

Your Ref: EPF/2115/18
Our Ref: EPF/2115/18 - 24962
Date: 31 October 2018



Essex County Council

CC: (by email) Cllr Chris Pond
Susan Anker, DM Team Leader - SMO3

Andrew Cook
Director for Highways & Transportation

To: **Directorate of Planning & Economic Development**
Epping Forest District Council
Civic Offices
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County Hall
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Recommendation

Application No. EPF/2115/18
Applicant Elysian Loughton Site Limited
Site Location 13 -15A Alderton Hill, Loughton, IG10 3JD
Proposal Demolition of houses at 13, 15 and 15a Alderton Hill, and the erection of linked blocks of elderly persons apartments, with integrated care facilities (Use Class C2) with supporting amenity facilities, landscaping, 64 car spaces in undercroft parking at the rear and south side of the block, and associated ground works.
*** (Amendments to the previous proposal include changes to the front façade facing Alderton Hill, a reduction in the level of massing to the north of the site, a reduction in the number of units proposed by 15% from 106 to 89, and creation of a new zebra crossing along Alderton Hill. ***
*** Further amendment - Change to detailed design of Alderton Hill frontage, and reduction in size of block facing west towards Poets Place - at 2nd, 3rd, and 4th Floor levels, together with associated changes to design ***

The Highway Authority has considered the above planning application, visited the site and thoroughly assessed the submitted transport information and has concluded that the proposal is not contrary to National/Local policy and current safety criteria.

The applicant has submitted a robust Transport Assessment (TA) that demonstrates, to the satisfaction of the Highway Authority, in terms of safety and capacity that the impact of the proposed development will be minimal on the highway in the vicinity of the site and on the wider highway network. The information regarding vehicle movements and parking have been gathered using similar sites and as such this is considered to be a very robust approach. Coupled with the fact that the proposal is very well located to other modes of sustainable travel it is considered to be very accessibility. The applicant is encouraged to pursue the sustainable raft of measures as outlined within the TA. Also, given the aforementioned, the parking provision is also considered to be acceptable.

The proposed accesses will have suitable geometry and visibility for the speed of the road.

The Highway Authority has also considered the servicing arrangements and again has concluded that this appears to be satisfactory. The TA has demonstrated that suitable turning for service vehicles etc. is available on site.

Continued.

Unfortunately the speed survey results demonstrate that a Zebra Crossing is not appropriate in this location. National guidance on the implementation of Zebra Crossings does not support them where the 85th %ile speed is 35mph or above. The speed survey results, undertaken as part of the application, show that the average 85th %ile speeds are over 35mph. Consequently ECC would not be able to support, or justify on safety grounds, the introduction of a Zebra Crossing at this location for the aforementioned reasons.

Consequently the Highway Authority has concluded that the proposal will not be detrimental to highway safety, capacity or efficiency at this location or on the wider highway network.

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 the first occupation of the development two pedestrian dropped kerb crossing points (clear of any vehicle access crossings), with appropriate tactile paving and associated footway linkage, shall be implemented from the site across Alderton Hill - the exact location and details to be agreed with the Highway Authority.
Reason: To provide improved accessibility to the site and the locality.
2. Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, visibility, parking and turning areas shall be retained in perpetuity for their intended purpose.
Reason: To ensure that appropriate and safe access, parking and turning is provided.
3. There shall be no vehicular access to the proposed development from the western access, except for Service/Emergency Service Vehicles, unless otherwise agreed in writing with the Local planning Authority.
Reason: In the interest of the highway safety.
4. Prior to the first occupation of the development the redundant vehicle crossovers, into the existing properties, shall be reinstated to include full height kerbing and verge.
Reason: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety.
5. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation, per dwelling, of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.
6. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
Reason: To avoid displacement of loose material onto the highway in the interests of highway safety.

Continued.

The above measures are to ensure that this proposal is not contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, policies ST2, ST4 & ST6 of the Local Plan and policy T1 of the Local Plan Submission Version 2017.

Informative

- i. There shall be no discharge of surface water onto the Highway.
- 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:
SMO3 - Essex Highways, Unit 36, Childerditch Industrial Park, Childerditch Hall Drive, Brentwood, Essex, CM13 3HD.
- iii. 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 & Transportation
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