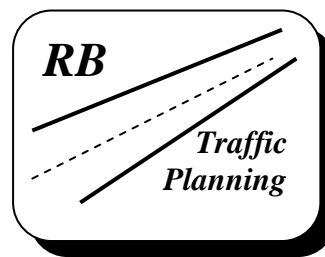


# ***Rowland Bilsland Traffic Planning***

## ***Highway and Traffic Planning Consultants***

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### **PROPOSED MIXED USE DEVELOPMENT LAND TO THE REAR OF 14, CAMBRIDGE ROAD, STANSTED MOUNTFITCHET**

### **ADDENDUM TO REPORT GIVING COMMENTS ON HIGHWAY AND TRANSPORT MATTERS IN SUPPORT OF OBJECTION TO PROPOSAL**

JR/AR/15025  
19th August, 2015.  
15025objadd

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1. Comments on highway and transport matters arising from the original application document have been given in the report reference: JR/AR/15025 dated 17th August, 2015.
2. Since preparing that original report, a revised site and location plan numbered BRD/15/006/002-B has been received. The revised drawing shows the following amendments:-
  - (a) A footpath on the south side of the access road leading from the residential dwelling at Plot 10 to the public footway at Cambridge Road.
  - (b) Revised parking provision for the proposed residential dwelling at Plot 1.
  - (c) Revised parking provision for residential dwellings at Plots 2 and 3.
  - (d) Revised parking provision on the north side of the access road for Commercial Unit 2.
  - (e) Revised parking provision on the south side of the access road for Commercial Unit 1.
  - (f) Revised location for bin store for residential dwelling at Plot 9.
  - (g) Alteration of access route to commercial bin store.
3. The revised drawing shows a new footway on the south side of the access road between the residential dwelling at Plot 10 and the public footway on the east side of Cambridge Road. The proposed footway is shown at a width of 1.5 metres. The drawing shows that as a result of the proposed footway, the northeast elevation of Commercial Unit 2 would be very close to the back edge of footway. It would detract from the appearance of the development.
4. It is noted that for the proposed residential dwelling at Plot 1, one parking space would be provided on the frontage of the dwelling and one parking space would be provided adjacent to the rear boundary, outside the curtilage of the dwelling.
5. It is noted that the proposed dwellings at Plots 1, 2 and 3 would be located further back from the eastern section of the access road. This provides space in front of the dwellings at Plots 2 and 3 for two parking spaces for each dwelling.

6. Parking provision for Commercial Unit 2 on the north side of the access road has been reduced to only 6 spaces. The remaining 4 spaces for Unit 2 are shown as tandem spaces. This is not considered practical for commercial development.
7. The parking provision on the south side of the access road for Commercial Unit 1 which includes the retail unit at ground floor level, shows 6 spaces. This includes 4 spaces which are shown as tandem parking. Tandem parking is considered unacceptable for the retail unit and impractical for any other commercial use.
8. It is noted that the replacement bin store for the residential dwelling at Plot 9 has been relocated and a path adjacent to that property has been introduced.
9. The revised drawing shows the bin store staying in the same position as the original proposal but with a revised parking arrangement. Access between the bin store and the service road would be even more difficult than originally proposed.
10. There is no access route shown within the red line application boundary which gives access to the commercial bin store. On the assumption that access would be taken along the service road, that would be a walk distance of greater than 50 metres from a refuse vehicle parked on Cambridge Road. There is no indication on the revised drawing of the access route to the commercial bin store.
11. If the vehicles used for the collection of waste and recyclable materials from the commercial units were to enter the site access road either, it would reverse in from Cambridge Road or, it would need to proceed to the cul-de-sac end of the access road to turn. This would then allow the vehicle to proceed back on to Cambridge Road in a forward gear. If the vehicle were to reverse into the site access, across the east side footway of Cambridge Road to the collection point, that would prejudice pedestrian safety. If it were to enter the site in a forward gear and proceed to the cul-de-sac end to turn, that would prejudice residential amenity.

12. It must be recognised that a vehicle collecting waste and recyclable materials from commercial development is not the same vehicle that would collect from residential development.

#### Conclusion

13. The summary and conclusion given in the original report dealing with highway and transport matters in support of the objection to this proposal remain valid. The revised drawing has not resolved any of the issues which have been referred to the original Objection Report.
14. Accordingly, the conclusion remains the same that insufficient information has been provided in the application to demonstrate that the proposed development would satisfy relevant policies of Uttlesford District Council and Essex County Council. Consequently, the overall conclusion is drawn that the application proposal is prejudicial to highway and pedestrian safety.