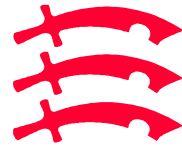


Your Ref: S62A/22/0000002
Our Ref: HT/TPD /SD/KW/4797/4C
Date:- 25/05/2022



Essex County Council

CC: Cllr Gadd

Paul Crick
Director for Highways and Transportation

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN
Essex CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No. **S62A/22/0000002**

Site Location **Former Friends' School, Mount Pleasant Rd, Saffron Walden CB11 3EB**

Proposal **Conversion of buildings and demolition of buildings to allow redevelopment to provide 96 dwellings, swimming pool and changing facilities, associated recreation facilities, access and landscaping**

Note

This application was accompanied by a transport statement which has been reviewed by the highway authority in conjunction with a site visit and internal consultations. The assessment of the application and Transport Statement was undertaken with reference to the National Planning Policy Framework 2021 and in particular paragraphs 110 – 112, the following was considered: access and safety the opportunities for sustainable transport; and mitigation measures.

The location of the application is on a site with an existing lawful use and associated traffic generation. This application has not assessed the impact on the highway but has looked at previous and proposed trip generation and concluded that the development will not add addition trips to the highway network in the peak periods. The highway authority is broadly in agreement with this approach for this quantum of development.

While not part of this application the TS appears to be seeking to establish the principle that 344 dwellings could be accommodated on the site without the need for further highway assessment and there would be no intensification of the access. The highway authority does not accept this for the reasons below:

1. In its response to application UTT/19/1744/OP dated 02/03/2020 the highway authority disputed the trip rates used in the EAS Transport Assessment stating

(iv) Data is provided within the report for comparative purposes the school trip rate appears to be too high. Latest data I was able to find on the school is shown below

Day pupils	270
Full Board pupils	20
Weekly Board pupils	30
Total pupils	320

TRICS trip rates for non-residential primary and secondary schools are lower than the residential school trips presented in the TA. It is noted that the residential school category is not available in the latest version of TRICS.

2. It is known that due to the wide catchment area the school relied heavily on minibuses to bring the children to the site, thus reducing the number of vehicular trip rates.
3. The intensification of accesses and impact on the highway cannot be based purely on the peak period, all day comparisons of trip rates should be made.
4. The school closed in 2017, it would be for the planning authority to determine the historic lawful use of the site when any further application was submitted.
5. Planning applications in the area have been approved since that date therefore cumulative impact on the highway would have to be assessed.

When assessing the application it was noted that there are a number of aspects of the layout that require more detail and information and these are listed below and the highway authority requires this information to properly determine the application.

The existing capacity issues in the town are documented in the previous application but the location of this site within walking distance of the town centre, bus services and links to the rail station mean that in transport terms it is a sustainable location. In order to enhance the sustainability of the site and give people a real choice in transport options mitigation in the form of contributions to the emerging bus strategy for Saffron Walden and to the cycling strategy are recommended, as well as a travel plan to encourage travel without using the car. These are listed below to provide information to the planning authority and applicant.

In this location and given the constrained nature of the site the highway authority would not be averse to the vehicle parking being reduced to provide additional high quality walking and cycling routes and adequate turning provision for refuse vehicles. We are aware that we are not the parking authority but we would welcome a discussion about this to help achieve a quality environment for active travel in accordance with NPPF.

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

1. The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development.
 - a. It is not clear from the submitted drawings that the visibility splay to the Water Tower access as shown in drawing 03.2 is achievable in land under the control of the applicant and that parked cars will not block the visibility splay on a regular basis.
 - b. Clarification is required on the drawing for the eastern access on Mount Pleasant Road access 03.1 rev C whether 2 x 2m footways are to be provided transitioning into the site from the highway
 - c. It is not clear from the submitted drawings how the pedestrian and cycle network runs through the site, as far as can be discerned from the plans some of the widths appear to be below 2m.

- d. It is not clear from the submitted plans that the turning heads conform to the Essex Design Guide, it appears that a number are smaller than required.
- e. As far as can be determined there is no internal layout plan for the cycle parking storage, identifying the number of cycles to be accommodated.

The proposal is therefore to detriment of highway safety and contrary to the Highway Authority's Development Management Policy DM1 and Policies, adopted as County Council Supplementary Guidance in February 2011, and the relevant policies of the Uttlesford Local Plan

The following additional information is required and will be considered by the highway authority

1. Confirmation that the visibility can be achieved in land in control of the applicant and the actions needed to secure it and keep it free from obstruction, including parked cars.
2. While the text says that this access was approved under planning application UTT/19/1744/OP, this does not appear to be the same design and does not clearly show how the eastern footway is to be treated coming into the site an undated dimensioned plan and explanation are required .
3. A plan clearly identifying the pedestrian and cycle network and the widths, these should be in accordance with the current guidance including LTN 1/20
4. A plan clearly identifying the dimensions of the turning areas and the road layout
5. A dimensioned plan showing the internal layout of the cycle parking stores and clearly identify
6. While the highway authority is unlikely to adopt this layout we have concerns that the refuse collection strategy is not achievable due to the tight geometry of the site and turning areas and the requirement for vehicles to back into the site. The applicant should consult with UDC refuse department to ensure collection is achievable.

When/if the information has been received and found satisfactory the highway authority recommends the following conditions which can be confirmed with the final response:

1. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. wheel and underbody cleaning facilities
 - v. Routing plan for construction vehicles, identifying the most appropriate routes and provision of information showing the width and weight restrictions in the area

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

2. **Access** –Eastern Access Mount Pleasant Road – Prior to occupation of the development, the eastern access onto Peasland Road as shown in principle on submitted drawing 03.1 rev C shall be provided, with

- i) clear to ground visibility splays with dimensions of 2.4 metres by 43 metres in both directions, vehicular visibility splays shall be retained free of any obstruction at all times thereafter
- ii) Two 2m wide footways and a carriage way width of 5.5m – **to be confirmed in additional information**
- iii) cutting back and ongoing management of vegetation
- iv) any required regrading of embankment to maximise visibility and the width of the existing footway.
- v) Removal of the school zigzag lines on Mount Pleasant Road and replacement with any necessary parking restrictions agreed with the North Essex Parking Partnership.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

3. **Access** – The Avenue Prior to occupation of the development, the southern access onto The Avenue Road as shown in principle on submitted drawing 03.1 rev C shall be provided, including clear to ground visibility splays with dimensions of 2.4 metres by 25 metres in both directions, vehicular visibility splays shall be retained free of any obstruction at all times thereafter. **Reason:** To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

vi) Access- Water Tower To be confirmed

4. **Bus stops:** Prior to first occupation upgrade of the two bus stops closest to the access on Mount Pleasant Road; eastbound with pole, flag and timetable case and westbound with cantilever shelter, incorporating flag and timetable case. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011
5. **Cycle parking** Prior to occupation of any dwelling and first beneficial use of the sports facilities, cycle parking shall be provided in accordance with the EPOA Parking Standards. Proposed parking facilities to be submitted to the highway authority for approval. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times. **Reason:** To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.
6. **Parking** Provision of spaces for the car club which is being set up by UDC, details to be agreed. **Reason:** To support sustainable travel parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

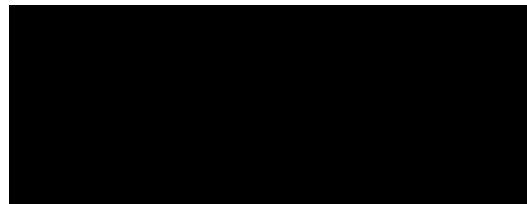
7. **Bus service contribution:** Prior to commencement the payment of £280,000 financial contribution towards the enhancement of bus services in Saffron Walden directly benefiting the site and linking it to key attractors within the town and the surrounding areas with increased frequency or quality and/or highway infrastructure works that increase the efficiency of bus services servicing the site through capacity enhancements on the local highway network. **Reason:** In the interests of improving public transport through the implementation of the emerging Uttlesford Bus Strategy and reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.
8. **Walking and cycling contribution:** Prior to commencement the payment of £100,000 financial contribution towards the enhancement of local cycling and pedestrian facilities as identified, but not limited to, those in the Uttlesford Cycling Action Plan (CAP) and the Saffron Walden Neighbourhood Plan which relate to the site and facilitate walking and cycling to key locations including routes from the site to and within the town centre. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011
9. **Residential Travel Plan:** Prior to first occupation of the proposed development, the Developer shall submit a residential travel plan, including travel plan co-ordinator and relevant targets, to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation. It shall be accompanied by an annual monitoring fee of £1596 per annum (index linked), to be paid to Essex County Council. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011
10. **Travel Packs:** Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

Informatives:

- (i) Electric vehicle charging points should be provided in accordance with the UDC policy and or NPPF requirements.
- (ii) The internal layout of the development is unlikely to be adopted by the highway authority as it does not conform to the Essex Design Guide.
- (iii) All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose

access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

- (iv) Any signal equipment, structures and non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction. To be provided prior to the issue of the works licence.
- (v) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at [REDACTED] or by post to SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.
- (vi) Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.
- (vii) The Applicant should provide for agreement, information regarding their drainage proposals i.e. draining by gravity/soakaways/pump assisted or a combination thereof. If it is intended to drain the new highway into an existing highway drainage system, the Developer will have to prove that the existing system is able to accommodate the additional water.
- (viii) The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.



pp. Director for Highways and Transportation
Enquiries to Katherine Wilkinson
Internet: www.essex.gov.uk
Email: Katherine.wilkinson@essex.gov.uk