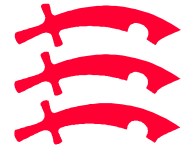


Your Ref: S62A/2024/0057  
Our Ref: 4797  
Date: 12<sup>th</sup> September 2024



Essex County Council

Director for Highways  
and Transportation

To: Section 62A Applications Team  
The Planning Inspectorate  
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## Recommendation

Application No. S62A/2024/0057  
Applicant Chase New Homes  
Site Location Former Friends School Field, Mount Pleasant Road, Saffron Walden, CB11 3EB  
Proposal Erection of 91no. dwellings with associated infrastructure and landscaping.  
Provision of playing field and associated clubhouse.

Although this is not a planning matter it must be noted that the current proposed layout is unlikely to be adopted.

**It has not been possible to undertake a full review as we require clarification and/or further information and amendments on the following matters:**

### Parking:

- Visitor bays should be provided in accordance with the Essex Parking Standards, and these should be separate to the parking provided for the clubhouse/playing fields. The visitor parking bays should be located throughout the development to allow use for all residents.

### Speed Limit:

If the proposed speed limit for this development is 20mph, which is typical for new developments in Essex, appropriate features should be indicated on the submitted drawings in support of a 20mph zone.

### Cycling Route

The 3m cycleway indicated to the west of the development is leading into the parking space of plot 94 of the adjacent development.

## Transport assessment information

- Vehicular Distribution across the agreed network should be presented in flow diagrams both as percentage turning movements at each junction and trip generation for the development at each junction across the network.
- Census data output and the methodology for assigning and distributing trips should be provided for checking and to ensure that all distribution and routing assumptions are logical and realistic. These should be based on JTW car trips. Distribution should not be applied without an understanding of the key routes in the vicinity of the site, these may not always be determined by distance but by journey time reliability. JTW train station trips should also be considered.
- Any modelling work submitted as part of the planning application must include full junction modelling outputs appended to the TA. Furthermore, we would need to see a scale drawing showing the geometric measurements for each of the junctions assessed in order for the models to be checked. The base models should be validated using the queue length surveys. These surveys should also be appended to the TA.
- For the TRICS report a single category for the whole development should be used as flats are included i.e. 03/A - Houses Privately Owned (use class C3) Housing developments where at least 75% of units are privately owned. Of the total number of units, 75% must also be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats.
- Junction 7 (Audley End Road/ London Road/ Newport Road mini roundabout) should also include the adjacent mini roundabout of Borough Lane/ London Road, and these should be modelled together due to their close proximity to each other and how they interact.

**Until this information is provided, the highway authority is not in a position to provide a recommendation as we cannot be satisfied that the proposal would be acceptable in terms of highway safety and accessibility.**



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pp. Director for Highways and Transportation  
Enquiries to Eirini Spyratou