

Your Ref: S62A/2023/0019
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Director of Highways and Transportation

County Hall
Chelmsford
Essex CM1 1QH

Draft conditions

Application No. S62A/2023/0019
Applicant Weston Homes PLC
Site Location Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, Essex, CM22 6NZ (Land known as Bull Field, Warish Hall Farm, Takeley, Essex)
Proposal Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure

- 1. Construction Management Plan:** 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 cover all areas of the site identifying differences in operation as necessary and shall be adhered to throughout the construction period. The Plan shall provide for;
 - a. vehicle routing,
 - b. the parking of vehicles of site operatives and visitors,
 - c. loading and unloading of plant and materials,
 - d. storage of plant and materials used in constructing the development,
 - e. wheel and underbody washing facilities,
 - f. treatment and protection of public rights of way during construction,
 - g. before and after condition survey to identify defects to highway in the vicinity of the accesses to the site and where necessary ensure repairs are undertaken at the developer expense where caused by 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 and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

- 2. Access Parsonage Road:** Prior to occupation of the development, the access as shown in principle on drawing XXXX shall be provided, including a footway, a footway/cycleway and clear to ground visibility splays with dimensions of 2.4 metres by 120 metres in both directions, as measured from and along the nearside edge of the carriageway. The vehicular visibility splays shall retained free of any obstruction at all times thereafter. A crossing of the access road and an uncontrolled crossing point of Parsonage Road and shall be provided as part of the access works.

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.

- Internal layout:** Prior to occupation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the internal estate road layout. The details shall include, but not be limited to, a Stage 1 Road Safety Audit, visibility splays at all junctions, forward visibility, swept path analysis and traffic calming features, carriageway widths, footway widths, shared surface widths.

Reason: in the interest of highway safety to ensure accordance with safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- Walking, Cycling and Public Rights of Way:** Prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the pedestrian and cycle connections across the development including details of any improvement works to the two public rights of way running through the site. Once approved, the development shall not be occupied until such time as all approved works have been completed. For the avoidance of doubt, the public rights of way are footpaths
48/40 between Parsonage Road and Smith's Green and
48/41 between Leyfield and Smith's Green

Reason: In the interests of reducing the need to travel by car, promoting sustainable development and transport, and ensuring an appropriate walking and cycling network in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

- Vehicular Parking:** Prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the vehicular parking for residents and visitors. Once approved, the development shall not be occupied until such time as the vehicle parking areas indicated on the approved plans, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

- Cycle Parking:** Prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of cycle parking for residents and visitors. Once approved, the development shall not be occupied until such time as the cycle parking indicated on the approved plans has been provided.

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.

- Bus infrastructure:** Prior to occupation of the development, the provision of a pair of bus stops on the B1256 in the vicinity of the junction with Smiths Green which shall comprise (but not be limited to) the following facilities: shelters; seating; raised kerbs; bus stop markings; flags timetable casings. Real time passenger information shall be provided at bus stops in the vicinity of the development. Details of the works shall be submitted to and approved in writing by the Local Planning Authority in consultation with ECC Highways Authority prior to the commencement of development. **Reason:** To provide convenient access to bus services in accordance with DM7 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

8. **Residential Travel Plan:** Prior to occupation of the development, the Developer shall submit a residential travel plan to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented by a travel plan co-ordinator 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 £1690 per annum (index linked to date of the hearing), 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

9. **Travel Packs:** Prior to occupation of the 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

10. **Sustainable Transport Contribution:** payment of a financial contribution of £326,400 (indexed from the date of the hearing) shall be paid to fund improvements to enhance bus services between the development, Bishops Stortford, local amenities and/or Stansted Airport improving the frequency, quality and/or geographical cover of bus routes that serve the site. In addition funding may contribute to the design and implementation of a cycle route between Takeley and Stansted Airport. This payment will be made 50% prior to first occupation, and the remaining 50% within 2 years of the first.

Reason: to improve the accessibility of the development by funding alternatives to private car use in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011

Informatives:

- (i) 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.
- (ii) 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.
- (iii) 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.
- (iv) 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.

- (v) 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.
- (vi) 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.
- (vii) The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public rights of way **48/40** and **48/41** shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

- (viii) Not all areas of the proposed highway network may be suitable for adoption as maintainable public highway.
- (ix) Any tree planting proposed within the highway must be agreed with the Highway Authority. Trees should be provided with root barriers, must be sited clear of all underground services and visibility splays and must be sympathetic to the street lighting scheme. All proposed tree planting must be supported by a commuted sum to cover the cost of future maintenance, to be agreed with the Highway Authority.
- (x) Prior to occupation, the development shall be served by a system of operational street lighting of design approved from the Highway Authority, which shall thereafter be maintained in good repair.
- (xi) Headroom requirements at the entrance to parking courts should be a minimum of 2.5 metres and may be reduced to 2.1m provided fire tender access is not required.