



TRANSPORT NOTE

To: **Essex County Council**
From: **Iceni Projects Ltd, Transport**
Date: **June 2022**
Title: **Former Friends' School, Mount Pleasant Road, Saffron Walden CB11 3EB -
Response to Official Post Submission Highways Comments issued by Essex
County Council (25/05/2022)**

1. This Transport Note has been prepared by Iceni Projects Ltd (IPL) in response to the highways matters raised by planning officers at Essex County Council (ECC), as the highways authority in relation to the proposed redevelopment of the former Friends' School, Mount Pleasant Road, Saffron Walden ("the Site"), on behalf of New Chase Homes ("the Applicant").

Introduction

2. This Transport Note (TN) considers the comments from ECC highways officers post submission response, dated 25th May 2022, outlining their position in relation to the proposed planning application.
3. Pertinently, the Transport Statement (TS) concluded the development will not add additional trips to the network and that the Site was in a sustainable location. With regard to the trips officers have stated that they are broadly in agreement and further that *"the location of the site is within walking distance of the town centre, bus services and links to the railway station mean that in transport terms it is a sustainable location"*. As such, subject to the detailed officer observations dealt with within this TN it can be concluded that the Site is in sustainable location, with no impact on the network. As such IPL would suggest that in accordance with *paragraph 111 of the National Planning Policy Framework (NPPF)*:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

4. ECC highways have advised that the following points need to be considered in order to address the outstanding matters pertaining to the Site, which include:
 - *Attempted justification using EAS Transport Assessment work to justify 344 dwellings is NOT accepted by ECC, although impact from 96 dwellings is broadly in agreement and not seeking modelling:*

- *Further clarification sought over the access arrangements and internal layout before agreement can be given and;*
 - *Contributions/Works being sort towards sustainable offsite measures.*
5. Although the TN will address each of the points none of these are considered by IPL to warrant a severe or safety impact which this note will go on to explain.
 6. ECC have provided commentary, which are shown in *italics* and IPL's response in normal text. A full copy of the ECC highways response, is included at **Appendix A1** for ease of reference.

Matters Arising from ECC Highways Officers Post Submission Comments

Principle of Dwelling Numbers

"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 were not correctly referenced.*
 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 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".*
7. For the purposes of clarity, ECC's response does state that whilst the TS has not considered the impact of the development on the local road network, but rather looked at previous and proposed trip generation provided in the EAS Transport Assessment, it did conclude that the impact will not add any additional trips to the network and that '*the highway authority is broadly in agreement with this approach for this quantum of development*'.
 8. Given that ECC highways are broadly in agreement with the approach provided in the TS for the 96 dwellings being provided as part of the redevelopment of the Site, this approach can be agreed in principle and is acceptable to both parties.

9. IPL will work with ECC on future applications to determine the final figures from the extant use which can be offset against development. However, for the purpose of the current application no additional work is required.

10. When assessing the application ECC noted in their response that there are a number of aspects of the layout that required more detail and information to allow them to properly determine the application. An extract of the points raised in the letter are provided below:

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 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 of 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.

11. In terms of the aspects of the layout that require more detail and information for ECC highways to consider, is provided below.

12. With regards to **matter a** Drawing No. 21 – T055.03.2 Revision A, attached at **Appendix A2**, has been revised and updated showing the visibility splays to the Water Tower access and the car park. This is an existing access that is served off a private cul-de-sac and there is a right of way, which has to remain unobstructed to the access gate. The visibility splays, provided at 2.0m x 11.0m (at 10mph) and 2.0m x 17.0m (at 15mph) have been relocated to a setback of 2.0m (based on being a cul-de-sac) from the start of the access road to the access gate, as it is deemed a more appropriate location. In addition to the visibility splays drawing, **Figure 1.1** provides a Google Screenshot of the current access arrangements and where the visibility splays will be taken from on access to the gate access. It is important to note this is a cul de sac, which terminates just beyond the access, and if necessary (due to parked vehicles) drivers could edge forward slightly for a better view (no different from any other vehicle leaving the parking spaces along the cul de sac). As such, given the low number of movements, the fact this is an existing situation and the reality of how the access will operate it is inappropriate to merely apply Manual for Streets (MfS) standards without considering them in the context of the location, although technically the visibility can be achieved, behind and across the bonnets of cars.

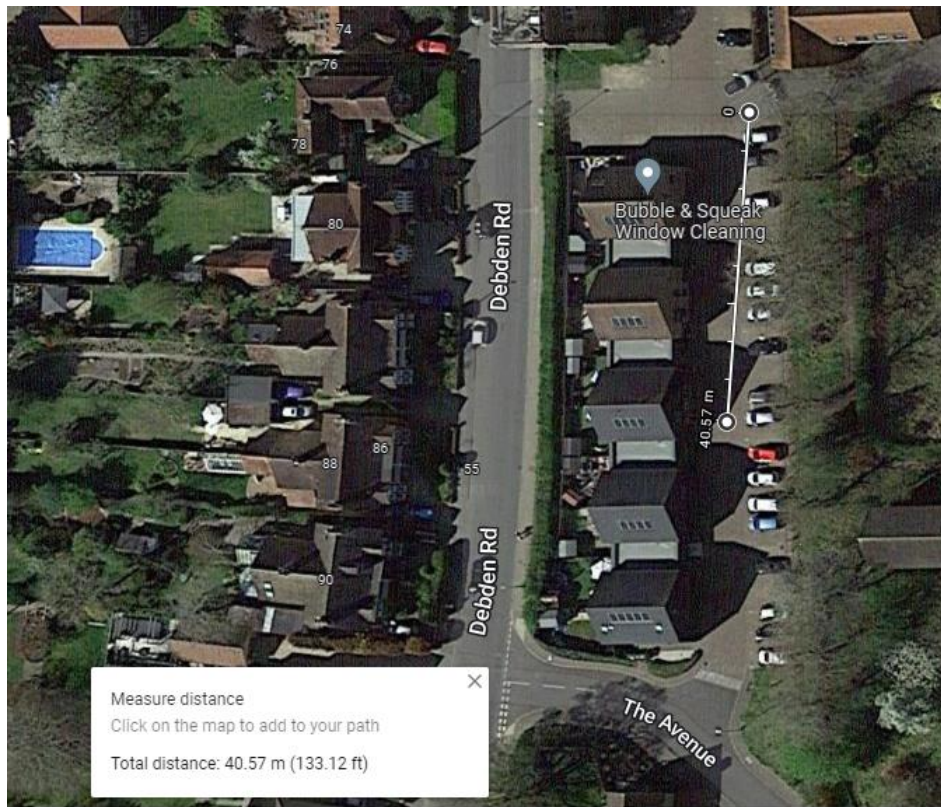


Figure 1.1 – Visibility Splays in the context of the Access Gate

13. In the ECC response, it states that this should not be restricted by parked cars. This should, however, be considered against MfS, which is more flexible on this point, and states the following in *paragraph 7.8.5*:

“Para 7.8.5 - Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable”. (IPL underlining)

14. Based on the information provided in *paragraph 7.8.5*, the visibility splays *Drawing No. 21 – T055.03.2 Revision A* and the Google Screenshot in **Figure 1.1**, we would argue that there is more flexibility, when it comes to visibility splay encroachment through parking where speeds are low. It can be argued that the vehicle speeds at the entrance to the access gate from the internal layout are low and provide access to only a handful of properties; whilst the access gate leads directly on to a shared surface cul-de-sac that serves five dwellings from The Avenue. It is our position that the context and road layout of the cul-de-sac, would not encourage higher vehicle speeds and therefore in these circumstances encroachment will not create significant problems. As such, this should be acceptable to ECC officers.

15. Clarification is sought from ECC highways on ***matter b*** in respect of the footways (2 x 2.0m) being provided transitioning into the Site from Mount Pleasant Road, as shown on *Drawing 21 – T055_0.31 Revision C* attached at **Appendix A3**. As the footway is not being adopted by ECC highways, so in terms of providing transitioning on both side of the eastern access from Mount Pleasant Road, it is not necessary based on guidance.
16. The Essex Design Guide (EDG) states that where footways are provided, they should be a minimum of 2.0m in width, which is shown on *Drawing No. 21 – T055_0.31 Revision C*, and that *'footways may be omitted on one side of the carriageway on lightly trafficked roads, where pedestrians can easily cross and aren't reasonably inconvenienced'*, which is why a footway has been omitted at this access. The throughput of traffic at this access is considered to be on the lower side based on the total number of units being provided across the whole Site (96) and that vehicle access will be clearly spilt between four separate access points minimising vehicle movements at this access.
17. The proposed footway ensures that pedestrians are kept away from vehicles in order to avoid possible conflict. Furthermore, the movement of pedestrians around site has also been considered as pedestrian access will clearly be split between the different access points and that only the dwellings located to the north east of the Site and public users of the pool (limited to a couple swim sessions a week) will walk into the Site from this access. Residents in the houses at the southern end of the Site would likely cut through the main school building as this would be the most direct route (they would have fobs to gain access).
18. The interaction between pedestrians and vehicles at this access has been evaluated. Given that vehicle movements are considered to be on the lower side, and that pedestrians can easily cross given the lightly trafficked nature of the road and therefore aren't reasonably inconvenienced by the provision of a footway on one side of the carriageway, an additional footway on the opposite, is considered not necessary based on guidance.
19. With regards to ***point c*** *Drawing No. 21 0037 - 416*, attached at **Appendix A4** for your convenience, shows 2.0m wide routes through the site for pedestrians and cyclists. All cycle stores have at least 2.0m wide access to the highway and all pedestrians have 2.0m wide access to the north and south of the Site. The routes provide pedestrians and cyclists with a coherent, direct, and safe means of access. As stated above, theses routes provide for a direct connection with the established network outside the Site on Mount Pleasant Road and The Avenue and are of the appropriate widths to be in accordance with the EDG. Most of these routes are on the internal access roads which are wider, and the network is unadopted. It is important to see the provision provided in the context of the likely use.

20. In addition, *Drawing No. 21 0037 – 405*, which is an additional drawing to those in the original submission pack and attached at **Appendix A5**, shows the cycle parking locations, identifying the 90 cycle spaces to be accommodated within the Site. All cycle parking bar one cycle store was shown in the original submission, but we accept that the large size of the floor plans could result in the cycle stores not being noted by officers.
21. In respect of **point d**, ECC's own response states that if the layout is not adopted, it only needs to be shown to work and be agreeable to the UDC refuse department. The layout has clearly been shown to work using recognised tracking software, the outputs of which accompanied the application. The actual dimension of the spaces is largely irrelevant, it is a matter of the ability to safely turn refuse vehicles, especially when the road remains unadopted. Importantly ECC own guidance under the EDG, paragraph 6.136, also allows for ALL roads not to conform, stating the following:
- 6.136 In situations where size 3-5 turning heads would normally be permitted, a turning loop incorporating car parking spaces may instead be used. It is not necessary to construct the turning head in the precise shape shown in these diagrams, or even to distinguish it by means of surface demarcation. It is simply necessary to demonstrate that the space provided is appropriately laid out to accommodate the size of vehicle consistent with the type of development. Turning heads can therefore be 'disguised' to avoid their becoming a dominant presence in a street.
22. Taking account of this point and in terms of conformity with EDG for non-adopted roads, the drawings previously submitted can therefore be shown to work using the appropriate refuse vehicle and therefore are in accordance with the EDG. To better represent this, *Drawing No. 21 – T055_04.7*, attached at **Appendix A6**, has been produced to show the dimensions of the turning areas designed to the ECC standards, recognising that the layout is not adoptable and needs to be shown to be workable, which it is, and agreeable with the ECC refuse department. This drawing has been done to demonstrate just how close the proposed turning heads are to those suggested within the guidance – but not required!
23. In regard to **point e**, *Drawing No. 21 0037-201 F* attached at **Appendix A7**, part of the suite of documents submitted for the planning application showed all the cycle parking, except for one cycle store shown in plan *Drawing No. 21 0037- 260 A* for which we apologise. This is attached at **Appendix A7**. This plan was left out of the original submission in error.
24. For the other house types provided on Site, cycle parking will be provided in cycle stores in the gardens (garden shed/store). The houses that have garages will provide cycle parking internally, as per ECC guidance. Houses and flat bolt-ons in the converted assembly building would use the communal cycle stores. If ECC highways agree that this is an appropriate strategy and can be underpinned by way of condition, this will be acceptable.
25. With regards to visitor cycle parking, if ECC highways are agreeable this can be conditioned, however, it is recognised that with 90 cycle spaces just for the flats, these cycle stores could be used by visitors, given the over-provision for the element of the development proposals.

26. The final discussion points raised in the ECC response deal specifically with the travel planning of the site and the financial contributions deemed appropriate by officers.
27. In **Condition 7 Bus Service Contribution**, there is a suggested prior to commencement payment of £280,000 financial contribution towards the enhancement of bus services in Saffron Walden. Given the acknowledged sustainable location of the Site this is simply not accepted and cannot be justified in accordance with regulations. ECC stated that “*in transport terms it is a sustainable location*”, and as such any contribution sought is unreasonable.
28. As an example, the nearest bus stops to the site are located on Mount Pleasant Road, directly opposite the northern boundary of the Site and within 100m of the proposed site access. Stops can be found on either side of the carriageway here serving routes 6 and 414 travelling in either direction. These routes operate at these bus stops and provide a service every hour to Saffron Walden Town Centre. Additionally, routes 34 and 590 are provided within 250m of the Site providing regular services. Route 34 is an internal Town Centre route, comprising 32 stops departing from High Street, Saffron Walden and ending in High Street, Saffron Walden.
29. Being located within the heart of Saffron Walden the Site is highly accessible by a number of bus routes which provide links throughout the Town and direct to Audley End station for commuting further afield. Saffron Walden being one of most sustainable settlements in Uttlesford that can be easily reached by public transport that provides great onward connectivity. The Site also has an extant use which would have resulted in the use of public transport. Therefore, in addition to the above, the contribution request is neither necessary to make the development acceptable nor fairly and reasonably related in scale and kind to the proposal.
30. In addition to the contributions ECC are also seeking enhancements to the two local stops. The developer is being asked to upgrade the two local bus stops on Mount Pleasant Road, which could be undertaken as part of any S278 works. It is noted that for the eastbound stop ECC require a pole, flag, and timetable case. For the westbound stop, a cantilever shelter incorporating flag and timetable case. Although this is not considered necessary to make the development acceptable, the Applicant is willing to carry out this work which can be secured by Grampian condition.
31. With regards to **Condition 8 Walking and Cycling Contribution**, there is a request for a £100,000 financial contribution towards the enhancement of local cycling and pedestrian facilities. Again, this is not accepted especially when ECC have acknowledged the sustainable location of the Site. It is also worth noting that being a previous school use it would have had considerably more footfall/pedestrians than currently envisaged. The Site lies close to the town centre and local facilities.
32. Given the level of local services and amenities, the Site is clearly well located in terms of walking and cycling accessibility and offers significant potential to replace short car trips to locations that are less than 2km for walking and 5km for cycling. While a small number of services and amenities fall outside of the IHT 25m-minute walk time, many can be accessed by walking an additional 5

minutes, or alternatively by cycling. It is recognised that many people will cycle to services/amenities outside of the 25-minute walk distance.

33. The local walking and cycling infrastructure are of a good standard with wide and lit footways along Mount Pleasant Road, including dropped kerbs with tactile paving at crossing points of the four-arm junction of Mount Pleasant Road/Debden Road. The development benefits the local area by providing new routes through the site, which previously did not exist. No financial contribution is deemed necessary, appropriate, or justified and would be contrary to regulations.
34. **Condition 9 Residential Travel Plan** and **Condition 10 Travel Packs** as outlined in the ECC response, with Condition 9 outlining that Travel Plan monitoring will be £1,596 per year prior to occupation, until 1 year after occupation complete is acceptable. In addition, prior to first occupation the proposed development should provide a Residential Travel Plan. Condition 10 indicates that prior to first occupation the proposed development shall provide a Residential Travel Pack for each dwelling including 6 one day travel vouchers for local public transport, is again acceptable. IPL agree these items are reasonable and would logically be conditioned. However, the financial contribution for monitoring will need to be secured separately within the S106 Agreement and the Applicant's solicitors are making this provision.
35. IPL are therefore of the view that this should no longer be considered a matter of concern for ECC highways.

Conclusion

36. This Transport Note responds to ECC highways post-submission comments in relation to the redevelopment of the Former Friends School, Mount Pleasant Road, Saffron Walden, CB11 3EB.
37. Given the information provided within this Transport Note, it has been demonstrated that there is no reason this application should be refused on highway grounds and additional offsite contributions are both unreasonable and unjustified.

June 2022

Iceni Projects

Appendix A1 – ECC Highways Letter

Appendix A2 – Drawing No. 21 – T055_03.2 – Gate Access Visibility Splays

Appendix A3 – Drawing No. 21 – T055_0.31 Revision C – Access and Visibility Splays

Appendix A4 – Drawing No. 21 0037 – 416 – Pedestrian and Cycle Routes though the Site

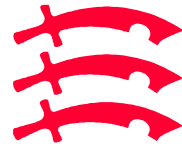
Appendix A5 – Drawing No. 21 0037 – 405 – Cycle Parking Locations

Appendix A6 – Drawing No. 21 – T055_04.7 Design Turning Heads to ECC

Appendix A7 – Drawing No. 21 0037-201 F (School building conversion proposed ground floor plans (west side)) and Drawing No. 21 0037- 260 A

A1. ECC HIGHWAYS LETTER

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
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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 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 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 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.

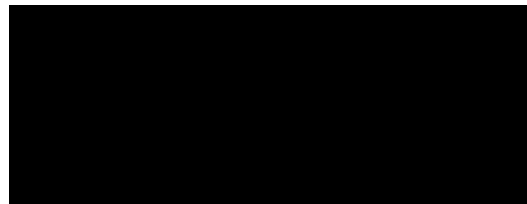
7. **Bus service contribution:** Prior to commencement the payment of £280,000 financial contribution towards the enhancement of bus services in Saffron Walden directly benefiting the site and linking it to key attractors within the town and the surrounding areas with increased frequency or quality and/or 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 [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.

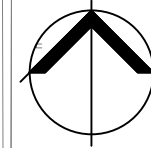


.....
pp. Director for Highways and Transportation
Enquiries to Katherine Wilkinson
Internet: www.essex.gov.uk
Email: Katherine.wilkinson@essex.gov.uk

**A2. DRAWING NO. 21 – T055_03.2 – GATE ACCESS VISIBILITY
SPLAYS**

GATE ACCESS VISIBILITY SPLAYS 10MPH

GATE ACCESS VISIBILITY SPLAYS 15MPH

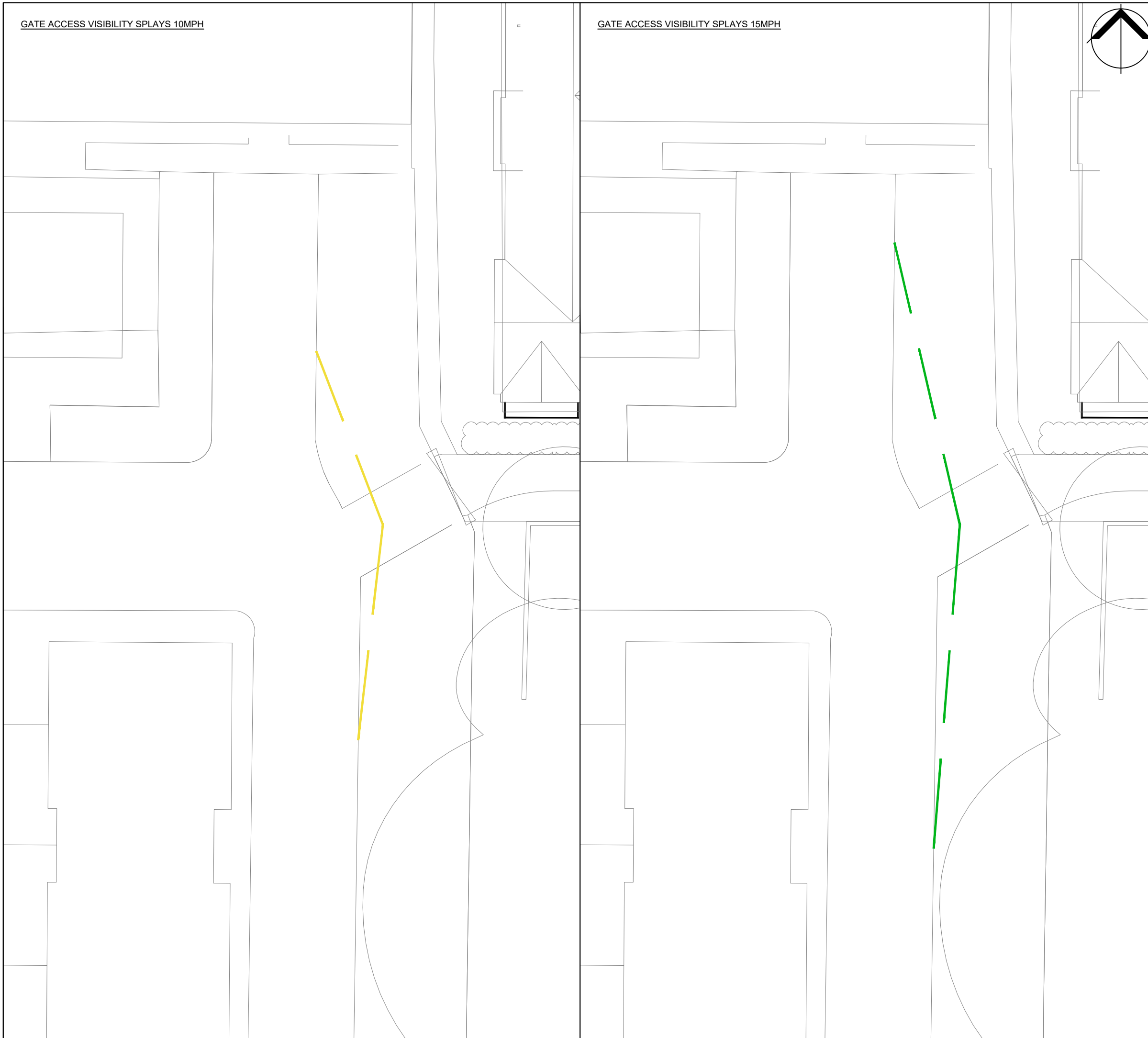


NOTES:
 1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 2. THIS DRAWING IS BASED UPON DRAWING NUMBER 210037-2001 TRACKING FEB 2022 SUPPLIED BY CHASE NEW HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VISIBILITY SPLAYS:

GATE ACCESS VISIBILITY SPLAYS:
 2M X 11M JUNCTION VISIBILITY SPLAY
 (BASED ON 10MPH AS PER MfS STANDARDS)

GATE ACCESS VISIBILITY SPLAYS:
 2M X 17M JUNCTION VISIBILITY SPLAY
 (BASED ON 15MPH AS PER MfS STANDARDS)



A	09.06.2022	REVISED VIS SPLAY	MZ	LT	LT
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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 44 SAFFRON HILL
 LONDON
 EC1N 8FH



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 mail@iceniprojects.com

CLIENT _____

CHASE NEW HOMES

PROJECT _____

FORMER FRIENDS SCHOOL, BISHOP'S STORTFORD

TITLE _____

GATE ACCESS VISIBILITY SPLAYS

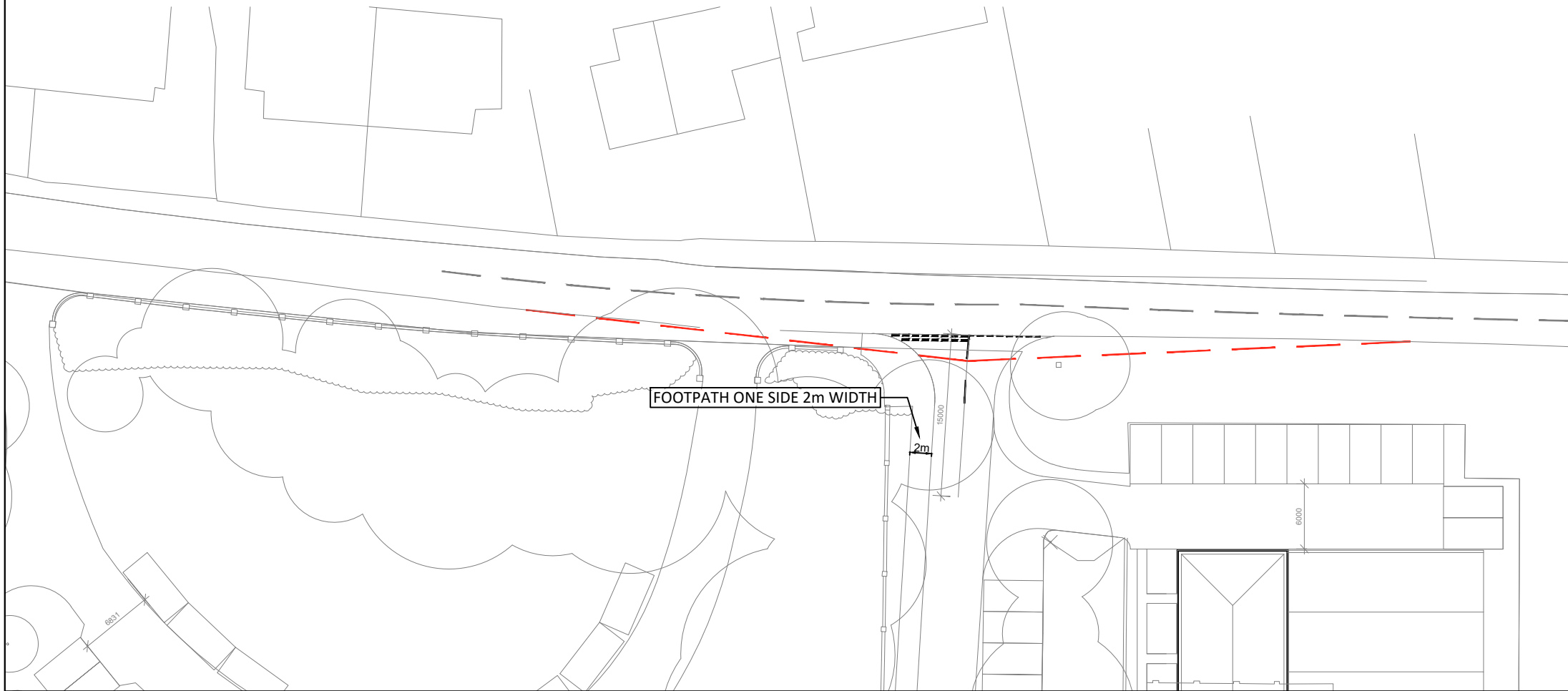
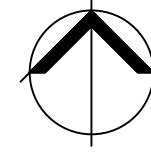
DRAWN BY MZ	CHECKED BY LT	APPROVED BY LT
	DATE 04/04/2022	DATE 04/04/2022

SCALE @ A3 1 : 250	DATE 04/04/2022
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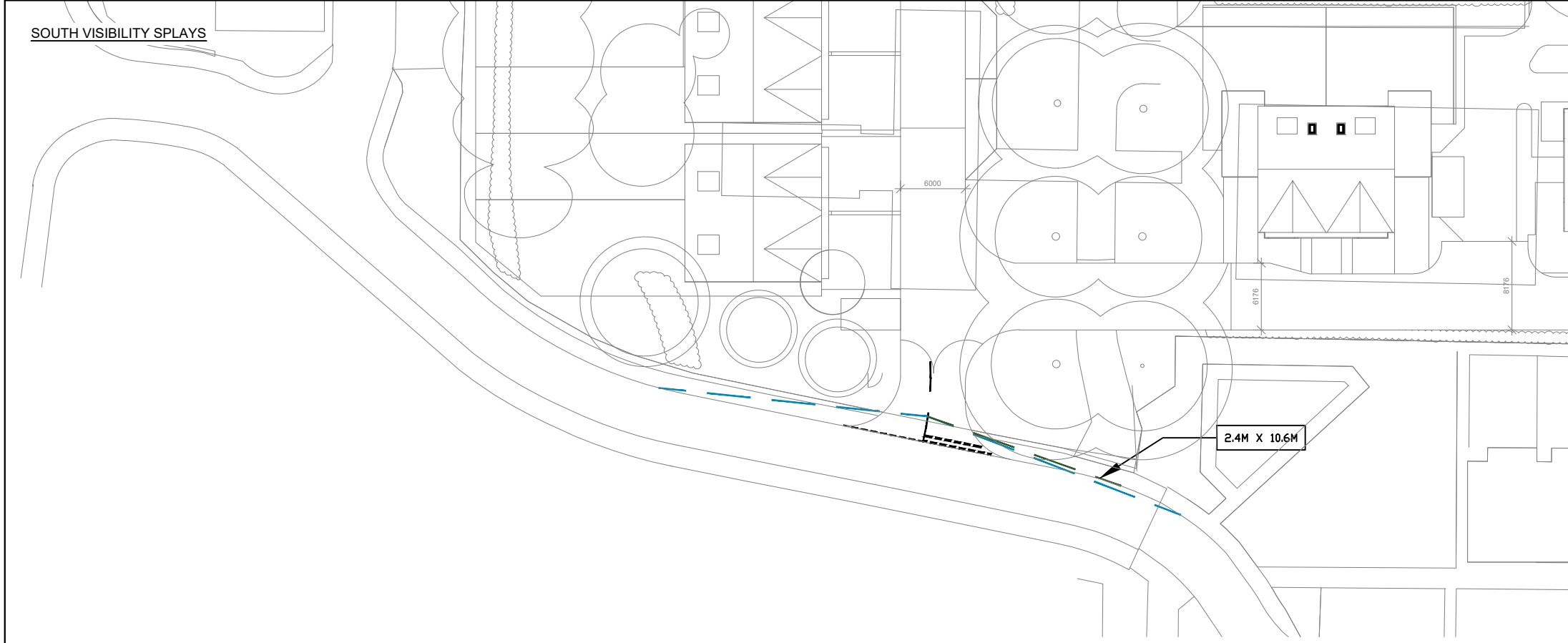
PROJECT NO. 21-T055	DRAWING NO. 03.2	REV.
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**A3. DRAWING NO. 21 – T055_0.31 REVISION C – ACCESS AND
VISIBILITY SPLAYS**

NORTH VISIBILITY SPLAYS



SOUTH VISIBILITY SPLAYS



NOTES:
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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER 210037-2001 TRACKING FEB 2022 SUPPLIED BY CHASE NEW HOMES AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VISIBILITY SPLAYS:

NORTH VISIBILITY ACCESS SPLAYS:
 2.4M X 41M JUNCTION VISIBILITY SPLAY
 (BASED ON 30MPH AS PER MfS STANDARDS)

SOUTH VISIBILITY ACCESS SPLAYS:
 2.4M X 25M JUNCTION VISIBILITY SPLAY
 (BASED ON 20MPH AS PER MfS STANDARDS)

TANGENTIAL VISIBILITY

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CHASE NEW HOMES

PROJECT

FORMER FRIENDS SCHOOL, BISHOP'S STORTFORD

TITLE

SOUTHERN ACCESS ARRANGEMENT

VISIBILITY SPLAYS

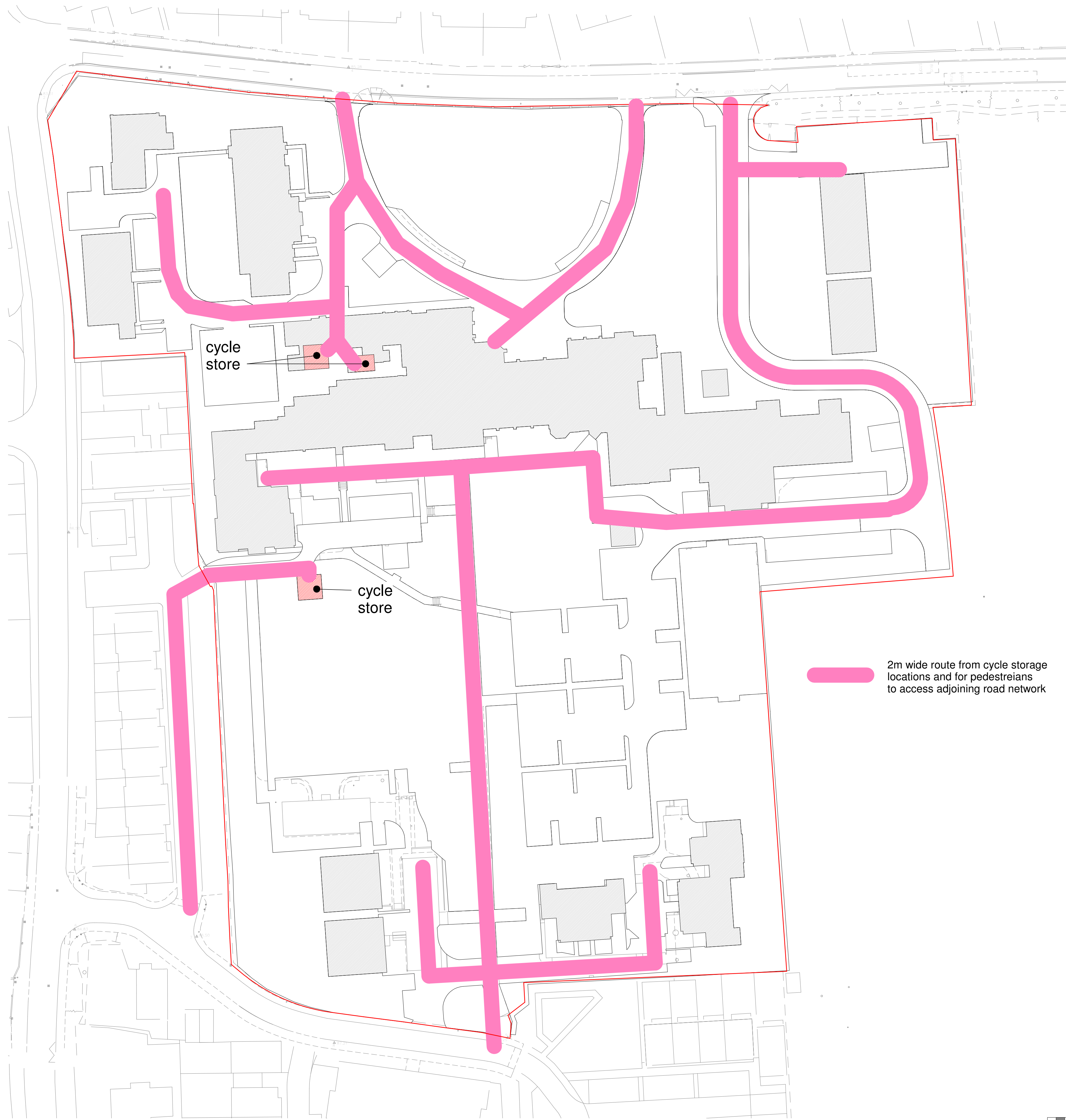
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	15/11/2021	15/11/2021

SCALE @ A3 1 : 500	DATE 15/11/2021
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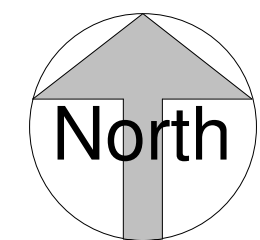
PROJECT NO. 21-T055	DRAWING NO. 03.1	REV. C
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iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

**A4. DRAWING NO. 21 0037 – 416 – PEDESTRIAN AND CYCLE ROUTES
THOUGH THE SITE**

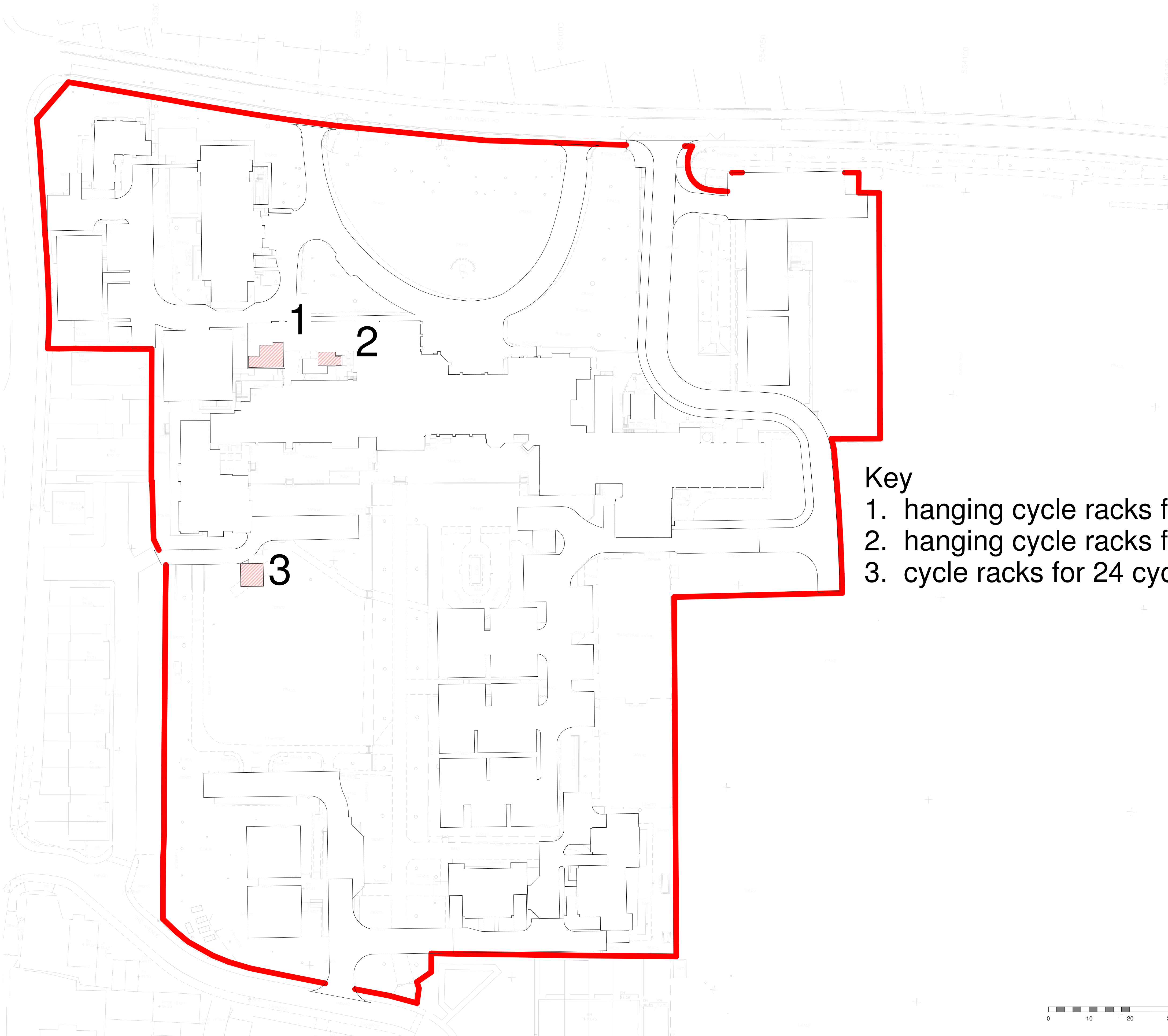


2m wide route from cycle storage locations and for pedestrians to access adjoining road network



REV	AMENDMENTS	DATE
DRAWN BY		DATE
Author		06/09/22
SCALE (@ A1)		PROJECT NUMBER
1 : 500		Project Number
CHECKED BY		APPROVED
Checker		
TITLE		
Plan indicating suggested 2m wide routes for cyclists and pedestrians to the adjoining road network		
PROJECT		
Walden School, Saffron Walden		
DRAWING NUMBER		
21 0037-416		

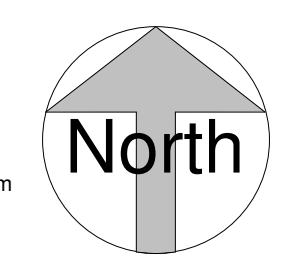
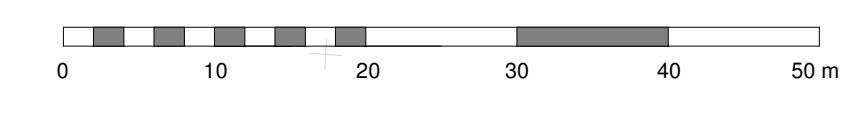
A5. DRAWING NO. 21 0037 – 405 – CYCLE PARKING LOCATIONS



Key

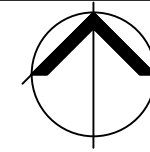
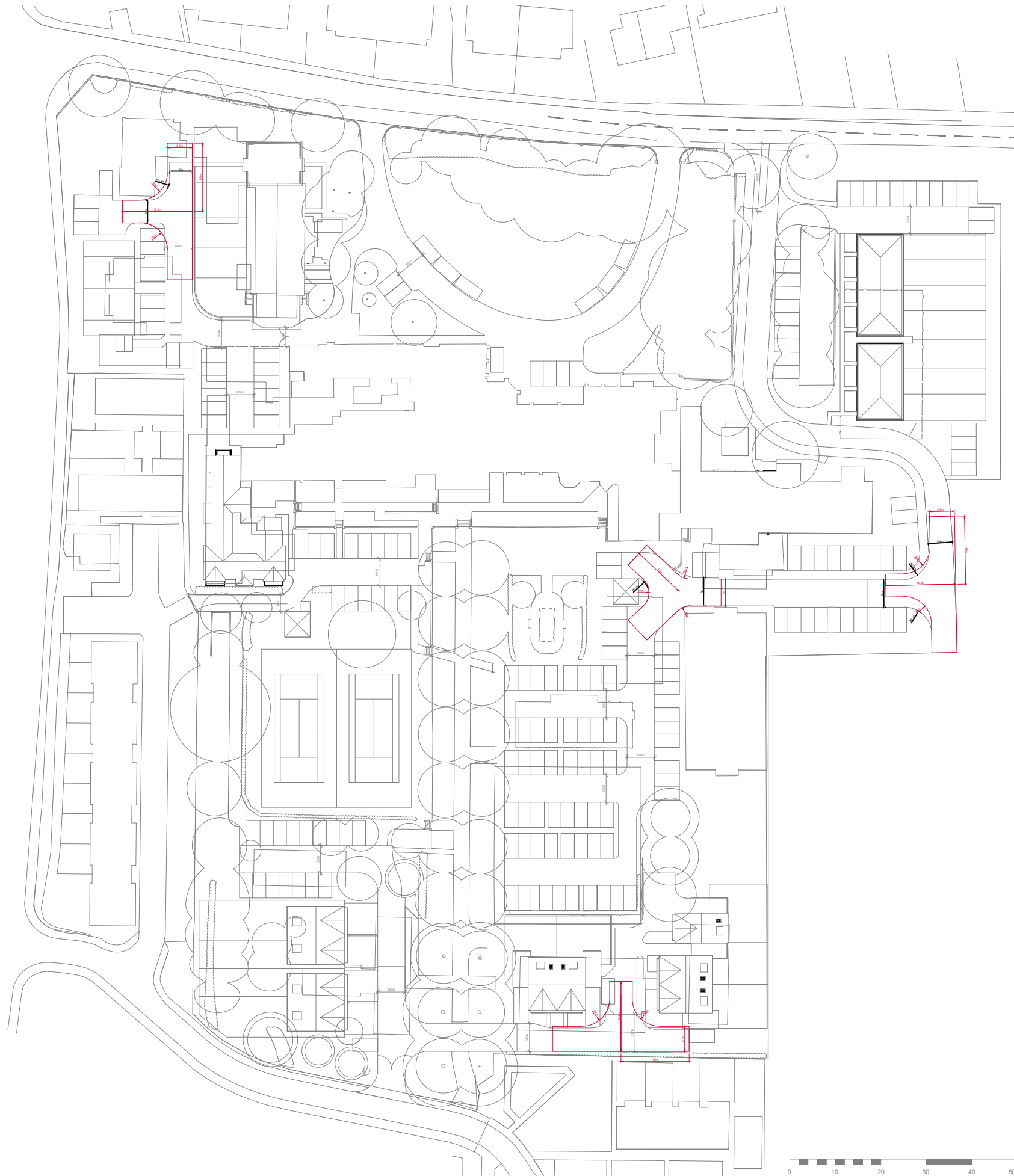
- 1. hanging cycle racks for 46 no. cycles
- 2. hanging cycle racks for 20 no. cycles
- 3. cycle racks for 24 cycles

2. Proposed cycle storage locations
1 : 500



REV	AMENDMENTS	DATE
DRAWN BY		
Author	DATE	
SCALE (@ A1)	PROJECT NUMBER	
CHECKED BY	Project Number	
Checker	APPROVED	
TITLE		
Cycle parking location		
PROJECT		
Walden School, Saffron Walden		
DRAWING NUMBER		
21 0037-405		

A6. DRAWING NO. 21 – T055_04.7 DESIGN TURNING HEADS TO ECC STANDARDS



NOTES:
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CHASE NEW HOMES

PROJECT

FORMER FRIENDS SCHOOL, BISHOP'S STORTFORD

TITLE

DESIGN TURNING HEADS TO ECC

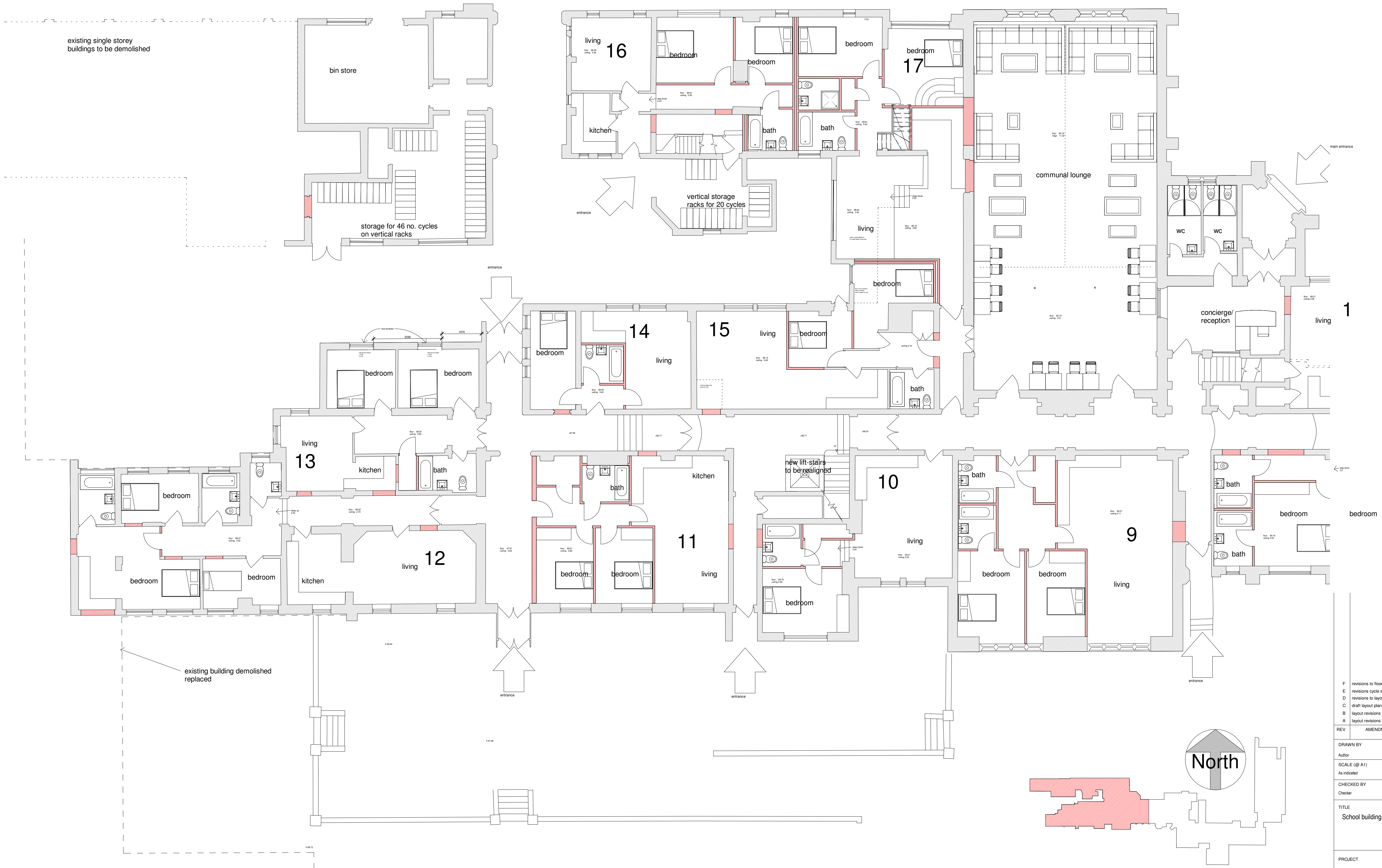
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	DATE 31.05.2022	DATE 31.05.2022

SCALE @ A3 1 : 1000	DATE 31.05.2022
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PROJECT NO. 21-T055	DRAWING NO. 04.7	REV.
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**A7. DRAWING NO. 21 0037-201 F (SCHOOL BUILDING CONVERSION
PROPOSED GROUND FLOOR PLANS (WEST SIDE)) AND
DRAWING NO. 21 0037- 260 A**



Ground floor plan (west side)
1 : 100

REV	AMENDMENTS	DATE
F	revisions to floor layout and communal space	09/03/2022
E	revisions cycle storage	10/02/2022
D	revisions to layout	13/01/2022
C	draft layout plan	18/10/2019
B	layout revisions	07/10/2019
A	layout revisions	10/09/2019

DRAWN BY	DATE
Author	12/04/19
SCALE (@ A1)	PROJECT NUMBER
As indicated	Project Number
CHECKED BY	APPROVED
Checker	

TITLE
School building conversion proposed ground floor plans (west side)

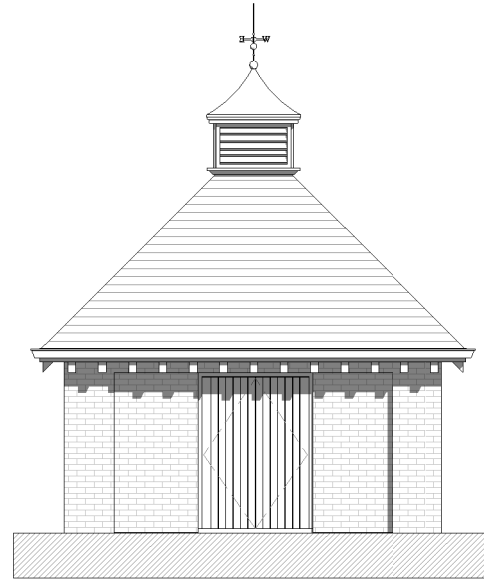
PROJECT
Walden School, Saffron Walden

DRAWING NUMBER
21 0037-201 F



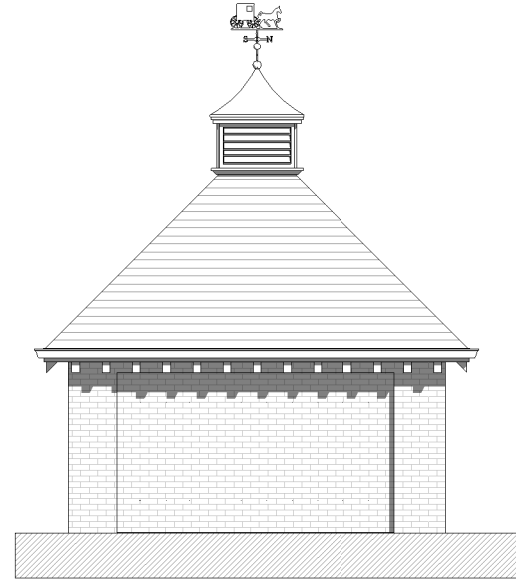
Chase new Homes
Jasmine House
8 Parkway
Welwyn Garden City
AL8 6HG

The Excitement is Building Tel: 01707 660660



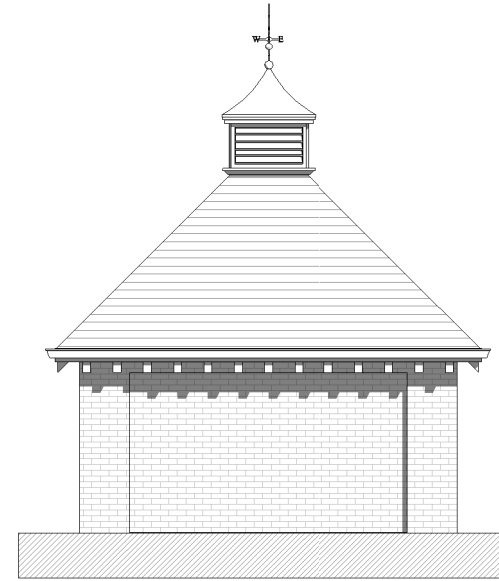
North

1 : 100



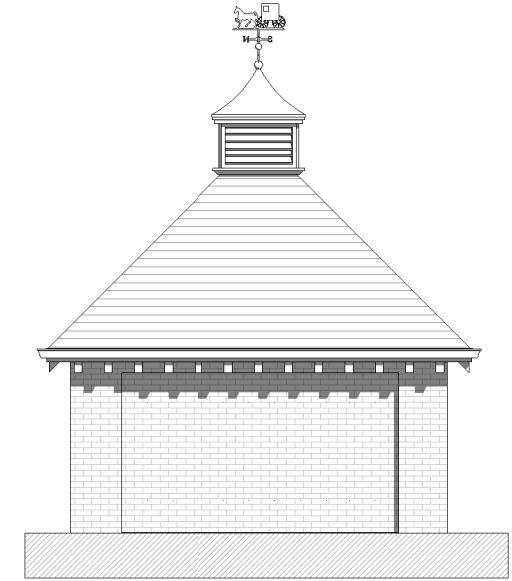
East

1 : 100



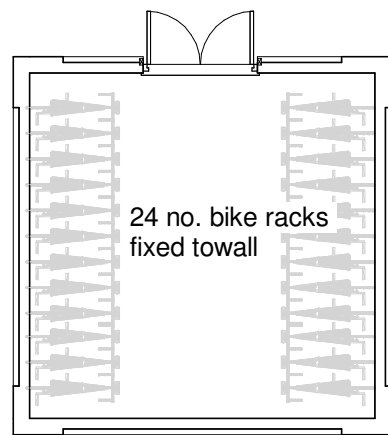
South

1 : 100



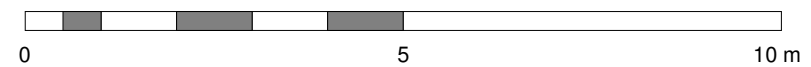
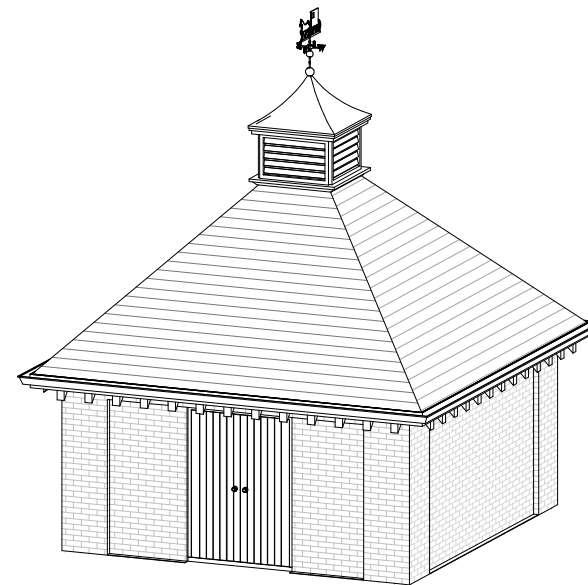
West

1 : 100



Ground floor

1 : 100



A	indicative cycle storage	31/05/2022
REV	AMENDMENTS	DATE

PROJECT	Walden School, Saffron Walden	
---------	-------------------------------	--

SHEET	Proposed external bin/cycle store building	
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Date	Project number	Scale (@ A3)
05/19/21	Project Number	1 : 100
Drawn by	DRG NUMBER	
Author	21 0037-260 A	