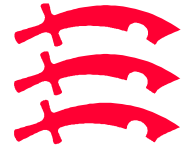


Your Ref: S62A/2023/0018
Our Ref: 51339
Date: 31st May 2023



Essex County Council

Paul Crick
Director for Highways
and Transportation

To: The Planning Inspectorate,
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Recommendation

Application No. S62A/2023/0018
Applicant Luxus Homes Stoney Common Limited
Site Location Land East of Pines Hill Stansted Mountfitchet CM24 8EY
Proposal The development of up to 31 no residential dwellings with all matters reserved for subsequent approval, except for vehicular access from Pines Hill which is submitted in detail.

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.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:

1. Prior to occupation of the development, the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 89.5 metres to the north and 2.4 metres by 120 metres to the south, as measured from and along the nearside edge of the carriageway, as shown in principle on DWG no. 2020-4056-008 (Proposed Site Access Visibility). Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. **Reason:** To provide adequate inter-visibility between vehicles

using the access and those in the existing public highway in the interest of highway safety.

2. Prior to occupation of any dwelling, the provision of an access formed at right angles to B1383 Pines Hill, to include but not limited to: minimum 5.5 metre carriageway width in combination with appropriate junction radii to accommodate the swept path of all vehicles regularly accessing the site and two 2 metre wide footways around the radius kerbs. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway the interest of highway safety.
3. Prior to occupation of the development, the provision of a 2-metre footway along the entire site frontage and improvements to the existing footway thereafter to provide maximum achievable width between the north of the site frontage and The Old Bell Public House to include appropriate alterations to Stoney Common Road with the B1383 junction to regularise pedestrian access. For the avoidance of doubt, this shall include full depth reconstruction and surfacing. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** In the interest of highway safety and accessibility.
4. Prior to occupation of the development, the shared pedestrian cycleway access onto Stoney Common Road shall be provided to an effective width of 3 metres and at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 25 metres, as measured from and along the nearside edge of the carriageway, with an appropriate dropped kerb provision either side of Stoney Common Road. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. **Reason:** To provide adequate inter-visibility between pedestrians and cyclists using the access and those in the existing public highway in the interest of highway safety.
5. Prior to first occupation of the development, improvements to the passenger transport infrastructure at the northbound bus stop located adjacent to Sanders Close. The bus stop improvements to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.
6. Prior to first occupation of the development, the existing southbound bus stop located along the site access shall be relocated to an appropriate position to the south of the site access and shall be improved to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be

implemented prior to occupation. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport and to ensure vehicles using the proposed site access can enter and leave the site in a controlled manner.

7. 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.

8. 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 and shall provide for the following all clear of the highway:
 - i. Safe access into the site;
 - ii. Vehicle routing;
 - iii. The parking of vehicles of site operatives and visitors;
 - iv. Loading and unloading of plant and materials;
 - v. Storage of plant and materials used in constructing the development;
 - vi. Wheel and underbody washing facilities.
 - vii. Before and after condition survey to identify defects to highway in the vicinity of the site access and where necessary ensure repairs are undertaken at the developer's expense where caused by the developer.

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.

The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

Informative:

- i. It is noted that there are changes in levels within the site, and the junction gradient shall comply with guidance within Design Manual for Roads and Bridges.

- ii. 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 Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford, Essex, CM2 5PU.

- iii. There shall be no discharge of surface water onto the Highway.

- iv. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.
- v. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the 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 as security in case of default.
- 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. 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.



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pp. Director for Highways and Transportation
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