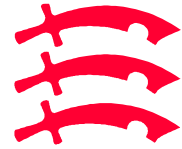


Your Ref: S62A/2024/0057  
Our Ref: 4797  
Date: 9<sup>th</sup> October 2024



**Essex County Council**

Director for Highways  
and Transportation

To: Section 62A Applications Team  
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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.

The Highway Authority has reviewed the additional information/clarifications submitted by the applicant. It must be noted that the methodology used by the applicant is agreed, however, having reviewed the further information, historic data, current circumstances in the area, internal consultations and relevant transport information, the Highway Authority is content that on this occasion this will not significantly affect the impact and that the development can be mitigated and is therefore acceptable.

The existing capacity issues in the town are acknowledged but the location of this site within easy 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 mitigation in the form of contributions to the emerging bus strategy for Saffron Walden and to the cycling and walking strategy have been required, as well as a travel plan to encourage travel without using the car.

The Highway Authority has concerns in relation to the lack of provision of appropriate levels of visitor parking bays. We maintain our position that these should be separate to the clubhouse and sports fields parking provision, and they should be strategically located throughout the development. For this reason, we propose a condition below to regularise this concern.

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

***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.***

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.

2. **Access** – Prior to occupation of the development, the access as shown in principle on submitted drawing 1033.0002-0001 Rev P01 shall be provided, with clear to ground visibility splays with dimensions of 2.4 metres by 43 metres in both directions, including cutting back and ongoing management of vegetation and regrading of embankment to maximise visibility and the width of the existing footway. The vehicular visibility splays shall be 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.
3. **Bus stops:** Prior to first occupation upgrade of the two bus stops closest to the access on Mount Pleasant Road; eastbound with cantilever shelter, pole, flag and timetable case Real time Passenger Information Display and westbound with an enclosed bus shelter, pole, flag and timetable case Real time Passenger Information Display. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.
4. **Pedestrian/cycle access:** Prior to occupation provision of the pedestrian and cycle access on to Greenways as shown in principle on The Proposed Site Layout Plan no. 23110(D)004 Rev E, with associated surfaced cycleway/footway through the site to link the proposed access road and footway. Details of the link to be agreed with the planning authority prior to commencement. All necessary works including any relocation or provision of signage, lighting, associated resurfacing or works to the existing carriageway to facilitate widening and Traffic Regulation Orders to be

carried out entirely at the developer's expense. **Reason:** In the interests of increasing the permeability of the site and reducing the need to travel by car and promoting sustainable development and transport.

5. **Parking** Prior to commencement, a parking strategy shall be submitted in writing to the planning authority for approval. This shall be in accordance with the Essex Parking Standards – The Parking Standards: Design and Good Practice (September 2009) and shall be implemented prior to first occupation. The vehicle parking shall be retained in its agreed form at all times and 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.
6. **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. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times. **Reason:** To ensure appropriate cycle / powered two wheeler parking is provided in the interest of highway safety and amenity.
7. **Bus service contribution:** Prior to commencement the payment of £236,600 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 reducing the need to travel by car and promoting sustainable development and transport.
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.
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 £1,759.29 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.
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.

*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) Electric vehicle charging points should be provided in accordance with the UDC policy and or NPPF requirements.
- (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](mailto: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.



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pp. Director for Highways and Transportation  
Enquiries to Eirini Spyratou