

Your Ref: UTT/21/2509/OP  
Our Ref: HT/SD/KW//48984/4C  
Date: 15/03/2021



CC: Cllr Paul Gadd  
Cllr Martin Foley

Andrew Cook  
Director for Highways and Transportation

To: Uttlesford District Council  
Assistant Director Planning & Building Control  
Council Offices  
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SAFFRON WALDEN  
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## Recommendation of Refusal

Application No.	UTT/21/2509/OP
Applicant	Mr D Hatcher Rosconn Strategic Land & Thomas Eric Baker And Sally Rose Hall, The Executors Of Mr E C Baker And Mrs J Baker Rosconn House 1 Grove Road
Site Location	Land South Of (East Of Griffin Place) Radwinter Road Swards End
Proposal	Outline application for the erection of up to 233 residential dwellings including affordable housing, with public open space, landscaping, sustainable drainage system (SuDS) and associated works, with vehicular access point from Radwinter Road. All matters reserved except for means of access

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

The permeability of the site for active travel is also of concern there are limited opportunities for cyclists and no direct pedestrian or cycle routes to the adjacent developments and onwards. Where options have been identified it is not clear if they can be delivered

The local plan is currently under consideration and options for Saffron Walden are being considered and evidence gathered. It has been acknowledged in the application that a relief road may be required. The potential route is through the residential area which may not be acceptable in the long term.

Additional information was provided in the form of two notes dated December 2021. One titled *Response to Highways Comment*, the other *Transport Assessment Updates*. In addition, a meeting was held on the 16<sup>th</sup> on December 2021 between the transport consultants and the highway authority. This addressed a number of issues but there are still outstanding concerns. Given the constrained nature of the Saffron Walden network it must be clear that mitigation can be delivered and be effective.

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

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

#### Accessibility

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

#### Capacity and Mitigation

2. It cannot be determined from the submitted application that the residual, cumulative impact is on the road network is acceptable as it has not sufficiently demonstrated that the mitigation proposed in the application will be deliverable or effective for the following reasons
  - a. It is not clear that the deliverability of the schemes has been considered adequately.
  - b. Church Street High Street
    - i. The deliverability of this scheme has not been adequately demonstrated it will be difficult to add control to due to the narrow footways and carriageway. Position of the equipment and maintenance bay, the presence of street furniture and cellars have not been taken into account.
    - ii. Any signal placed in this location would have to be linked to the existing signals on the high street, which may require refurbishment of the whole system.
    - iii. Although not a highway matter it is not clear that the impact on the historic buildings has been taken into account which stop the delivery of the scheme.
  - c. Sustainable Transport
    - i. There is not sufficient information in the submitted application to demonstrate that effective mitigation to promote sustainable transport and help limit the impact of the development on the town highway network which has been demonstrated to be over capacity number at a number of junctions impacted by traffic from this development.

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

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pp. Director for Highways and Transportation  
Enquiries to Katherine Wilkinson

