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## FW: Developer Information REQUEST FOR TRANSPORT INFORMATION FROM HERTFORDSHIRE COUNTY COUNCIL

Peter Luder <peter.luder@weston-homes.com>

30 June 2014 17:11

To: Paul Chappell <paul.chappell@hertfordshire.gov.uk>

Cc: "Martin Paine (East Herts)" <martin.paine@eastherts.gov.uk>

Paul,

### **East Herts Local Plan preparation** **Request for transport information pertaining to BISH 6**

I refer to your e-mail dated 11 June 2014 in respect of the above information that you seek, which was forwarded to me by Martin Paine of East Herts Council.

I can respond as follows:

#### **Location Plan**

I attach the plan at 1:1250 scale that I submitted in response to the East Herts Consultation Draft District Plan Figure 5.6 of site BISH 6. This is annotated to show the land identified for potential allocation for 150 dwellings, (hatched red), a small additional area which we suggested should be included so as to create a 'smoother' boundary to the Green Belt than originally suggested and which would ease the vehicular route alignment from Dunmow Road to the allocation site, (hatched blue), and a further area identified to accommodate the said access road with any commensurate adjustments to the existing Golf Club entrance road and car park, (hatched green).

I have labelled the adjoining roads, and whilst this Promap is not the clearest of reproductions, I would hope that this suffices for the time being. Please advise if this is not so.

#### **Proposed Access Strategy**

Using the same Promap base, the second attachment sets out in simple form the access strategy. This has been established from the outset, and it remains appropriate in view of the representations on the Consultation Draft District Plan by residents of the Manor Links network of culs-de-sac, who expressed concern were there to be an excessive number of additional dwellings requiring access via Manor Links.

Accordingly, the Access Strategy plan identifies a division within the BISH 6 site into two areas, with Area 1 to accommodate 50 dwellings with access from / to Manor Links. The access would be via 2 routes which were reserved by the Golf Club when the adjoining residential development on Manor Links was built. Those reserved routes are marked on Manor Links via kerb radii set into the grass verges which were provided in order to protect the sight lines.

It has been assumed that there is capacity for the trip generation of about 50 additional dwellings to be served by Manor Links because of previous comments to this effect by the Highway Authority officers. In this regard, the 3rd attachment comprises a copy of an e-mail response to Weston Homes from a Herts CC Highway Development Control Engineer, dated 30 January 2009, which responded to a request for views in respect of residential development of Area 1 only, with the two access points from Manor Links. The response states that there appears to be no fundamental problems with a residential development of this land, and that visibility from the two accesses would appear to comply with Manual for Streets requirements. This is caveated by the need for a capacity assessment of the Manor Links / Dunmow Road roundabout junction to accompany any formal submission, although no particular issues were anticipated for a normal density of development.

The existing development on Manor Links and its side roads amounts to about 70 dwellings and I note that HCC's "Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 4 – Design Standards and Advice, Chapter 1 – Road Design Criteria" imposes a limit of 300 dwellings on a Major Access Road, which I assume applies to Manor Links. Given that development of Area 1 at around 30 dph would result in about 50 dwellings,



it is assumed that this would be acceptable as additional trip generation on Manor Links and its junction with Dunmow Road, a main distributor 'A' road.

For Area 2, there would be a need for a separate vehicular access, directly from Dunmow Road. It is envisaged that this would be formed from alterations to the existing Golf Club access on Dunmow Road, which already has a right turn ghost island and substantial visibility splays. This would necessitate the formation of a new entrance into the Golf Club car park off the new access road to Area 2 within the Club's current grounds, thus avoiding two junctions with Dunmow Road. It is anticipated that the Dunmow Road access would have the capacity to accommodate trips generated by the 100 dwellings in Area 2, the Golf Club, including events at the Club House, and possibly the 50 dwellings in Area 1. However, to avoid residents of Area 2 exiting the area via Manor Links, there could be a one way system allowing only travel from Area 1 to Area 2. This could assist in limiting additional traffic joining Dunmow Road via the Manor Links roundabout.

These junctions have not been designed as yet, but in view of the HCC comments in respect of the two junctions onto Manor Links from Area 1, and the extensive frontage of the Golf Club to Dunmow Road either side of its existing generous junction, I would contend that no difficulties would exist in forming suitable junctions on either road, and thus detailed design is not required at this stage.

### **Confirmation of the Scale of Development (number & type of dwellings)**

At this stage, prior to the preparation of a specific scheme for which planning permission is to be sought, I have relied on the policies of the Consultation Draft District Plan to establish the mix of dwelling sizes and tenures. This is on the basis however that the actual mix would have regard to any amendments in the adopted District Plan, an updated SHMA, the results of consultation on what is appropriate to reflect local character, and other material considerations.

On the basis of Draft Policy HOU 1, the SHMA Update (March 2013), Draft Policy HOU 2 and Draft Policy HOU 3, a schedule of accommodation by size and tenure is set out on the Access Strategy drawing for Areas 1 and 2 by tenure. Again, I trust that this will be satisfactory for the current task.

I am assuming from the content of the Consultation Draft District Plan that no other land uses such as schools would need to be accommodated on BISH 6.

### **Trip Generation Rates**

No scheme-specific trip generation rates have been calculated to date. Therefore the use of standard trip generation rates will need to be applied to the schedule of accommodation set out above.

### **Trip Distribution**

Likewise no site-specific trip patterns have been calculated, and thus those from nearby areas would need to be applied.

### **Off site mitigation proposals**

I am not aware of any off-site highway infrastructure improvements that would be required to mitigate the impact of trip generation from BISH 6, other than adjustments to the Golf Club's access from Dunmow Road. The site is connected to existing pavements for pedestrian access to the Dunmow Road bus stops

Regards,



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**Weston Group Plc**

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**3 attachments**

 **BISH 6 Plan with amendments 20 May 2014.pdf**  
2766K

 **Access Strategy and Accommodation Schedule.pdf**  
2832K

 **HCC e mail 30 Jan 2009 re highway access.pdf**  
36K