

Land South of Radwinter Road
(East of Griffin Place), Saffron
Walden

LPA Reference: UTT/21/2509/OP
Appeal Ref: APP/C1570/W/22/3296426

Statement of Common Ground between
Essex County Council and Rappor (on
behalf of Rosconn Strategic Land and
Thomas Eric Baker and Sally Rose Hall, the
Executors of Mr E C Baker and Mrs J E
Baker) on Transport Matters

June 2022

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1 Introduction

- 1.1 This document is a Statement of Common Ground (SoCG) on transport matters between Essex County Council (ECC), in their role as highway authority, and Rappor, acting on behalf of the Appellant, Rosconn Strategic Land Ltd (Rosconn) and Thomas Eric Baker and Sally Rose Hall, the Executors of Mr E C Baker and Mrs J E Baker, in relation to the proposals for residential development of up to 233 dwellings on land south of Radwinter Road, Saffron Walden.
- 1.2 This SoCG deals with transport issues only. Matters related to all other issues are dealt with in SoCGs between the local planning authority, Uttlesford District Council (UDC) and the Appellants.
- 1.3 The remainder of this SoCG addresses the following matters:
- Section Two summarises matters that are agreed between the Appellants and the Highway Authority relating to the site access, internal layout and parking provision;
 - Section Three summarises matters that are agreed between the Appellants and the Highway Authority relating to the accessibility of the appeal site by sustainable modes of transport;
 - Section Four summarises matters that are agreed between the Appellants and the Highway Authority relating to trip generation and analysis of the impact of development traffic on the local highway network;
 - Section Five sets out matters that are agreed between the Appellants and the Highway Authority relating to the planning conditions and obligations and
 - Section Six summarises matters that are not agreed.

2 Matters Agreed Relating to Site Access, Internal Layout and Parking

Site Access

- 2.1 Vehicular access to the site will be provided via ghost island priority junction with Radwinter Road. This is shown in CTP Drawing No. CTP-20-1142 SK01 Rev D.
- 2.2 Visibility splays of 2.4m x 120m to the east and 2.4m x 160m to the west are provided in accordance with measured vehicle speeds.
- 2.3 It is agreed that this vehicular access is suitable to serve the development.
- 2.4 A footway of 2.0m in width is provided on the south side of Radwinter Road between the site access and the access to the Linden Homes development. This will provide a continuous pedestrian connection between the site and the existing footway network on Radwinter Road.
- 2.5 Two new bus stops are proposed on Radwinter Road to the east of the site access. These bus stops will include shelters, bus clearways, DDA compliant bus access and real time passenger information.
- 2.6 An uncontrolled pedestrian crossing will be provided between the two bus stops to the east of the site access including a central refuge and dropped kerbs. The footway on the northern side of Radwinter Road between this crossing and the new bus stop will be widened to 2.0m in width.
- 2.7 It is agreed that these bus stops provide access to bus services on Radwinter Road within 400m walking distance of approximately 60% of the proposed dwellings and within 540m walking distance of all proposed dwellings.
- 2.8 It is agreed that it would be desirable to reduce the speed limit on Radwinter Road between Saffron Walden and Swards End will be reduced to 40mph. As part of the site access work, it is also agreed that it would be desirable to extend the existing 30mph speed limit to the east of the site access and bus stops. It is agreed that the process of amending these speeds limits via Traffic Regulation Order (TRO) would be undertaken at the expense of the Appellant. It is recognised that this is a separate process that would be undertaken following the grant of planning permission as part of the delivery of the highway works (via S278 agreement).

- 2.9 An independent Stage 1 Road Safety Audit (RSA) of the proposed access works has been undertaken. It is agreed that this RSA did not identify any issues that either have been addressed already or could not be satisfactorily addressed as part of the S278 detailed design and technical approval process.
- 2.10 It is agreed that all proposed highway improvements and visibility splays can be provided within the highway boundary or land that is controlled by the Appellant.
- 2.11 It is agreed that the highway works including the site access, new footways, bus stops and crossing point will be delivered via S278 agreement with ECC.

Internal Layout

- 2.12 Submitted drawings numbered DE-436-022 (Access & Movement) and drawing CTP-20-1142-SK01 Rev D and the Design and Access explain the access arrangements to and from and within the Appeal Site.
- 2.13 Within the site, the main spine road would be designed with a 6.75m carriageway, with a 2m footway on the eastern side and a 3.5m wide shared footway / cycleway on the western side. Verges of variable width (minimum 3.0m) will also be provided.
- 2.14 This design accords with a 'Type D- Feed Road' as set out in the Highways Technical Manual of the Essex Design Guide. It is agreed that this is suitable to serve the development.
- 2.15 The variable verge widths would allow for the future upgrading on the main spine road (carriageway widening). and land has been reserved adjacent to the site access to allow for future conversion to a roundabout.
- 2.16 At its southern end, the main spine road forms a loop that will be designed to accommodate a bus route.

Parking Provision

- 2.17 As the application is in outline (with the exception of access), parking provision will be determined as part of a future reserved matters application. Car and cycle parking will be required to be provided in accordance with the adopted parking standards. Current parking standards are set out in the Essex Planning Officers Association (EPOA) document 'Parking Standards- Design and Good Practice' (September 2009).
- 2.18 It is agreed that all dwellings with on-plot parking will be provided with a standard electric vehicle charging point.
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3 Matters Agreed Relating to Accessibility by Sustainable Modes of Transport

Walking and Cycling

- 3.1 With regard to acceptable walking distances, it is agreed that the relevant guidance is provided in the Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000). This suggests an acceptable walking distance of 1km and a preferred maximum walking distance of 2km for commuting and educational purposes. This is supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1 mile (1.6km) are undertaken on foot.
- 3.2 With regard to acceptable cycling distances, Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:
- 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'
- 3.3 On this basis, five miles, or 8km, is agreed as an acceptable cycling distance.
- 3.4 **Table 3.1** identifies a range of local services and amenities including agreed walk and cycle times from the site via Radwinter Road which, in the absence of a pedestrian /cycle route link through adjacent residential development would be the only available route. The distances and times have been measured from the centre of the Appeal Site and using the identified pedestrian and cycle routes within the Appeal site as indicated on the Access and Movement Plan (drawing no. DE_436-022). Walking times are based on a speed of 1.4m/s, whilst cycling times are based on a speed of 4m/s.
- 3.5 No details of the pedestrian / cycle access identified in principle in drawing no DE 436 022 have been provided to highway authority and the internal details of the site are subject to reserved matters so although the distances are provided as a guide there may be some variation should the proposal get to reserved matters stage.

Service / Amenity	Approx. Distance	Approx. Walking Time (MM:SS)	Approx. Cycling Time (MM:SS)
		IHT	RB
Tesco Superstore	852m	09:30	3:15
Saffron Walden Community Hospital	986m	11:00	3:45
Homebase	1.2km	14:15	5:00
Shirehill Industrial Estate	1.2km	14:15	5:00
Dame Bradbury's School	1.45km	16:45	5:45
Marcer & Hughes Vets	1.4km	16:45	5:45
Bearwalden Crossfit Gym	1.5km	17:45	6:15
Saffron Walden Nursery School	1.5km	17:45	6:15
RA Butler Infant & Junior School	2km	23:45	8:15
Market Street Dental Clinic	2km	23:45	8:15
Starbucks	2km	23:45	8:15
Waitrose	2.04km	23:45	8:15
Lord Butler Fitness & Leisure Centre	2km	23:45	8:15
Saffron Walden High Street	2.2km	26:15	9:15
Saffron Walden County High School	2.91km	34:30	12:00
Audley End Railway Station	5.4km	64:17	22:30

Table 3.1: Distances to Services and Amenities

- 3.6 In the absence of a pedestrian / cycle link to the adjacent residential development, the walking route to these facilities would be via Radwinter Road. A new footway of 2.0m in width would be provided on the southern side of Radwinter Road between the site access and the access to the Linden Homes development. This will provide a link with the existing footway network to the west on Radwinter Road.
- 3.7 In the absence of a pedestrian/cycle link to the adjacent residential development, cyclists would travel via the carriageway on Radwinter Road. As part of the site access work, it is agreed that it would be desirable to extend the existing 30mph speed limit to the east of the site access and bus stops.

Public Transport

- 3.8 It is agreed that the closest existing bus stops to the Appeal site are located at the Tesco store on Radwinter Road. A summary of the regular bus services that serve these bus stops is set out in **Table 3.2** below.

No.	Operator	Route	Days	First Service	Frequency	Last Service
6	Stephenson's of Essex	Tesco, Saffron Walden – Stansted Airport	Monday – Saturday	8.15am	Hourly	7.25pm
		Stansted Airport – Tesco, Saffron Walden		7.34am		7.03pm
60	Stephenson's of Essex	Newport – Haverhill	Monday – Friday	9.38am	Approximately Every Two Hours	6.13pm
		Audley End - Haverhill	Saturday	9.11am	Three Services (1.44pm)	5.24pm
		Haverhill – Audley End	Monday – Friday	7.54am	Approximately Every Two Hours	5.39pm
			Saturday	10.30am	Three Services (3pm)	4.50pm
301	Stephenson's of Essex	Bishop's Stortford – B1053 inside Tesco	Monday – Saturday	7.38am	Approximately Every Hour	7.16pm
		B1053 inside Tesco – Bishop's Stortford	Monday – Saturday	7.12am	Approximately Every Hour	7.21pm

Table 3.2: Existing Bus Services and Frequencies

- 3.9 There are also a number of more infrequent bus services that serve these stops. Essex Highways also operate a Demand Responsive Transport (DaRT) service within Saffron Walden which allows for flexible, pre-booked travel via minibus.
- 3.10 It is agreed that as part of the development, new bus stops will be provided on Radwinter Road to the east of the site access. Delivery of these bus stops would be via S278 agreement with ECC as part of the overall site access works.
- 3.11 To provide bus services at the site, it is agreed that a financial contribution will be provided by the development, which will allow ECC to deliver bus services. This approach has also been used with other recent development sites in Saffron Walden and allows ECC to consider serving the site holistically as part of wider bus service provision within Saffron Walden.
- 3.12 ECC will commit to serving the site within the context of the developing public transport strategy, linking to key services and destinations via a regular service.

Travel Plan

- 3.13 A Travel Plan was submitted as part of the planning application. It is agreed that provision and implementation of a full Travel Plan as part of the future occupation of the Appeal site should be secured via planning obligation.

4 Matters Agreed Relating to Trip Generation and Assessment of Highway Network

Trip Generation and Distribution

- 4.1 The agreed trip generation for the proposed development is set out in the Transport Assessment submitted in support of the planning application. A summary of this trip generation for 233 residential units is presented in **Table 4.1** below.

	AM Peak		PM Peak	
	Arrivals	Departs	Arrivals	Departs
Trip Rate	0.149	0.393	0.358	0.166
Trip Generation	35	92	83	39

Table 4.1: Trip Rates and Trip Generation

- 4.2 The agreed distribution and assignment of these trips onto the local highway network is also set out within the Transport Assessment and is based on 2011 Census Journey to Work data.

Base Traffic Flows

- 4.3 It is agreed that base traffic flows for assessment purposes have been extracted from two reports prepared in support of previous planning permissions:
- Transport Addendum – Link Road Assessment (dated September 2018), prepared by Peter Brett Associates (PBA) and submitted in support of application ref: 18/0824/OP- Land East of Thaxted Road (Bellway site)
 - Highways Impact Assessment (dated April 2018) prepared by Icenl and submitted in support of application ref: 17/2832/OP- Land North of Shire Hall Farm (Redrow Site, formerly Dianthus Land)
- 4.4 Two agreed traffic flow forecasts were produced, a 'with Link Road' scenario which assumes the Linden, Bellway and Redrow sites all come forward and the Link Road that runs between Radwinter Road and Thaxted Road through these three sites is also delivered in full. Delivery of the Link Road is a conditional requirement of all three planning permissions.

- 4.5 In addition and at the request of ECC, a 'without Link Road' scenario was also considered that assumes the Redrow site does not come forward for development, and so the Link Road is not completed. Of note, Redrow subsequently lodged their Reserved Matters application (application ref. UTT/3565/DFO) in November 2021. At the time of writing, this application has yet to be determined.
- 4.6 At Appendix F of the PBA report there are AM and PM peak traffic flow diagrams showing the 2023 Forecast Year Cumulative Link Road Scenario. These show the reassignment of background traffic to the consented link road together with committed development traffic from the Bellway, Redrow and Linden Homes sites. These are the agreed base flows for the 'With Link Road' scenario.
- 4.7 The base flows for the 'Without Link Road' scenario have been extracted from the Highways Impact Assessment (dated April 2018) prepared by Icenl on behalf of Dianthus Land. To provide a level of consistency with the 'With Link Road' scenario, it was agreed that the 2018 count data be factored to a common base year of 2023 using traffic growth factors, which are detailed below.
- 4.8 It is agreed that these base traffic flows remain valid for assessment of the impact of the Appeal proposal on the local highway network.
- 4.9 Future year assessments were agreed and undertaken for a design year of 2026.

Traffic Growth and Committed Developments

- 4.10 To forecast design year traffic flows, traffic growth factors were calculated using TEMPro. It was agreed that the growth factor calculated be amended to account for a number of specific committed development sites. The number of dwellings delivered by each committed development was removed from the future housing prediction in TEMPro.
- 4.11 The agreed consented dwellings that have been removed from the future housing supply are set out below:
- Linden Homes – 200
 - Bellway – 150
 - Redrow (formerly Dianthus Land) – 100
 - Little Walden Road – 85
 - Land at Ashdon Road – 127
 - **Total – 662**

4.12 The allocation of Land at Ashdon Road is for 167 dwellings. However, it is estimated that at the time of the base traffic surveys in 2018, approximately 40 were occupied and therefore it was agreed that the occupied dwellings should not be removed from the future housing supply.

4.13 The resultant agreed TEMPro growth rates are set out in Table 7.4 of the Transport Assessment.

Assessment of Highway Network

4.14 Consideration of the impact of development traffic on 19 agreed junctions within Saffron Walden was undertaken to establish the change in peak hour traffic flow as a result of the development. The 19 junctions considered are set out in Table 7.1 of the Transport Assessment.

4.15 It was then agreed that at all junctions where the development would increase traffic flows by less than either 2% or 30 two-way trips during either peak hour, detailed junction capacity analysis would not be required. This traffic flow analysis is set out in Tables 7.2 and 7.3 of the Transport Assessment. In addition, it was agreed at the request of ECC that analysis of the Thaxted Road / Peaslands Road junction also be considered, despite the development not meeting the above thresholds.

4.16 As a result of this initial assessment, detailed analysis of 13 agreed junctions was presented within the Transport Assessment. The junctions modelled in detail are shown in **Figure 4.1** below.

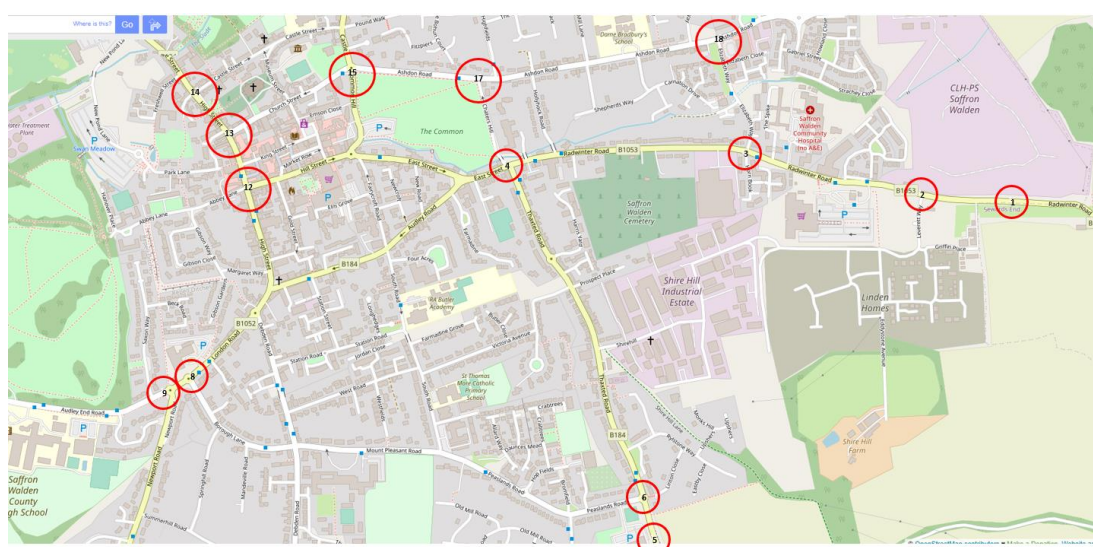


Figure 4.1: Scope of Junction Modelling With Consented Link Road

- 4.17 In the 'Without Link Road' scenario, the percentage increase in traffic as a result of the development exceeds 2% at the London Road / Debden Road and High Street / Debden Road / Audley Road junctions and so it was agreed that these junctions were also to be modelled in detail in this scenario.
- 4.18 It was agreed that junction assessments be undertaken using the software packages JUNCTIONS and LinSig. The results of these junction assessments are presented in Section 8 of the Transport Assessment (Tables 8.1-8.16 and Appendix O for the 'With Link Road' Scenario and Tables 8.17-8.18 and Appendix T for the 'Without Link Road' scenario).
- 4.19 Junction improvements are proposed at three off-site junctions as follows:
- Radwinter Road / Thaxted Road / East Street / Chaters Hill
 - Thaxted Road / Peaslands Road
 - High Street / Church Street
- 4.20 It is agreed that all three junctions, in their current form, are predicted to be operating above capacity in 2026 even without the proposed development and in both the 'with' and 'without' link road scenarios.
- 4.21 The improvements at the Thaxted Road / Peaslands Road junction and Thaxted Road / Radwinter are agreed to be deliverable in principle.

5 Matters Agreed Relating to Planning Conditions and Obligations

5.1 It is agreed that the following should be secured as part of any planning permission via planning condition or obligation:

- Site access works as shown on CTP drawing CTP-20-1142 SK01 Rev D including new footway on Radwinter Road, two new bus stops and uncontrolled crossing point.
- Full details of car and cycle parking provision in accordance with UDC adopted parking standards.
- Provision of a publicly accessible car club parking space with Electric Vehicle Charging Point for use in connection with a future town wide car club (to be operated by others).
- All dwellings with on-plot parking to be provided with a standard Electric Vehicle Charging Point.
- A financial contribution towards provision of bus services in Saffron Walden. ECC commit to serving the site via a regular service to key services and facilities as part of the emerging transport plan for Saffron Walden. A contribution of £2,600 per dwelling is agreed.
- Implementation of a full Travel Plan by a travel plan co-ordinator and including travel information packs for residents.
- Payment of a Travel Plan monitoring fee to ECC of £1,596 per annum. This fee would be payable annually from first occupation of the development until 1 year after final occupation.
- A financial contribution towards a future town wide car club. The level of contribution is to be agreed between the Appellant and UDC / ECC.
- Any walking or cycling improvements identified through an audit of the key routes.

6 Matters Not Agreed

- 6.1 The following matters are not agreed.
- 6.2 Whether it has been demonstrated that pedestrian and cycle movement with neighbouring areas has been given priority.
- 6.3 Whether permeability to the adjacent development can be achieved.
- 6.4 Whether adequate pedestrian and cycle access to facilities is provided.
- 6.5 Whether the quality of the key routes for pedestrians and cyclists has been assessed and adequate mitigation provided.
- 6.6 Whether the cumulative impact on the highway network is acceptable as it is not clear that the deliverability of the mitigation schemes has been considered adequately in relation to the proposed improvements at the Church Street / High Street junction.
- 6.7 Whether the proposals make adequate provision 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 in the absence of the provision of a pedestrian and cycle link to the adjacent residential development to the west.

Signatures



Signature:

Print Name: Katherine Wilkinson
of Essex County Council

Date: 01/06/22



Signature:

Print Name: Chris Elliott
of Rappor, on behalf of the Appellant

Date: 01/06/22