

Your Ref: 22/0484/FULL

Our Ref: CO/EGD /SD/CPT/22/0484/FUL

Date:- 24<sup>th</sup> Jan 2022

Site file:37253



**Essex County Council**

CC: (by email) Adjeley Dsane (SMO3)  
Cllr P May

Paul Crick  
Director for Highway & Transportation

To:

Regeneration and Homes  
Castle Point Borough Council  
Council Offices  
Kiln Road  
Thundersley  
Benfleet  
Essex SS7 1TF

County Hall  
Chelmsford  
Essex CM1 1QH

## Recommendation

Application No.	22/0484/FUL
Applicant	Countryside Partnerships (Eastern Home Counties)
Site Location	Land At Brook Farm Daws Heath Road Hadleigh Essex
Proposal	Construct 173No. dwellings including public open space, landscaping access, drainage, parking, servicing, utilities and all associated infrastructure and ancillary buildings

**From a highway and transportation perspective the proposal is acceptable to the Highway Authority subject to following conditions being applied.**

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. All development shall accord with a Construction Management Plan, including any ground works or demolition, to be submitted to the planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;
  - I. vehicle routing,
  - II. the parking of vehicles of site operatives and visitors,
  - III. loading and unloading of plant and materials,
  - IV. storage of plant and materials used in constructing the development,
  - V. wheel and underbody washing facilities.

- VI. 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 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. Prior to first occupation of the development, the access point at Daws Heath Road shall be provided as shown in principle on Icen DWG Proposed Priority Junction' drawing (16-T022\_09C). The vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway with an appropriate dropped kerb vehicular crossing of the footway with clear to ground visibility splay. Such vehicular visibility splays of 2.4m x 43m in both directions, shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times thereafter. All redundant access points shall be suitably reinstated with full upstand kerb and footway provision.

**Reason:** To provide 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.

3. Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway.

**Reason:** To ensure that appropriate loading / unloading facilities are available to ensure that the highway is not obstructed during the construction period 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.

4. Prior to commencement of the development details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.

**Reason:** To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety to ensure accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

5. 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 in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

6. Vehicle parking shall accord with the requirement of the EPOA parking standards and as such each vehicular parking space shall have minimum dimensions of 2.9 metres x 5.5 metres. All single garages should have a minimum internal measurement of 7m x 3m, All double garages should have a minimum internal measurement of 7m x 5.5m to be considered in the parking numbers. Visitor Parking shall be provided throughout the development.

**Reason:** To ensure adequate space for parking off the highway is provided in the interest of highway safety in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

7. Prior to occupation of the proposed residential development the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for every household for sustainable transport, to include 6 day travel ticket for bus travel from the development site, approved by 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.

8. Any tree planting proposed within the highway must be agreed with the Highway Authority. Trees must be sited clear of all underground services and 2m back 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.

**Reason:** To avoid the interference with visibility splays and lighting of the highway in the interest of highway safety in accordance Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

9. Prior to occupation of the proposed residential development a phased payment financial contribution of £510,000 towards bus service enhancements along the Daws Heath Road Corridor to improve frequency/accessibility and routing to / from the site to services, facilities, and areas of employment.

**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. The breakdown of the above is £450k to provide an initial 3-year pump priming of the existing service to provide an hourly operation past the site. with £60k to provide an initial 3-year pump priming of a 2 hourly bus service on Sundays/ Bank Holidays.

10. Prior to occupation of the proposed development, bus infrastructure enhancements shall be provided to upgrade existing facilities on Daws Heath Road to include raised kerbs and Real Time Information, where necessary, at the Bus stops on both sides of Daws Heath Road to the north of the development. Both sets of improvements shall be completed at the expense of the developer and to the satisfaction of the Highway Authority.

**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

11. Prior to first occupation of the proposed 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 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 £1596 (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 in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

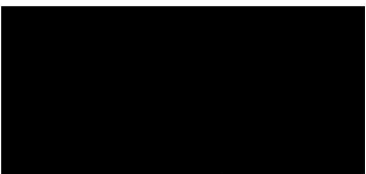
**Informatives:**

1. 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 [REDACTED] or by post to:

SMO3 - Essex Highways, Childerditch Highways Depot, Unit 36, Childerditch Industrial Park, Childerditch Hall Drive, Brentwood, Essex, CM13 3HD

2. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the 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 as security in case of default.
3. Prior to any works taking place in the public highway the developer shall enter into the appropriate legal agreement with the Highway authority under the Highways Act 1980 to regulate the construction of the highway works.
4. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.
5. Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the [Essex Climate Action Commission](#) proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the [Essex Developers' Group Climate Charter \[2022\]](#) and to view the advice contained in the [Essex Design Guide](#). Climate Action [Advice guides](#) for residents, businesses and schools are also available.



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pp. . Director for Highways and Transportation  
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Internet  
Email:

