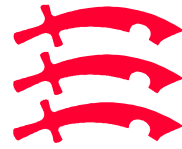


Your Ref: S62A/22/0000002
Our Ref: HT/TPD /SD/MB/4797
Date:- 29 July 2022



Essex County Council

CC: Cllr Gadd

Paul Crick
Director for Highways and Transportation

To: Uttlesford District Council
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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**

Further comments following re-consultation on 23 June 2022 regarding 'Documents received from the applicant on 17 June 2022'

From a highways viewpoint the 'documents received from the applicant on 17 June 2022' included a Transport Note dated June 2022 from Icen Consultants and a drawing 21 0037-416 indicating 2m wide routes for cyclists and pedestrians to the adjoining road network, including cycle store locations.

The further comments of the Highway Authority (HA) are as follows:

The point was raised in the previous highway recommendation dated 25 May 2022 that Icen Projects Limited, Transport consultants (IPL) appeared to be seeking to establish the principle that additional dwellings beyond that contained in the current planning application could come forward without further assessment. ECC did not agree with this position, and it is acknowledged in paragraph 9 of the Transport Note that the level of the extant use of the Former Friends School site would need to be determined in connection with any future planning applications.

As indicated previously 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 additional vehicle trips to the highway network in the peak periods. The HA is broadly in agreement with this approach for this quantum of development.

Whilst the application site is located within proximity of the Town Centre the historic character and constrained nature of the road layout of Saffron Walden means that there are high

volumes of vehicles including HGVs near high numbers of pedestrians and in common with many rural market towns, movement within and around the town is largely dependent on the private car. It is vital therefore that new residential development proposals, particularly near the Town Centre, ensure they do not give rise to significant numbers of vehicle trips and contribute positively towards achieving mode shift and behaviour change to active and sustainable travel modes enhancing the sustainability of the application site. Mitigation in the form of contributions to the emerging bus strategy for Saffron Walden and to the cycling strategy as set out below therefore continue to be sought by the HA as well as a travel plan to encourage travel without using the car. This is consistent with the Saffron Walden Clean Air Market Town project that consists of a package of holistic and wide-ranging pilot projects and measures to act as a catalyst for reducing air pollution in a historic market town and commencing the delivery of active travel schemes and behaviour change campaigns to support an increase in active travel behaviour, reduce vehicle trips amongst businesses and residents resulting in less traffic congestion and improved air quality.

For the above reasons and given the constrained nature of the site the HA 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. The HA are aware however that they are not the parking authority but would welcome further discussion about this to help achieve a quality environment for active travel in accordance with NPPF and aspirations of the aforementioned Saffron Walden Clean Air Market Town project.

When assessing the application previously it was noted that there are several aspects of the layout that required more detail and information. Additional information is contained in the Icen Projects Limited Transport Note and the highway comments are set out below:

Layout matters raised in the highway recommendation dated 25 May 2022 that require further clarification:

- 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.**

IPL have provided additional information in connection with this point including relocation of the visibility splays. Whilst it is acknowledged that on occasion visibility may become compromised the HA acknowledge this is an existing vehicular access that it is proposed to serve a small finite amount of parking from a cul de sac where traffic speed and volume is low. This matter is therefore resolved.

- 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**

The layout would not be suitable for adoption by the HA and would remain private. IPL have confirmed that pedestrian access from the eastern site access on Mount Pleasant would be by a single 2 metre footway. This approach is acceptable to the HA in these circumstances on the understanding that the detailed design for the modifications to the eastern access should include a margin/verge on the eastern side of the access radius (the side that does not include a footway) to ensure inter-visibility for pedestrians using the footway adjacent to Mount Pleasant Road that crosses the eastern access to Friends School. This can be dealt with as part of a recommended planning condition below and is resolved.

- 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 of appear to be below 2m.**

The pedestrian and cycle network and width has been confirmed including access from the cycle parking to the highway network. No further comment.

- 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.**

It is acknowledged that the development will not be adopted. ICL have carried out additional work to indicate that in some instances the turning areas are close to the type 3 turning head standards as required by the Essex Design Guide on adoptable road layouts. However, in other areas the measurements fall short e.g. the turning head to the north west of the application site. Also, arrangements from the Water Tower Place access are unclear. Ultimately if the site is not being adopted this would have limited effect on the operation of the public highway except in the case of Water Tower Place. Clearly having to reverse refuse vehicles for significant lengths is not good practice. Following the HA comments contained in the recommendation dated 25 May 2022 no evidence has been provided to indicate that the waste collection Authority are satisfied with the arrangements.

- 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.**

This information has been provided and cycle parking can be dealt with by way of a planning condition set out below.

Subject to clarification of the remaining points above from a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following mitigation and conditions:

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) A 5.5 metre carriageway with a 2m wide footway on the western side and appropriate verge/margin on the eastern side to provide intervisibility with pedestrians using the footway adjacent to Mount Pleasant Road passing across the Eastern access.
- 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 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.
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 occupations 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.

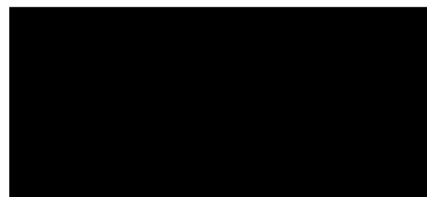
8. **Walking and cycling contribution:** Prior to commencement the payment of £100,000 financial contribution towards the enhancement of local cycling and pedestrian facilities as identified, but not limited to, those in the Uttlesford Cycling Action Plan (CAP) and the Saffron Walden Neighbourhood Plan 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 development.management@essexhighways.org 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.



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