



Highways Statement

146 Hainault Road, Chigwell, Essex IG7 5DL

18 July 2017

Waterman Infrastructure & Environment Limited

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Client Name: STS Companies Ltd
Document Reference: WIE13087-100-R-1-1-3-HighwaysStatement
Project Number: WIE13087

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS OHSAS 18001:2007)

Issue	Date	Prepared by	Checked by	Approved by
1-1-3	18/07/17	Dave Martin	A.Trowbridge	A.Trowbridge
			Redacted.....

Comments

1st Issue

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1. Introduction

- 1.1. Waterman Infrastructure and Environment (WIE) has prepared this Highways Statement (HS) on behalf of STS Companies Ltd to provide highways and transportation advice in support of their planning application for the demolition of the existing property at 146 Hainault Road, Chigwell to provide a development comprising of a total of 11 residential flats within the site. A site location plan is attached at **Appendix A** of this document.
- 1.2. The existing property comprises a large detached 5 bedroom house. Proposals are to demolish this property to provide a total of 11 x 2 bedroom residential units across 3 storeys, on-site car parking, cycle storage and a refuse store.
- 1.3. This HS has incorporated comments received from Essex County Council's (ECC) Highways Department dated 29th March 2017. A copy of the ECC comments are included at **Appendix B**.
- 1.4. The Epping Forest District Council planning reference for the scheme is EPF/0479/17.

2. Existing Situation and Transport Accessibility

Site Description

- 2.1. The development site is located on the eastern side of Hainault Road, to the south of Chigwell in a predominantly residential area comprising of detached homes and flatted developments.
- 2.2. The site is currently accessed via 2 gated vehicle crossovers directly off Hainault Road providing vehicular access to the front of the property.
- 2.3. The site is bound to the north, east and south by residential properties and to the west by the Hainault Road carriageway.
- 2.4. Hainault Road (A123) is a single carriageway road subject to a 30 mph speed limit and has a general carriageway width in excess of 6.5m.

Pedestrian Accessibility

- 2.5. The pedestrian facilities in the vicinity of the site are good. Site access for pedestrians is taken directly from Hainault Road via the gated accesses.
- 2.6. A signalised pedestrian crossing point is located approximately 75m south of the site which ensures pedestrians can cross the carriageway safely within the immediate vicinity of the site.
- 2.7. Wide, well-lit footways, in excess of 2m in width, are located on both sides of the Hainault Road carriageway which provides safe and easy access for pedestrians.

Bus

- 2.8. The closest bus stops are both located within 60m walking distance from the site; the southbound stop is located at the site frontage with the northbound bus stop located approximately 60m north of the site.
- 2.9. The Hainault Road bus stops are served by bus routes 167 and 667. The 167 service provides regular buses, at a 20 minute frequency, between Loughton and Ilford, the 667 service is a school bus route that runs between Ilford and West Hatch school in Chigwell. The bus stops, on both the northbound and southbound sides of the carriageway, are located in open and well-lit areas.
- 2.10. Additional bus stops are located within 130m walking distance south of the site on Manor Road (B173), these stops are served by the 462 service, a regular service between Ilford and Grange Hill.
- 2.11. The site has very good connections to a bus route that provides frequent services to local facilities, transport links and the surrounding area.

Rail

- 2.12. Grange Hill station is located approximately 800m east and Chigwell station is located within 1km north of the development site ensuring that rail travel is a viable method of transport to and from the site.

- 2.13. Both Grange Hill and Chigwell stations are part of the Transport for London (TfL) Central underground line network and operates a frequent 7-day service and provides links to destinations including Hainault, Woodford, Stratford, Holborn, West Ruislip and Ealing Broadway. This station provides an ideal and regular service for potential commuters residing on the site.

3. Proposed Development

- 3.1. The proposal is for the demolition of the existing 5 bedroom detached property to provide a development comprised of 11 x 2 bedroom residential flats.
- 3.2. A plan of the proposed development can be found at **Appendix C**.

Site Access

- 3.3. Vehicular access into the site's car parking area will continue to be taken from the existing access points, to operate in an entrance and exit arrangement, on Hainault Road via the site's western boundary. The northern access will be 'in' only and the southern will be 'out' only.
- 3.4. Continuing to take access at this location ensures the 2.4m x 43m visibility distances required for a 30mph speed limit on the main carriageway, as stated within the Department for Transport's Manual for Streets (MfS) document, is achieved. This is in accordance with ECC's requirements.
- 3.5. The accesses are each 4m wide, with the internal arrangement enabling vehicles to pull fully off the public highway with sufficient space to reduce any potential for vehicles to queue back onto the public highway.
- 3.6. A plan demonstrating the extent of visibility achievable from the exit point is included at **Appendix D** of this document.

Proposed Parking Provision

Car Parking

- 3.7. Proposals include the provision of 11 car parking spaces located to the rear of the site accessed via a proposed internal access link along the northern boundary of the site. This level of provision is deemed acceptable for the extent of the proposed development which seeks to provide flats, which are widely recognised to require a lower parking provision compared to houses and that the site is close to public transport and local facilities which reduces the need to own a car.

Cycle Parking

- 3.8. The proposed 11 cycle parking spaces to be provided is in line with the ECC parking standards guidance.
- 3.9. It is proposed that a secure cycle parking shelter will be accessible to residents only; the precise type of access to be determined at a later date subject to the suppliers' specifications.

Emergency Vehicles

- 3.10. The proposed site layout is in accordance with the Department for Transport document "Manual for Streets" (MfS) which states:
"There should be a vehicle access for a pump appliance within 45m of every dwelling entrance for single family houses, flats and maisonettes".
- 3.11. Emergency access is as per the existing situation.

Servicing and Refuse Collection

- 3.12. A refuse collection vehicle can get within 25m of the refuse storage area, which is to be located to the front of the development, which ensures that refuse carry distances are within the maximum specified within the MfS document.
- 3.13. Collection will be undertaken from the Hainault Road carriageway as per the existing residential refuse collection arrangements.

4. Conclusion

- 4.1. This report has been prepared on behalf of STS Companies Ltd to provide the local planning authority with details of the proposals for a total of 11 residential flats at 146 Hainault Road, following the demolition of the existing large 5 bedroom property, and the predicted impact of the development on the local highway network.
- 4.2. The site currently comprises a large 5 bedroom detached residential property that is accessed directly from the Hainault Road carriageway via 2 gated vehicle crossovers on the site's western boundary.
- 4.3. The site is located within a predominantly residential area to the south of Chigwell, accessible by cycle and foot, and benefits from excellent accessibility to local facilities, opportunities and services ensuring the site is situated within a highly sustainable location.
- 4.4. The site is accessible by regular bus services, with bus stops in both directions within 60m walking distance of the site. Chigwell and Grange Hill stations, served by the Central Line London Underground network, are located within 1km from the proposed development site ensuring that rail travel is a viable method of transport to and from the site.
- 4.5. Vehicle and cycle parking is to be provided for each of the residential units.
- 4.6. In conclusion, it is considered that there is no highway related reason why the proposed residential development should not be granted approval.



APPENDICES

A. Site Location Plan

Appendices

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Chigwell Station

Grange Hill Station

Grange Hill



Train/Rail Station(s)

Publisher	Zone	Category	Number	Revision
WIE	SA	95	0003	A01

B. Essex County Council – Highways Comments (March 2017)

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Your Ref: EPF/0479/17
Our Ref: EPF/0479/17 - 28018
Date: 29 March 2017



Essex County Council

CC: (by email) Cllr John Knapman
DM Team Leader, SMO3

Andrew Cook
Director for Operations,
Environment & Economy

To: **Directorate of Planning & Economic Development**
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Recommendation

Application No. EPF/0479/17
Applicant STS Companies Ltd.
Site Location Amar Nivas, 146 Hainault Road, Chigwell, IG7 5DL
Proposal Demolition of existing building and garage and new build three storey residential development comprising of 11 units with on-site car parking, cycle storage and refuse store.

From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:

1. The proposal would intensify the use of an existing access which has deficiencies in terms of geometry and visibility which is not in accordance with current safety standards. The main function of this highway (Main Distributor) is that of carrying traffic freely and safely between centres of population. The existence of an access in this location is a matter of fact and therefore some degree of conflict and interference to the passage of through vehicles already occurs but the intensification of that conflict and interference which this proposal would engender would lead to a deterioration in the efficiency of the through road as a traffic carrier to the detriment of highway safety.
2. As far as can be determined from the submitted plans the applicant does not appear to control sufficient land to provide the required vehicular visibility splays of 2.4m x 43m in either direction. The lack of such visibility would result in an unacceptable degree of hazard to all road users to the detriment of highway safety.
3. The development fails to provide an access wide enough to enable a vehicle to enter the site safely and efficiently whilst another vehicle is waiting to egress the site. This would result in a site where other vehicles may encounter movements that could lead to danger and hazard to all users of the highway.

This proposal would therefore be contrary to the aims and objectives of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and policy ST4 of the Local Plan.

.....Redacted.....

pp. Director for Operations: Environment & Economy
Enquiries to Matthew Lane
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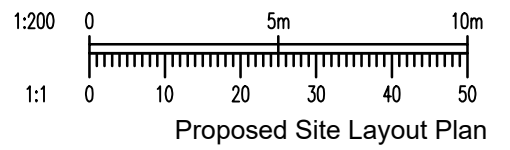
C. Proposed Site Layout Plan

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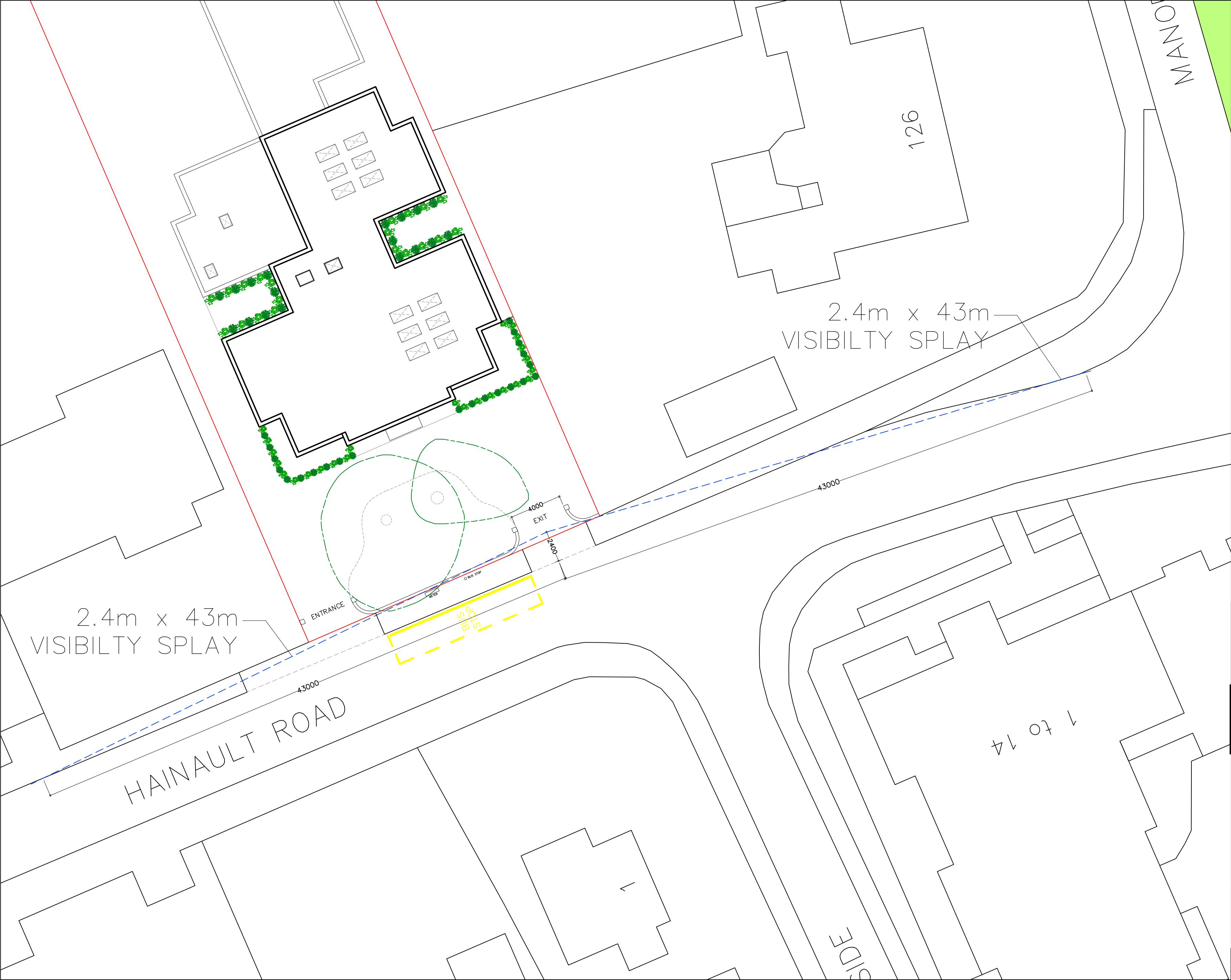
D. Access Visibility Plan

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NOTES

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THE CONTRACTOR IN PREPARING HIS ESTIMATE SHALL VISIT THE SITE & ACQUAINT HIMSELF WITH THE PROBLEMS INVOLVED & SHALL ALLOW IN HIS PRICE FOR ANY DETAIL WHETHER SHOWN OR NOT WHICH MAY REASONABLY BE CONSIDERED NECESSARY TO ENSURE A NEAT STRUCTURALLY SOUND & WORKMAN LIKE JOB.

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NO WORKS TO COMMENCE ON SITE WITHOUT THE APPROVAL OF THAMES WATER UTILITIES LTD.

REV	AMENDMENT	DATE

SSC ARCHITECTURE

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JOB:

146 HAINAULT ROAD
CHIGWELL, ESSEX IG7 5DL

TITLE:

PROPOSED SITE PLAN
- VISIBILITY SPLAY

SCALE:	1:200@A2	DRAWN	HS
DATE:	MAY 2017	CHECKED:	

DRAWING. No.	SSCD 8340/ VS01	REV	
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UK and Ireland Office Locations

