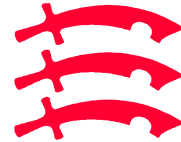


Your Ref: S62A/2025/0107
Our Ref: HT/SD/RMc/4797
Date: 04/07/2025



Essex County Council

Highways and Transportation
County Hall
Chelmsford
Essex
CM1 1QH

CC (by email): [REDACTED]
Essex Highways Development Management
Sustainable Travel Planning team
Uttlesford District Council

To: Inquiries and Major Casework Team
The Planning Inspectorate
3rd Floor
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Consultation response

Application No.	S62A/2025/0107
Applicant	Chase New Homes
Site Location	Former Friends School Field, Mount Pleasant Road, Saffron Walden, CB11 3EB
Proposal	Erection of 75no. dwellings with associated infrastructure and landscaping. Provision of playing fields and associated clubhouse

The assessment of the application, including its Transport Assessment, was undertaken with reference to the National Planning Policy Framework 2024 and in particular, paragraphs 115-117, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

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 active travel improvements have been requested/offered, as well as a travel plan to encourage travel without using the car.

The applicant should note that the current proposed layout would not be adopted as highway due to the lack of compliance with the Essex Design Guide Highways Technical Manual, specifically in relation to road widths, provision of turning heads, footway provision and surfacing materials.

We remain concerned around the provision of unallocated car parking spaces on the site – these concerns were raised during consultation on the previous applications on this site. Currently, a total of 34 unallocated parking spaces are provided – 26 of these are provided in the car park serving the new clubhouse (including 3 disabled bays).

The latest parking standards are contained within Essex Parking Guidance Part 1 (Parking Standards Design and Good Practice) (published September 2024). This guidance sets out that a development of 75 dwellings is required to provide 19 visitor spaces (0.25 spaces per dwelling). They also set out that outdoor team sport areas should provide a minimum of 20 spaces per pitch. We note that the applicant considers the sports pitches would fall into 'recreation' under 'F2(c) Areas or places for outdoor sport or recreation' (in the Essex Parking Guidance) whereas we consider it would fall under 'outdoor team sports'.

The under-provision and poor distribution of unallocated visitor parking across the site increases the likelihood of indiscriminate parking. For example, the two private drives to the north of the site have no visitor parking provision at all. We would strongly advise that the applicant reconsider their unallocated visitor parking provision – to ensure a good distribution of the 19 required visitor spaces for the residential dwellings across the site, and to ensure sufficient provision for the sports pitches in close proximity to the clubhouse. As above, it is not expected that the road network of the proposal would be adopted so it would be difficult to assert that this would have an unacceptable impact on highway safety, however, with the proposed pedestrian link to Greenways, indiscriminate parking on adopted highway is a risk if overspill parking takes place there.

We note the applicant details in the TA that they consider that 8 visitor spaces are sufficient due to the site's sustainable location and the 'dual purpose' spaces at the clubhouse. The Parking Guidance does not allow a reduction in visitor parking as a result of the sustainability of the location. The spaces at the clubhouse are unlikely to be attractive to visitors to the northern or eastern extents of the site.

Furthermore, there is confusion within the application as the Design & Access Justification Statement states that "a total of thirty car parking spaces are provided for the clubhouse, with space for two coaches also accommodated" however, no coach parking is proposed as part of this application, the car park at the clubhouse has 26 spaces shown on the Parking Strategy Plan and paragraph 5.11 of the TA sets out that 25 car parking spaces are associated with the clubhouse. If the spaces at the clubhouse are to serve that purpose, that leaves only 8 spaces for visitors to the residential dwellings across the site.

Subject to the reconsideration of vehicle parking provision detailed above, otherwise, from a highway and transportation perspective, the impact of the proposal would be acceptable to the Highway Authority subject to the following conditions/obligations:

Prior to implementation:

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, in consultation with the highway 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 (identifying the most appropriate routes and considering the width and weight restrictions in the vicinity of the site)
 - 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. before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer's 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 and in the interests of highway safety in accordance with Policy DM1 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance

2. **Vehicular Parking:** prior to implementation of the development, the developer shall submit to the local planning authority for approval in writing, in consultation with the highway authority, details of the vehicular parking for residents, users of the clubhouse/playing fields and visitors. Once approved, the development shall not be occupied until such time as the vehicle parking areas indicated on the approved plans have been hard surfaced, sealed, and marked out in parking bays or areas. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking areas or bays shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.

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 Highway Authority's Development Management Policies as adopted as County Council

Prior to occupation:

3. **Access:** prior to occupation of the development, the access onto Mount Pleasant Road (as shown in principle on drawing no. 1033.0002-0001 Rev P02) and agreed under planning reference S62A/22/0000002 shall be provided with a minimum carriageway width of 5.5m, 2m wide footway, and clear to ground visibility splays with dimensions 2.4m by 43m in both directions. These vehicular visibility splays shall be retained free of any obstruction at all times thereafter. Furthermore, an appropriate margin is to be provided on the eastern side of the access to provide adequate intervisibility with pedestrians using the footway.

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 Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance

4. **Pedestrian access:** prior to occupation of the development, the pedestrian link from Mount Pleasant Road through the site to Greenways as shown in principle on Layout Masterplan drawing no. 23110 (D) 006 shall be provided and retained at all times.

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 as adopted as County Council Supplementary Guidance

5. **Cycle Parking:** prior to occupation of the development, cycle parking shall be provided in accordance with Essex Parking Guidance Part 1 (Parking Standards Design and Good Practice) (published September 2024) for both the residential dwellings and the playing fields. The cycle parking shall be retained in this form 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 Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance

6. **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 the highway authority. 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. Payment of an annual monitoring fee may be required.

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 as adopted as County Council Supplementary Guidance

7. **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 as adopted as County Council Supplementary Guidance

8. **Sustainable Transport Contribution:** prior to occupation of the development, payment of a financial contribution of £236,000 (indexed from the date of this recommendation) shall be made towards the enhancement of bus services in Saffron Walden directly benefiting the Land 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 Land through capacity enhancements on the local highway network

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

9. **Active Travel Contribution:** prior to occupation of the development, payment of a financial contribution of £100,000 (indexed from the date of this recommendation) shall be made towards improvements to the Peasland Road/Mount Pleasant Road corridor, walking and cycling links to existing residential development, key facilities and the town centre or towards such other traffic management and sustainable transport schemes as identified in the Saffron Walden Transport Strategy and/or the Uttlesford Local Cycle and Walking Infrastructure Plan (LCWIP)

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 as adopted as County Council Supplementary Guidance

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.



pp. Director for Highways and Transportation
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