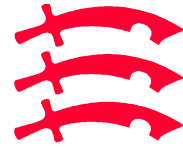


Your Ref: UTT/21/2509/OP
Our Ref: HT/SD/KW//48984/4C
Date: 24/11/2021



Essex County Council

CC: Cllr Paul Gadd
Cllr Martin Foley

Andrew Cook
Director for Highways and Transportation

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN
Essex CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation of Refusal

Application No. UTT/21/2509/OP

Applicant Mr D Hatcher Rosconn Strategic Land & Thomas Eric Baker And Sally Rose Hall, The Executors Of Mr E C Baker And Mrs J Baker Rosconn House 1 Grove Road

Site Location Land South Of (East Of Griffin Place) Radwinter Road Swards End

Proposal Outline application for the erection of up to 233 residential dwellings including affordable housing, with public open space, landscaping, sustainable drainage system (SuDS) and associated works, with vehicular access point from Radwinter Road. All matters reserved except for means of access

This proposal is located at the extreme north western edge of Saffron Walden town and is over 2km away from many of the services there, it is considered that the majority of trips will be undertaken in the car and the planning authority should take this into account when considering the overall sustainability of the site.

The permeability of the site for active travel is also of concern there are limited opportunities for cyclists and no direct pedestrian or cycle routes to the adjacent developments and onwards.

The local plan is currently under consideration and options for Saffron Walden are being considered and evidence gathered. It has been acknowledged in the application that a relief road may be required. There is some intention to address this in the text, however it cannot be identified where this is illustrated on plans making this clear, either for the potential junction with Radwinter Road or safeguarded land for a future link. The potential route is through the residential area which may not be acceptable in the long term

From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:

The applicant has not demonstrated to the satisfaction of this Authority that the impact on the local highway network caused by this proposal is acceptable in terms of highway safety, capacity and accessibility with particular regard to the following:

Access

1. The submitted application has not demonstrated that safe and suitable access for all users has been achieved because:
 - a. A safety audit and audit of the access and associated works against the standards in CD123 has not been provided for the access arrangements.
 - b. No visibility splays have been demonstrated for proposed pedestrian crossing to the east of the proposed access
 - c. Further information is required concerning the delivery of the scheme in relation to the level differences and changes to geometry of Radwinter Road on the bend. It is not clear that the vegetation shown on the topographical survey, which is likely to form the boundary for the highway, allows a 2m footway to be provided within the highway or land in control of the developer
 - d. The footway on the north side of Radwinter Road which links to the proposed bus stop and on to PROW 315/22 to Swards End is not to a current 2m standard width and will not accommodate 2 pedestrians passing.

Capacity

2. It cannot be determined from the submitted application that the residual, cumulative impact is on the road network is acceptable for the following reasons:
 - a. The historic traffic data used to produce the flow diagrams has not been provided.
 - b. The background growth applied with TEMPRO does not appear to be correct.
 - c. The rationale behind the internal trip assumptions requires further explanation and the percentage flows are required.
 - d. The base case includes committed development and link road which is not the current position.
 - e. ECC requires a scale drawing to be provided showing the geometric measurements for each of the junctions assessed in order for the models to be checked. The base models should be calibrated using the queue length surveys. These surveys should also be appended to the TA.

Accessibility

3. The submitted application has not demonstrated that pedestrian and cycle movement with neighbouring areas have been given priority.
 - a. There is no permeability from the site to allow easy access to the adjacent development and facilities for pedestrians and cyclists.
 - b. The quality of the key routes for pedestrians and cyclists has not been assessed and limited improvement is proposed for mitigation
 - c. The potential of the public right of way network to link the site to the adjacent village has not been assessed.

Mitigation

4. The submitted application has not demonstrated that the mitigation proposed in the application will be deliverable for effective for the following reasons
 - a. A safety audit and audit of the highway mitigation works against the standards in CD123 has not been provided for any of the mitigation schemes
 - b. It is not clear that the deliverability and cost of the schemes have been considered adequately.
 - c. Radwinter Road/Thaxted Road junction:
 - i. Space around this junction is very constricted and there are a number of utilities in the footway

- ii. The lane width for the head traffic from east to west is too does not reflect the future use by HGVs or buses
- iii. The right turn arrow towards Chaters Hill send traffic into the kerb line
- iv. The mitigation is to the detriment of pedestrians
- d. Thaxted Road Junction with Peasland Road
 - i. The lane widths should be appropriated in relation to bus/HGV numbers
 - ii. Crossings should be a consistent width
 - iii. The signals at the committed access should be taken into account when considering this scheme.
- e. Church Street High Street
 - i. The deliverability of this scheme has not been adequately demonstrated it will be difficult to add control to due to the narrow footways and carriageway. Position of the equipment and maintenance bay, the presence of vehicle crossings and cellars and deliveries to local businesses have not been taken into account.
 - ii. Any signal placed in this location would have to be linked to the existing signals on the high street, which may require refurbishment of the whole system.
- f. It has not been demonstrated that the Travel Plan will be effective in promoting sustainable modes of transport and reducing the car trips.
 - i. The objectives does not include reducing single occupancy vehicle use
 - ii. It does not contain the targets around increasing walking, cycling or bus travel
 - iii. The time frame and targets do not extend to the full occupancy of the development
 - iv. The action plan does not contain key actions to promote sustainable travel

The proposal is therefore contrary to the Highway Authority's Development Management Policies DM1, DM9, DM10 DM11, DM14, DM15 adopted as County Council Supplementary Guidance in February 2011, and the policy GEN 1 of the Uttlesford District Council Local Plan

F. Masnie

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 pp. Director for Highways and Transportation
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