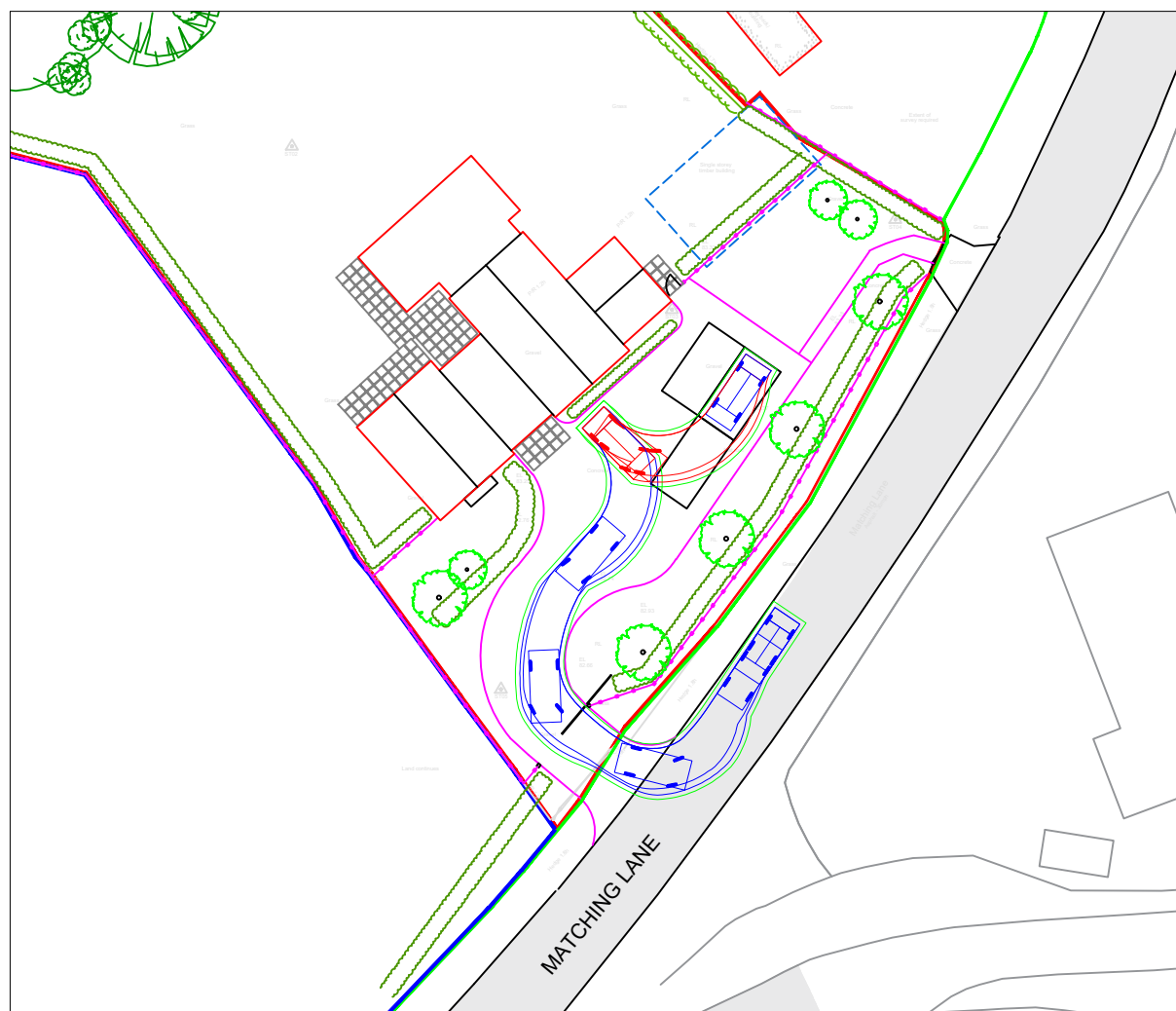
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Scale **INSET** Date **JAN 2024**

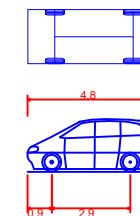
Drawing No. **2333/02 RevA**

APPENDIX C

SWEPT PATH ASSESSMENT



DESIGN VEHICLE:



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



KEY:

- Indicative Site Boundary —
- Other Land within Clients' Control —
- Highway Boundary —

NOTE:
Based on Topographical survey information and OS data.
Subject to safety audit (if required), detailed design and Council Approval.

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Client
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Project **MILL VIEW, CHURCH LANE /
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Title
SWEPT PATH ASSESSMENT

Drawn **A FIRMIN** Checked **MC**

Scale **INSET** Date **JAN 2024**

Drawing No. **2333/03 RevA**