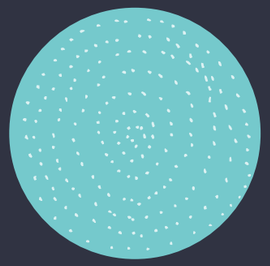
Land South of Radwinter Road (East of Griffin Place)

SAFFRON WALDEN

DESIGN & ACCESS STATEMENT

JULY 2021

Contents



Five

PLACEMAKING STRATEGY

46

Six

SUMMARY & CONCLUSIONS

90

TECHNICAL APPENDIX

92

One

INTRODUCTION

This Design and Access Statement document (DAS) has been prepared to support an Outline Planning Application by Rosconn Strategic Land. for the residential development of land to the south of Radwinter Road, Saffron Walden, Essex.

1.1. The Proposal

1.1.1. The proposal, submitted to Uttlesford District Council, is for:

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

1.1.3. To help set specific design expectations at the Reserved Matters stage the application is supported by Parameter Plans covering the following areas:

- Land use
- Building heights
- Access and movement
- Green infrastructure

1.1.4. The maximum developable area, building heights and densities are identified on the parameters plan and the movement and legibility framework, landscape framework and development character is also established via a set of design principles, supported by indicative illustrative material to influence the layout and design of future Reserved Matters planning applications.

1.2. Role of the DAS

1.2.1. The purpose of this document is to communicate the design process and development principles associated with this Proposed Development whilst demonstrating how the Site would be developed in accordance with the planning policy requirements and through adopting best practice urban design principles. It demonstrates how the local character has been taken into account and how a high quality development can be achieved in terms of development use, amount, layout, scale, landscape, appearance, access to the Site and the relationship between the Proposed Development and its surroundings.

1.2.2. The document also communicates the collaborative design process undertaken to date which includes dialogue with officers and representatives of Uttlesford District Council (UDC), Saffron Walden Town Council (SWTC), Sewards End Parish Council (SEPC) and Essex County Council (ECC).

1.2.3. The illustrative material used in this document reflect the 'outline' status of the planning application. Further detail will be worked up as and when reserved matters are progressed, following grant of Outline Planning Permission. The photographs used in this document of other schemes are used as precedent images that aim to give an idea of the intended 'look and feel' of typical development.

1.2.4. The document has been prepared in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015 no. 595 and the Planning Practice Guidance (PPG). In doing so it:

(a) explains the design principles and concepts that have been applied to the development;

(b) demonstrates the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explains the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) states what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explains how any specific issues which might affect access to the development have been addressed.

1.3. Structure of the DAS

1.3.1. The DAS is structured to reflect the design process which has followed a collaborative process of assessment, evaluation, involvement, design and review with key stakeholders over more than two years. This process followed a clear sequence of design stages including Site investigation and analysis to establish a base line of existing conditions to determine constraints and opportunities. This initial stage was followed by the formation of a vision and design concept which was in turn translated into a masterplan framework. Through a process of iterative design testing, masterplan evolution and review an approach has been formulated that suggests a successful layout, character and form of open spaces, built form and the public realm.

1.3.2. Summarising the process undertaken, this Design and Access Statement is structured as follows:

- Introduction;
- Vision;
- Site and Context;
- Involvement and Evolution;
- Design Principles and Concepts;
- Summary and Conclusions.

1.4. The Applicant & The Team

1.4.1. The Applicant has assembled a comprehensive team of specialist consultants that have reviewed and assessed the available technical information relating to the Site and its context in order to accurately and robustly formulate a deliverable Development Proposal. The technical team is identified in the diagram to the right:

Two

THE VISION

How people interact with the spaces they choose to inhabit is a key element of the vision.

VISION STATEMENT

Our vision is based on a view of how people live now and how they will live in future years. The design narrative is focused on creating a healthy and stimulating 21st Century place to live, learn and grow; it is about catering for who we are and how we live, today and in the future. The proposed development will deliver a sensitive, high quality and sustainable extension to the edge of Saffron Walden that will create a distinctive, vibrant and inclusive place, physically and socially integrated with the existing settlement.

The development will carefully use the natural environment to create a successful and sustainable place set in a beautiful landscape setting. New infrastructure, parks and open spaces will promote active, healthy and safe lifestyles. The proposal will deliver well-designed and affordable homes that use innovation and technology to support sustainable approaches to living, working and travelling.

The proposal is focused on the creation of a strong, cohesive community and a belief as to how future communities will function. How people interact with the spaces they choose to inhabit is a key element of the vision; new green and blue infrastructure will enhance the Site's assets and will weave into the existing rural edge setting. Our vision for the built form strives for the highest architectural, urban design and landscape architectural qualities that can forge a strong sense of identity and leave an enduring legacy for the Site.

This vision statement has been used to assign appropriate masterplanning components (block structures, building typologies, street typologies, architecture and landscape choices) that can deliver an effective placemaking strategy and will realise the ambitions for the Site as a means for achieving healthy and enriched everyday lives.

Three

SITE & CONTEXT

3.1. Planning Context

The National Planning Policy Framework (NPPF 2021)

3.1.1. The NPPF is underpinned by the presumption in favour of sustainable development.

3.1.2. NPPF Paragraph 110c states that the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the national Design Guide and the National Model Design Code.

3.1.3. NPPF Paragraph 119 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.

3.1.4. NPPF Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, and that, good design is a key aspect of sustainable development.

3.1.5. NPPF Paragraph 130 states that planning policies and decisions should ensure that developments;

a). will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b). are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c). are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d). establish or maintain a strong sense of place, using the arrangement of | streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

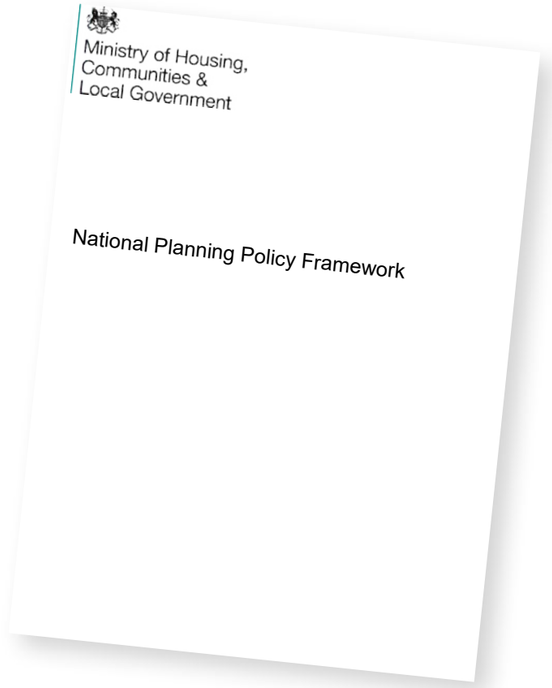
e). optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f). create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.1.6. NPPF Paragraph 131 highlights the important contribution that trees make to the character and quality of urban environments as well as to the climate change. It states that planning policies and decisions should ensure that new streets are tree-lined that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

3.1.7. NPPF Paragraphs 132-136 emphasise the importance of design quality through the evolution and assessment of development proposals. They state that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local guidance and supplementary planning documents such as design guides and codes.

3.1.8. The NPPF outlines that decisions should support development that makes efficient use of land and recognises that where there is an existing shortage of land for meeting an identified housing need, it is important that developments make optimal use of the potential of each Site.



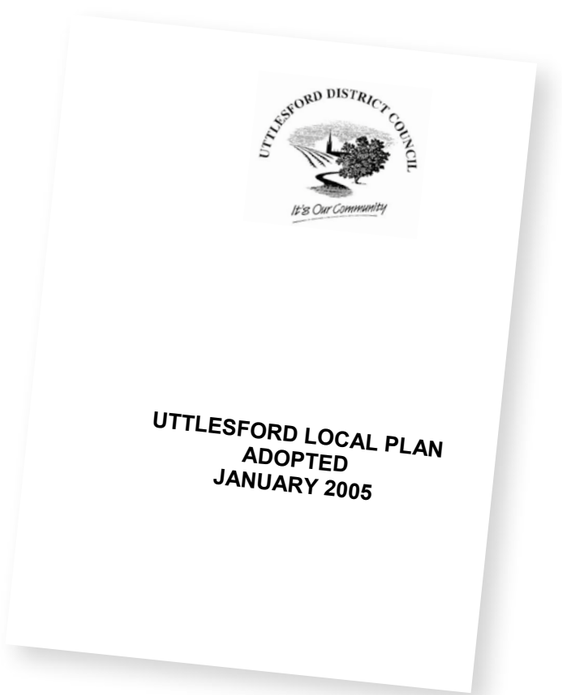
Development Plan

3.1.9. The adopted Development Plan for the Site comprises:

- Uttlesford Local Plan (2005) saved policies (2007);
- Essex Minerals Local Plan (2014).

3.1.10. The Uttlesford Local Plan's time horizon expired in the year 2011, but Uttlesford District Council undertook an independent review of the extent to which the saved policies of the Uttlesford Local Plan are considered to be consistent with the NPPF; the 'Uttlesford Local Plan 2005 – National Planning Policy Framework Compatibility Assessment' (July 2012).

3.1.11. A full analysis of relevant planning Local Plan policies is provided in the Planning Statement submitted with this Planning Application. A summary of the key design policies are provided below.



3.1.12. Key policies from the adopted Local Plan include:

- Policy GEN2 which addresses the design requirements of new developments stating that; "development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

  a) It is compatible with the scale, form, layout, appearance and materials of surrounding buildings.

  b) It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate.

  c) It provides an environment, which meets the reasonable needs of all potential users.

  d) It helps to reduce the potential for crime;

  e) It helps to minimise water and energy consumption.

  f) It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.

  g) It helps to reduce waste production and encourages recycling and reuse.

  h) It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.

  i) It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.

3.1.13. Policy GEN7 outlines that "development that would have a harmful effect on wildlife or geological features will not be permitted unless the need for the development outweighs the importance of the feature to nature conservation" and that "measures to mitigate and/or compensate for the potential impacts of development, secured by planning obligation or condition, will be required. The enhancement of biodiversity through the creation of appropriate new habitats will be sought."

3.1.14. Policy H10 identifies the need for a mix of housing in new developments stating that "all developments on Sites of 0.1 hectares and above or of 3 or more dwellings will be required to include a significant proportion of market housing comprising small properties.

Essex Design Guide

3.1.15. The Essex Design Guide (EDG) was published in 1973 as a tool for designers to create distinctive places and build communities that provide infrastructure and facilities in place at the right time. Since the first iteration of the EDG it has gained both national and international recognition and today is regarded very highly by those responsible for designing new communities.

3.1.16. The latest iteration of the EDG (2018) provides much of the detail on design principles of the versions that have gone before whilst incorporating new themes around ageing population, digital and smart technology, health and wellbeing, active design and garden communities.

3.1.17. The EDG provides information on the most relevant design details required to achieve high quality developments. The design details include architectural details and internal building design through to layout details and highways technical standards reflecting the latest guidance and adoptable standards for new development in Essex.

3.1.18. This DAS refers (at Section 5) to a number of key elements from the design details in addressing requirements for future reserved matters proposals.

The Urban Place Supplement to the Essex Design Guide

3.1.19. UDC have adopted supplementary planning guidance as an accompaniment to the EDG - the Urban Place Supplement (UPS, 2007). The UPS does not replace the EDG, the EDG remains the principal design guidance with the UPS providing additional guidance on the design and development process.

3.1.20. The UPS provides useful guidance on the approach to be taken when writing Design and Access Statements. A context appraisal methodology is advocated whereby assessment of the local area will inform the approach taken.

Saffron Walden Neighbourhood Plan

3.1.21. Saffron Walden Parish Council undertook pre-submission consultation on their Proposed Saffron Walden Neighbourhood Plan (2020 – 2035) between January - March 2020, with the submission for public consultation between February - April 2021. The Draft Neighbourhood Plan was submitted for examination in May 2021. Whist the document is under examination the following policies are considered relevant to the proposed development.

3.1.22. The five core objectives of the Neighbourhood plan are:

1) Saffron Walden will be an economically active and self-sustaining town, offering equal opportunities to all;

2) Saffron Walden's residents will be able to live as healthily as possible;

3) Saffron Walden will be an environmentally sustainable town;

4) Saffron Walden's heritage assets, high quality landscape and conservation areas will be protected or enhanced; and

5) Saffron Walden will retain its market-town feel and community spirit.

3.1.23. Policy SW7 sets out the design requirements for new developments in Saffron Walden stating that "all development in Saffron Walden must contribute positively to the parish's sense of place through a design-led approach underpinned by good design principles and reflecting a thorough Site appraisal, and must comply with the other detailed policies."

3.1.24. SW7 requires that new development must:

a) display a high level of architectural quality which responds positively to the best of Saffron Walden's context;

b) evidence a positive response to the landscape, local and longer views and the natural and historic environments;

c) Integrate well with existing neighbourhoods while seeking, where appropriate, to improve the aesthetic of the immediate area;

d) refer to Secured by Design principles to reduce crime and encourage safer communities;

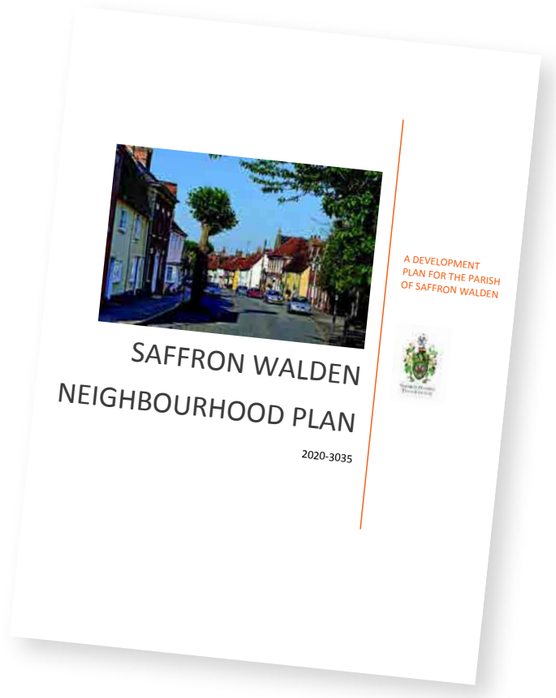
e) create well connected and accessible new streets which provide for a rich choice of routes, prioritising active and sustainable travel. In the case of doubt on this matter the Essex Design Guide or any other locally applicable design guide will be referred to for best practice;

f) have active frontages, particularly at street level, and provide a clear distinction between areas of public and private realm;

g) respond to and enhance the amenity value of an area through consideration of matters such as overlooking, natural light, micro-climate, outlook and amenity space, both for existing neighbours and future residents; and

h) meet the nationally described space standards [Department for Communities and Local Government, Technical Housing Standards, March 2015 (Updated May 2016 and as may be updated in the future)].

3.1.25. Policy SW20 sets out the requirements for promoting walking and cycling in new developments to ensure they "retain or incorporate safe, attractive and direct walking and cycling routes on Site and which appropriately mitigate the impact of additional transport movements."



3.2. Site & Context Description

3.2.1. The Application Site (identified in red in Figure 2 and 3) extends in total to 18.3ha in size and is located to the immediate east of Saffron Walden, within the administrative boundaries of UDC. The Site currently comprises agricultural farmland with one smaller narrow rectangular pasture field to the north adjacent to Radwinter Road and a larger arable field occupying the remainder of the Site. Vehicular access to the Site is currently provided in the form of agricultural grade accesses off Radwinter Road, Griffin Place, and adjacent fields.

3.2.2. The Site slopes from the south east to the north west with views of Saffron Walden to the west and particularly the prominent spire of the Grade I Listed St. Mary's Church in the centre of Saffron Walden. The land on the Site is classified as Grade 2 Agricultural Land.

3.2.3. There are no Public Rights of Way (PRoW) on the Site itself, however there are a number of PRoW within close proximity of the Site including:

- footpath 315_21 which runs along the northern edge of the Radwinter Road approximately 30m to the north of the Site;
- footpath 315_22 approximately 100 metres north of the Site and which joins up with 315_21;
- byway 44_18 approximately 430 metres to the south of the Site;
- bridleway 44_19 approximately 550 metres to the south-west of the Site.

3.2.4. The Site is bound to the west by a consolidated area of residential development approved under UTT/13/3467/OP & UTT/16/1856/DFO, which is now being implemented by Linden Homes and now forms the eastern built edge of Saffron Walden. To the south-west is land at Shire Hall Farm, which is subject to an Outline Planning Permission for up to 100 dwellings, granted under local planning authority reference 17/2832/OP. Arable agricultural land bounds the Site to the south and east, and the B1053 Radwinter Road runs along its northern boundary, with the Saffron Walden fuel depot beyond. The Site has the appearance of urban fringe, due to buildings and or settlement edge being apparent in most views. The presence of the immediately adjacent emerging Linden Homes development emphasises this perception.

3.2.5. The Site is within an area characterised by its undulating landscape with Saffron Walden effectively being located within a bowl encircled by rising valleys and higher land. This landscape has resulted in an interesting arrangement of historic field boundaries and woodland blocks that reflect the local topography. Existing local hedgerows around and beyond the Site are typically dense containing mature trees with many being formed as double-hedgerows that once included drovers tracks.

3.2.6. The Site is situated between the eastern extent of Saffron Walden and the village of Sewards End to the east. The centre of Saffron Walden is located approximately 1.5 kilometres from the Site. Saffron Walden is approximately 18km north of Bishops Stortford and London Stansted Airport and within approximately 22km of Cambridge (to the north). The Site is located within Sewards End parish but immediately adjacent to the Saffron Walden settlement boundary and its built-up area; the proposal outlined in this document would therefore appear as an extension to Saffron Walden.

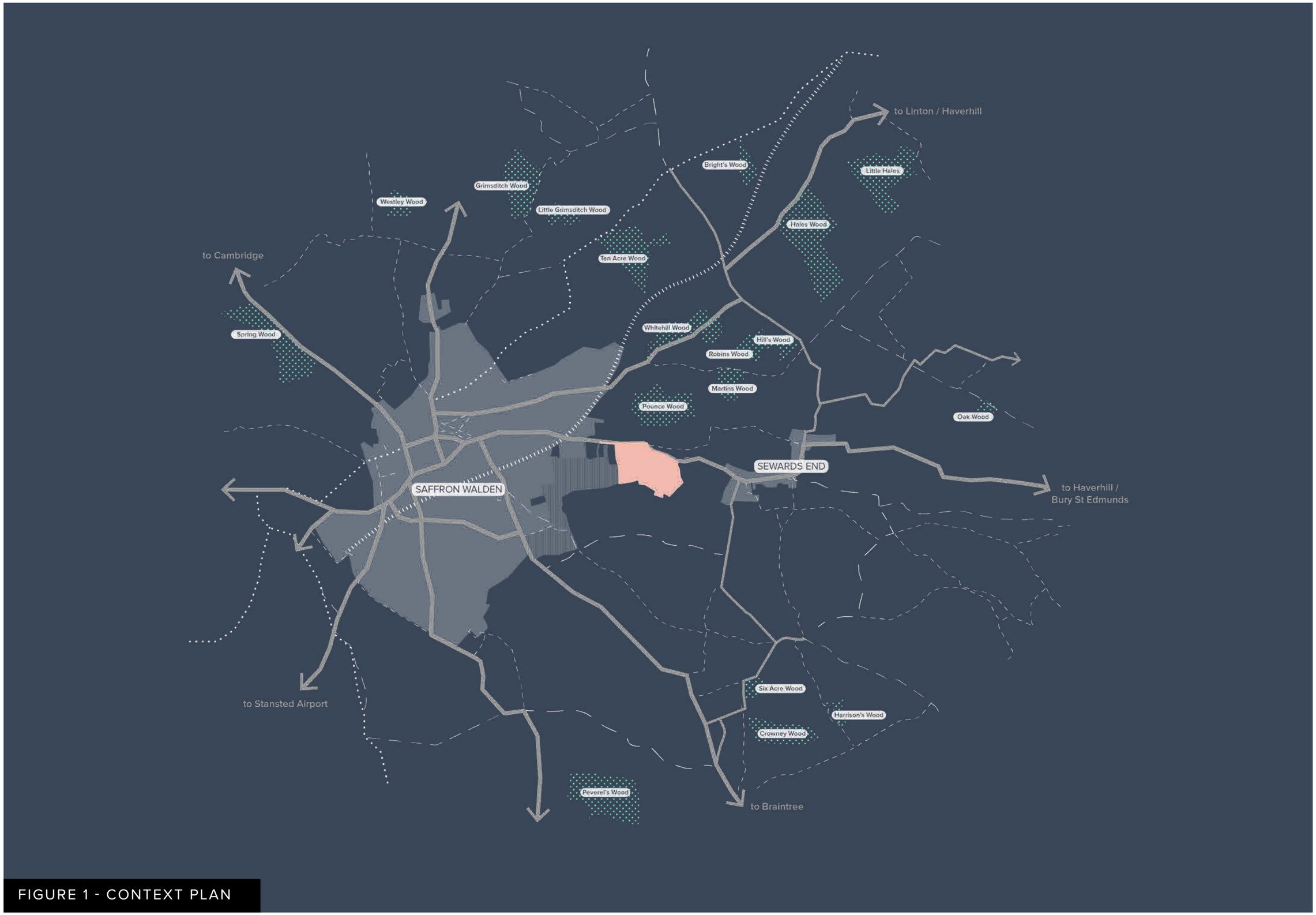


FIGURE 1 - CONTEXT PLAN

3.3. Constraints & Opportunities

Site Synthesis

3.3.1. The findings of the survey, appraisal and technical work completed to date (which are summarised in Appendix A and compiled in detail in the Environmental Statement submitted with the Outline Planning Application) have established that the Site is a suitable location for a residential development, which could be brought forward without giving rise to significant environmental effects.

3.3.2. The Site assessment has identified a number of key issues that should be addressed as part of the design strategy for the Site. A summary of these issues are set out below and indicated on Figure 4:

- the proximity/arrangement of the proposed development in relation to its existing landscape setting and neighbouring built form;
- the impact of the development and its proposed access on the surrounding road network, most notably Radwinter Road;
- potential connections to public footpaths and nearby communities and facilities;
- the retention of existing vegetation on and bounding the Site;
- the visual impact of the development, particularly to the north east and north west where the Site is more visible;
- the consideration of views into and out of the Site, notably to the Grade I Listed St. Mary's Church in the centre of Saffron Walden;
- the proximity/arrangement of the proposed development in relation to the potential need for a future link road that serves other land to the south and south west of the Site;
- the provision of adequate drainage systems and water storage to deal with run-off from the proposed development; and
- improvements to the ecology and amenity value of the Site to offset the loss of greenfield land for development.

3.3.3. The Site assessments and stakeholder consultation undertaken during the preparation of the outline planning application have demonstrated that there are no technical or environmental constraints to development that cannot be appropriately mitigated. However, in light of the preceding analysis and consultation undertaken, the following specific opportunities and constraints have been identified.

FIGURE 2 - SITE LOCATION PLAN

Constraints

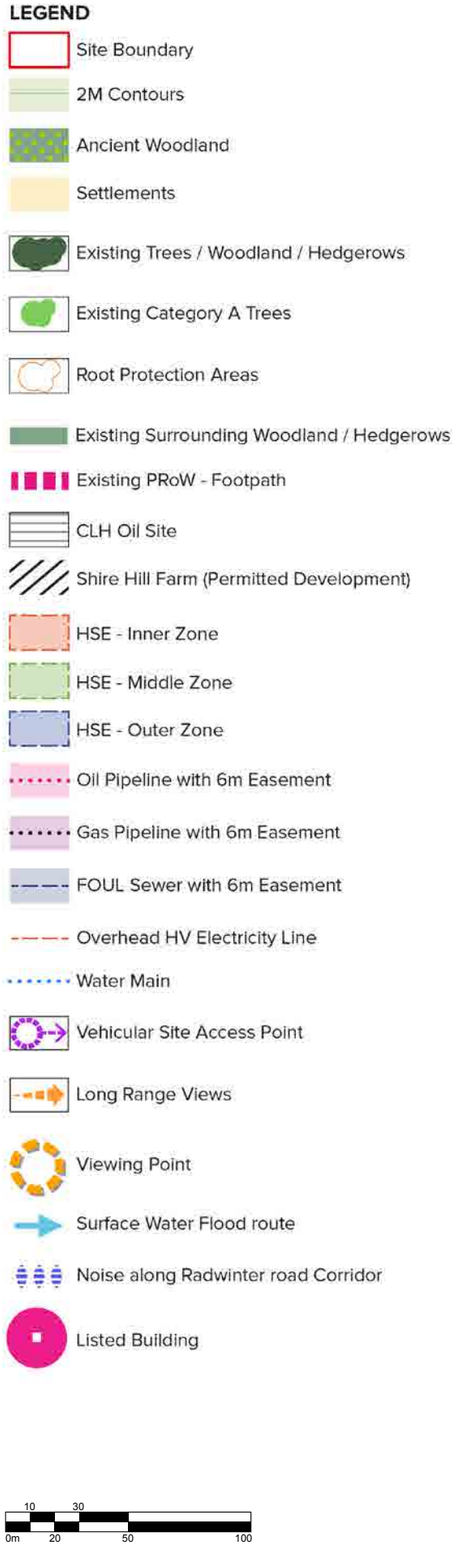
3.3.4. The following constraints have been identified:

- the cordon associated with the fuel storage facility that affects the narrow field within the north of the Site and some of the land to its immediate south - due to relevant guidance, this area must not be used as amenity space in order to avoid public use of this area;
- 3no. utilities easements that run north-south through the Site;
- the need to ensure agricultural access from Radwinter Road to the fields to the south of the Site;
- more visually-exposed edges particularly to the south and north east;
- the retention of existing trees and hedgerows and their associated protection zones.

Opportunities

3.3.5. The following opportunities have been identified:

- retention of the highest land on the south eastern part of the Site as open land that would allow views beyond the Site and particularly of the Grade I Listed St. Mary's Church in the centre of Saffron Walden;
- provision of a network of multi-functional green infrastructure that celebrates the Site's natural assets and allows for biodiversity gain and health and wellbeing benefits;
- enhanced planting that would mitigate against any visual sensitivities and allow opportunities for new hedgerows and tree groupings on the Site.
- the repurposing of the narrow field on the north part of the Site as a wetland habitat, it being the lowest part of the Site that could successfully accommodate drainage attenuation from new development;
- creation of a network of footpaths and cycleways that connect to existing PRoW as well as nearby communities and facilities;
- creation of a new priority access off Radwinter Road to ensure safe vehicular movement into the Site;
- provide a range of housing types and tenures to benefit the local community that draws upon the existing architectural characteristics of the local vernacular in Saffron Walden to shape the proposed development.



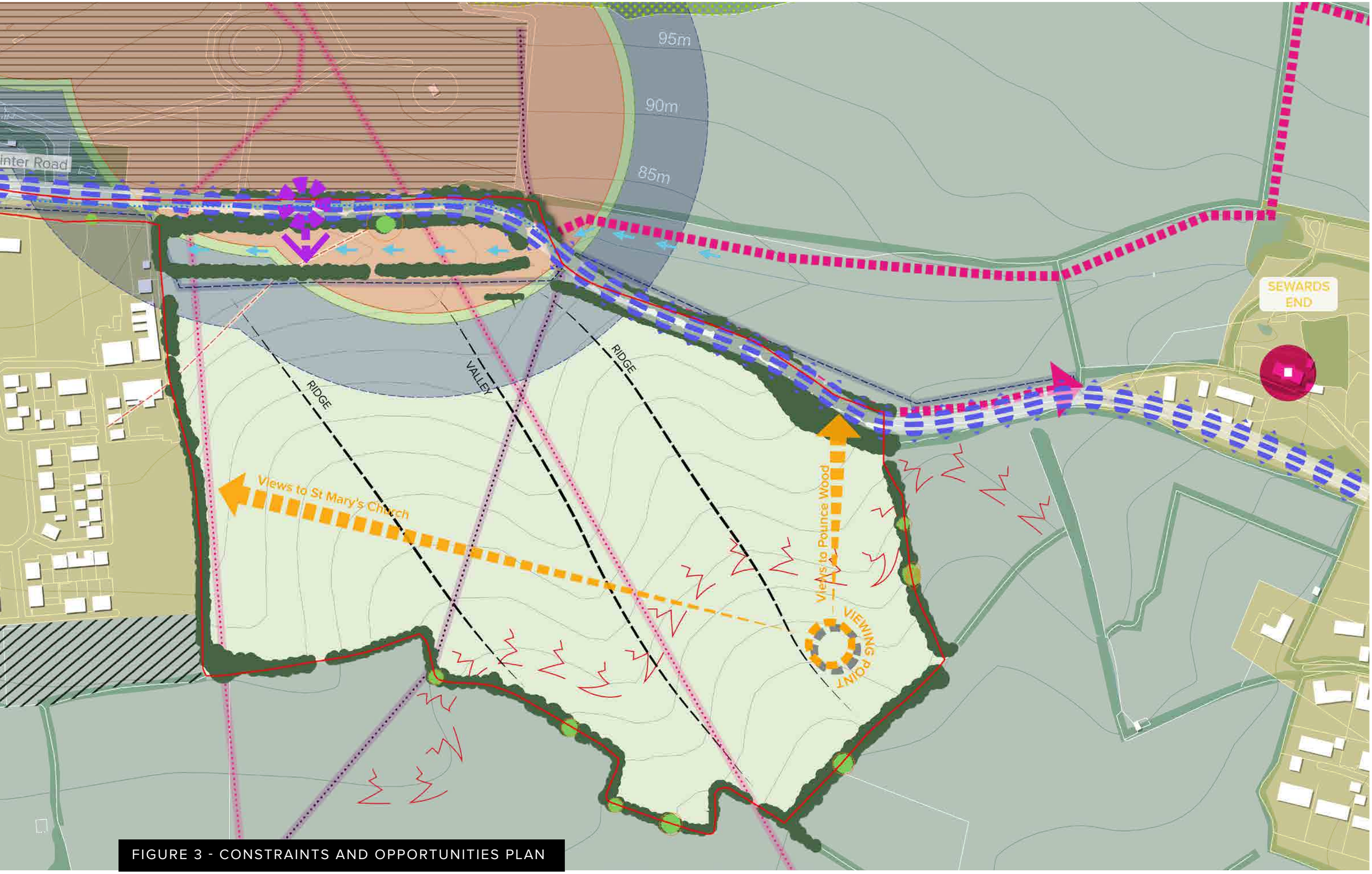


FIGURE 3 - CONSTRAINTS AND OPPORTUNITIES PLAN

Four

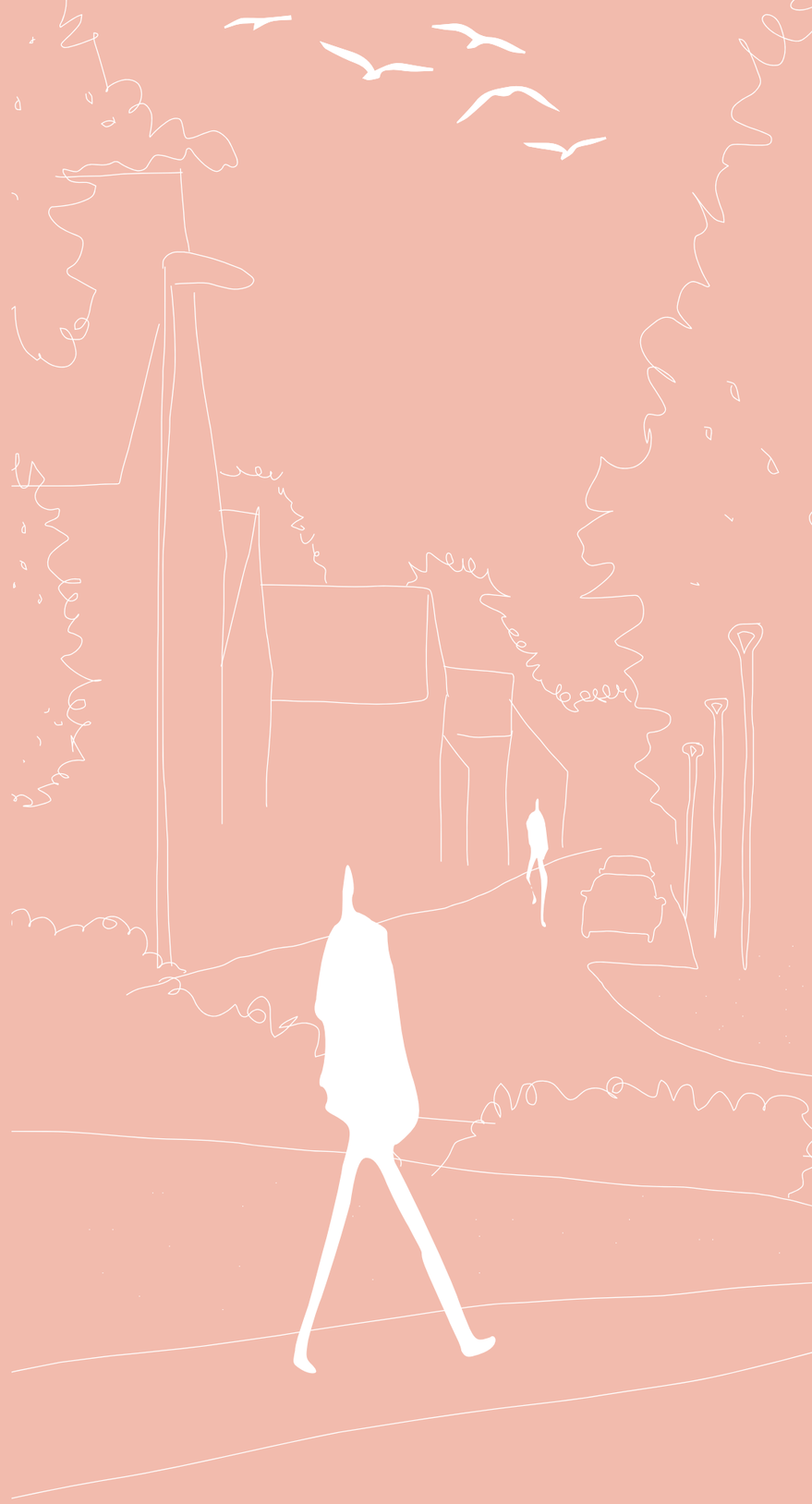
DESIGN EVOLUTION

4.1. Design Principles

4.3.1. Having developed a vision for development and undertaken technical assessments of the Site and its surrounds, a series of design principles have been formulated in order to evolve the most appropriate design strategy for the Site.

4.3.2. The design principles address the key matters identified in the Site analysis and allow sufficient flexibility for detailed design solutions to evolve (and be consulted on), in conjunction with any future Reserved Matters planning applications.

4.3.3. The design principles, identified on the following pages, include landscape and urban design principles and follow a logical sequence to arrive at a preferred design approach for the Site.

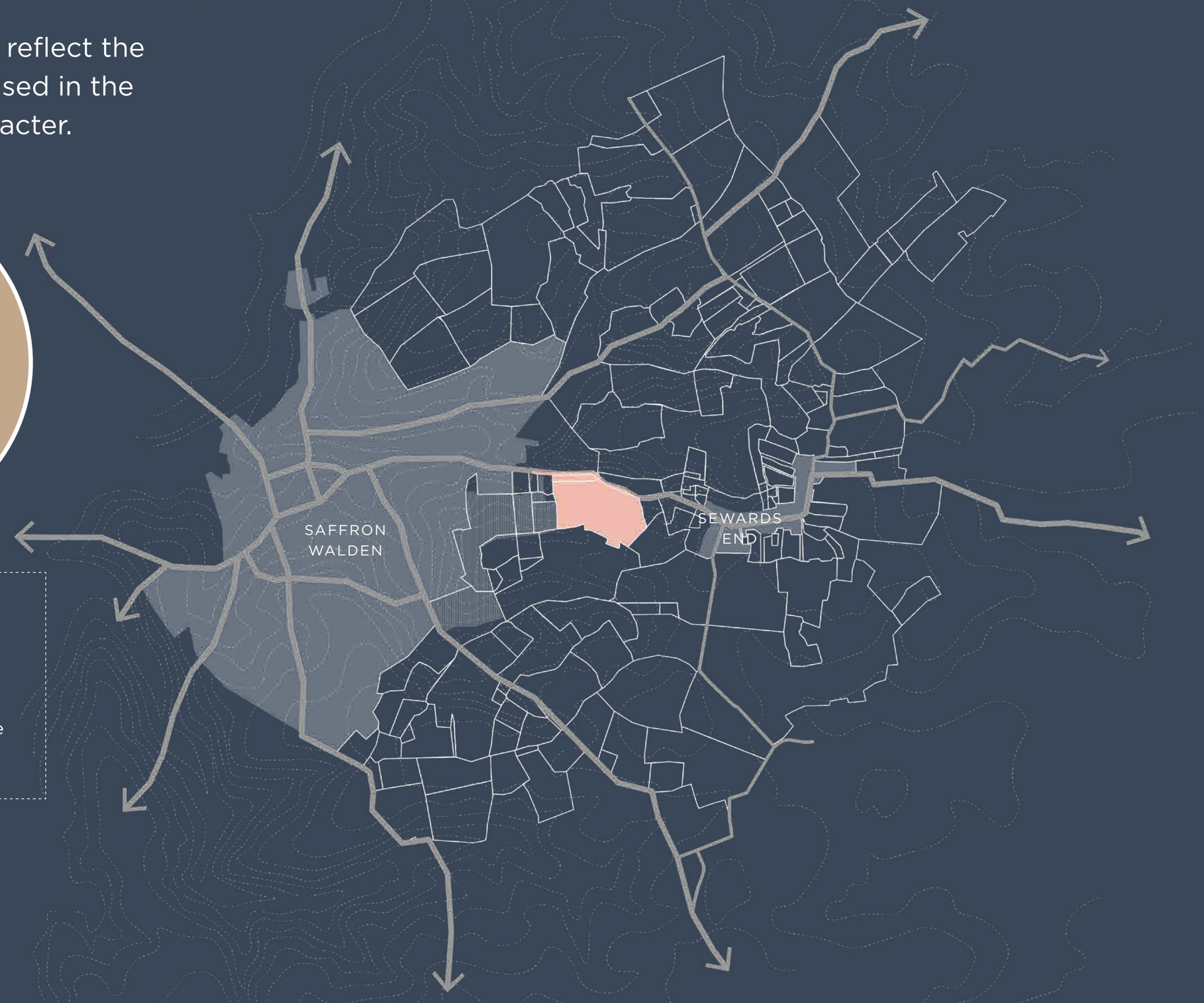


4.2 Landscape Principles

The following diagrams reflect the spatial qualities recognised in the existing landscape character.

Design Principle One

Field patterns, size, & shape & how they are defined by narrow woodland shaws/ tree belts

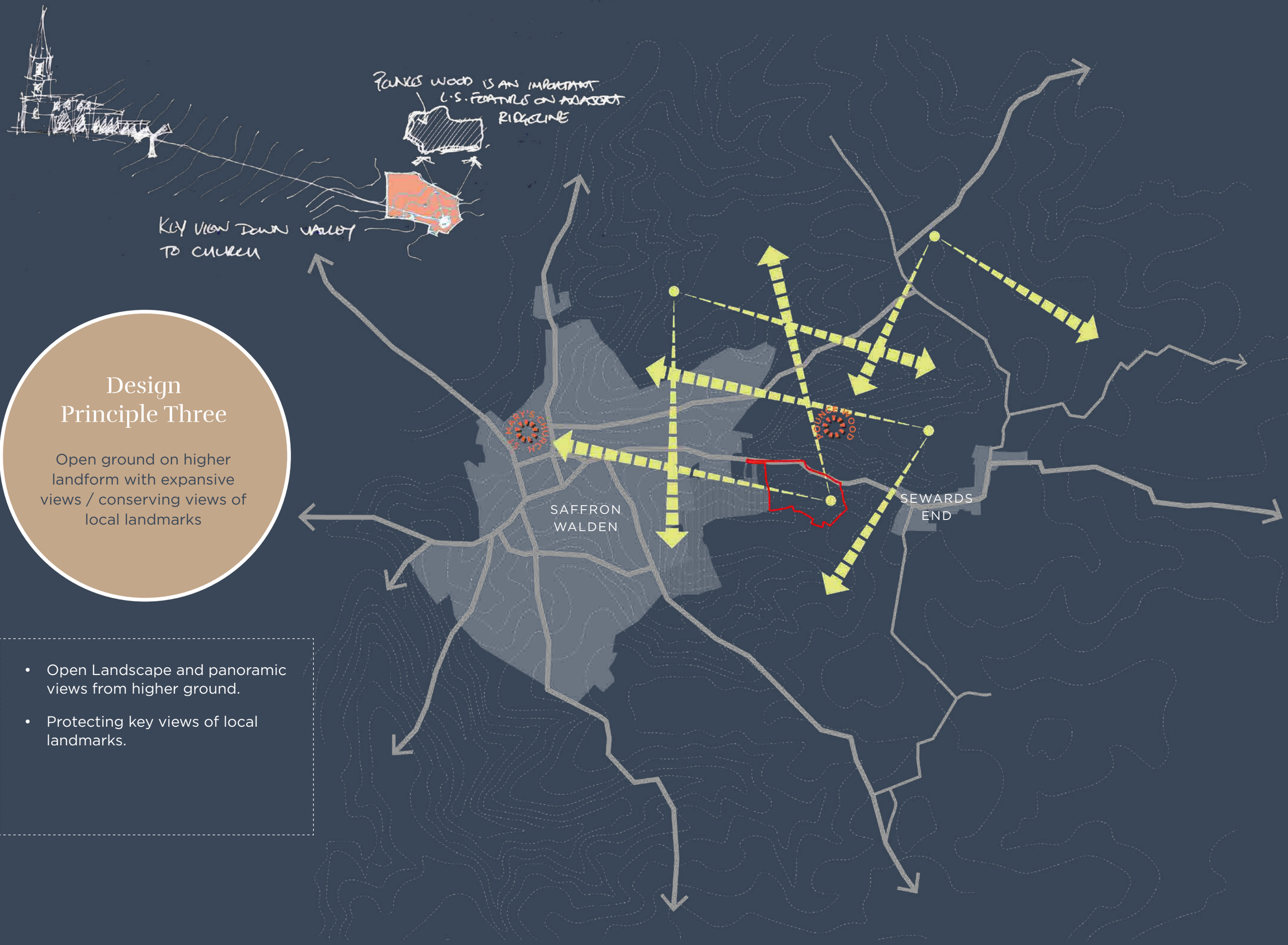


- Irregular field patterns.
- Reduce in size close to historic settlements.
- Field boundaries consist of tall, narrow woodland shaws or tree belts.

Design Principle Two

Relationship of woodland blocks to ridgelines

- Irregular shapes.
- Various sizes.
- Scattered.
- Woodland blocks sit on/ around upper level ridgelines.



Design Principle Three

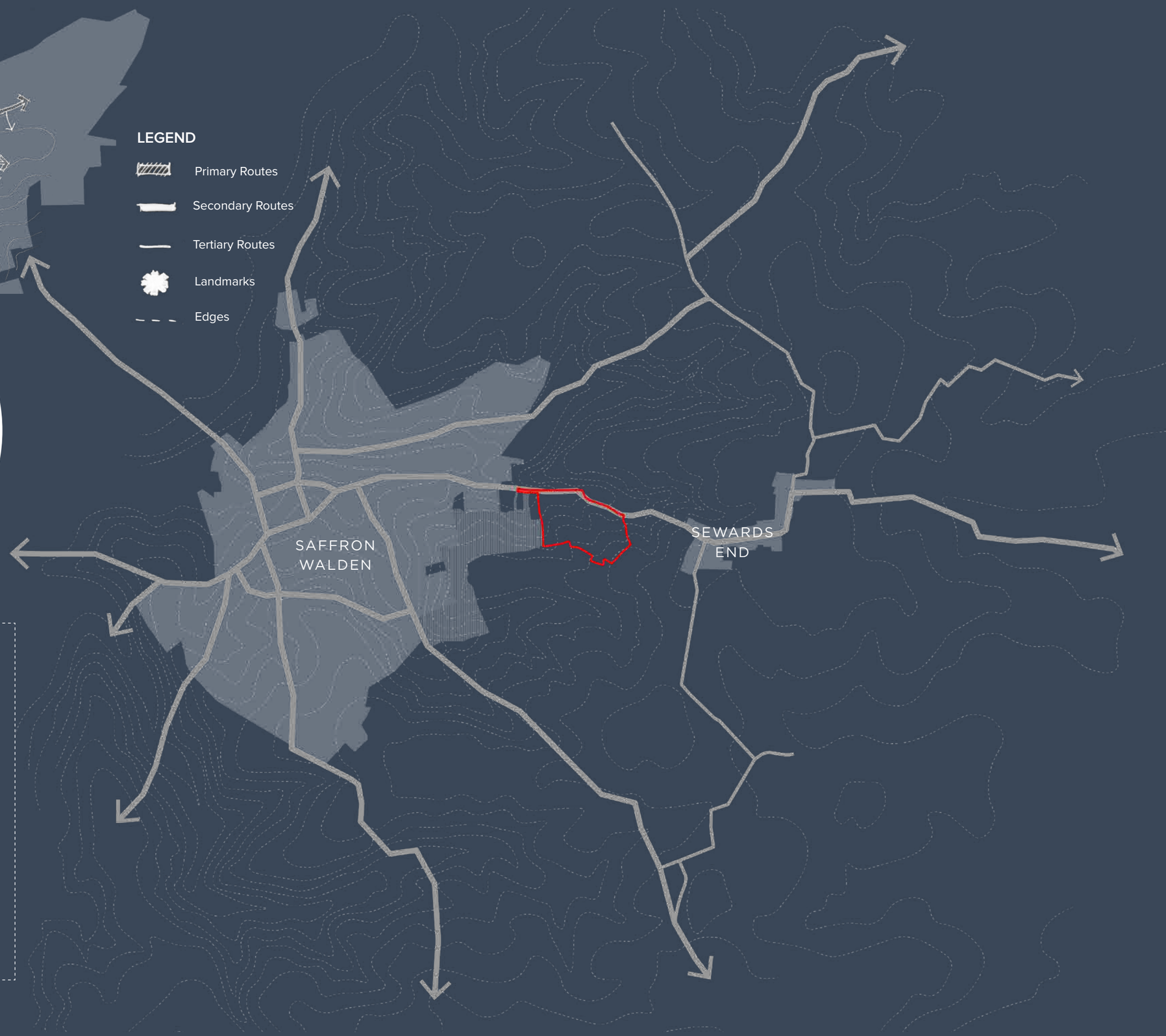
Open ground on higher landform with expansive views / conserving views of local landmarks

- Open Landscape and panoramic views from higher ground.
- Protecting key views of local landmarks.

Design Principle Four

Moats as a defining historic feature in the local landscape

- Moats around farmsteads / manor houses



Design Principle Five

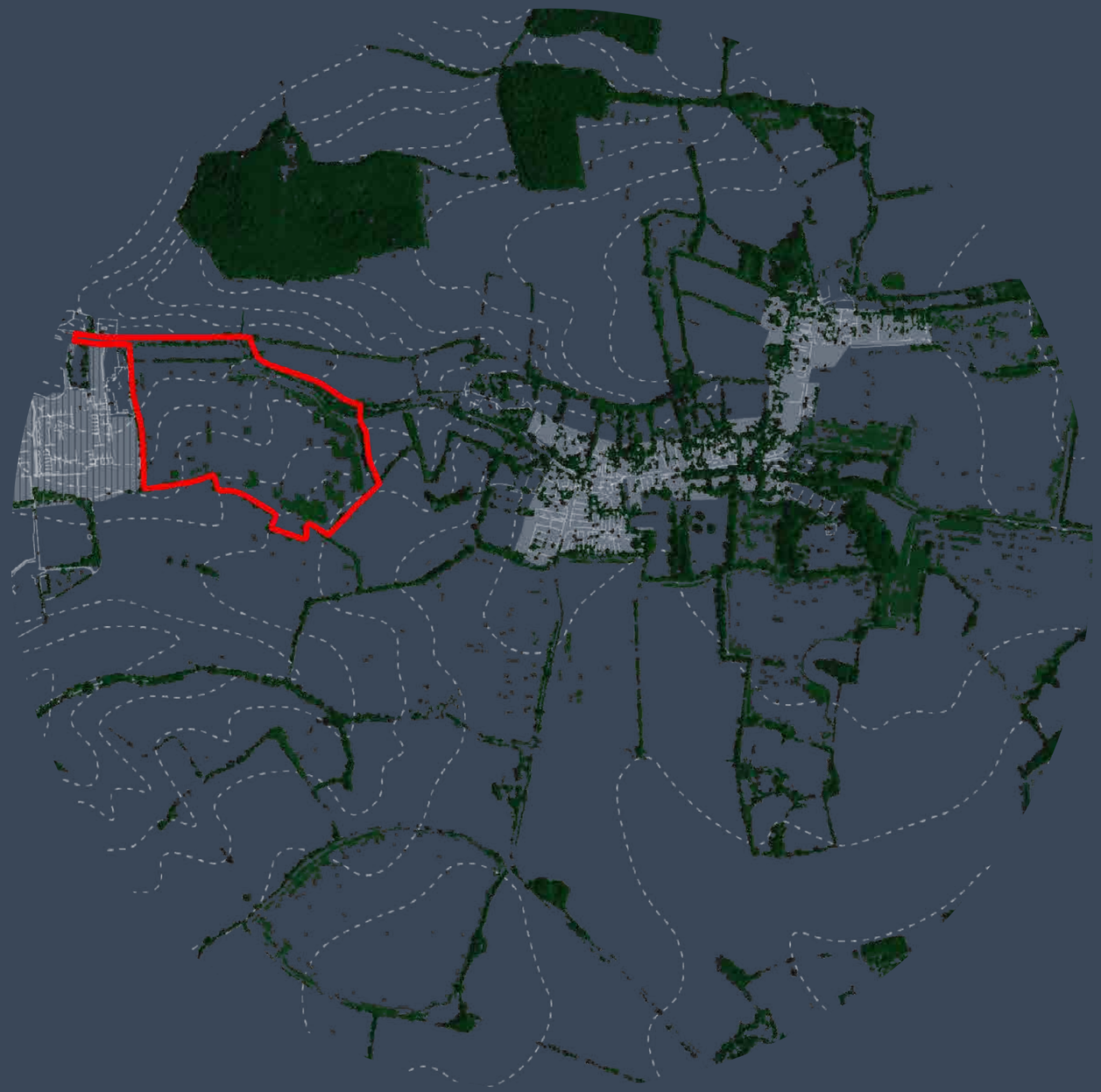
Landform and relationship with movement corridors and hierarchy

- Primary routes follow primary ridge and valleys / contours.
- Secondary routes follow secondary ridge and valleys / contours.
- Tertiary routes are perpendicular to primary and secondary routes.
- Settlement Edges follow contours and valleys.
- Landmarks sit on rising valley ridgeline.

Design Principle Six

A well integrate landscape edge around historic settlements

- Field Edges
- Heavily planted corridors
- Dense Vegetation in form of tree groups
- Landscape Vegetation feathers into settlement



4.3 Urban Design Principles

The following diagrams reflect the spatial qualities recognised in the settlements of Saffron Walden and Sewards End.

Saffron Walden

- Tertiary street pattern in the medieval historic core of Saffron Walden could inform tertiary streets in the scheme.

Design Principle Seven

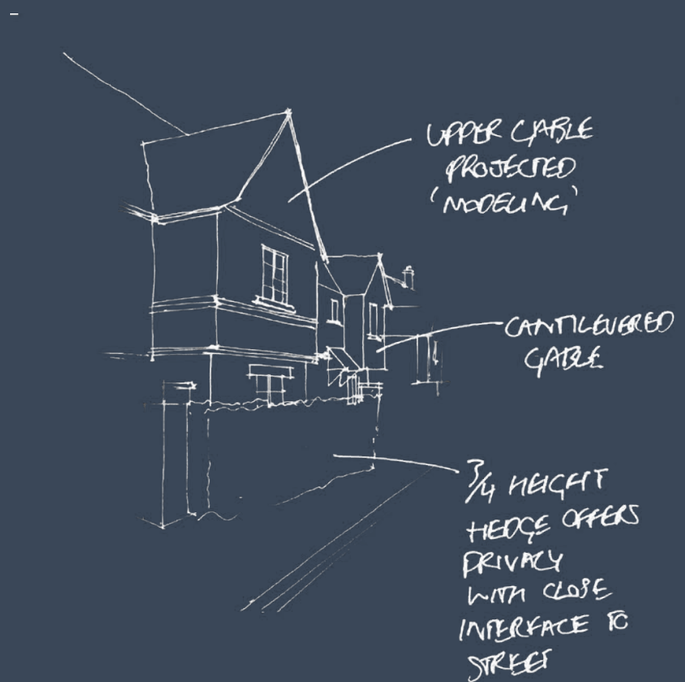
Urban Grain, street pattern and density in the surrounding settlements

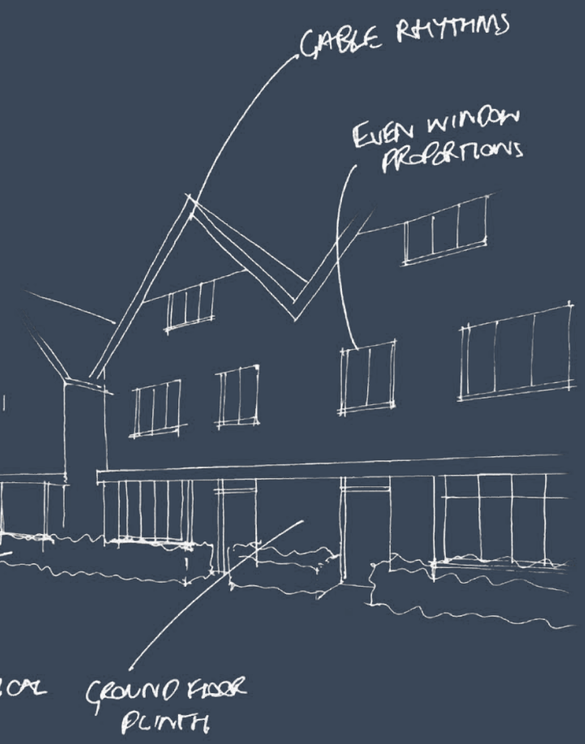
Sewards End

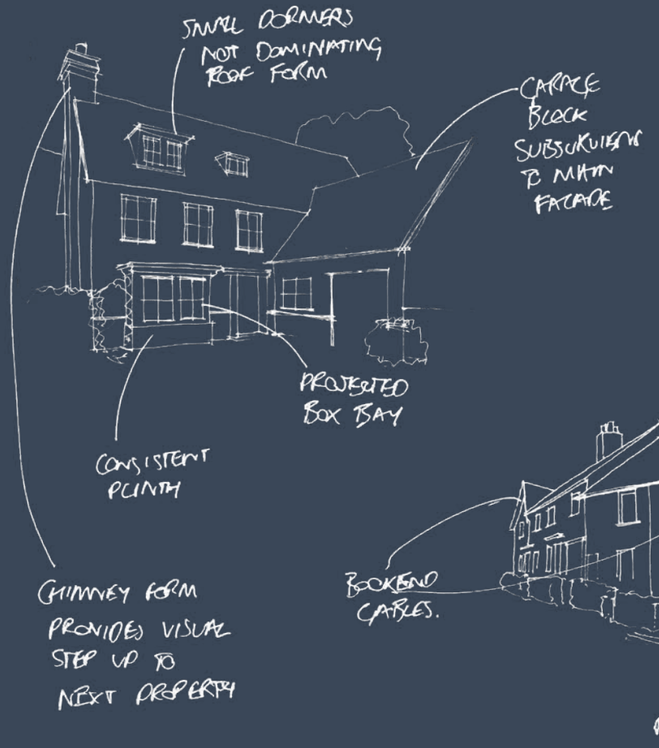
- Rural character of Sewards End with green streets and generous setbacks could be reflected in the eastern edge of the scheme

Design Principle Eight

Respecting and reflecting local vernacular (e.g. materials, styles, forms) in the built form of the proposed development









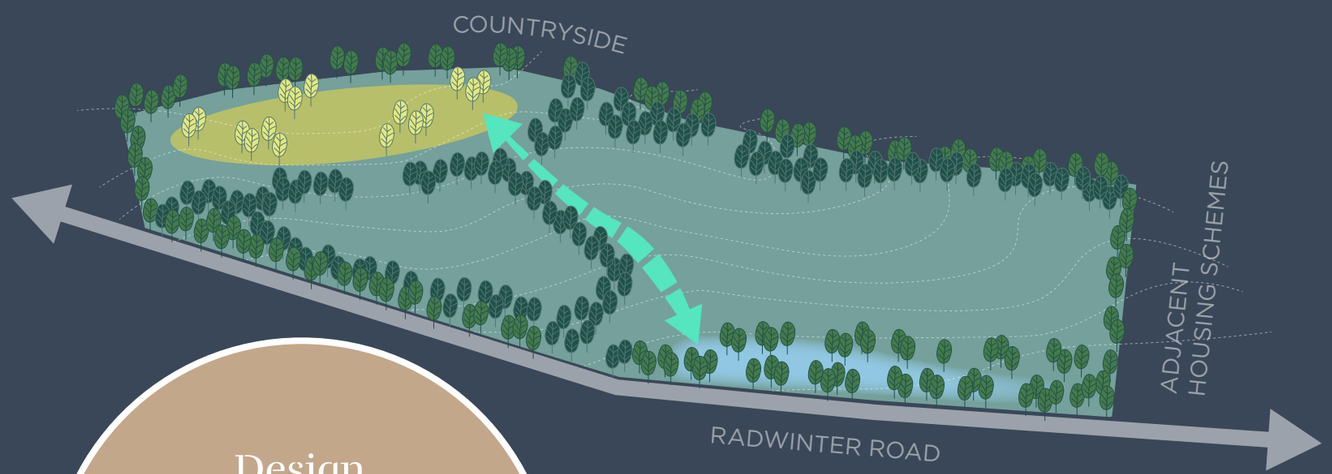




LANCASTER ANTIQUARIES & BOOKS

4.4 Concept Diagrams

The following diagrams reflect the evolution of the Site's concept as a context driven framework.



Design Principle Nine

Reinforce/enhance biodiversity and promote habitat creation

- Semi-natural wetland area to the south
- Semi-natural green corridor
- Parkland area on higher ground to the north east
- New native woodland and informal tree groups located strategically around the Site

Design Principle Ten

Maximise amenity value of green/blue infrastructure through use and access

- Formal Public Open Spaces with play easily accessed form the development parcels
- Parkland to the south east on high ground, incorporating views and footpath routes
- Connections along green corridors with opportunities for walking, cycling and informal play

Design Principle Eleven

Formulating an appropriate urban grain and density that reflects local context and character with particular care taken to sensitive edges

- Eastern Edge to sensitively respond to its rural context with lower density, wider setbacks, looser form and appropriate materials / colours
- Looser form along woodland edges to the south

Design Principle Twelve

Configuring a layout that would ensure excellent permeability and connectivity to enhance the opportunities for active travel rather than vehicular use

- Network of footpaths and cycle links accommodated mostly within green infrastructure

4.5 Design Principles Summary

1. Reflect local landscape character by creating similar field patterns marked by narrow woodland shaws for development to nestle into.

2. Woodland blocks on or around to ridgelines for screening and views.

3. Open ground on higher land to the south east with expansive views to the town and countryside / view corridors towards local landmarks such as St Mary's church and pounce woods.

4. Suds features to mark the entrance of the Site at its lowest point with potential reference to historic local landscape features, such as moats.

5. Relationship between movement corridors and landform, as well as development edges and landform.

6. Eastern parcel to be well integrated into landscape to provide a sensitive transition to the rural areas. Landscape to feather into the development with possibility of green links.

7. Tertiary streets to reflect character and create a place for people first.

8. Built form to reflect local vernacular (materials, styles, forms).

9. Green and blue infrastructure to Reinforce/enhance biodiversity and habitat creation.

10. Amenity value and use of spaces within green and blue infrastructure network.

11. Urban grain and density to reflect local context and character. Particular care taken to sensitive edges such as eastern edge that needs to respond to the rural areas with possibly wider setbacks, lower density and looser form.

12. Extensive network of pedestrian / cycle connections, to maximise permeability, connectivity and opportunities for active travel by non-car modes.

FIGURE 4 - CONCEPT FRAMEWORK

4.6. Engagement & Consultation

4.6.1. The proposals have evolved through a collaborative approach to design that has involved the design team and key consultees working closely together to formulate an appropriate development proposal for the Site. Various meetings and a virtual consultation event have been undertaken to engage with key stakeholders including the public on the proposals.

4.6.2. The design team met (virtually) with SEPC (2 February 2021) and with SWTC (11 February 2021) to explain the proposals and gather feedback and comments.

4.6.3. Between 7-18 June 2021, a virtual consultation event took place. A flyer was circulated to approximately 2,000 households in the local area two weeks prior to the event and it was also advertised on the SWTC website. A series of electronic 'consultation boards' (shown right) were made available to identify the key issues associated with the proposals. 48 responses were received.

4.6.4. A number of topics were raised by stakeholders and public through the consultation event, including the level of development proposed, coalescence concerns, traffic generation, drainage, impact on local infrastructure, net zero carbon credentials, ecological impact, public open space provision and air quality. Full responses to these issues are made in the Planning Statement and Statement of Community Involvement submitted with the Planning Application.


1

Welcome & Introduction

ROSCONN STRATEGIC LAND

Thank you for taking the time to participate in this virtual consultation event regarding our emerging proposals at Land south of Radwinter Road, Saffron Walden as outlined in red on the image above. Please look through the information and draft proposals in detail, following which we would be very grateful if you provided us with your thoughts by completing the Online Survey at the end of this exhibition. We value local knowledge and welcome your input to help inform our emerging proposals.

Rosconn Strategic Land is consulting the local community on plans for a residential development of up to 240 new homes and associated infrastructure. The proposals also include the provision of extensive areas of public open space, comprising play areas, parkland, wetland areas and new woodland planting.

The site currently comprises agricultural land located immediately to the eastern extent of Saffron Walden, albeit falling wholly within Seward's End Parish. The site is bounded by Radwinter Road to the north, the recent Linden Homes development to the west and open countryside to the south and east.

The site covers an area of approximately 18 hectares and is principally a single arable field, although a smaller filed, enclosed by a continuous hedgerow and drainage ditch to its southern boundary, fronts Radwinter Road. The site is served by an existing agricultural access at a mid-point along the frontage to Radwinter Road which leads to a single agricultural building within the site.

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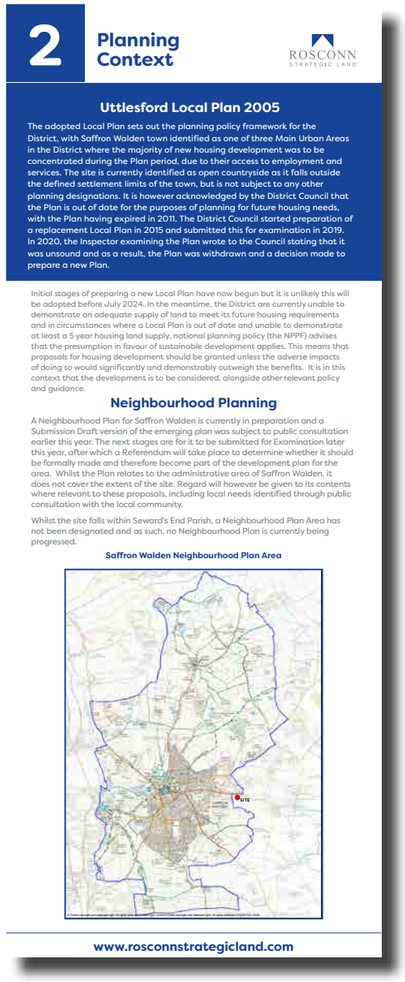
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Planning Context

ROSCONN STRATEGIC LAND

Uttlesford Local Plan 2005

The adopted Local Plan sets out the planning policy framework for the District, with Saffron Walden town identified as one of three Main Urban Areas in the District where the majority of new housing development was to be concentrated during the Plan period, due to their access to employment and services. The site is currently identified as open countryside as it falls outside the defined settlement limits of the town, but is not subject to any other planning designations. It is however acknowledged by the District Council that the Plan is out of date for the purposes of planning for future housing needs, with the Plan having expired in 2011. The District Council started preparation of a replacement Local Plan in 2015 and submitted this for examination in 2019. In 2020, the Inspector examining the Plan wrote to the Council stating that it was unsound and as a result, the Plan was withdrawn and a decision made to prepare a new Plan.

Initial stages of preparing a new Local Plan have now begun but it is unlikely this will be adopted before July 2024. In the meantime, the District are currently unable to demonstrate an adequate supply of land to meet its future housing requirements and in circumstances where a Local Plan is out of date and unable to demonstrate at least a 5 year housing land supply, national planning policy (the NPPF) advises that the presumption in favour of sustainable development applies. This means that proposals for housing development should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. It is in this context that the development is to be considered, alongside other relevant policy and guidance.

Neighbourhood Planning

A Neighbourhood Plan for Saffron Walden is currently in preparation and a Submission Draft version of the emerging plan was subject to public consultation earlier this year. The next stages are for it to be submitted for Examination later this year, after which a Referendum will take place to determine whether it should be formally made and therefore become part of the development plan for the area. Whilst the Plan relates to the administrative area of Saffron Walden, it does not cover the extent of the site. Regard will however be given to its contents where relevant to these proposals, including local needs identified through public consultation with the local community.

Whilst the site falls within Seward's End Parish, a Neighbourhood Plan Area has not been designated and as such, no Neighbourhood Plan is currently being progressed.

Saffron Walden Neighbourhood Plan Area

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3 Site Constraints and Opportunities

ROSCONN STRATEGIC LAND

Constraints

We have undertaken a detailed assessment of the site and surrounding area to help inform our emerging proposals on display today. The principal site constraints identified are as follows:

- **Nature of the local highway network**
- Nearby Air Quality Management Area
- **Fuel Depot opposite and its associated HSE Safety Zones**
- Existing pipelines passing through the site
- **Potential landscape and visual impact**
- Amenity of neighbouring properties
- **Ecological value of the site, including existing trees and hedgerows**
- Capacity of existing physical and social infrastructure
- **Foul and surface water drainage and potential flood risk**

Opportunities

Our assessment has also identified a range of potential opportunities that the proposed development could consider as follows:

- **Scale of site provides an opportunity to deliver a comprehensive development to help meet the District's identified housing shortfall**
- Opportunity to help deliver new affordable housing to meet identified local needs, particularly for smaller 1 to 3 bedroom properties
- **Scope to improve pedestrian and cycle links from the site and nearby facilities and town centre**
- Scope to contribute to capacity improvements to local education, health, leisure and public transport facilities and services
- **Scope for significant ecological enhancement of wider site to include habitat creation and native hedgerow and woodland planting**
- Ability to help address an identified shortfall in accessible open space and recreational facilities through provision of extensive areas of Public Open Space, accessible to the whole community
- **Potential to reserve a route through the site for a future bypass around the south of the town**

4A Key Issues

ROSCONN STRATEGIC LAND

Further detailed analysis of the site, potential impacts and mitigation are currently being undertaken in consultation with the District and County Councils, the Town and Parish Councils, and other statutory consultees to inform the proposals. A summary of the work to date on key issues is summarised as follows.

Access & Highways

Initial pre-application discussions with the County Highways Authority have taken place and are on-going. Access to the site is proposed via a priority junction with ghost island taken from Radwinter Road, sited to ensure adequate visibility splays are achieved in either direction. Off-site improvements are also proposed to improve pedestrian and cycle connectivity between the site and nearby facilities and the town centre beyond. New bus stops are also proposed outside the site on Radwinter Road to enable new residents to access existing services. Finally, a Travel Plan will also be provided alongside the proposals to help encourage modal shift to non-car modes of travel.

In terms of the proposed development's impact on the wider highway network, modelling of existing junctions throughout Saffron Walden has been undertaken, taking into account committed housing development and a proposed link road between Radwinter Road and Thaxted Road that have already been permitted but not constructed to date. The modelling has generally confirmed that the additional traffic generated by the development can be accommodated, but where impacts are likely to adversely affect current performance on particular junctions, mitigation has been identified to help improve traffic flows.

Whilst not currently identified, we are aware that the new Local Plan may consider the potential of additional land being allocated for future development to the south east of the town. If this comes forward, it is likely to require supporting infrastructure including a relief road from Radwinter Road and around the southern edge of the town. Should this come forward in the new Local Plan, this proposal reserves land at the site entrance and a corridor through the site to help facilitate this.

Landscape

A detailed appraisal of the landscape character of the site and its surroundings has been completed to understand the visibility of the site within the wider landscape. This has informed the emerging proposals to ensure they are sensitive within short and longer distant views. New development is to be located within the western half of the site on lower ground, whilst substantial areas of public open space and new woodland planting is proposed within the eastern half to help integrate development and screen from key views. This area of public open space will also help preserve the separation with Sewards End village to the east.

Heritage

In terms of built heritage, there are no listed buildings or conservation areas within or in close proximity to the site. The nearest listed building is located on the western edge of Sewards End and intervening topography and vegetation means its setting will not be affected. In view of the archaeological potential in the area, an initial geophysical survey has been completed and confirmed the site is of low archaeological potential. However, targeted trial trenching will be secured by condition prior to development commencing.

4B Key Issues

ROSCONN STRATEGIC LAND

Drainage

The site is not located within a high flood risk area. As ground conditions are not suitable for infiltration, surface water from the proposed development will be attenuated on site and discharged at greenfield rates to the existing watercourse network. Foul water will be discharged to the existing public foul sewer via a gravity system.

Ecology

An Ecological Appraisal has been completed to identify features of importance. This has also confirmed there are no statutory designated or non-statutorily designated sites that would be affected by the proposed development. Further protected species surveys are underway and a series of mitigation measures have been recommended, including the retention of trees and hedgerows where possible, alongside additional measures to secure on-site net biodiversity gain through new native woodland, species rich grassland/ wildflower planting and creation of wetland habitats.

Air Quality

Whilst the site is not located within the Air Quality Management Area centred around the town centre, traffic from the proposed development is likely to pass through this area. Air Quality modelling of traffic impacts generated by the proposed development has therefore been undertaken. This assessment has considered receptors across the whole of Saffron Walden and concluded that there will be a negligible impact on local air quality. However, as required by the District Council's Air Quality guidance, mitigation measures will be secured as part of the development to include electric vehicle charging pints, secure cycle storage, residents travel packs setting out public transport options, cycling and walking routes, and a Travel Plan setting out measures to encourage greater public transport use and reduction in single occupancy car use.

Health and Safety

The site is located close to the existing Fuel Depot on the north side of Radwinter Road and the northern extent of the site falls within the HSE's Consultation Zones around the facility. Pre-application discussions have been undertaken with the HSE who have confirmed that provided residential development is kept outside the Inner Zone, they would not raise objection to the wider development. The scheme has been prepared to fully accord with the HSE guidance and advice.

5 Draft Vision and Development Principles

ROSCONN STRATEGIC LAND

The proposed development will deliver a sensitive, high quality and sustainable extension to the edge of the town that will create a distinctive, vibrant and inclusive place, physically and socially integrated with the historic settlement of Saffron Walden. The development will carefully use the natural environment to create a successful and sustainable place set in a beautiful landscape setting. New infrastructure, parks and open spaces will promote active, healthy and safe lifestyles. It will deliver well designed and affordable homes that use innovation and technology to support sustainable approaches to living, working and travelling.

Draft Concept Masterplan

Key Development Principles

The Key Development Principles are summarised below. These will be refined and agreed within a Design Code that will accompany the proposals to provide a framework for future detailed applications to ensure new homes have a clear identity, reflecting the local built heritage and best design approaches found within the historic core of the town:

- **Up to 240 new homes of which 40% will be affordable (a mix of affordable rent and shared ownership).**
- A range of house types including a high proportion of 1, 2 and 3 bed dwellings to help meet identified local needs, enabling younger families and downsizers to access suitable accommodation.
- **Highly energy efficient homes incorporating the latest technology in terms of construction methods and low running costs. They will also be accessible and adaptable to people's changing needs over time.**
- Principal access to the site via a new priority junction with Radwinter Road, with land reserved to upgrade to a new roundabout junction and route through the site to help facilitate a future relief road to the south of Saffron Walden.
- **Approximately 10 hectares (55% of the site area) of new publicly accessible open space will be provided, including play areas, parkland on higher ground to the east and new woodland blocks.**
- Green corridors will permeate through the development creating new ecological habitats, incorporating native hedgerow and woodland, species rich grassland/wildflower planting and wetland habitats.
- **A network of new high quality pedestrian/cycle routes will enhance permeability, as part of a new road, footpath, and cycleway network across the site, alongside enhancement of off-site cycling and pedestrian infrastructure to ensure that the site is well connected to the nearby facilities, the town centre and surrounding countryside.**

6 Next Steps

ROSCONN STRATEGIC LAND

Thank you for taking the time to take part in this Virtual Public Exhibition. We would be very grateful for your feedback in relation to these proposals.

After this virtual event, we will review all comments and further refine the emerging scheme prior to submitting an Outline Planning Application. We will also continue to engage further with Key Local Stakeholders including Sewards End Parish Council, Saffron Walden Town Council, Uttlesford District Council and Essex County Council to help finalise our proposals.

Following the submission of the planning application, Uttlesford District Council will undertake a period of statutory consultation on the proposals. At this stage, you will have a further opportunity to submit your comments on the application.

Subject to approval of the Outline Planning Application, Reserved Matters submissions would follow to determine detailed issues such as Design, Layout, Scale and Landscaping, which would be guided by the approved Design Guide accompanying the Outline Planning Permission. Once fully approved, it is expected that the development would come forward in a phased manner, ensuring the provision of the associated infrastructure is brought forward alongside the new housing. Subject to the necessary approvals, we would expect the development to commence in 2023 and is likely to take approximately 3 or 4 years to complete.

Indicative Timetable

Public Consultation	**Late Spring 2021**
Outline Planning Application	**Early Summer 2021**
Outline Planning Permission	**Winter 2021**
Reserved Matters Submission	**Summer 2022**
First Homes Occupied	**Summer 2023**

4.6.5. On 11 March 2021, the design team met (virtually) with representatives from UDC and ECC to consult officers on the emerging proposals and the key issues associated with them and present the design principles identified above. A number of key items were discussed including the following:

Principle of Development

4.6.6. Officers discussed the relevance of Policy S7 in relation to the principle of development. Local appeals show that the weight to be attributed to Policy S7 is determined by degree of housing land supply shortfall and therefore moderate weight has been given to Policy S7. UDC officers commented that Saffron Walden is a sustainable town because relatively speaking it has infrastructure to accommodate future growth. They noted that they would wish to ensure that the Application Site could be developed without stopping any wider sustainable urban extension from coming forward at the south east of Saffron Walden and that highway and air quality aspects would need to be addressed in particular. Officers explained that they felt the Application Site could come forward ahead of other Sites but would need to pay regard to the potential for a comprehensive masterplan for adjacent land.

Landscape

4.6.7. Officers commented on the proximity of the Site to Sewards End and the need to ensure a clear buffer between Saffron Walden to Sewards End. The design team explained that through the evolution of the design, proposals have been tested in three dimensions to understand how development would actually be experienced from Sewards End as well as other locations and the general conclusion is that proposals would not undermine the separate identity of either Sewards End of Saffron Walden.

Highways

4.6.8. The matter of a link road alignment through the Application Site to serve future development to the south east was discussed. Proposals showing a reserved corridor for a link road through the Site was presented to officers (shown at Figure 6). The corridor would provide sufficient land available for future road widening should a link road be required and also safeguarded the opportunity to change the access arrangements to Radwinter Road from a priority junction to a roundabout should it be necessary. The approach would provide sufficient infrastructure to serve the anticipated number of dwellings for the proposed development but not prejudice the opportunity for a potential urban extension to the south should it come forward.

4.6.9. Officers from ECC commented that they were concerned about a link road going through residential development on the Application Site and the potential for it to not fulfil the function that is required from it. The design team noted that the rationale for having the link road through the Site was to make it part of the scheme rather than being a separate entity to it. Placemaking and design cohesion were upheld as important design requirements in the necessity to achieve the right solution; an approach which is strongly supported in the Essex Design Guide.

4.6.10. The idea of a link road alignment and associated roundabout junction that would go to the east of development to form an edge to Saffron Walden were discussed by all at the 11 March 2021 meeting, the design team commenting that the physical and practical requirements of such would be very negative to both the Site and that part of Radwinter Road. The design team noted that given the level changes in particular, the engineering works required to form a link road and roundabout junction access in this location would be very harmful to the landscape and in all likelihood would dramatically change the character of the local area. The design team noted that level of Radwinter Road at the east of the Site is 4-5 metres below the field and the impact of a road connecting there would therefore be significant. Furthermore a large amount of hedgerow that currently has important landscape, arboricultural and ecological features associated with it would need to be removed in order to facilitate access to a link road bypass in this location. Examples were used of precedents where link (or distributor) roads were routed through new developments but allowed placemaking elements to perform successfully.

4.6.11. Officers commented on the need for a wider comprehensive masterplanned approach for land to the south of the Site involving landowners and potential developers of that land. They noted that no discussions have yet been held to this effect but that they would come back to the Applicant once having discussed matters with Senior Officers and Members. In advance of those discussions taking place, Officers requested that work should be undertaken to compare the option for a link road alignment being routed through the development against an eastern bypass alignment and associated roundabout junction. The following pages provide a technical assessment of the link road alignment as requested by UDC and ECC officers.

FIGURE 5 - FRAMEWORK PRESENTED TO OFFICERS ON 11 MARCH 2021

Link Road Alignment Appraisal

4.6.12. As required by UDC and ECC officers in their pre-application guidance, a comparative appraisal is provided below of the first phase of a potential future link road from Radwinter Road to the east and south of Saffron Walden via the Application Site.

4.6.13. As noted above, the Development Proposal allows for the future alignment of a link road through the Site by way of a safeguarded corridor on the western part of the Site as well as land safeguared around Radwinter Road to create a roundabout junction should it be required. As noted above, an alternative alignment on the eastern part of the Site has been suggested by ECC officers who have commented that this would provide an eastern boundary to Saffron Walden.

4.6.14. Having undergone detailed technical analysis, land safeguarded for a western alignment and necessary junction requirements has been selected at the preferred option for the proposed development. In addition to highways reasons, there are a variety of non-transport related reasons why the western option is considered to be more appropriate, including, but not limited to, matters of landscaping and visual impact, placemaking and ecology, the respective points for which are set out in further detail below.

Highways

4.6.15. In terms of highway design, both an eastern and western link road alignment would comply with the general principles of a Type A Local Distributor road from the Essex Design Guide, with both providing a single 7.3m carriageway and requiring a roundabout junction where the link road meets Radwinter Road. Both routes would therefore achieve the same objective from a wider strategic road perspective in terms of link and junction capacity.

4.6.16. There are a number of constraints associated with an eastern alignment in relation to the positioning of the new junction on Radwinter Road. The Applicant does not own or control the land immediately to the east of the site along Radwinter Road that would be required to put a roundabout/relief road at the very eastern boundary of the application site.

4.6.17. The horizontal alignment of Radwinter Road at the eastern end of the Site is challenging with a level difference of between 4-5m between Radwinter Road and the Site. Substantial earthworks and a significant realignment of Radwinter Road would be required to deliver a roundabout junction that complies with the relevant design standards in this location.

4.6.18. The extent of the realignment and earthworks would result in a substantial amount of dense boundary vegetation (including mature trees) being removed to accommodate the junction and its forward visibility arrangements. The junction would also impact on the existing watercourse on this boundary requiring a culvert under the new link road and as a result of the removal of vegetation and alterations to the watercourse there would undoubtedly be associated ecological impacts.

4.6.19. The EDG states that the maximum permissible gradient for a Type A Local Distributor road is 5%. However, to reduce the extent of the earthworks required to achieve a gradient of 5%, and address utilities conflicts (see below) on the link road, a second option with an 8% gradient has been prepared for both the western and eastern alignments which are shown in Figures 7 and 8 shown right. In both cases a departure from the standard would be required but the slightly steeper gradient would significantly reduce the amount of cut required by allowing the road to return to the existing ground level over a shorter distance.

4.6.20. The vertical alignment of Radwinter Road at the western end of the Site is far less challenging, with Radwinter Road being at the same level as the Site where the access is currently proposed. Less extensive earthworks would be required with far less impact on existing vegetation, watercourses and habitats.

Utilities

4.6.21. There are a number of key constraints in relation to existing utilities that have been identified in relation to an eastern alignment link road that would not be a consideration with the proposed western alignment link road corridor. These include an active oil pipeline that would need to be crossed towards the southern end of the Site, an abandoned Ministry of Defence (MoD) pipeline left in situ, a culverted watercourse and an open watercourse channel (as noted above).

4.6.22. If the EDG gradient requirements for a Type A Local Distributor Road were applied to an eastern alignment link road and the alignment did not exceed a 5% gradient, there would be a direct impact on active oil pipeline at the point at which the road would cross the pipeline. The vertical alignment required would mean that the link road would be up to 1.5m in cutting which would not clear the depth of the pipeline; at present the depth of the pipeline is understood to be approximately 1.3m below existing ground level. The pipeline would certainly need to be diverted or lowered at this point. It is understood that this pipeline carries aviation fuel to Stansted Airport and is therefore an asset of significant national importance. Any disruption to the supply of oil could have operational impacts for the airport and wider economic consequences for the eastern region as a whole. While the option to divert the pipeline might be technically feasible, it would potentially be prohibitively expensive and may not be a risk that the pipeline operator (CLH Pipelines) would be willing to take, particularly given the potential for any disruption to the supply. These challenges would not be a factor with the proposed western alignment of the link road corridor as it does not have to cross the pipeline.

4.6.23. The abandoned MOD pipeline left in situ runs parallel to the active oil pipeline, a short distance to its east, and would also need to be crossed by the eastern alignment option of the link road. Unlike the active oil pipeline, relevant parts could potentially be removed during construction of the link road however, any residues would need to be treated and removed. Relevant permissions would also need be sought with its prior owner, MOD, before any works on the link road commence.

4.6.24. Construction processes and design would need to consider implications and protective measures to ensure no pollution or toxic chemicals are released resulting in environmental impacts. The proposed western alignment of the link road corridor does not cross the abandoned pipeline and therefore it does not need to be removed thereby eliminating any environmental risks associated with its removal.

Arboriculture

4.6.25. In order to facilitate the eastern link road alignment and its junction arrangements with Radwinter Road and associated earthworks, approximately 160m of roadside mature boundary vegetation would need to be removed. A roadside copse of ash trees with associated scrubby under storey would also be removed resulting in the removal of ~500m2 of scrub-woodland habitat. Vegetation lost to accommodate the large cutting could accommodate a modest amount of replanting but this would be entirely different in character, arboricultural and ecological value to that which currently exists in this location.

4.6.26. The proposed western link road corridor would require removal of ~113m of the existing established hedgerow on the southern side of Radwinter Road. Pruning back of the remaining hedgerow either side will be needed to provide the required visibility splays. The wetland area to the immediate south of Radwinter Road where the junction is proposed provides ample space for new planting to mitigate the loss of vegetation.

Visual Impact

4.6.27. The positioning of a new junction on Radwinter Road at the eastern end of the Site to form access to a link road would significantly alter the landscape character in this location. At present, at this point, Radwinter Road has the feel of a rural road, beyond the urban extent of Saffron Walden forming part of the rural gap between Saffron Walden and Sewards End. The road is characterised by its distinct sunken form and high-sided wooded surrounds. A new junction in this location would result in the significant engineering works and clearance of vegetation identified above to allow for effective visibility and road geometries. Notwithstanding the arboricultural and ecological impacts of these works, the works would also have a significant impact on the current experience of the landscape character this part of Radwinter Road that would in effect remove the special elements that contribute to its character. The urbanising effect of a new junction in this location - as well as the onward alignment of the Link Road - would, in effect, result in a more urbanised eastern edge to Saffron Walden which in turn could be regarded as contributing to the coalescence of Saffron Walden with Sewards End. Furthermore, the presence of the Link Road alignment to the east would, whilst encircling development to the immediate west on the Site, give rise to development pressure on land to the immediate east of the alignment too. If development did occur here then there is a realistic prospect that the development edges of Saffron Walden and Sewards End would meet.

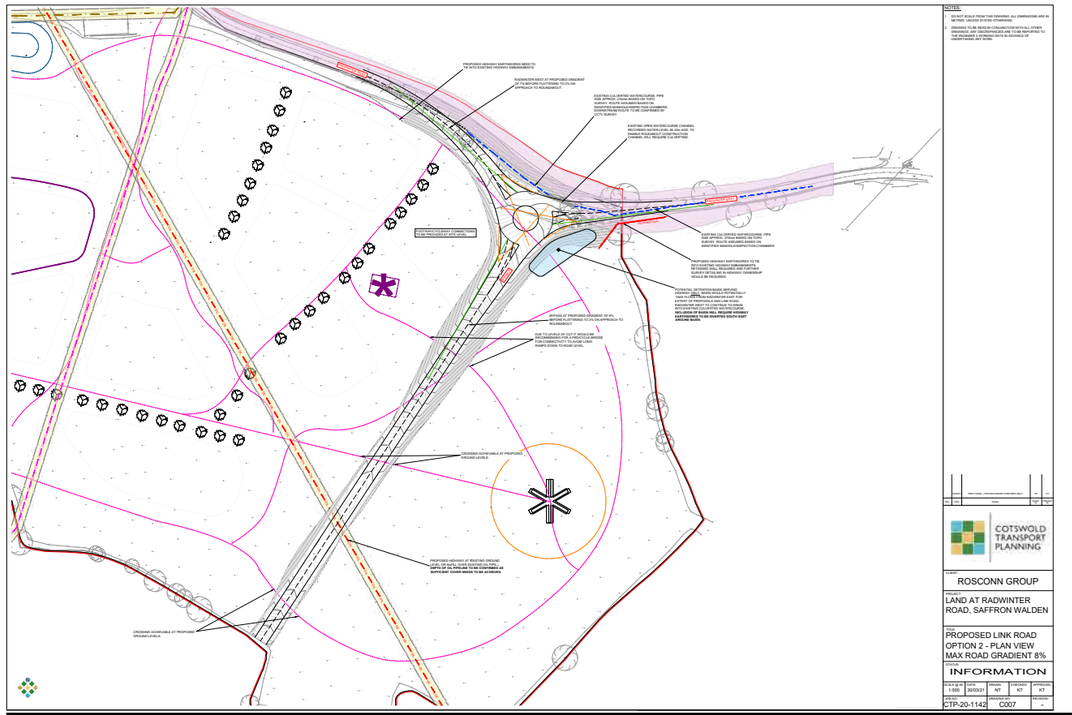


FIGURE 6 - EASTERN LINK ROAD ALIGNMENT - 8% GRADIENT OPTION

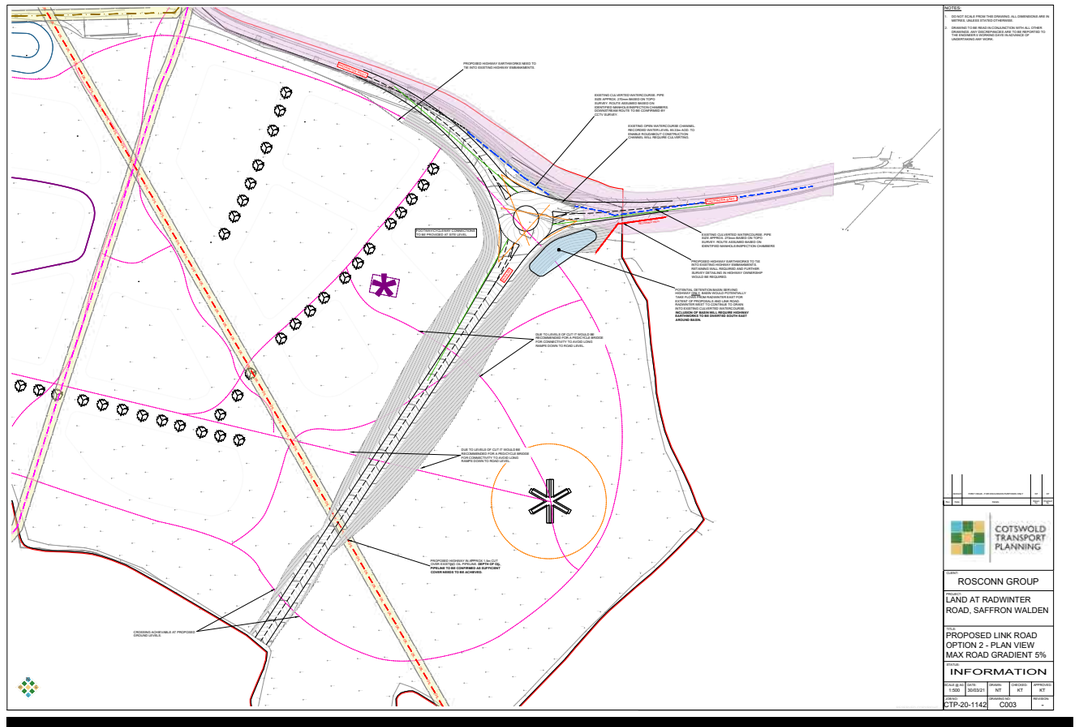


FIGURE 7 - EASTERN LINK ROAD ALIGNMENT - 5% GRADIENT OPTION

Placemaking

4.6.28. If the eastern link road alignment were delivered as suggested, there would be obvious placemaking negatives that do not exist for the western link road corridor as is currently proposed. An eastern link road alignment would undoubtedly have the effect of severing the Site between the south east corner of the Site and its remainder to the west.

4.6.29. The severance issue would be exacerbated by the fact that the road would need to be in a cutting (to resolve significant levels issues) making it a horizontal and vertical barrier between the two resultant land parcels.

4.6.30. At present, the south eastern corner of the Site is intended to be utilised as public open space; it being a visually sensitive location that is better suited to remaining undeveloped. If this land were severed from the main part of the Site, the likelihood is that the south east corner would be so inaccessible from the main Site because of the link road alignment that the land probably would not be included within the development proposals, most likely being retained for agricultural purposes as the easiest solution for the segregated land. This would mean that public open space resultant from the development proposal (which the south east corner of the Site currently provides for) would need be accommodated on the western side of the Site thus reducing the development potential of the overall Site. It could be argued that this approach would be contrary to one of the key principles of the NPPF which seeks to make "effective use of land."

4.6.31. Any development to the immediate west/north of an eastern link road alignment would also need to resolve potential acoustic impacts arising from the proximity of the link road. This would likely result in a 'barrier block' formation of development, which would further urbanise the eastern extent of the Site. The proposed eastern extent of the Application Scheme seeks to provide a sensitive outlook to the rural surrounds to the east and the village of Sewards End with low density, low rise development set within and behind a densely planted area.

4.6.32. Ultimately, the practice of delivering a standalone distributor link road in cutting and not interacting with adjoining development at all is entirely at odds with best practice principles set out by the NPPF, National Model Design Code (and its guidance), Manual for Streets and the EDG. The EDG in particular promotes a series of key principles associated with the delivery of new streets and roads that includes the following:

- design permeable layouts that connect well with existing walking, cycling and passenger transport networks within and outside of the development;
- consider the Healthy Streets 'whole-street' approach, including how to encourage active travel among all demographic groups;
- prioritise (in order), walking, cycling and public transport desire-lines access, which maximise sustainable access between settlements and to key local movement generators."

4.6.33. Notwithstanding the provisions of the EDG and other best practice guidance, as noted above, concerns have been raised by officers about the link road alignment running through the development as is currently proposed.

4.6.34. To allay these concerns there are many demonstrable built examples of new developments in the UK where link roads form part of the permeable street hierarchy that serve the development as well as catering for additional highway capacity rather than being segregated from the development itself. Two examples are:

4.6.35. Fen Street, Brooklands, Milton Keynes - Brooklands in Milton Keynes is a large urban extension to the north east of the main settlement between junctions 12 and 13 of M1 Motorway. Brooklands provides over 4,500 homes, there is also a major employment Site at Magna Park with large logistics/distribution centres providing 8,500 jobs. The development also includes a number of civic facilities including secondary school, two primary schools, community building and local centre.

4.6.36. Running through Brooklands is Fen Street, which is multi-modal route connecting to both motorway junction provides a dedicated public transport route, on street parking, segregated cycle route and pedestrian routes with crossings throughout. The route links a number of the key trip generators on the development including the schools and local centre as well as a series of public open spaces.

4.6.37. Northern Arc, Burgess Hill - The Northern Arc in Burgess Hill is a large urban extension being promoted by Homes England. It consists of 3,500 dwellings, 50 hectares of employment, two primary schools and a secondary school and, three local centres offering a range of retail and commercial space.

4.6.38. One of the features of the Northern Arc is that it will have a main spine road running through the centre of the Site. The spine road will connect a busy 'A' road running between Burgess Hill and Haywards Heath and the A2300, which provides a direct link to the A23 Trunk Road.

4.6.39. The spine road through the Site has been designed to accommodate both the development traffic and a reasonable proportion of through traffic but is still very much being promoted as having a street function with active frontage, cycle and pedestrian facilities including at grade crossings and on-street parking. In keeping with current best practice in placemaking, the local authority was very keen that the road through the Site did not become a sterile corridor that effectively severed any movement between development on either side of the road.

FIGURE 8 - FEN STREET, BROOKLANDS, MILTON KEYNES

FIGURE 9 - NORTHERN ARC, BURGESS HILL

Summary

4.6.40. In summary, the following can be noted from the appraisal that has been undertaken:

- the eastern link road alignment option would require substantial earthworks, vegetation clearance and watercourse diversion. The western link road corridor proposed requires no earthworks, modest vegetation removal and no watercourse diversions;
- the eastern link road alignment option would necessitate a non-standard gradient and third party utilities provider permissions to be achieved. The western link road corridor proposed does not cross any utilities alignments or associated easements;
- the eastern link road alignment option would result in substantial removal of vegetation to facilitate the necessary works. The western link road corridor proposed would result in modest removal of vegetation that can be mitigated through the proposals;
- the eastern link road alignment option would result in substantial ecological impacts as a result of the works required (which in turn remove substantial vegetation and result in a watercourse diversion) which it is unlikely could be mitigated on Site. The western link road corridor proposed would result in modest ecological impacts that can be mitigated through the proposals;
- the eastern link road alignment option would result in a substantial change to the rural character of Radwinter Road at the eastern end of the Site in order create a new roundabout junction and its required visibilty arrangements. The western link road corridor proposed would retain the rural character of Radwinter Road at the eastern end of the Site;
- the eastern link road alignment option would effectively introduce a ‘bypass’ solution which, exaggerated by the cutting necessary to facilitate its delivery, would be noticeably segregated from the remainder of the Site and would in effect sever the Site. The western link road corridor proposed unashamedly passes through the middle of the development placing great emphasis on creating a sense of place with active frontage on both sides of the road. The provision of at grade pedestrian and cycle crossings would further reduce the severance effect of the road and help to promote an active street which is in line with current best practice and accords with the aspirations of the development.

Five

PLACEMAKING STRATEGY

5.1. Scope

5.1.1. This section of the DAS describes the development proposals and explains the design approach and concepts that have been applied to the proposal in respect of use and amount, access, landscaping, layout and appearance.

5.1.2. The proposals shown do not preclude alternative layouts as part of a subsequent Reserved Matters or detailed planning application providing that the underlying principles established in this document are satisfied and that delivery of high quality development can be achieved in accordance with planning guidance.

5.1.3. The Framework Plan (shown right) has been reached following the evolution of the proposals as documented above; it is underpinned by extensive consultation, design, environmental and technical work to ensure that proposal creates the best possible outcome for the benefit of new and existing residents.

5.1.4. The images shown in Chapter 5 are used to convey the design approach and are not intended to be wholly-representative of the final architecture of built form on the Site.

LEGEND

- Site Boundary
- POS
- Existing Trees / Hedgerows
- Proposed Woodland / Hedgerows
- Street Trees
- Play

Key Spaces

- High Land Park
- Wetland
- Green Corridor
- Neighbourhood Green
- Urban Square

Edges

- Rural Edge
- Western Edge
- Wetland Edge
- Green Corridor Edge

Streets & Routes

- Primary Street (Link Road Safeguard)
- Primary Loop
- Green Street / Church Corridor
- Green Street
- Edge Street
- Mews
- Pedestrian / Cycle Route
- Agricultural Access

Landmarks

- Gateway Entrance
- Key Corner
- Vista Termination

FIGURE 10 - FRAMEWORK PLAN

5.2. Use & Amount

Land Use

5.2.1. The application proposes up to 233 residential dwellings including a range of housing types catering for a variety of ages, family sizes and tenures in line with the requirements of the relevant planning policies.

5.2.2. The proposed green open spaces across the Site will provide for a number of functions and activities, including play and recreational activity, the retention of important trees and the vast majority of existing hedgerows maintaining connectivity to preserve and enhance ecological habitats as well as Sustainable Urban Drainage Systems (SUDS).

LEGEND

Site Boundary

Density

Net Developable Area

Public Open Space

Road Infrastructure

Saffron Walden Land Budget

Number of Units	233
Site population (at 2.4 per dwelling)	559

Land Use	Colour	Area (Ha)	Percentage
Site Area		18.30	100%
Net Developable Area		6.52	36%
Public Open Space *		10.09	55.16%
Primary Road Infrastructure		1.69	9%

* including SuDS

FIGURE 8 - LAND BUDGET

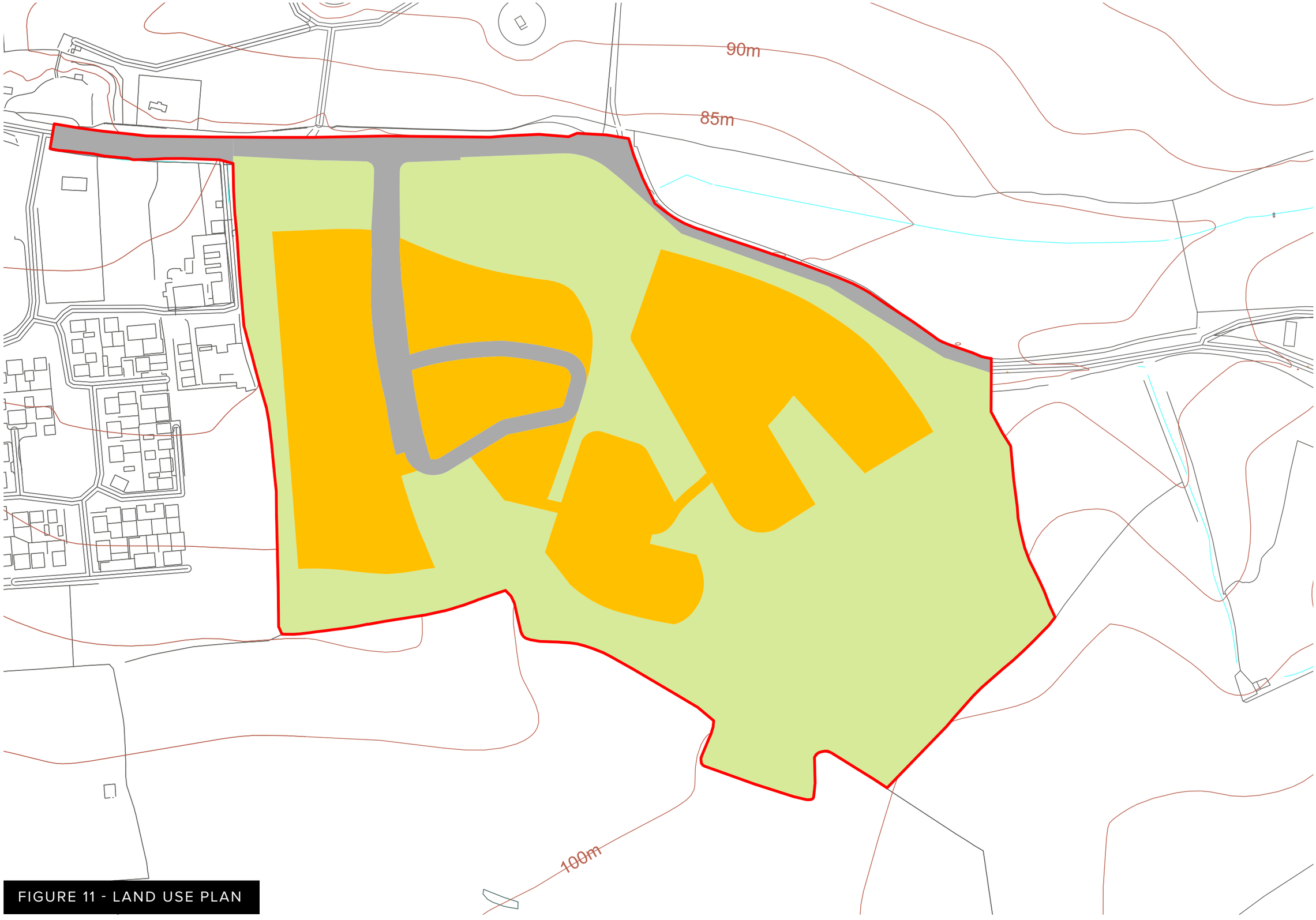
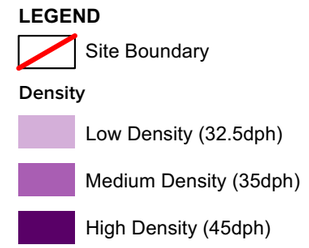


FIGURE 11 - LAND USE PLAN

Density

5.2.3. The Proposed Development seeks to make efficient, effective use of the land and offers a design which has been influenced by its location and the character of the surrounding context comprising up to 233 dwellings which equates to an average residential density of circa 35 dwellings per net developable hectare.



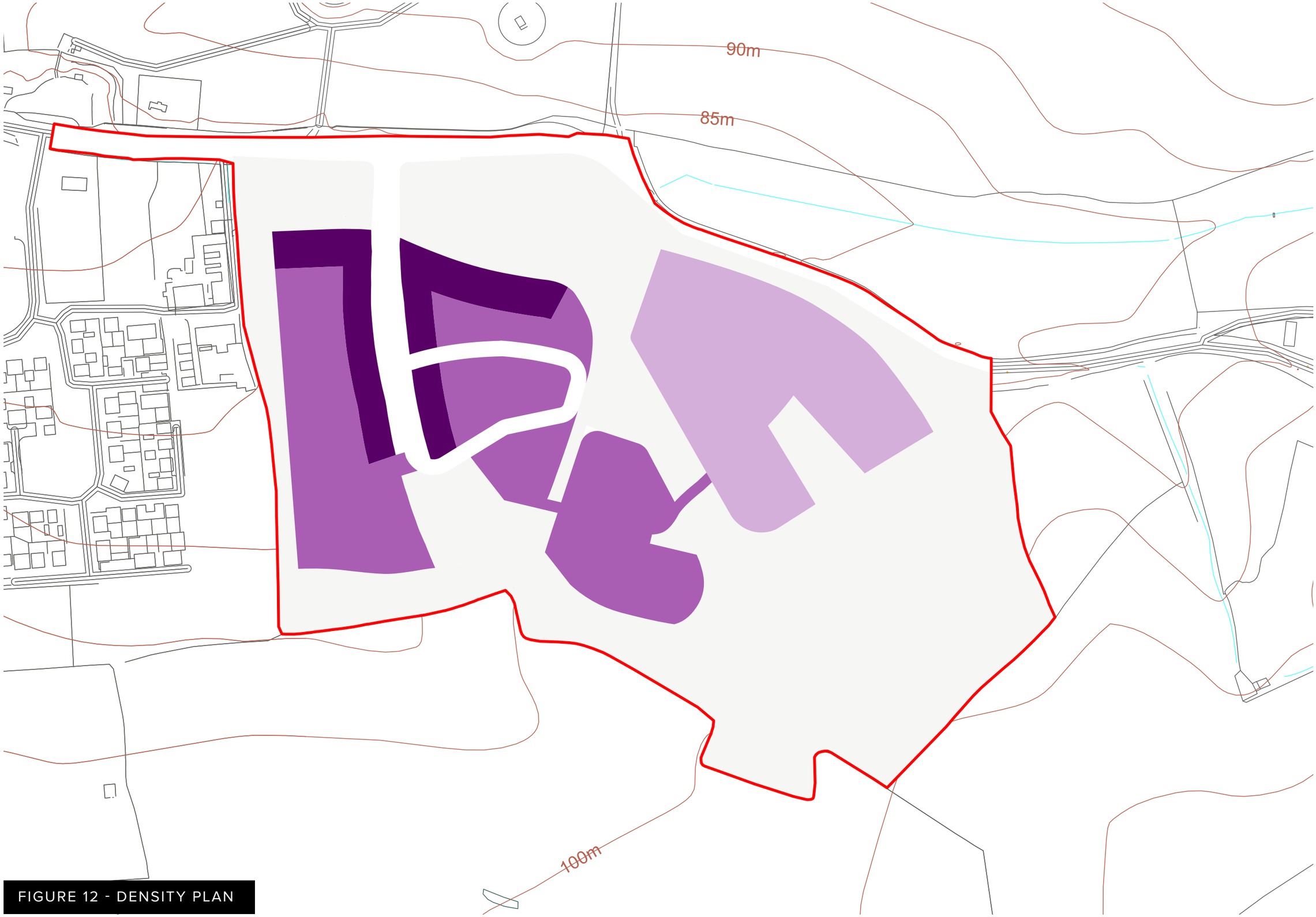


FIGURE 12 - DENSITY PLAN

5.3. Landscape

5.3.1. The landscape strategy for the Site, informed by the design principles identified in Section 4 of this document, has been driven by the Site's existing assets key views in and out of the Site and the desire to enhance connections into the wider existing community.

5.3.2. A network of multi-functional green infrastructure will protect and enhance existing hedgerows and trees, provide new biodiverse habitats, incorporate sustainable drainage attenuation, provide areas for play and recreation and protect the unique landscape character of the Site. This will create a legible, varied and attractive environment that supports a sense of community for new and existing residents.

Health & Wellbeing

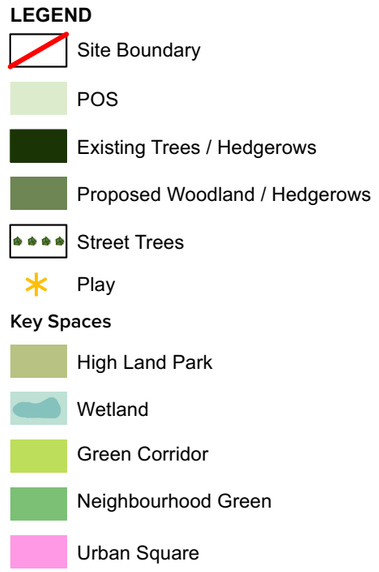
5.3.3. The landscape strategy for the Site places a high amount of importance on focusing on the health and wellbeing of future residents and users of the key spaces of the Site. Distinct themes have been identified and addressed by interventions that can be interwoven into the landscape and public realm proposals.

5.3.4. Social
A number of social civic opportunities have been created within the design for the key spaces that provide the means for community events or small pop-up social activities.

5.3.5. Environment
The Site's existing natural assets provide attractive landscape features that can be brought to life to inspire the landscape strategy and create an interesting backdrop for people to enjoy the new open spaces. The existing hedgerows and trees for example will be retained and along with newly-planted trees and hedgerows will form interesting vistas within the development complementing the proposed built form and representing a significant improvement from their current context within a intensely farmed agricultural environment.

5.3.6. A variety of different natural and semi-natural landscape character areas are proposed to enhance the existing environment and offer opportunities for habitat creation and biodiversity gain. The resulting landscape will be diverse and distinctive, with interest for all users.

5.3.7. Recreation
The proposed green infrastructure will provide a connected movement network for pedestrians and cyclists linking the Proposed Development to Saffron Walden and existing PRoW through the outlying countryside. The network will also link key spaces within the Site, providing convenient access to a variety of functions and activities and a circular loop around the development.



5.3.8. Play
Two formal play spaces (2 no. LEAPs) are proposed and each one will take a slightly different character in terms of equipment provided, the degree of enclosure and the landscape it overlooks in order to add variety and interest. It is important that these play areas are integrated into the wider landscape, forming part of a wider strategy, rather than being segregated and self-contained with no design reference to surrounding spaces.

5.3.9. In other areas of the public realm, there will also be areas for imaginative play too. For example, landscape sculpted to create banks, mounds and valleys to roll down or hide behind. In some cases, these can be equipped with passive play equipment (e.g. balancing logs) to create further imaginative play opportunities.

FIGURE 13 - HEALTH & WELLBEING PLAN

Green Infrastructure Network

5.3.10. An integrated landscape approach has been embraced, through the co-ordination of landscape, ecology, drainage and health and well-being, unlocking the benefits through provision of multi-functional Green Infrastructure (GI). The provision of an appropriately planned, designed and managed GI network will deliver a wide range of functions and benefits.

5.3.11. The collective vision for the Masterplan is to establish a sustainable landscape through a strong GI network, which sensitively integrates and enhances the existing GI assets and promotes the creation of new GI assets into the design. GI assets relating to landscape character and health and well-being have been developed to enhance the local sense of place and enhance residents' quality of life.

5.3.12. A series of linked key spaces, addressed in further detail below, will be formed on the Site as a network that can be enjoyed individually or as a whole. The spaces (illustrated at Figure 13 as part of the overall Illustrative Landscape Masterplan) include:

- High Land Park
- Green Corridors
- Neighbourhood Greens
- Church Corridor
- Wetland Edge
- Rural Edge

Drainage Strategy

5.3.13. The proposed drainage strategy for the Site is an integral part of the green infrastructure design and aims to work with the existing topographical features and control surface water runoff from the development through the use of SuDs, such as open channel swales and basins. Being the lowest part of the Site, the wetland edge will be the focus for drainage attenuation for the proposed development and native wetland species will be planted within the SuDS to create a naturalistic character and enhance the biodiversity of the Site.

FIGURE 14 - ILLUSTRATIVE LANDSCAPE MASTERPLAN

Open Space Requirements

5.3.14. Figure 14 sets out UDC's open space standards and the requirements arising for the Proposed Development from those standards. Figure 15 than shows how these requirements are met through the Proposed Development on the Site.

5.3.15. Due to the similarities and overlap between certain landscape typologies for the purpose of comparison, 'Natural and Semi Natural Green Space' and 'Amenity Green Space' have been grouped as 'Hybrid Green Space' and 'Parks and Gardens' also includes the requirement for 'Provision for Children and Young People'.

5.3.16. The key conclusion of this exercise is that the landscape-led approach taken in formulating the scheme proposal has delivered an amount of open space that significantly exceeds all typology requirements amounting to an additional 5.15ha, or 121% (not including attenuation basins) above the amount required by the relevant open space standards.

Saffron Walden Open Space Quantity Assessment

Uttlesford District Council Open Space Study

Number of Units	233
Site population (at 2.4 per dwelling)	559

Open Space Category	Policy Requirement (Ha per 1000 pop)	Site Requirements (Ha) [based on 235 units at 2.4 poulation = ~564 population]
Parks and Gardens	0.1	0.06
Natural / Semi Natural Green Space	5.81	3.28
Amenity Green Space	1.6	0.90
Provision for Children & Young People	0.1	0.06
Allotments (on or off site)	0.2	0.11
Open Space Provision	**7.81**	**4.41**

Open Space Category	Colour	Site Provision (Ha)
Parks and Gardens *		0.59
Natural / Semi Natural Green Space **		1.13
Amenity Green Space		1.02
Hybrid Green Space ***		6.82
Total		**9.56**
Attenuation Basins		**0.53**
Total ****		**10.09**

* including Provision for Children & Young People
** excluding Attenuation Basins
*** Natural / Semi natural & Amenity
**** including SuDS

FIGURE 14 - OPEN SPACE REQUIREMENTS / PROVISION TABLE

LEGEND

- Site Boundary
- Parks & Gardens
- Amenity Green Space
- Natural / Semi-natural Green Space
- Hybrid Green Space (Amenity & Natural / Semi-natural)
- Provision for Children and Young People
- LEAP

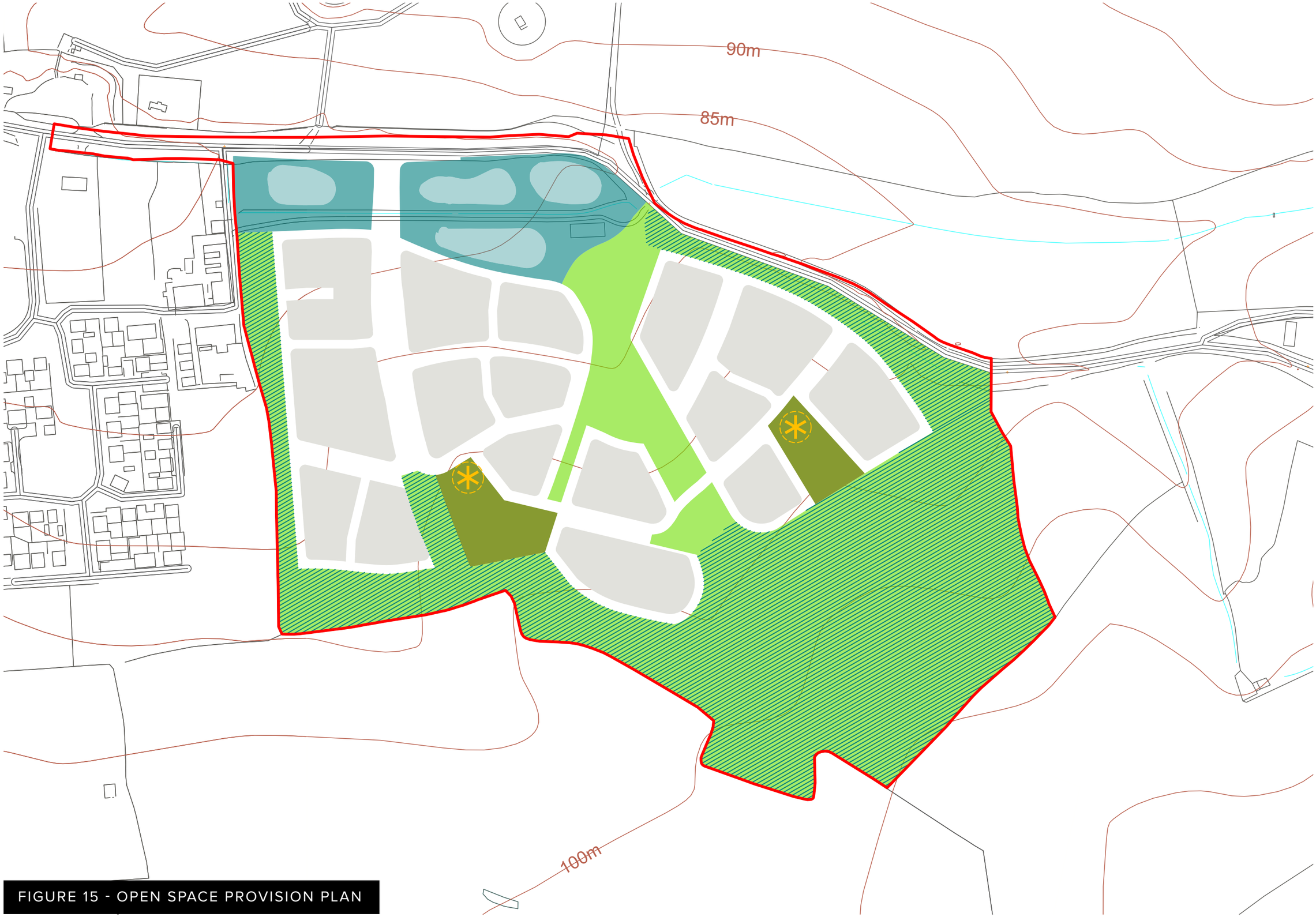


FIGURE 15 - OPEN SPACE PROVISION PLAN

5.4. Layout & Appearance

5.4.1. Characterful development will be derived from an approach which distinguishes separate placemaking components - composed of edge, frontage and street typologies as well as key spaces and landmarks within the Proposed Development - that individually reflect the narrative and visionary principles for the Site. Key design principles will be applied to these placemaking components that will allow them to project a specific grouped character relative to the context within which they are set.

5.4.2. The Placemaking Plan (shown right) identifies a Placemaking Strategy for the Site based on the parameters set out in the application drawings. The plan identifies the placemaking components that should be subject to key design principles so that a characterful development can be realised.

5.4.3. The key placemaking components of the Placemaking Strategy are as follows:

- Key Spaces
- Edges
- Streets and Routes
- Building Details
- Landmarks

Key Spaces and Edges

5.4.4. Within the Site, there are several distinct key spaces and edges that form recognisable elements of the placemaking strategy. The design principles for each of these are defined on the following pages.

5.4.5. The detailed landscape treatment for Key Spaces will be described in future Design and Access Statements accompanying respective Reserved Matters applications; however, we set out below the general design principles in terms of the formation of these spaces, their functions, particular landscape treatments and details that should be specified at Reserved Matters stage.

FIGURE 16 - PLACEMAKING PLAN

High Land Park

5.4.6. A multifunctional open space on higher land at the south east of the Site with expansive views to Saffron Walden and the rural surrounds. Importantly, being the highest part of the site, this open space would celebrate the view to the spire of the iconic Grade I Listed St. Mary's Church in the centre of Saffron Walden facilitated by a channelled view down the Church View Corridor (see below).

5.4.7. The space proposes to incorporate seminary's-natural meadowland, a viewing area with seating and planted woodland blocks with native planting for screening and view framing. A perimeter 'Drovers Track' framed by woodland and hedgerows creates a pedestrian loop around the High Land Park, while reflecting the local Landscape Character.

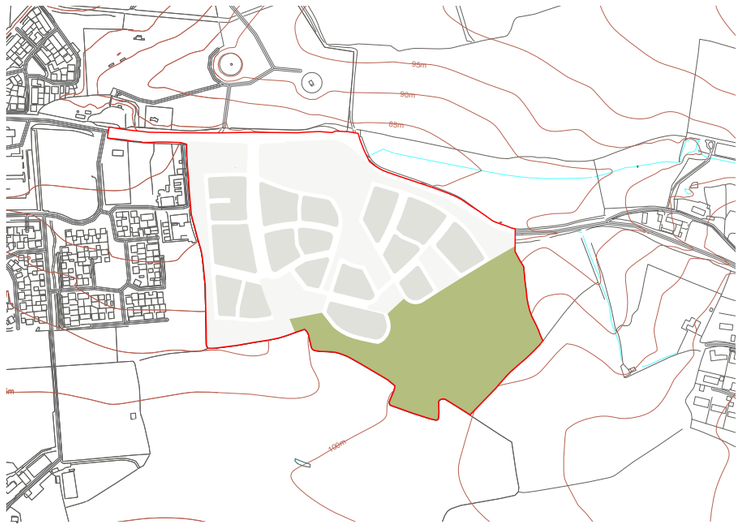


FIGURE 17 - HIGH LAND PARK ILLUSTRATIVE SECTION & SKETCH PLAN

Green Corridor

5.4.8. The Green Corridors are internal linear open spaces that follow the landform falling from the High Land Park to the South / East to the Wetland Area to the North of the Site. They contain a mixture of functional open space areas as well as semi-natural areas that address the overall drainage, arboricultural and ecology requirements, while using the required utilities easements.

5.4.9. Green Corridors provide important views and visual connections through the Site to give an appreciation of context and aid legibility.

5.4.10. Full length pedestrian and cycle movement to be accommodated within the Green Corridor, providing connections to the edge streets of both parcels.

5.4.11. Buildings on the Green Corridor should face directly onto the internal green infrastructure network and include boundary treatments, planting, surface and building materials that wholly-complement the green setting of development.

5.4.12. Where two or more sides of a space are fronted by development, there is a need to ensure a completeness to the built form response that ultimately supports the success of the space and allows it to be read as one. This can be achieved by form, arrangement and materiality used in buildings on either side of the space. Small groupings of dwellings that face onto the green infrastructure network provide opportunities for planting between dwellings that can complement the open spaces.

FIGURE 18 - GREEN CORRIDOR ILLUSTRATIVE SECTION & SKETCH PLAN

Church Corridor

5.4.13. The Church Corridor is a green street and view corridor that frames the view from the Site to St Mary's Church, a key local landmark in Saffron Walden. The Corridor connects the High Land Park to the Western Neighbourhood Green.

5.4.14. A wide verge with tree planting, pedestrian and cycle connections are accommodated within the Church Corridor.

5.4.15. Buildings fronting the Church Corridor should face directly onto the green street and integrate in a characterful way. Frontages should address consistency in form, arrangement, mass, height, setback, boundary treatments and materiality.

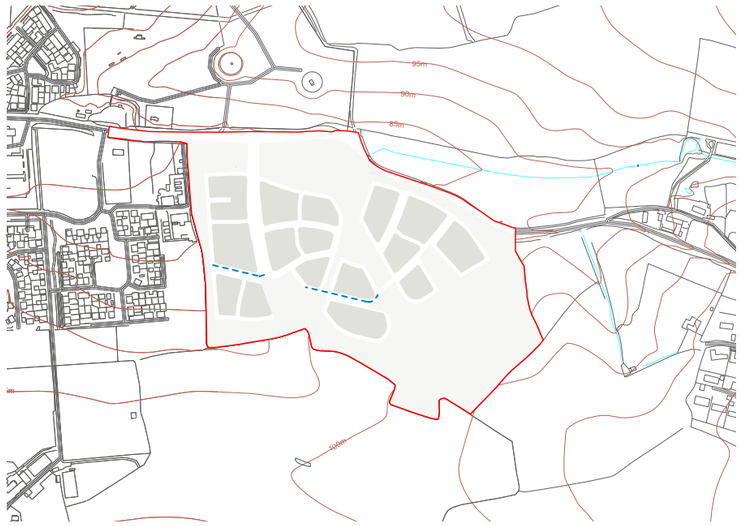


FIGURE 19 - CHURCH VIEW CORRIDOR SKETCH PLAN

FIGURE 20 - CHURCH VIEW CORRIDOR

Rural Edge

5.4.16. The Rural Edge will effectively wrap around the north east and south east of the Site and will incorporate a variety of landscape types including existing densely wooded edges, areas proposed for new planting and hedgerow creation. This part of the Site has been identified as visually-sensitive from the north and therefore specific landscape and built form treatment is critical to ensure that mitigation is effective.

5.4.17. Building heights on this edge would limited to 1.5-storeys with additional planting on the opposite side of the Edge Street to ensure that development can be accommodated whilst minimalising any visual harm.

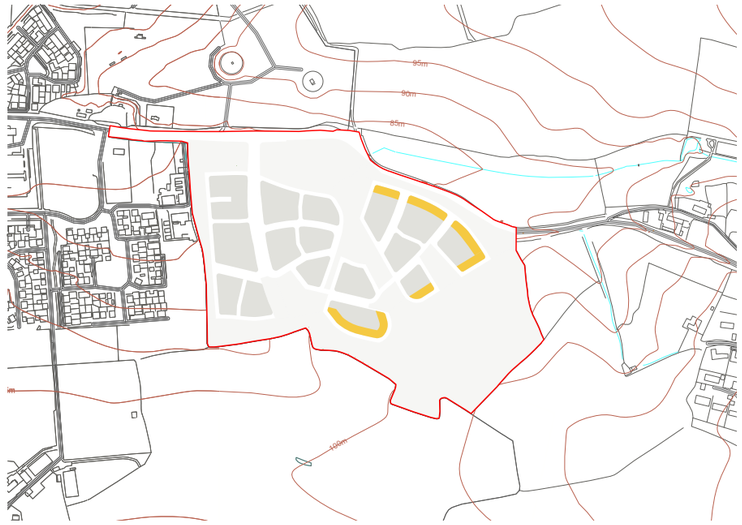


FIGURE 21 - RURAL EDGE SKETCH PLAN

FIGURE 22 - RURAL EDGE

Wetland Edge

5.4.18. The Wetland Edge will front directly onto a large naturalistic space to the north of the Site at its lowest point. This combines swathes of meadow, native planting, existing hedgerows and wetlands to create an ecologically-diverse space that contributes to the biodiversity net gain between the development and Radwinter Road. Part of this space falls within the HSE Inner Zone of the CLH oil storage site offset and is therefore not appropriate for development. The cordon associated with the fuel storage facility requires that this area must not be used as amenity space in order to avoid public use of this area;

5.4.19. The built form here should be of sufficient scale, mass and arrangement to ensure that dominant edge to the entrance to the development is formed. This approach naturally lends itself more readily to linked structures such as apartment blocks and townhouses, whereas frontage properties will be characterised by taller buildings forms with minimal setbacks. Building heights on this edge could be up to 3-storeys.

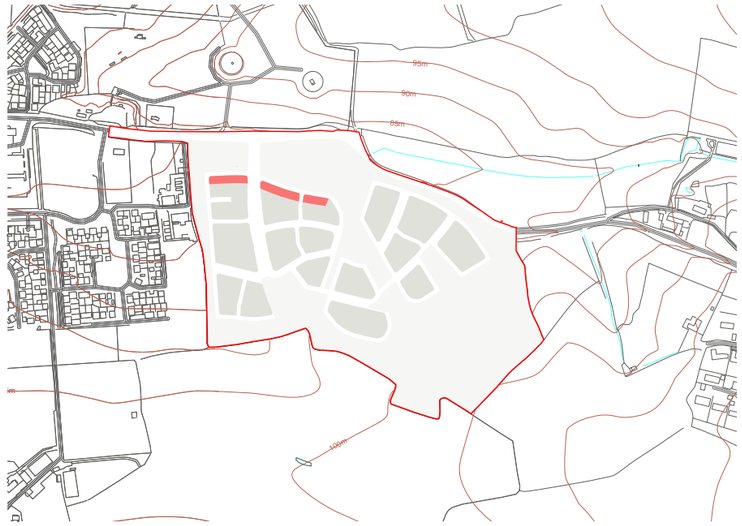


FIGURE 23 - WETLAND EDGE SKETCH PLAN

FIGURE 24 - WETLAND EDGE

5.5. Access

5.5.1. A well-connected movement network, accessible by all users, is proposed to ensure that all areas of the Proposed Development are easy to navigate, safe and secure with priority for pedestrians and cyclists throughout. A connected network of pedestrian and cycle routes is proposed throughout the development giving options for long, medium and short trips to support the focus on health and wellbeing. The footpath network has been designed to link directly with the existing public footpaths on Radwinter Road as well as existing Public Rights of Way that are adjacent to the site.

5.5.2. Provision of a hierarchy of new primary, secondary, tertiary, pedestrian and cycle routes within the Site are integral to the proposed movement framework, allowing users of all ages and abilities to move safely and conveniently between various spaces and land uses within the development as well as to the adjacent countryside, the services and facilities of Saffron Walden. In accordance with the NPPF, the proposed street typologies offer good opportunities for tree planting within the street. The Primary Street and Green Street in particular provide dedicated verges for tree planting whilst the Edge Streets would allow for enhanced planting to the edges they face onto. Mews Streets would include areas for incidental planting.

FIGURE 25 - LAND USE & FACILITIES PLAN

5.5.3. Primary vehicular access will be provided from a new access on Radwinter Road which will access the Primary Route into and through the Site. The alignment of the Primary Route and the space made available for its junction arrangements are such that the route and its junction could, if required, be made available for further works to accommodate a future link road to development to the south as explained in Section 4 above.

5.5.4. The Primary Route has also been designed to accommodate bus movements and allows the potential for bus services to enter the Site as required subject to discussion with key stakeholders (e.g. ECC, bus operators). The Site can also be served by existing bus services that run immediately adjacent to the Site on Radwinter Road. New bus stops are proposed on either side of Radwinter Road immediately adjacent to the site to ensure that new residents have excellent access to local public transport.

5.5.5. Ultimately, the movement network proposed connects into what is already a highly-sustainable location in terms of access to a wide range of local facilities and services. Figure 25 shows the proximity of the site in relation to the variety of local facilities and services that are within easy reach of the site.

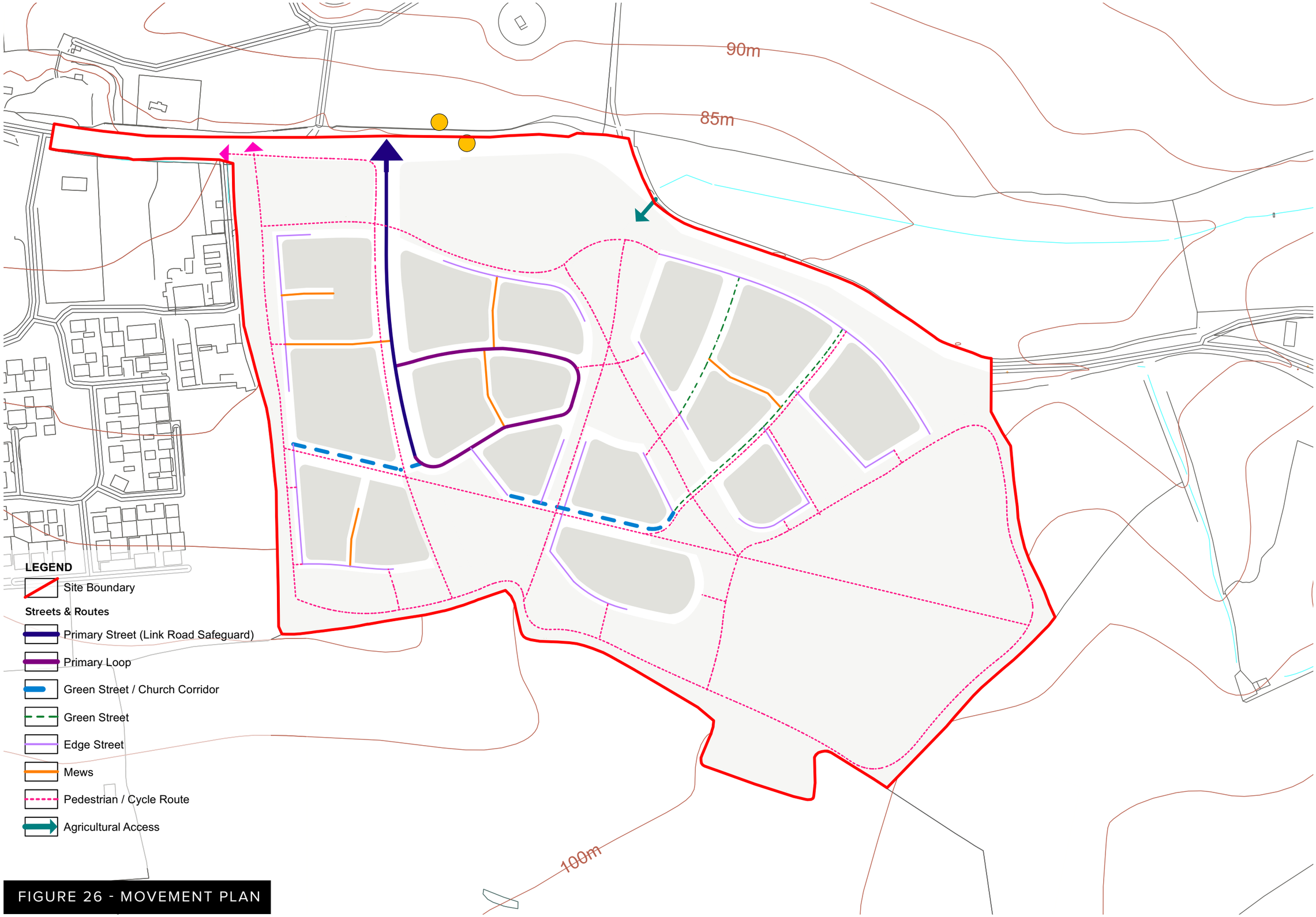


FIGURE 26 - MOVEMENT PLAN

FIGURE 27 - PRIMARY STREET

FIGURE 28 - PRIMARY LOOP

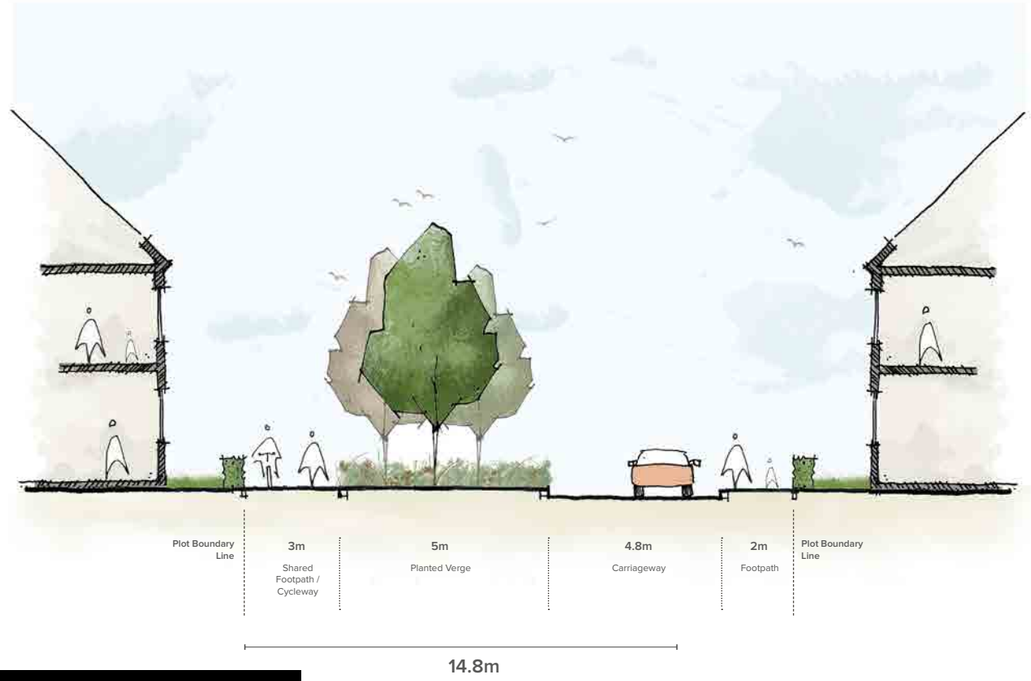


FIGURE 29 - GREEN STREET

FIGURE 30 - EDGE STREET

Streets & Routes

5.5.6. All street typologies have been designed using the relevant UDC and ECC guidance. The proposed movement hierarchy also takes a 'Manual for Streets'-led approach to design, reflecting the capacity and role of each route whilst complementing the development that will front them. In general, streets must be designed in conjunction with the built form and landscape architecture to shape the overall appearance and sense of enclosure and definition. Together, these elements will create the foundations for a successful and sustainable development with a strong sense of place.

5.5.7. A central component of the movement strategy is to provide full public access for pedestrians and cyclists on all edge streets (whether adopted or unadopted) to ensure maximum permeability for non-vehicular modes.

5.5.8. Figures 30/31 show the various street typologies that are proposed.

5.5.9. The Primary Street provides the main vehicular route through the Site. It will connect from the new vehicular access into the Site from Radwinter Road and run broadly north-south through the western parcel - as noted above, the Primary Street corridor has the ability to be reconfigured at a later date to provide a Link Road serving further development to the south. The Primary Street route is proposed to have a sense of formality with tree-lined verges and an integrated footway/cycleway.

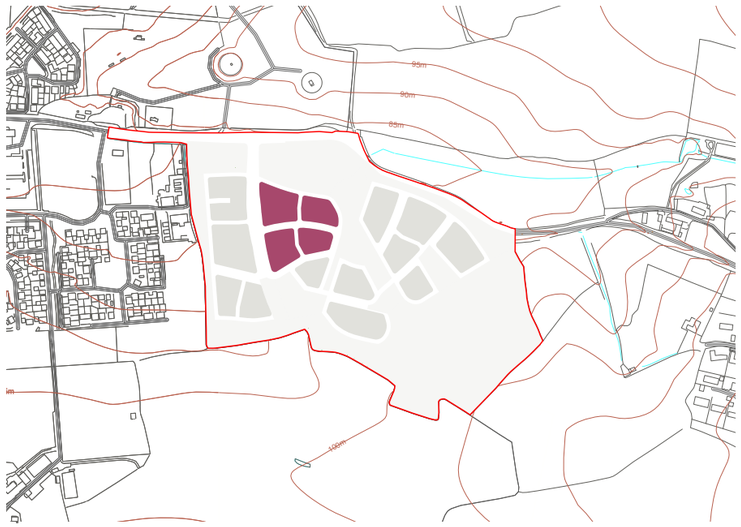


FIGURE 31 - WESTERN BLOCK SKETCH PLAN

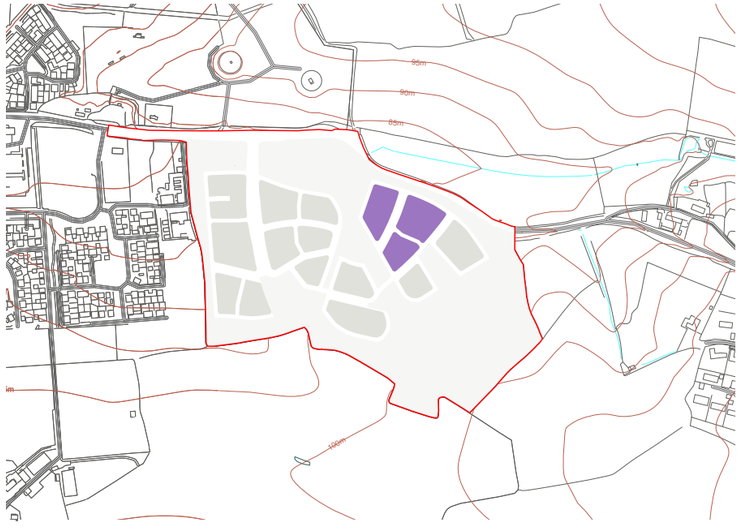
FIGURE 32 - EASTERN BLOCK SKETCH PLAN

5.5.10. The Primary Loop allows for the circulation of buses within the Site should there be a need to accommodate them. The carriageway width (6.75m) is continued from the Primary Street around the Primary Loop to ensure a primary circulatory within the site.

5.5.11. A number of streets within the Site are designed as Green Streets which effectively act as secondary streets serving the key residential parcels and providing a spine within those parcels to lower category streets (with the detailed design of the latter to be determined at Reserved Matters stage). Green Streets provide a safe residential environment and as such will have minimal carriageway width with traffic calming features to ensure low vehicle speeds. The Typology also includes a generous verge on one side to provide a continuous line of planting to offer a green setting within the development and provide landscape mitigation to views into the Site. The Church Corridor (see above) has been designed as a Green Street to channel views through the development to the iconic St. Mary's Church in the centre of Saffron Walden.

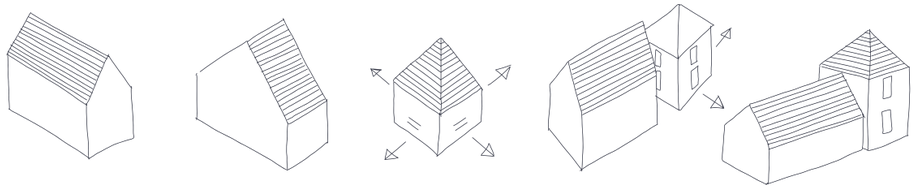
5.5.12. Edge Streets are provided where there is an interface between the surrounding context of the scheme and the development itself. In addition to the place specific proposals of specific edges (see below), there is a specific requirement to provide an approach to highways design that can achieve a very safe residential environment and ensure a 'soft' transition between development and green space, which could include, for example, shared-surfaces, non-standard highway geometries and increased planting that complements boundary treatments. The location of tertiary streets will not be determined until blocks have been fully designed in detail as they depend on the configuration of individual plots.

5.5.13. Figures 30/31 show how the various street typologies can be configured to form potential blocks within the Site.



Building Details

5.5.14. In addition to the key design principles identified above and the placemaking strategy that has been adopted, there are a number of important principles relating to residential building features extracted from the EDG that reflect local building typologies and should be adhered to in promoting detailed Reserved Matters proposals for the Site:



Building Form

5.5.15. The EDG identifies that traditional buildings of Essex are typically made up of rectangular rather than square plan forms, with pitched roofs spanning the narrower plan dimension, rarely greater than 6.5m in width and that roof pitches should follow the vernacular pattern and span across the narrowest plan dimension

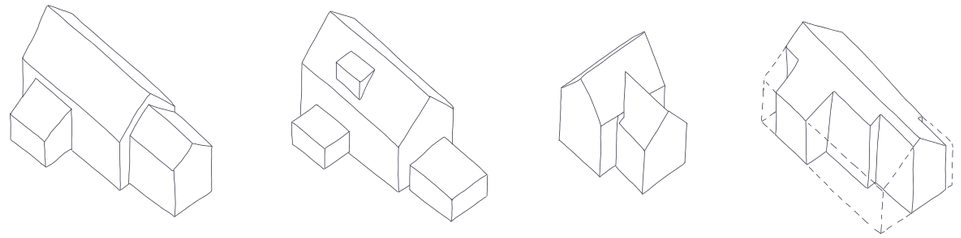
5.5.16. More complex buildings should combine such forms to create L-plans, T-plans or deeper plan forms made up of parallel ranges. In all cases, each element of the plan should have a roof pitched over the shorter dimension.

5.5.17. Larger buildings should be composed of a 'family' of forms, with roofs of similar pitch and without discordant elements. In any such combination of forms, there should be a principal element to which subsidiary elements are added.

5.5.18. Deep plan buildings (i.e. more than 5m deep) with a single span roof are to be avoided as this results in wide gable ends uncharacteristic of traditional buildings in Essex.

5.5.19. Deep-plan terraces are should also be avoided as the resulting narrow plot means rear gardens have to be made inordinately long and thin to provide the minimum required area.

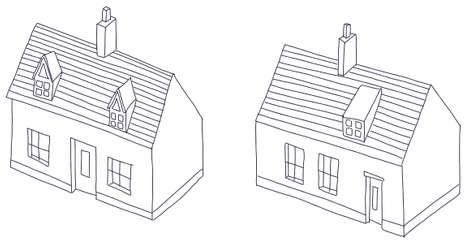
5.5.20. The placing of apartments back-to-back results in wide gable ends on the apartment building therefore, blocks that are one flat deep are a better and more flexible solution in placemaking and character terms. Sufficient space for amenity use should be provided adjacent to apartment buildings on at least one side.



Modelling

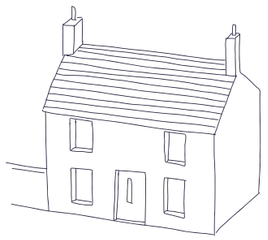
5.5.21. The three-dimensional modelling of buildings using set-backs, projecting bays or gables should play a deliberate role in the street scene. Such modelling can have significant effects on shadowing and the play of light within the street scene. An overhanging first floor or jetty is a useful device which visually separates each floor of a house, allowing greater flexibility in the positioning of windows. Houses or parts of houses that rise to three storeys are useful ingredients in the townscape. They can enclose space, terminate a view or add variety.

5.5.22. Present-day living requirements have created a tendency to group single-storey elements outside the main two-storey volume of the house usually around the entrance. (e.g. porches, bin stores, cloakrooms and meter cupboards), whereas traditionally, such additions were typically added to the rear of the house. Therefore practicable, these elements should fall within the main, two-storey volume of the house or to the rear of it. The EDG outlines that such an approach is not as crucial in low-density situations where the house does not relate so closely to the street.



Dormers

5.5.23. Dormers should be a minor incident in the roof plane. Their purpose should be to light the roof-space, not to gain extra headroom over any great width. They should not be located close to verges or hips and should not over-dominate the composition.



Placing of Openings

5.5.24. The best solution for the front elevation of an average medium-to-narrow frontage house is a symmetrical pattern of openings arranged around an opening placed on the central axis (preferably the front door). This arrangement provides a tightly ordered grouping of features and a strong visual presence and is particularly crucial where the front elevation consists of a single gable.

5.5.25. A symmetrical elevation has a powerful presence, commanding the adjoining space and tying house and space into a single composition. Departures from strict symmetry are possible so long as the central axis is strongly emphasised. Unfavourable solutions are those which are almost symmetrical and which, when applied to a number of adjacent houses, contribute to a visually poor streetscape. A strongly centralised composition is however not always required for houses with wider front elevations. In such instances, asymmetrical arrangements can look attractive. The front door remains the most important element and should form the basis of the pattern. When houses are linked in terraces, the street elevation includes more than one house, with each unit forming part of a larger composition. This makes greater freedom of composition possible. While the front elevation is the most crucial element to satisfy in terms of symmetry and composition (because it is the most visible), the same principles may apply to the rear and side elevations.

5.5.26. Randomness of window size and positioning should be avoided and a coherent pattern of openings created where possible. It is common practice to use a window type appropriate to the room it serves, however this can create unbalancing of the elevation and a more coherent pattern of windows should be formed.

Building Materials

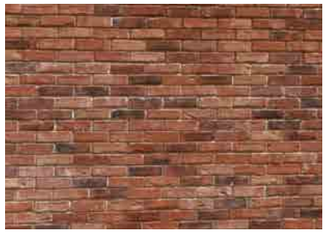
5.5.27. Building materials will be required to be co-ordinated into a cohesive solution and to ensure consistency across Primary Street and Loop, Green Streets, individual Edges and around individual Key Spaces.

5.5.28. The selection of materials on the right indicates the general palette that are typical in Saffron Walden and the surrounding area. Common and accent materials will be used; common materials represent the principal material used whilst accent materials can be used on particular features (e.g. on corners or as window surrounds). The palette of accent materials serving to reinforce the distinctiveness and legibility throughout the scheme without detriment to the distinctiveness of the development as a whole.

Materials

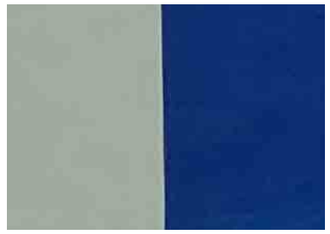
WALL

Medium red blend or similar



Light red blend or similar

Light blend or similar



Coloured render

Coloured render

Coloured render

Flint or similar

Dark/blackened weatherboard or similar

Brown weatherboard or similar

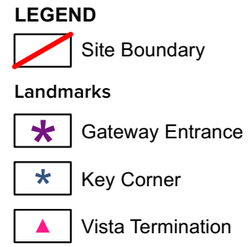
Green/light weatherboard or similar

White / cream weatherboard or similar

ROOF

Slate Composite or similar

Red/Brown roof tiles or similar



Landmarks

5.5.29. Landmark buildings should be notably distinct within the wider scheme and use changes in heigh, mass and/or scale as well as additional detailing and accent materials to emphasise particular house-types within their setting.

5.5.30. Such buildings are characterised by their location in relation to the Site and are typically highly visible and hold a commanding position, standing out from the context and the neighbourhood, bringing focus and identity. The most appropriate locations for Landmarks are identified on the Placemaking Plan. These locations have been selected in line with the following principles:

- they are in highly visible locations within the pattern of streets and spaces;
- they would be appropriate landmarks for navigation;
- they hold a commanding position that is not shared by other buildings;
- they are distributed throughout the plan in such a way that important pedestrian and vehicular nodes and routes become more memorable.

5.5.31. In order to ensure Landmarks become exemplars, innovative, bold and imaginative design responses are required that are appropriate to their settings. In order to achieve this, architectural considerations may include:

- reinforcing the character of a particular area in which the building is found;
- full height windows to provide a vertical proportion;
- gables and roof details that imply a vertical emphasis;
- details that emphasise the corner position of the building, such as ground floor and first floor windows;
- from habitable rooms to face both street frontages;
- increased proportions of facade glazing;
- bespoke balconies, porches and screens in contrasting materials.

5.5.32. Further elements identified by the EDG will assist in emphasising landmark buildings.

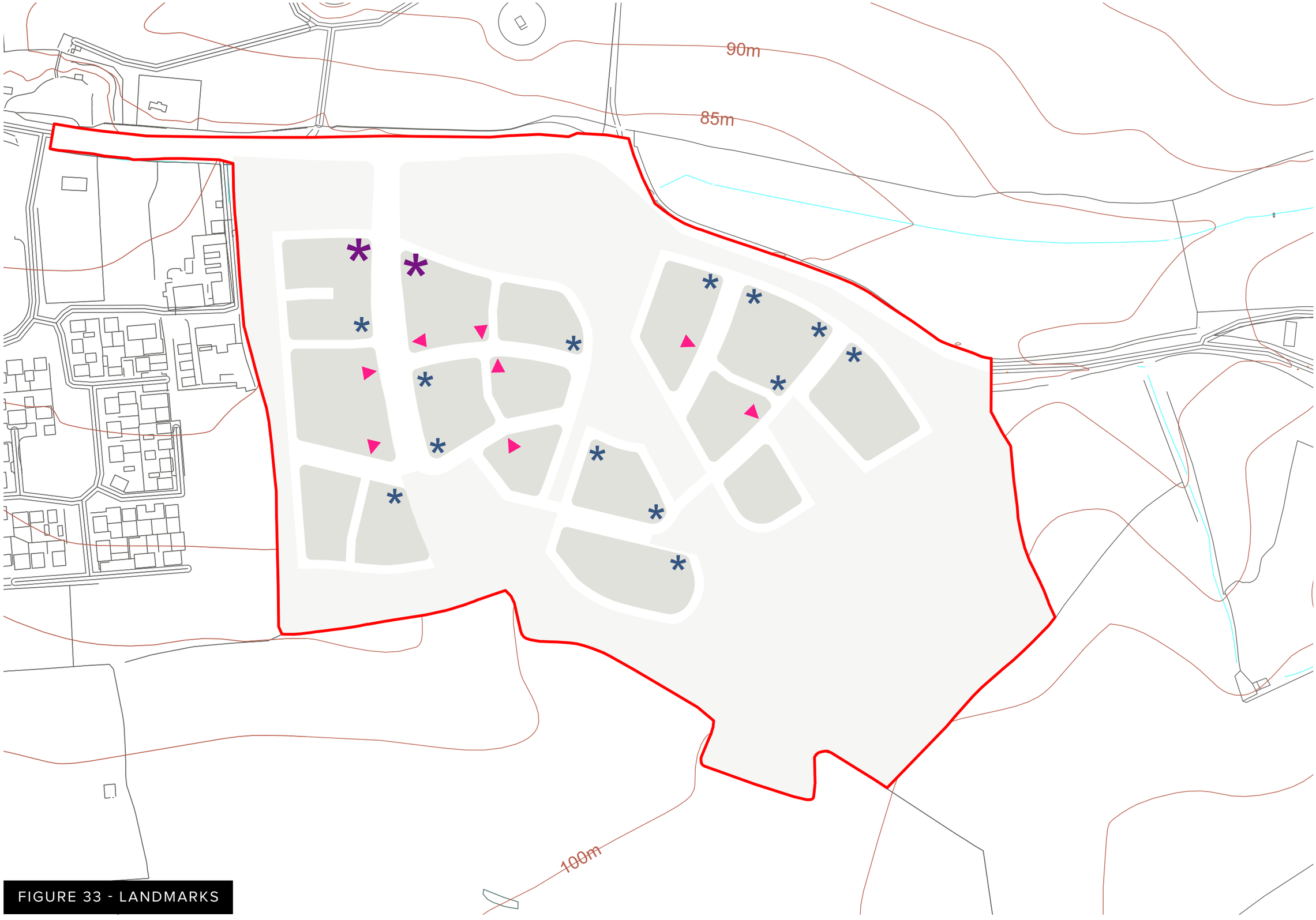


FIGURE 33 - LANDMARKS

Gateway Entrance

5.5.33. The entry point to the Primary Route from Radwinter Road should be signified by a building arrangement acting as a comfortable interruption, clearly indicating where access into the development is welcomed.

5.5.34. Gateway buildings should be of a scale, mass, form and use architectural treatments and materials selections that clearly indicate their key location. However, they should not detract or clash with adjacent non-gateway buildings. Symmetry (either side of the primary route) can also be an important device to articulate the gateway. Gateways are commonly formed on corners, which have already a heightened urban design responsibility in respect of character, legibility and allowing streets to come together as one network.

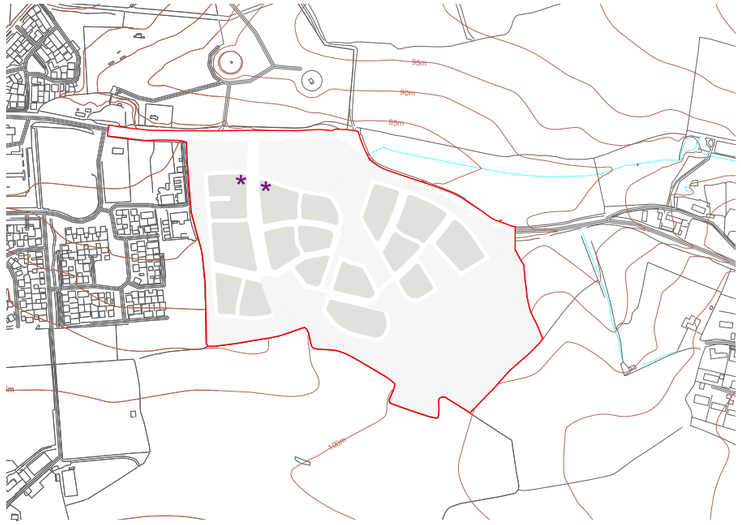


FIGURE 34 - GATEWAY ENTRANCE

Key Corner

5.5.35. Corners have a heightened urban design importance in respect of character and legibility, allowing streets to come together as one network. A number of urban design 'good manners' must be applied to these buildings to emphasise their role and importance as landmarks. Increased height features, distinctive treatments and/or distinct, but complementary, materials selections should be used.

5.5.36. Corners should always positively face each street that they address by providing active frontages (front doors, ground floor and first floor windows) onto the public realm.

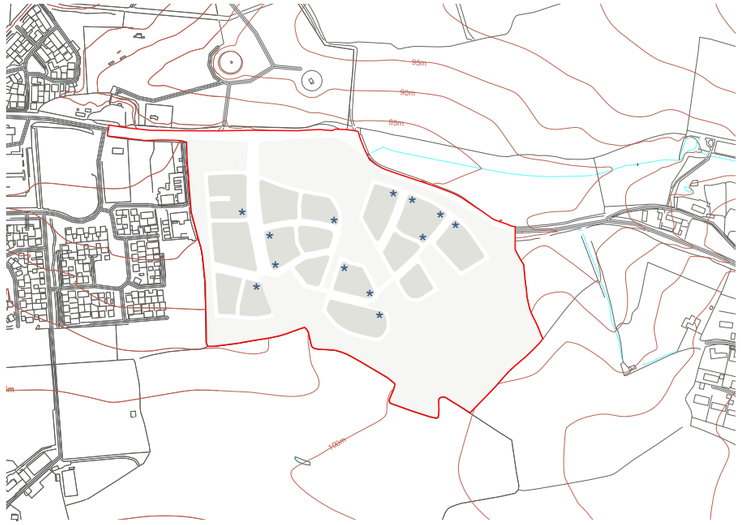


FIGURE 35 - KEY CORNER

Vista Termination

5.5.37. Vista termination landmarks are positioned deliberately at an intended termination of a direct view along a street or path; as such they are more visible than most buildings.

5.5.38. It is essential that Vista termination landmarks are designed in such a way that recognises the likelihood of building being viewed. Views should not terminate on non-primary façades, including blank, semi-blank or uncoordinated elevations, or non-habitable structures (garages or car ports). The Site is afforded special opportunities through the retention of veteran trees that allow vista termination buildings to be complemented by the trees.

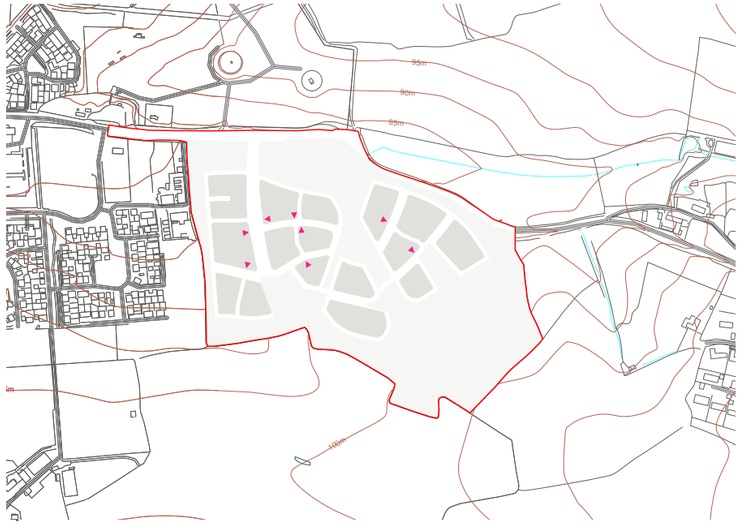


FIGURE 36 - VISTA TERMINATION

Six

SUMMARY & CONCLUSIONS

The approach identified in the DAS outlines key design principles and a narrative for a sustainable development that respects local character and landscape assets whilst being focussed on the health and well-being of its future residents.

6.1. The architectural and landscape details of the Proposed Development will be subject to further in-depth dialogue, but the broad design principles set out in this document provide a framework for discussions on future detailed reserved matters applications. The approach does not seek to fix the exact location or configuration of all spatial elements, however, in order to secure a comprehensive and robust approach to the delivery, the location and general configuration of a number of fixed elements is included such as:

- the creation of a green and blue infrastructure network which surpasses minimum open space requirements and provides recreation space and children's play;
- the retention of landscape features such as veteran trees and hedgerows to accommodate existing species and habitats and to maximise new opportunities for habitat enhancement, creation and management;
- a development that will be well-connected, readily understood and easily navigated, supporting links to local facilities;
- a permeable development with a pedestrian and cycle movement network that will encourage sustainable modes of travel and provide access to new streets and a range of public open spaces;
- the provision of a mix of family house types, sizes and tenures, which will offer choice and create a balanced residential community;
- a development which will positively respond to local character through the provision of a range of building types, patterns and densities;
- the creation of a development that will have a distinctiveness, identity and character which positively harmonises with the vernacular of both Saffron Walden and nearby Sewards End.

6.2. The Proposed Development has been underpinned by extensive consultation, design, environmental and technical work, ensuring it is practical and deliverable. Our vision for the site is considered to be consistent with the objectives for new residential development set out in the NPPF, as well as leading precedents and examples of best practice.

TECHNICAL APPENDIX

Topography

Ground levels within the Site generally fall from south east to north west with the high point on the Site located on the south eastern part of the site at a level of approximately 105m above Ordnance Datum (AOD). The lowest point is located in the north western corner of the Site with a level of approximately 76m AOD. The gradient of slope across the site is broadly-consistent with the highest part of the site being more visible.

VIEW ALONG PROW 315-22 LOOKING SOUTH WEST TOWARDS THE SITE

VIEW FROM HARCAMLOW WAY LOOKING SOUTH EAST TOWARDS THE SITE

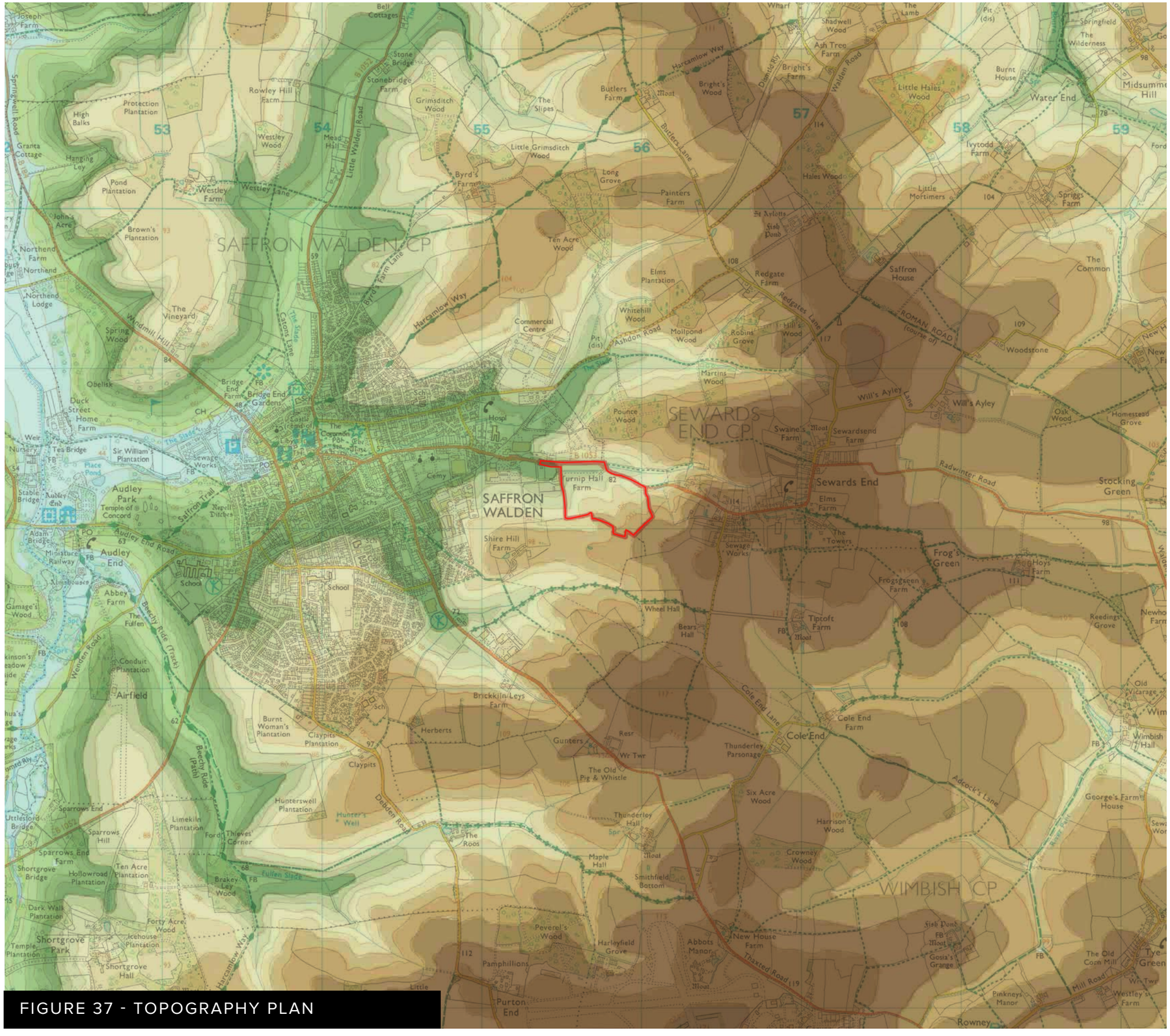


FIGURE 37 - TOPOGRAPHY PLAN

LEGEND

Site Boundary

CONTOURS

- 120-125m
- 115-120m
- 110-115m
- 105-110m
- 100-105m
- 95-100m
- 90-95m
- 85-90m
- 80-85m
- 75-80m
- 70-75m
- 65-70m
- 60-65m
- 55-60m
- 50-55m
- 45-50m
- 40-45m
- 35-40m

SCALE 1:25,000

0m 100 200 300 500 1000

Landscape Character

The Site sits across two separate landscape character areas, as identified by the Uttlesford Landscape Character Assessment published in 2006. These are the Cam River LCA and Debden Farmland Plateau LCA. Both are described as landscapes with a rolling, open, largely agricultural use. However, the Cam River LCA is more notably influenced by the Cam River and associated vegetation and topography.

Key characteristics of the Cam River LCA are defined as:

- rolling, open landscape of chalky boulder clay with wide views from higher ground;
- well vegetated riverbanks with shrubs, trees and water meadows along the winding narrow river corridor;
- large-scale downland reflecting late enclosure, with rectilinear field pattern;
- low hedges and few trees mainly in small copses;
- ancient town of Saffron Walden;
- dispersed settlements on valley sides connected by busy B roads.

Key characteristics of the Debden Farmland Plateau LCA are defined as:

- dense woodland patches or copses, many of them ancient, provide structure in the landscape;
- gently rolling plateau incised by River Cam in the south, Debden Water west of Debden, and a small section of the River Pant in the northeast corner near Bears Hall;
- tall trees or overgrown hedgerows line some roads or lanes;
- broken hedgerows evident or absence of hedgerows due to agricultural intensification;
- expansive views on open roads at higher elevations;
- settlements visible in most directions;
- rich cultural heritage with many vernacular buildings.

For the purpose of the LVIA, it has been determined that the character areas are too large to experience a significant change to the overall character area as a result of development of the scale proposed. Therefore an assessment is made of the impact on the local landscape character, which is understood following Site visits and review of the published Uttlesford Landscape Character Assessment. Full details are provided in the LVIA.

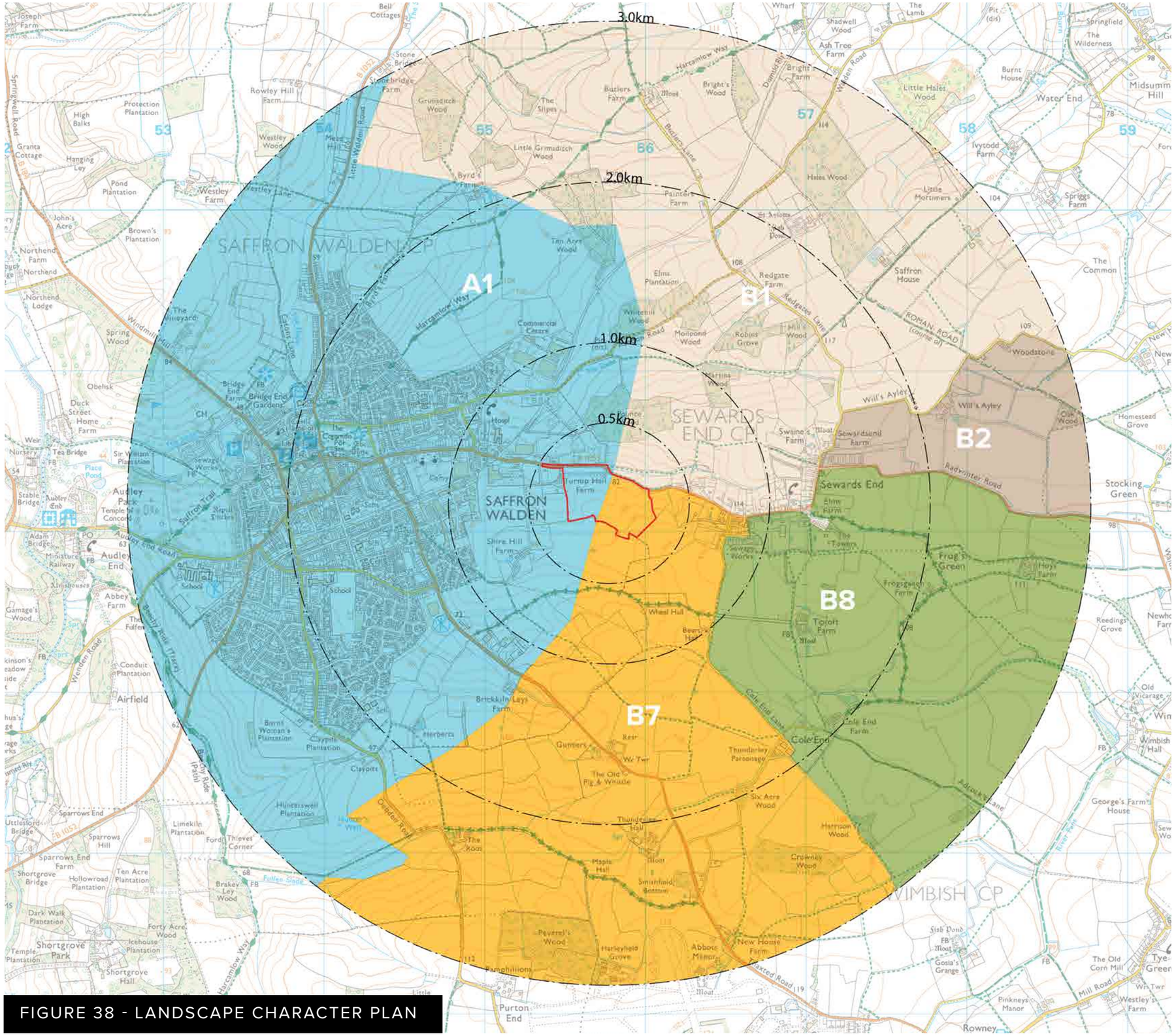


FIGURE 38 - LANDSCAPE CHARACTER PLAN

LEGEND

Site Boundary

NATIONAL CHARACTER AREAS

The site lies in NCA 86 South Suffolk & North Essex Clayland.

NCA 87 East Anglian Chalk lies within the study area but to the west of Saffron Walden.

LOCAL CHARACTER AREAS

- A1 Cam River Valley
- B1 Ashdon Farmland Plateau
- B2 Hempstead Farmland Plateau
- B7 Debden Farmland Plateau
- B8 Thaxted Farmland Plateau

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Views & Visibility

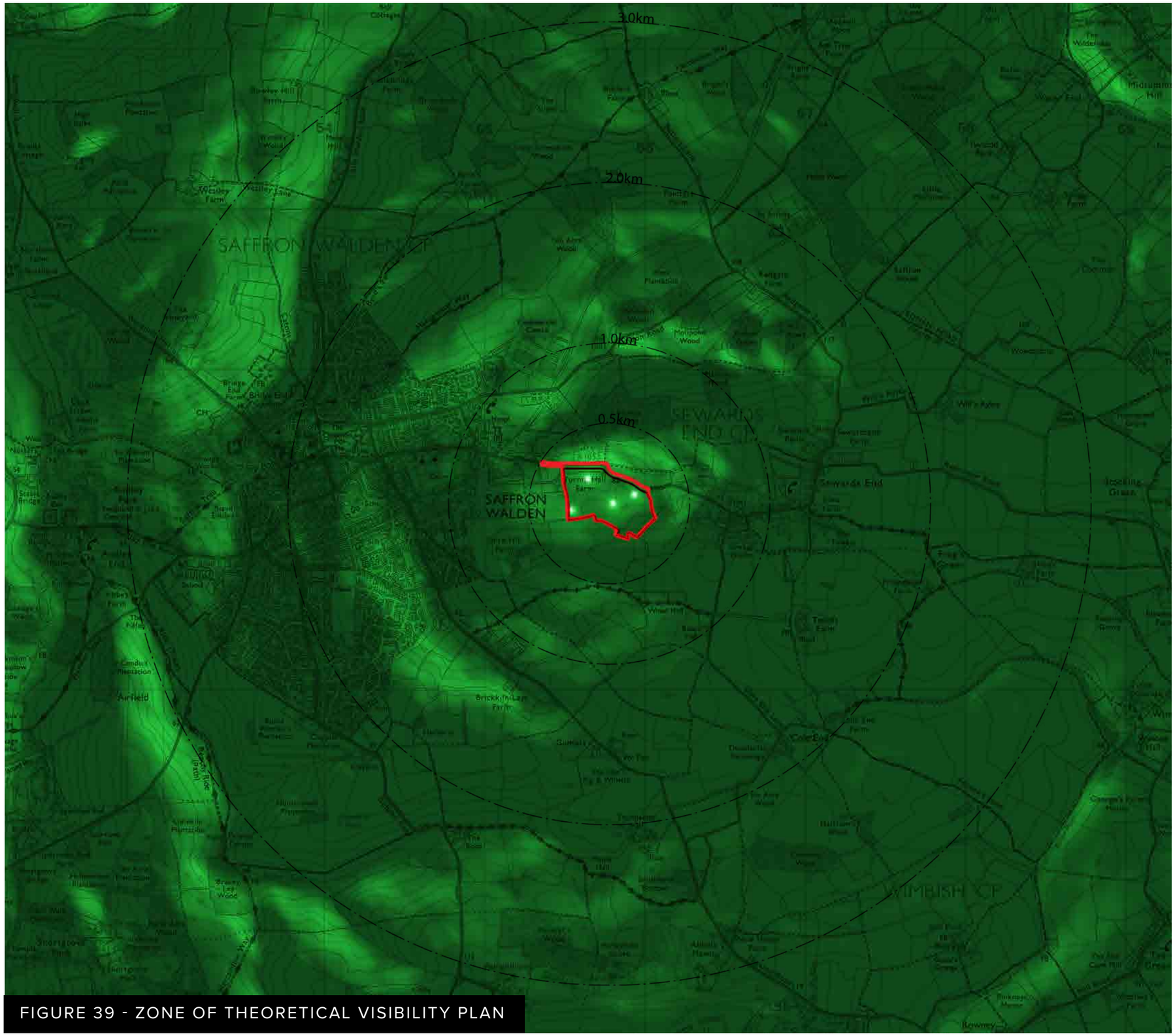
A Landscape and Visual Impact Assessment (LVIA) has been undertaken to identified potential significant effects of the Proposed Development on sensitive landscape and visual receptors.

Following field assessment undertaken to understand the local landscape character and visual context, the following sensitive landscape and visual receptors were identified:

- landscape elements and resultant landscape patterns;
- Local Landscape Character;
- cumulative effects on Local Landscape Character;
- views from Radwinter Road, north-west and north-east of the Site;
- views from PRoW network north of Radwinter Road;
- views from the Harcamlow Way, north west of the Site.

Following identification of these sensitive receptors, careful consideration was given to the impacts they may experience as a result of the proposed development. Primary mitigation was proposed for inclusion in the Proposed Development, to minimise the impacts and overall effect on landscape and visual receptors. With regard to landscape receptors, due to design measures incorporated into the Proposed Development, and the retention of the majority of tree belts within the Site, once the Proposed Development is constructed and mitigation has matured (after 15 years), it is judged that all landscape receptors will experience impacts no greater than Minor.

With regard to visual receptors, the assessment has identified that due to the localised topography patterns and patterns of vegetation, the Site has a very constrained visual envelope. Typically, the local undulations in topography restrict views of the Site. However, two locations have been identified where the elevated topography allows for panoramic views across to the Site. These are from the PRoW network north of Radwinter Road (Group 2) and from Harcamlow Way, north-west of the Site (Group 5). In both instances elevated and panoramic views to the eastern edge of Saffron Walden are possible and the Site is visible as two arable fields at the junction between the wider rural setting and the settlement edge of Saffron Walden. Once mitigation designed into the Proposed Development has matured, the overall effect will be Minor Adverse. Please refer to the LVIA for further details.



LEGEND

- Site Boundary
- ZTV Light Source (8m above ground)
- ZTV based on DTM/DSM and is used to show a worst case likely visibility of the existing site and is to be used only to guide representative viewpoint positions
- Visibility more likely ↓ Visibility less likely

SCALE 1:25,000

0m 100 200 300 500 1000

N

FIGURE 39 - ZONE OF THEORETICAL VISIBILITY PLAN

Archaeology & Heritage

An archaeology and heritage assessment has been prepared as part of the application material. The assessment supports development of the Site for housing and associated open space and infrastructure.

The site area does not contain any features of note other than a ditched field boundary in the north which divides the site's two fields. Hedgerows on the site boundaries reflect long-standing agricultural boundaries and all would ideally be retained.

The site is likely to have been part of a medieval open field system between Saffron Walden and Sewards End, before enclosure in the later 18th century. No trace of ridge and furrow survives and later cultivation is likely to have truncated any pre-medieval deposits as well.

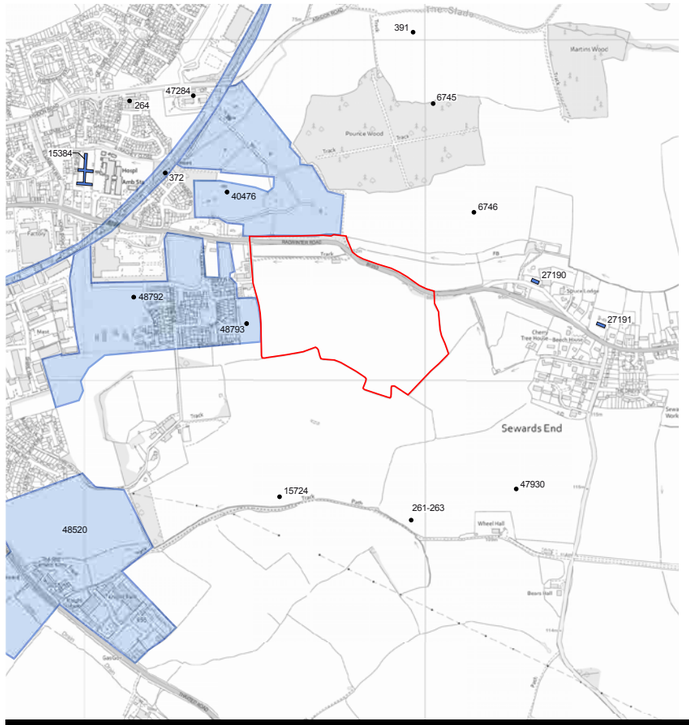
Although a number of later prehistoric and Roman sites are recorded nearby, it is telling that extensive trial trenching immediately west of the site found very little. As noted in the archaeology and heritage assessment, settlement does not tend to be found on north facing slopes and there are better candidates for the site of Iron Age and Roman settlement to the north and south.

Given the low archaeological potential of the site, it is recommended that the site is evaluated in phases. Initial geophysical survey could be completed across all of the site and has proven effective on similar chalk geology nearby. If this method does not indicate significant sub-surface remains, it may be appropriate to defer trial trenching until after outline consent has been secured.

As with nearby archaeological sites, it is anticipated that any sub-surface archaeological remains lying within the site will not be of such significance that they will warrant preservation in situ. It is most likely that any remains could be dealt with through further investigation ahead of or during development. Suitable post-fieldwork analysis and publication of the results of such work would accord with current policy, guidance and best practice.

The site does not contain any designated heritage assets and none lie nearby. The closest assets are Grade II listed buildings and include older houses in Sewards End and the former workhouse to the west. The site visit confirmed that none of these would be affected by proposed change within the site. The site already has good screening on its boundaries and designated heritage assets are also screened by topography, vegetation and later structures.

Even though the town's 19th century church spire and upper tower can be seen from within the site, this does not mean there would be heritage harm to the church. As set out in the latest Historic England Guidance, proposed development would not 'compete' with the church and is not part of a designed or associative view. Indeed, the proposed change would not be perceptible from the asset itself, or its environs. In conclusion, the site could be developed in accordance with all relevant heritage legislation, policy and guidance.




OS map of 1881 (not to scale)

KEY
Site boundary
Listed building
Other HER records

0 500m

Project	Land South of Radwinter Road (East of Griffin Place), Saffron Walden, Essex
Drawing Title	**Figure 1: Site and Identified Heritage and Archaeology**
Scale	As shown (approximate at A3)
Drawing No.	BSA 2053/1
Date	December 2020
Checked	BS/KJ

BSA Archaeology & Historic Environment Consultancy

FIGURE 40 - HERITAGE AND ARCHAEOLOGY PLAN

Arboriculture

The presence of existing mature trees and tree groupings on the site have been a strong consideration in the design process. Existing trees on the site were comprehensively surveyed at the outset and constraints that they impose have been a driving factor in designing the development proposal, including the arrangement of associated highways, drainage and earthworks. The site comprises arable farmland and grazing land with hedgerows defining the boundaries to the Site and a single field boundary on the site.

An Arboricultural Assessment prepared shows that there are a number of arboricultural features on the Site which are also of great ecological importance including mature trees, mature hedgerows and woodland groupings. Enhancing and preserving these features is a key focus of the proposals. The loss of a very small amount of hedgerow is required to facilitate the scheme, the majority of the existing hedgerows shall be retained and extensive new lengths of hedgerow will be planted offering new arboricultural and ecological benefits.

The development areas and roads have been positioned beyond the root protection areas (RPAs) of retained trees and the proposal provides a good juxtaposition between trees and the zones of built development. Existing trees and hedgerows are viewed as assets that will enhance the quality of the development and the living conditions of future occupiers.

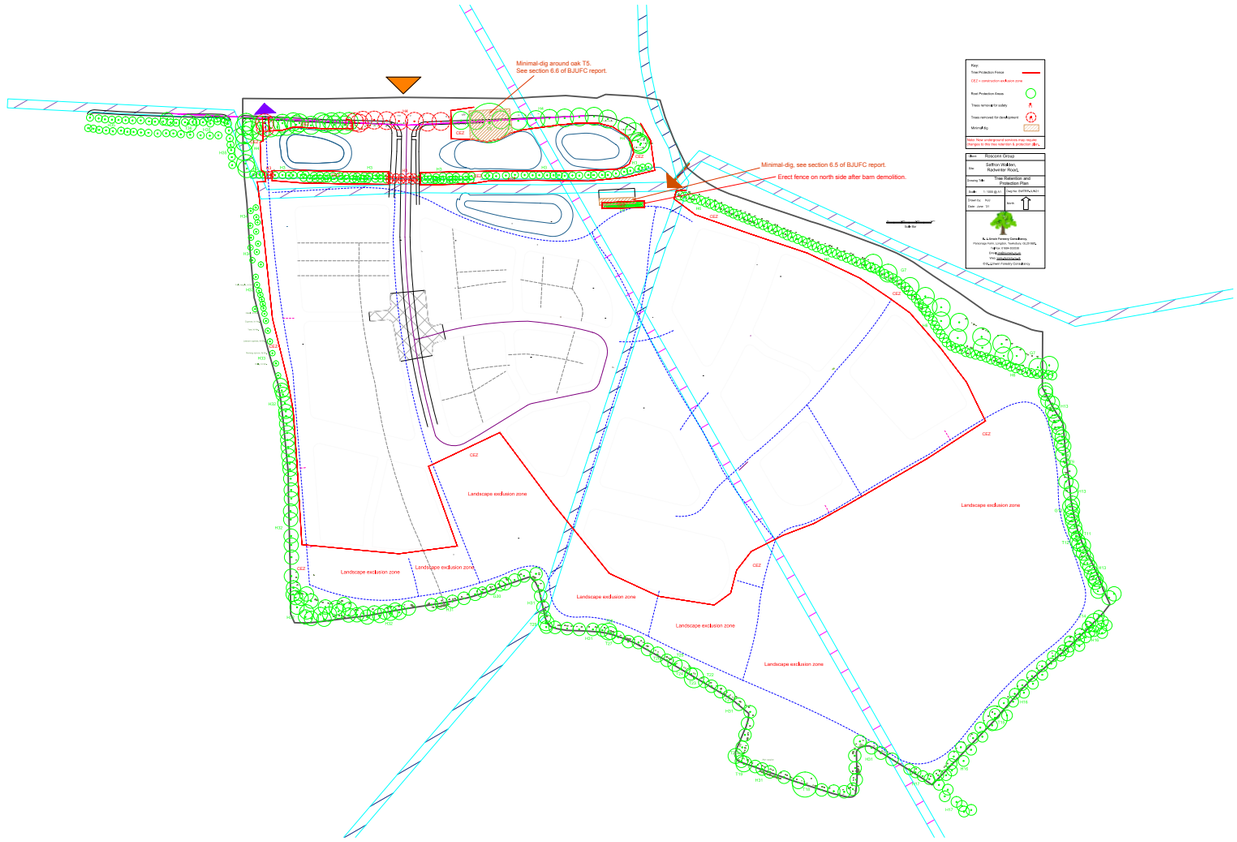


FIGURE 41 - TREE RETENTION AND PROTECTION PLAN

Ecology

An Extended Phase 1 Habitat Survey was undertaken in September 2020 to determine the ecological baseline of the Site within its wider setting.

The survey confirms that proposed residential development of the Site is not anticipated to have a significant direct impact on any site designated for its nature conservation interest at an international or national level and that a landscaping scheme is proposed that will retain habitat connectivity and offer enhancement through native planting.

The survey report suggests mitigation measures prior to construction including pre-commencement badger and bat surveys and vegetation clearance to be undertaken between September and February to avoid the nesting bird season. Provided the measures outlined in the survey report can be adopted for any future proposed development, it is anticipated that proposals could be designed to mitigate impacts to protected species and habitats and provide ecological enhancements. It is, therefore, concluded that proposals could be brought forward for the Site that would be compliant with current local and national biodiversity planning policy.

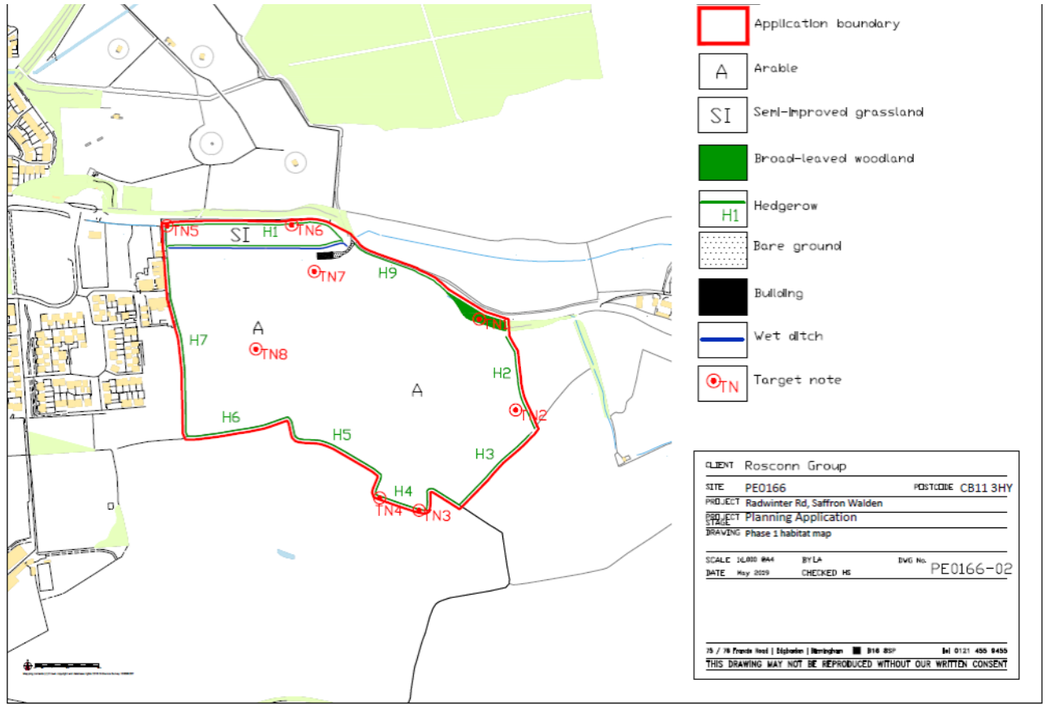


FIGURE 42 - PHASE 1 HABITAT SURVEY PLAN

Drainage

A Flood Risk Assessment (FRA) has been prepared and submitted with the Application. The purpose of the FRA is to assess the risk of flooding to the proposed development and propose sufficient mitigation to demonstrate that the future users of the development would remain safe throughout its lifetime, that the development would not increase flood risk on site and elsewhere and, where practicable, that the development would reduce flood risk overall.

The development area is currently agricultural and undeveloped land, and the majority of surface water on the Site is captured in existing ditches, which have been identified through topographic surveys and site walkovers. The Site is located wholly within Flood Zone 1 and therefore not requiring sequential or exception tests. The site is considered to be at low risk of flooding from fluvial, pluvial, groundwater and sewer sources and at negligible risk of flooding from artificial sources.

Surface water runoff generated by the proposed development is proposed to be stored on site using attenuation basins and SuDS corridors that will help to manage the quantity and quality of water, improve biodiversity, and help create an attractive and healthy landscape. Foul drainage is proposed to connect into the existing public foul sewer on Radwinter Road, confirmed by Anglian Water.

In compliance with the requirements of the National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk.

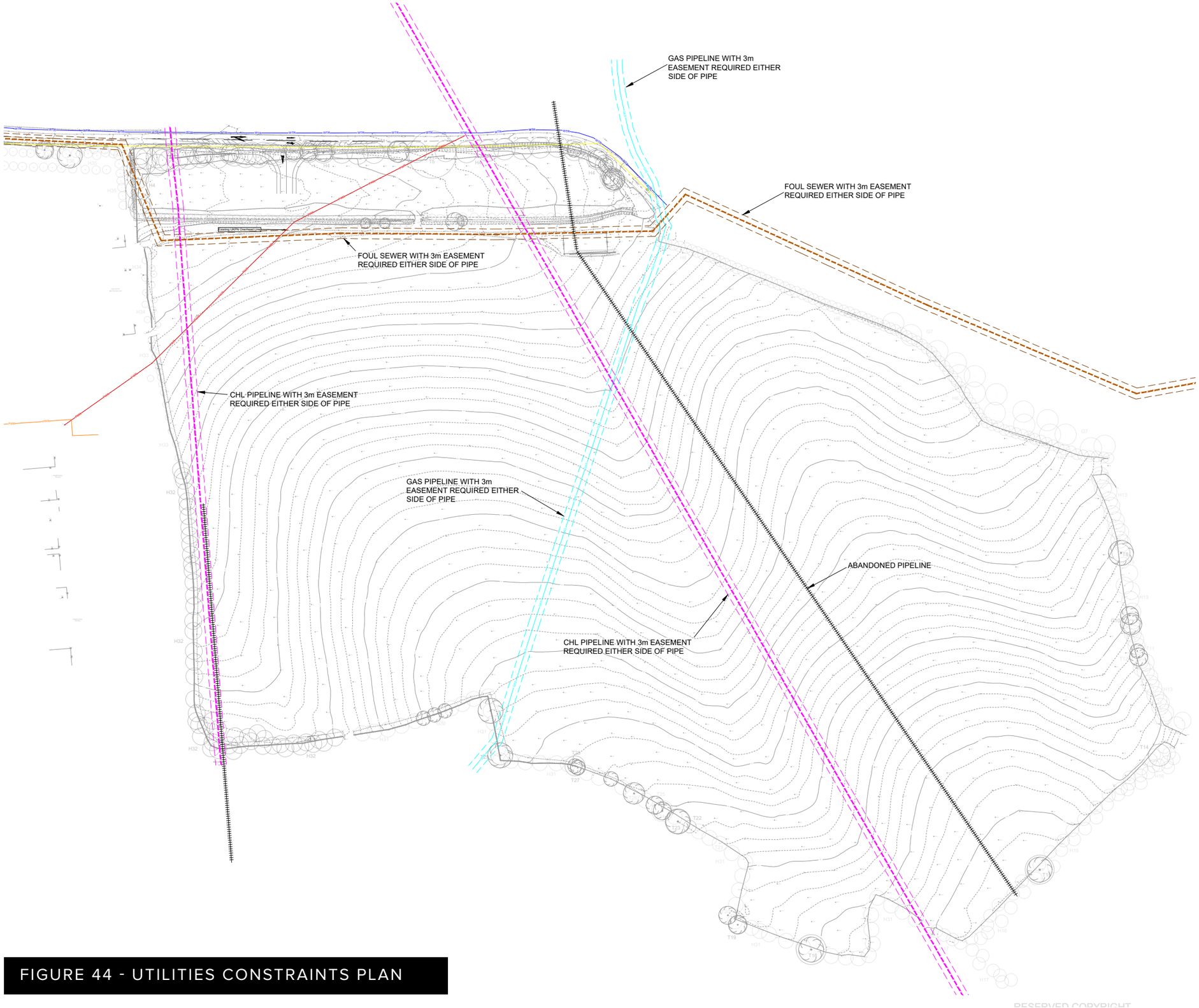
FIGURE 43 - DRAINAGE STRATEGY PLAN

Utilities

Investigations have been undertaken to establish the presence of key utility and services within and in the vicinity of the Site to inform the proposals. The utilities investigations confirm that:

- there is a 180mm diameter public foul sewer within the site boundary flowing east to west, south of the existing watercourse;
- there are two live CLH-Pipelines contained in the site boundary. The first pipeline is located within 20m of the western boundary. It follows the boundary of the site in a north-south direction. The second pipeline is traverse the site in a southeast-northwest route, entering the site in one of the southernmost parts of the site, and exiting the site midway along the northern boundary;
- two abandoned MOD pipelines are also recorded in the site. The first is located close to, and following the same route, as the western live line. The second follows the eastern live pipeline but is up to approximately 50m further east;
- cadent records indicate an intermediate pressure (IP) main through the site. The IP main enters the site along the southwest boundary, heading north/northeast before exiting the site midway through the northern boundary;
- UK Power Networks indicate an existing overhead high voltage line within the site. The overhead line enters the site along the western boundary, south of the existing watercourse, and traverses the site in a northeast direction. The cable exits the site along the northern boundary.

An investigation of the utility apparatus located within the vicinity of the Site indicates that servicing the Proposed Development in respect of the various service utilities should be relatively straightforward given the presence of the various apparatus. Sufficient capacity is, or can be made available in order to serve the Development Proposal so there is no reason, from a utility constraint or supply available perspective that would conflict with the granting of outline planning permission.



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Topographical Survey undertaken by Beacon Land Surveys dated September 2020.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Key

- Power - HV overhead line
- Power - MV laid line
- Water
- BT
- Gas
- Foul water
- CHL Pipe system
- Abandoned pipe line

Rev	Date	Details	Drawn by	Checked by
B	20.01.21	UTILITIES REVIEWED AGAINST TOPOGRAPHICAL SURVEY	NT	KT
A	13.01.21	UTILITY EASEMENTS ADDED	CG	KT

COTSWOLD TRANSPORT PLANNING

CLIENT: Rosconn Group

PROJECT: Radwinter Road Saffron Walden

TITLE: Existing Utilities and Drainage Plan

STATUS: INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2000	03.12.20	AB	CE	CE

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SK04	B

FIGURE 44 - UTILITIES CONSTRAINTS PLAN

Transport & Access

A Transport Assessment has been prepared to asses the transport and access impacts of the proposals. All of the impacts considered in the TA relate to changes or increases in traffic flow that would occur if the proposed development were constructed. The traffic attraction of the proposed development that has been assessed in the TA is based on an approach to trip generation and distribution that is agreed with the highways authority.

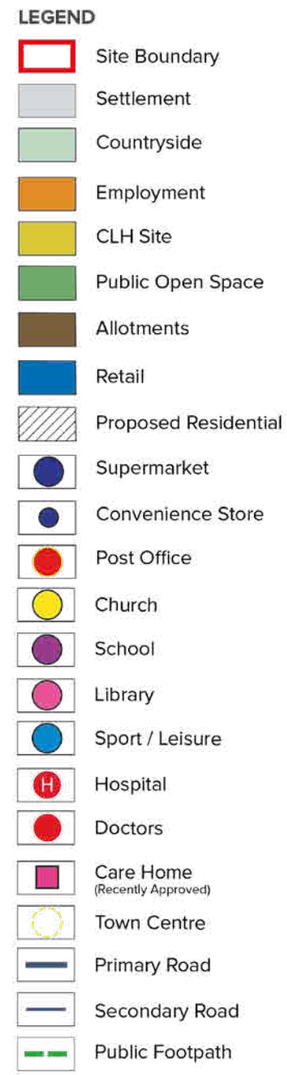
The Site is adjacent to Radwinter Road (B1053) to the immediate north. There is currently a private gated agricultural access to the site from Radwinter Road. Radwinter Road in the vicinity of the application site is a 6m wide single carriageway road with single lanes in either direction and 60mph speed limit. Approximately 180m west of the proposed site access is a change in speed limit to 30mph. Along the site frontage there is a narrow unlit footway on the north side of Radwinter Road that continues into Sewards End. From the Linden Homes access, approximately 250m west of the proposed site access, there are illuminated 2m wide footways on both sides of the carriageway that continue into Saffron Walden. There are a number of Public Rights of Way near to the Site but not within the Site itself.

There are no dedicated cycling facilities on Radwinter Road in the vicinity of the application site. Approximately 180m west of the proposed site access, Radwinter Road changes from a 60mph to a 30mph speed limit heading west towards Saffron Walden at which point the highway is considered suitable for experienced cyclists to share the carriageway.

There are a number of essential services and amenities, available within 1.5km of the application site with further services and amenities within 3km of the application site which are accessible by travelling on-foot. The nearest bus stops in relation to the development site are the 'Tesco Store' stops located on Radwinter Road, just to the west of the Tesco access close to the Smallbridge Road junction. The stops are approximately 450m west of the proposed site access. The westbound bus stop comprises a flag with bus timetable information and a lay-by with a cage. There are two bus stops for eastbound services with one located in the Tesco Store car park and the other located opposite Tesco in the form of a hail and ride bus stop. There are several bus services which provide school services or infrequent services.

Potential impacts arising from the construction phase of the proposal are agreed to be of short term duration compared to the overall life of the development. Appropriate mitigation measures have been identified, and their implementation through a Construction Environmental Management Plan will mean that the residual impacts arising from the construction phase of the Proposed Development will be minor adverse. The TA confirms that during the operational phase, the proposed development will result in an increase in traffic flows within the study area, which is considered to have a minor adverse impact in all areas, with the exception of driver delay, where a moderate adverse impact is predicted. Mitigation measures have been identified including a package of highway works that, when implemented, will result in the residual impact on driver delay will be minor adverse.

The TA confirms that overall, the potential environmental impacts arising from the proposed development on transport grounds are considered minor adverse ensuring implementation of the proposed mitigation measures.



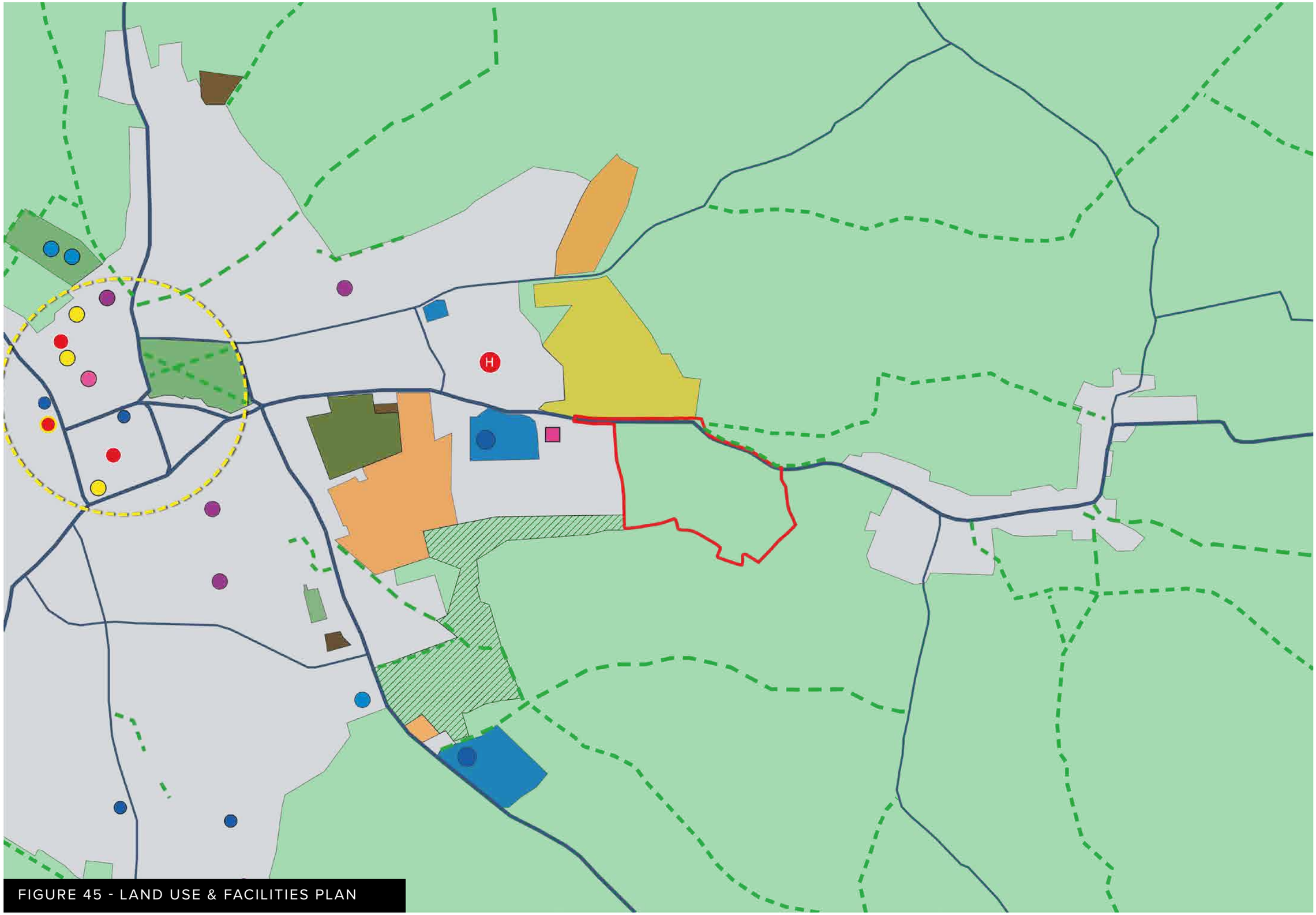


FIGURE 45 - LAND USE & FACILITIES PLAN

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