



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

**Appeal Reference: APP/C1570/W/22/3296426**

## **Technical Note- Review of Responses to Comments on Wheatcroft Amendments**

**August 2022**





## Contents

---

<b>1</b>	Introduction .....	<b>2</b>
<b>2</b>	Review of Comments .....	<b>3</b>

## Appendices

**Appendix A** – - Redacted and numbered set of consultation responses



## 1 Introduction

---

- 1.1 Rappor Consultants Ltd (Rappor, formerly Cotswold Transport Planning) is retained by Rosconn Strategic Land and Thomas Eric Baker and Sally Rose Hall, the Executors of Mr E C Baker and Mrs J Baker (the Appellants) to provide transport and highways advice in relation to the planning appeal (following the refusal of an outline planning application) for up to 233 new dwellings on a site to the south of Radwinter Road (East of Griffin Place), in Saffron Walden.
- 1.2 This Technical Note provides a response to the comments received regarding the submitted “Wheatcroft amendments”. The Wheatcroft amendments covered two additional drawings that have been agreed with Essex County Council (ECC), as local highway authority subsequent to the submission of the Appeal. The drawings subject of the Wheatcroft amendments were:
  - a) Drawing 2206-01-TS-01 Rev B- High Street / Church Street Junction Preliminary Traffic Signal Design (CD B47); and
  - b) Drawing 20-1142-SK16- Proposed Western Pedestrian / Cycle Link (CD B48).
- 1.3 The proposed signalisation of the High Street / Church Street junction is not a new proposal. It was originally proposed as part of the outline planning application and included within the Transport Assessment (CD A22) and subsequent submissions (CD A76).
- 1.4 The drawing subject of the Wheatcroft amendment consultation (CD B47) presents a more detailed design for the signalisation of the junction than the proposed drawings previously submitted as part of the outline planning application. The further illustrative details of the signalisation which are shown on the drawing comprise:
  - a) The drawing is based on topographical survey base, rather than an OS base, for greater accuracy.
  - b) The drawing is now also based on ground penetrating radar survey.
  - c) Initial utilities searches have been undertaken and are taken account of in the drawing.
  - d) The drawing now shows a preliminary traffic signals arrangement, which provides illustrative details of infrastructure required to deliver a traffic signal controlled junction (e.g. poles, heads, any underground cabling and ducting to connect the various elements of the junction together).
- 1.5 The drawing has been agreed with Essex County Council (ECC) as local highway authority as set out in the Supplementary SoCG on Transport Matters (CD B40 paragraph 3.5). It is important to note that this drawing is preliminary, for planning purposes only. Should planning permission be granted, there would be a further detailed design process to be undertaken with ECC to finalise and agree the layout of the works prior to construction. This design process would allow the scheme to be refined further, whilst still remaining in general accordance with the planning approved drawings. This detailed design process would also include a requirement for Stage 2 and 3 Road Safety Audits.
- 1.6 It is noted that the Rule 6 Party has expressed support for the proposed pedestrian / cycle link.
- 1.7 Comments have also been provided with regard to other drawings that do not form part of the Wheatcroft amendment. This is because these drawings have been submitted as part



of the outline planning application, and so have previously been available for comment. As such, any comments on other drawings have not been considered further in this Note.

- 1.8 A total of 150 responses have been received. For ease of reference, these responses have been numbered. A redacted and numbered set of all responses is provided at **Appendix A** of this Note.
- 1.9 Many of these responses cover similar themes and so in responding to these comments the main topics / themes have been identified, alongside the response on behalf of the Appellant. For each topic, the response numbers within which the topic has been raised is also identified.

## 2 Review of Comments

---

- 2.1 The tables below provide a response to each of the topics raised within the responses received. Matters related to heritage and air quality impacts are addressed in other documents. This Note considers the highways and transport related comments only.

**Comments on drawing no. 2206-01-TS-01 Rev B Preliminary Traffic Signal Design**

No.	Response No's	Topic / Theme	Response
1	4, 8, 9, 11, 12, 24, 25, 29, 32, 35, 36, 40, 41, 43, 45, 46, 48, 51, 53, 55, 65, 66, 71, 74, 84, 86, 87, 88, 90, 91, 95, 99, 104, 106, 114, 115, 116, 117, 118, 119, 125, 128, 130, 131, 134, 139, 140, 149	Traffic signals on Church Street would narrow footways and make it more difficult for pedestrians to pass.	The footways on Church Street will be widened as only a single traffic lane is required at the junction. This will ensure sufficient width is provided to provide the traffic signals and maintain a footway width of 1.2m or greater. A minimum width of 1.2m conforms with guidance in the DfT publication 'Inclusive Mobility' (CD K9) and has been confirmed as acceptable by ECC.
2	4, 8, 9, 11, 12, 21, 24, 25, 29, 32, 33, 34, 36, 40, 41, 45, 46, 47, 48, 53, 55, 62, 65, 66, 71, 72, 74, 84, 86, 87, 88, 89, 90, 91, 93, 95, 99, 104, 106, 114, 115, 116, 118, 119, 125, 128, 130, 131, 134, 139, 140, 149	Effect of deliveries and parking on High Street and Church Street.	<p>Deliveries and parking on High Street are existing issues. The proposals are forecast to add a minimal number of additional vehicle movements on High Street to the south of the junction that would be within the existing daily variation in traffic flows on High Street.</p> <p>The comments make reference to the 'Saffron Walden Parking and Loading Study' dated 18 March 2022, which is based on surveys undertaken in October 2021. It is unclear whether this report is publicly available. It is also noted that this report, and the surveys within, have been undertaken and produced well after the submission of the outline planning application.</p> <p>In the vicinity of the junction, there are restrictions that prevent waiting and loading at any time. Further from the junction, loading is permitted but waiting is restricted between 08:00 and 18:30. On Church Street, loading is also restricted between 10:00 and 17:00.</p> <p>The report notes that "<i>parking and loading activities on...Church Street is common but it has little impact on the movement of vehicles along those streets.</i>"</p> <p>It is then further noted within the report that there were a number of vehicles parked illegally on Church Street on areas where there are no waiting and no loading restrictions. Illegal parking is an enforcement issue and not a planning consideration. Again, the report notes that</p>



			<p>parking on Church Street does not result in any impact on the movement of vehicles.</p> <p>On High Street, the report also notes that there were a large number of illegally parked vehicles, some of which are considered to cause minor delays to passing traffic. In addition, delivery vehicles on High Street are also noted to be parked illegally in locations where loading is not permitted. Again, illegal parking is an enforcement matter.</p> <p>The report notes that <i>“the loading ban that exists on much of High Street could be extended to reduce the problem of delays caused by deliveries, but this has to be balanced against the needs of the commercial properties”</i>. It is then further acknowledged within the report that <i>“the management of town centres is often a compromise between the different functions that exist and restricting deliveries to improve the throughput of traffic may not be the preferred solution”</i>.</p> <p>A review of parking and loading restrictions on High Street could be undertaken as part of the detailed design of the junction works post-planning should this be considered appropriate. Any changes to restrictions would require further consultation.</p> <p>Notwithstanding the above, the report is based on existing issues, and not issues that will be created by the proposals. As is acknowledged in the report it is not uncommon in such town centre locations for there to be different users of the highway network and, in the case of a parked or delivery vehicle, for there to be very short-term delays to vehicles as a result. Traffic signals in such town centre locations are not uncommon, indeed there is an existing signal-controlled junction to the south on High Street.</p> <p>The traffic signal-controlled junction would include vehicle detection loops that would allow the controller to continually monitor traffic flows and vehicle speeds and amend the signal timings accordingly. As such, they will be able to respond to events such as short-term breaks in the</p>
--	--	--	--



			<p>flow of traffic and ensure 'lost time' is kept to a minimum by allowing traffic on other approaches to proceed.</p> <p>In addition, the new traffic signals will be linked with the existing signals at the High Street / George Street junction to allow timings between the two junctions to be co-ordinated.</p> <p>The proposed traffic signals have been agreed as appropriate by ECC as local highway authority.</p>
3	<p>4, 8, 9, 11, 12, 24, 25, 29, 32, 33, 34, 35, 36, 39, 40, 41, 45, 46, 48, 51, 53, 55, 59, 63, 65, 66, 71, 74, 84, 86, 87, 88, 90, 91, 93, 95, 99, 100, 104, 105, 106, 109, 110, 112, 113, 114, 115, 116, 118, 119, 121, 125, 128, 130, 131, 134, 139, 140, 149</p>	<p>Traffic signals will increase congestion on High Street / Bridge Street.</p>	<p>Whilst the installation of traffic signals will result in a level of queueing traffic on High Street as a result of the operation of the signals, the results of the junction capacity analysis presented in the Transport Assessment (CD A22 pages 72-73) demonstrate that the traffic signals will result in a significant improvement in overall junction performance by reducing the predicted queue length during the AM peak on Church Street from 65 vehicles (2026 base plus committed development, i.e., without development traffic) to 15 PCUs (Passenger Car Units) with the addition of development traffic.</p> <p>The predicted queue lengths on High Street north are 6 PCUs in the AM peak and 10 PCUs during the PM peak. These queue lengths will not extend back to the junction with Castle Street.</p> <p>Outside of peak periods, traffic flows, and their associated queue lengths will be reduced over these levels.</p> <p>The proposed traffic signals have been agreed as acceptable by ECC as local highway authority.</p>
4	<p>1, 2, 19, 23, 24, 31, 37, 39, 43, 54, 63, 96, 98, 101, 102, 105, 106, 108, 109, 111</p>	<p>Increased use of Castle Street.</p>	<p>Given the limited queue lengths, on High Street as set out above, it is not considered that the traffic signals would result in a significant increase in the use of Castle Street as an alternative route east from High Street. The comments suggest that Castle Street is "<i>already suffering from high traffic</i>" and there is reference to "<i>pedestrian / vehicular conflict</i>". On this basis, and notwithstanding the comments</p>



			<p>above regarding the limited queueing on High Street, it is considered that Castle Street would not be an attractive alternative route.</p> <p>No evidence is presented as to the level of traffic that might use Castle Street as a potential alternative route and it is not possible to accurately forecast the level of traffic that would seek to use this as an alternative route.</p> <p>Traffic signals have been agreed as acceptable in this location by ECC as highway authority.</p>
5	<p>4, 8, 9, 11, 12, 24, 25, 29, 32, 35, 36, 40, 41, 45, 46, 48, 51, 53, 55, 65, 66, 71, 74, 84, 86, 87, 88, 89, 90, 91, 95, 99, 100, 104, 106, 110, 114, 115, 116, 117, 118, 119, 125, 128, 130, 131, 134, 139, 140, 149</p>	<p>Note on drawing stating “Unable to survey within highway due to high volume of traffic”.</p>	<p>This Note refers to the Ground Penetrating Radar (GPR) survey. For health and safety reasons the surveyors were not able to survey the carriageway on High Street without traffic management in place. The topographical survey covers the full width of the highway and the GPR survey has covered the footways at the junction. This is sufficient for design purposes at this stage. Any further survey work required can be undertaken as part of the detailed design that would take place following the grant of planning permission.</p>
6	<p>4, 8, 9, 11, 12, 18, 21, 24, 25, 26, 29, 32, 34, 35, 36, 39, 40, 41, 45, 46, 48, 53, 55, 61, 65, 66, 71, 73, 74, 84, 85, 86, 87, 88, 90, 91, 92, 95, 98, 99, 104, 106, 114, 115, 116, 118, 119, 121, 125, 128, 130, 131, 134, 139, 140, 149</p>	<p>Queueing on Church Street already extends back to Ashdon Road.</p>	<p>As set out above, the traffic signals will result in a significant reduction in queue lengths on Church Street during the AM peak.</p>
7	<p>18, 24, 51, 80, 81, 83, 148</p>	<p>Evidence of operation of traffic signals / Justification for proposals.</p>	<p>As the proposed signalisation of the High Street / Church Street junction was originally proposed as part of the outline planning application, detailed junction capacity analysis has been undertaken and was presented in the Transport Assessment (CD A22 Pages 72-73). This demonstrates that the proposed traffic signals are forecast to operate within capacity and would result in a significant improvement in junction performance over the existing priority junction arrangement.</p>



			The capacity analysis has been subject to review and approval by ECC.
8	1, 2, 3, 4, 5, 8, 9, 11, 12, 13, 24, 25, 29, 30, 31, 32, 34, 36, 40, 41, 42, 45, 46, 48, 51, 53, 55, 65, 66, 71, 74, 84, 86, 87, 88, 90, 91, 95, 99, 104, 106, 114, 115, 116, 118, 119, 124, 125, 128, 130, 131, 134, 139, 140, 141, 144, 149	Impact of traffic across the rest of the town and Swards End.	A comprehensive assessment of the effect of the development on the local highway network has been undertaken as part of the outline planning application. Subject to the agreed package of transport measures, ECC has agreed that the proposals will have no adverse impact on the highway network.
9	1, 2, 31	The proposed mitigation fails the test of “reasonableness” which a planning condition must meet.	It is suggested that the proposed junction works ‘fails’ the test as the Appellant does not have the necessary authority to meet the proposed conditions. The planning conditions have been agreed with ECC and would allow the Appellant to deliver the proposed highway works. All works proposed are within the publicly adopted highway. As part of the detailed design of the works post-planning, the Appellant would be required to enter into a S278 agreement with ECC before any works can be undertaken. Part of this S278 agreement would include approval of the detailed design drawings.
10	4, 8, 9, 11, 12, 21, 25, 29, 32, 35, 36, 39, 40, 41, 45, 46, 48, 51, 52, 53, 55, 57, 65, 66, 71, 72, 74, 84, 85, 86, 87, 88, 89, 90, 91, 93, 95, 99, 100, 104, 106, 110, 114, 115, 116, 118, 119, 125, 128, 130, 131, 134, 139, 140, 149	Junction is too close to existing traffic signals at High Street / George Street.	As set out above, the junctions will be linked to ensure signal timings can be coordinated. The signalisation of the junction is agreed with ECC as highway authority as being appropriate and deliverable.
11	18	Traffic lights will frustrate drivers and create ‘rat runs’.	There are other sets of traffic signals within Saffron Walden including at the junction of High Street / George Street to the south. An additional set of signals, with coordinated signal timings and minimal delays will not lead to driver frustration or result in a significant diversion of traffic to alternative routes, particularly given the forecast improvement in overall junction performance over the existing priority junction arrangement.



12	18, 21, 35, 60, 73, 85, 93, 110, 112	Narrowing of Church Street carriageway to a single lane.	<p>The junction capacity analysis presented in the Transport Assessment demonstrates that the proposed traffic signals require only a single lane of traffic to operate within capacity (CD A22 Pages 72-73). As such, the carriageway on Church Street can be narrowed to provide additional footway width.</p> <p>ECC has confirmed that the proposed junction design is acceptable.</p>
13	21, 52, 58	Traffic currently flows freely for most of the day. Traffic signals will create congestion that does not currently exist.	<p>The junction capacity analysis presented in the Transport Assessment (CD A22 Pages 72-73) indicates that there will be a significant improvement in overall junction performance, particularly during the AM peak. During off-peak periods, when traffic flows are lower, the traffic signals will allow vehicles to safely exit from Church Street where visibility is currently severely restricted. In addition, the traffic signals will also provide controlled pedestrian crossing facilities for pedestrians crossing High Street and Church Street. Vehicle detection and linkage of the junction with the High Street / George Street junction will ensure delays are minimised as far as possible.</p>
14	35	Drawing is annotated with number 1-8 but only 1-3 appear in the notes.	<p>The numbers 1-8 on the drawing denote the traffic signal poles, and do not relate to the notes on the drawing.</p>
15	39	Once drivers become accustomed to being regulated by lights, they will be less likely to make allowances where there are no lights.	<p>As above, there are existing traffic signal-controlled junction in Saffron Walden, so drivers are already accustomed to travelling through such junctions. As such, it is unclear how this would lead to changes in driver behaviour at other junctions.</p>
16	92	Impact of access to Raynhams.	<p>Raynhams will be incorporated within the junction via a dedicated traffic signal control for exiting vehicles. This will allow vehicles to safely exit Raynhams without conflict with other vehicle movements at the junction. All works would be undertaken within the existing public highway.</p> <p>The design of the proposed traffic signal is agreed with ECC as highway authority.</p>



17	105	Application proposes alterations to the current one way system.	No changes to the one-way routes within Saffron Walden are proposed. The changes relate solely to the signalisation of the High Street / Church Street junction.
----	-----	---	--

### Comments on drawing no. 20-1142-SK16 Proposed Western Pedestrian / Cycle Link

No.	Response No's	Topic / Theme	Response
18	4, 8, 9, 11, 12, 24, 25, 29, 30, 32, 36, 40, 41, 45, 46, 48, 53, 55, 65, 66, 71, 74, 84, 86, 87, 88, 90, 91, 95, 99, 104, 106, 114, 115, 116, 117, 118, 119, 125, 128, 130, 131, 132, 134, 139, 140, 149	Pedestrian / cycle link crosses third party land.	<p>The Appellants are in continued negotiations with the third-party landowner to secure a legal agreement that will allow this link to be delivered across the third-party land.</p> <p>It is agreed with ECC that a S106 obligation will be included that would require the Appellants to use reasonable endeavours to deliver this pedestrian / cycle link across the third-party land.</p>
19	4, 8, 9, 11, 12, 25, 29, 32, 35, 36, 40, 41, 45, 46, 48, 51, 53, 55, 65, 66, 71, 74, 84, 86, 87, 88, 90, 91, 95, 99, 104, 106, 114, 115, 116, 118, 119, 121, 125, 128, 130, 131, 133, 134, 139, 140, 141, 145, 149	Drawing is difficult to understand and does not show entirety of development site.	The drawing shows the pedestrian and cycle link between the Appeal site and the adjacent Redrow Homes development. It is not intended to show the full development site as this is shown on other plans provided as part of the outline planning application.
20	4, 8, 9, 11, 12, 25, 29, 30, 32, 35, 36, 40, 41, 42, 45, 46, 48, 53, 55, 65, 66, 71, 74, 75, 84, 86, 87, 88, 89, 90, 91, 95, 99, 104, 106, 114, 115, 116, 118, 119, 125, 128, 130, 131, 134, 139, 140, 149	Link does not form part of wider cycle network	<p>The link will provide a route from the Appeal site to the wider highway network, alongside the new footway on Radwinter Road. From the Appeal site, pedestrians and cyclists would travel through the Redrow and Linden Homes development sites and existing routes within the wider town to access local facilities.</p> <p>It is agreed with ECC that the link will provide permeability with the adjacent development and provide access to local facilities.</p>



## Appendix A – Redacted and numbered set of consultation responses



**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 22:04  
**To:** Rebecca Mushing  
**Subject:** Fwd: Planning Appeal - Rosconn, Swards End

**Caution: This Message originated outside your organisation.**

---

Sent from my iPhone

Begin forwarded message:

**From:** [REDACTED]  
**Date:** 15 August 2022 at 22:01:29 BST  
**To:** [REDACTED]  
Rebecca.Mushing@wrighthassall  
**Subject:** Planning Appeal - Rosconn, Swards End

Dear Rebecca,

Re: UTT/21/2509/OP - Appeal

I am writing to outline my objections to the above mentioned planning application/appeal.

Firstly, I wish to confirm my support for the Local Planning Authority's refusal and the reasons it gave.

Further, I draw your attention to the objections stated by Saffron Walden Town Council, which I strongly reiterate and support. In particular, it's comments regarding the applicant's proposed traffic mitigation measures, including installation of traffic controls at the Church Street/High Street junction.

The specific additional objections I wish to make are:

1. The proposed "mitigations" of installing traffic controls within Saffron Walden town centre fail the test of "reasonableness". This is a test which any planning condition must meet. It fails this test as:

- i) The Appellant does not have the necessary authority/control to meet the proposed conditions
- ii) The traffic controls, associated signage and consequential impact on traffic flows elsewhere would reasonably be expected to cause significant harm to all existing residents of Saffron Walden, to local businesses and to the historic streetscape/conservation area which includes many important listed buildings.

2. The Appellant has failed to evidence the broader impact of the proposed new controls on traffic flows in Saffron Walden. It is however self evident that introduction of one new control would have significant (negative) consequences elsewhere in the town - when already traffic levels and modern vehicles create well documented challenges.

3. Notwithstanding the failure to provide necessary traffic flow modelling, it is obvious that traffic entering Saffron Walden would seek to avoid any new controls in the High Street, by turning left up Castle Street. The harm caused in Castle Street by existing traffic flows is obvious; any increase in traffic will further exacerbate this. The harm includes air quality and potential damage to important, protected historic buildings. Additionally, there is a well used pedestrian crossing point in Castle Street, affording access from the town centre to Bridge End Gardens, Cricket Club, Football club and play park; as such the crossing is often utilised by unaccompanied children, the elderly and visitors to the town. Additionally, there is a primary school in Castle St, immediately outside of which there was a significant road traffic accident a few days ago. The above facts are all relevant to the significance of the harm which traffic flow modelling (due to the new traffic controls) would doubtless demonstrate.

Arguably it should already be the case that traffic entering Saffron Walden is prohibited from turning left up Castle Street, for the above reasons.

It is inconceivable that ECC/Highways (and therefore a competent Planning Inspector) could actively consent to a proposal which would reasonably be expected to further increase traffic volumes on Castle Street. If Essex County Council/Highways agrees to the proposed traffic controls without a full traffic impact analysis having been undertaken, it is failing to meet its statutory obligations.

4. The focus on the traffic impact of the proposed development stems from the fact that it is outside the town and residents would be dependent upon private cars for travel. The Planning Authority has correctly refused permission and set out appropriate reasons for doing so. The Appellant is seeking to offer mitigation by suggesting installation of unnecessary and undesirable traffic controls, which would cause significant but as yet unquantified harm to Saffron Walden. This highlights the absurdity of the proposed traffic controls - i.e. the proposed development would cause harm given dependency on private car use, which the Appellant seeks to mitigate with a proposal which will obviously cause wider harm to many others!

No competent Planning Authority, Highways Authority or Planning Inspector could reasonably consent to the proposed development. Nor could they reasonably conclude that the proposed traffic mitigation (i.e. the new traffic controls) could do anything other than cause significant harm.

Yours sincerely

A large black rectangular redaction box covering the signature area.

2

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 21:46  
**To:** [REDACTED] Rebecca Mushing  
**Subject:** Planning Appeal - Rosconn, Swards End

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca,

Re: UTT/21/2509/OP - Appeal

I am writing to outline my objections to the above mentioned planning application/appeal.

Firstly, I wish to confirm my support for the Local Planning Authority's refusal and the reasons it gave.

Further, I draw your attention to the objections stated by Saffron Walden Town Council, which I strongly reiterate and support. In particular, it's comments regarding the applicant's proposed traffic mitigation measures, including installation of traffic controls at the Church Street/High Street junction.

The specific additional objections I wish to make are:

1. The proposed "mitigations" of installing traffic controls within Saffron Walden town centre fail the test of "reasonableness". This is a test which any planning condition must meet. It fails this test as:

i) The Appellant does not have the necessary authority/control to meet the proposed conditions  
ii) The traffic controls, associated signage and consequential impact on traffic flows elsewhere would reasonably be expected to cause significant harm to all existing residents of Saffron Walden, to local businesses and to the historic streetscape/conservation area which includes many important listed buildings.

2. The Appellant has failed to evidence the broader impact of the proposed new controls on traffic flows in Saffron Walden. It is however self evident that introduction of one new control would have significant (negative) consequences elsewhere in the town - when already traffic levels and modern vehicles create well documented challenges.

3. Notwithstanding the failure to provide necessary traffic flow modelling, it is obvious that traffic entering Saffron Walden would seek to avoid any new controls in the High Street, by turning left up Castle Street. The harm caused in Castle Street by existing traffic flows is obvious; any increase in traffic will further exacerbate this. The harm includes air quality and potential damage to important, protected historic buildings. Additionally, there is a well used pedestrian crossing point in Castle

Street, affording access from the town centre to Bridge End Gardens, Cricket Club, Football club and play park; as such the crossing is often utilised by unaccompanied children, the elderly and visitors to the town. Additionally, there is a primary school in Castle St, immediately outside of which there was a significant road traffic accident a few days ago. The above facts are all relevant to the significance of the harm which traffic flow modelling (due to the new traffic controls) would doubtless demonstrate.

Arguably it should already be the case that traffic entering Saffron Walden is prohibited from turning left up Castle Street, for the above reasons.

It is inconceivable that ECC/Highways (and therefore a competent Planning Inspector) could actively consent to a proposal which would reasonably be expected to further increase traffic volumes on Castle Street. If Essex County Council/Highways agrees to the proposed traffic controls without a full traffic impact analysis having been undertaken, it is failing to meet its statutory obligations.

4. The focus on the traffic impact of the proposed development stems from the fact that it is outside the town and residents would be dependent upon private cars for travel. The Planning Authority has correctly refused permission and set out appropriate reasons for doing so. The Appellant is seeking to offer mitigation by suggesting installation of unnecessary and undesirable traffic controls, which would cause significant but as yet unquantified harm to Saffron Walden. This highlights the absurdity of the proposed traffic controls - i.e. the proposed development would cause harm given dependency on private car use, which the Appellant seeks to mitigate with a proposal which will obviously cause wider harm to many others!

No competent Planning Authority, Highways Authority or Planning Inspector could reasonably consent to the proposed development. Nor could they reasonably conclude that the proposed traffic mitigation (i.e. the new traffic controls) could do anything other than cause significant harm.

Yours sincerely

A black rectangular redaction box covering the signature of the sender.

Sent from my iPhone

3

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 15 August 2022 18:07  
**To:** Rebecca Mushing  
**Subject:** Swards End Development Rosconn

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca,

I am writing regarding the proposed development by Rosconn to build houses in Swards End. I do not believe that the revised plans have sufficiently addressed the traffic concerns. Radwinter Rd in saffron Walden is already very busy with traffic backed up at peak times. This development will make the traffic worse and increase traffic pollution.

Th development with put further strain on schools and doctors' surgeries in Saffron Walden which are already very stretched.

For these reasons I am against the development

Kind Regards

[REDACTED]

Sent from [Outlook](#)

4

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 17:18  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Re: Planning consultation

Caution: This Message originated outside your organisation.

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that **signalisation of this junction would cause severe traffic flow issues** for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction

travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

A black rectangular redaction box covering the signature area.

5

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 16:14  
**To:** Rebecca Mushing  
**Subject:** 233 houses in Radwinter Road, Swards End

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I write to you as the Planning Inspector for this application.

I write as the former Leader of Uttlesford District Council whose ward included Swards End.

I would make three points. The first is increased traffic, as you will be aware Saffron Walden is a historic market town whose roads are not designed for modern traffic, in particular the junction of Radwinter Road and Thaxted Road is a major problem with long delays at peak times, in addition it is the most heavily polluting junction with air quality well below an acceptable standard. I have examined the proposals in mitigation and do not believe they will make any significant difference, in fact extra traffic lights become an eyesore and another point of high CO2 emission. There will also be a traffic impact in Swards End which is difficult to pass through at peak times.

The second point is the pressure on existing services. There is no extra provision for education, medical or dental facilities. The area is already under pressure in each respect and this not insignificant development would exacerbate the problems.

My final point is that UDC is close to consulting on a revised Local Plan. This site is not in it but others will be and could impact on this site. It seems extraordinary to make a decision on this site when the full Local Plan will be revealed in a few months.

Kind regards,

[REDACTED]

6

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 16:08  
**To:** Rebecca Mushing  
**Subject:** Planning application to build 233 houses in Radwinter Road, Swards End by Framptons UTT/21/2509/OP

**Caution: This Message originated outside your organisation.**

---

**Dear Ms R Mushing**

With all these houses being built and people coming into the area, has any thought being given on how to save the rain water from going back to the sea, because no-one seems to be making a facility to hold surface water in the climate that we are now experiencing.

Also, will solar panels be put on these houses, so they produce their own electricity as electric vehicles are suppose to be the future transport.

We are being told by the weather forecasters that we can expect this type of weather in the future and water shortages will be the norm.

Although not local Sheffield is already experiencing water shortages and some business are now using bottled water.

Regards

[REDACTED]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 09 August 2022 11:57  
**To:** [REDACTED] Rebecca Mushing  
**Subject:** RE: 233 House Application

**Caution: This Message originated outside your organisation.**

---

Hi [REDACTED],

Thank you for your comments which I have emailed to [Rebecca.Mushing@wrighthassall.co.uk](mailto:Rebecca.Mushing@wrighthassall.co.uk) who is collating all the comments for the appeal.

Kind regards

[REDACTED]  
Clerk to Swards End PC

**From:** [REDACTED]  
**Sent:** 09 August 2022 10:28  
**To:** Clerk@sewardsend.org.uk  
**Subject:** 233 House Application

Dear [REDACTED],

I have received the further list of proposals for objections which have no real bearing on the main problems, one of which seems to still be missing from the main list i.e.

The road from Swards End to Saffron Walden is the site of a river bed. Nature cut it there to take water from the fields on either side. Every year it becomes badly flooded. The drains that were put in the road are totally inadequate even though they are cleared every year (at taxpayers' expense). In the past 60 years there have been times when it has been absolutely impossible to drive up the hill. On one occasion my wife braked on a bend going down the hill. Her car lost adhesion, went up the bank, rolled over and she was taken to hospital.

The original 'road' was above the river bed and through Pounce Hall.

The building of any houses in the fields above the road will obviously increase the amount of water not soaking into the ground and increase the water pouring onto the road. Any road from the proposed houses will be cut into the hillside exacerbating the water flowing into the Radwinter Road as well as causing traffic and skidding problems at the junction.

I hope that this is taken into consideration.

Yours sincerely,

[REDACTED]



**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 15:59  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Your ref: PJF/rp/PF/10680. Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
**Attachments:** Response to Framptons consultation, 040822.docx

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

I write in response to the consultation documents which I received on Tuesday 2<sup>nd</sup> August 2022.

I can confirm that I fully agree with all the comments made in the attached response (dated 5th August 2022) by [REDACTED]

I would also like to reiterate the point regarding the limited response timescale for this consultation, which, given the current holiday season, will have reduced the number residents in a position to provide any objection.

Regards

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 15:45  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Your ref: PJF/rp/PF/10680. Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
**Attachments:** Response to Framptons consultation, 040822.docx

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

I write in response to the consultation documents which I received on Tuesday 2<sup>nd</sup> August 2022.

I can confirm that I fully agree with all the comments made in the attached response (dated 5th August 2022) by [REDACTED].

I would also like to reiterate the point regarding the limited response timescale for this consultation, which, given the current holiday season, will have reduced the number residents in a position to provide any objection..

Regards

[REDACTED]

9

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

10

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 15:29  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Framptons Consultation 040822

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

With regards to the above consultation I wish to register my formal and full support for the response of Swards End Parish Council.

I am a resident of the village residing at [REDACTED].

Thank you.

Yours faithfully,

[REDACTED]

Sent from my iPhone

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 15 August 2022 14:21  
**To:** Rebecca Mushing  
**Subject:** Response Re Ref PJF/rp/10680  
**Attachments:** [REDACTED].pdf; ATT00001.txt

Caution: This Message originated outside your organisation.


Dear Rebecca

Please find attached our response to the consultation on the above reference.,

Regards

[REDACTED]

11



Ms R Mushing  
Wright Hassall  
Olympus Avenue  
Leamington Spa CV34 6BF

15<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings satisfactorily address any of the concerns, which have been previously raised.

The overall concept of thinking that trying to force the "quart" of traffic that would be created by this development into the "pint sized" historic streets of Saffron Walden by a simple set of traffic lights at one junction is quite amazing.

Living in Swards End, the junction of Church Street and High Street has been my morning commute each day for many years and can easily take 10- 15 minutes to navigate the Ashdon Road at the top of the Common and then down Church Street and subsequently out of Saffron Walden towards Cambridge. The alternative of queuing down the Radwinter road from the lights at Elizabeth Way through the traffic lights at Radwinter road/Thaxted road is normally even worse. Both routes are impacted by excessive traffic today and cause delays and increased air pollution made by the slow moving traffic. This typically means that it takes 20-25 minutes to go from Swards End to reach my final exit from town driving up Windmill Hill, a journey of less than 2.5 miles. Any further houses feeding into the Radwinter Road as proposed by this development can only make the problems worse.

However to specifically comment on the two drawings proposed:

**Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

1 This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. The plan shows some indication of work to the pavement, and I assume the plan is to narrow the carriageway to eliminate the current side by side approach used today to exit onto the High street in both directions simultaneously. By eliminating this two car approach to the junction will only cause the queue of cars to backup at the top of Church Street onto the mini roundabout and create more traffic problems elsewhere. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following specific reasons:

2 The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High

Street between the two junctions and a second set of traffic lights in such close proximity can only cause gridlock.

Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause even more gridlock.

- 3 The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis.
- 4 By proposing the signalisation of the Church Street/High Street junction, the appellants are already accepting that this proposed development will significantly increase the volume of traffic which will need to move across Saffron Walden each day which, It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

#### **Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- 1 Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. I understand when this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- 2 It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- 3 We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

#### **Radwinter Road/Thaxted Road junction**

The original proposals were not acceptable as identified at the original planning meeting where these plans were refused, and we can only assume the appellant feels that the plans that still have

these failings will be OK, as there appears to be no changes submitted, this shows a considerable disregard for the people who live in the area and will use this junction on a regular basis.

The issues clearly highlighted are:

- 1 Space around this junction is very constricted and there are a number of utilities in the footway
- 2 The lane width for the head traffic from east to west is does not reflect the future use by HGVs or buses
- 3 The right turn arrow towards Chaters Hill send traffic into the kerb line
- 4 The mitigation is to the detriment of pedestrians

#### **Cole End Lane**

As we live on Cole End Lane we are increasingly aware of people from Saffron Walden using this road as a "rat run" to avoid the existing issues at the Radwinter Road/Thaxted Road junction.

- 1 Cole End Lane is a single carriageway road with extremely limited passing spaces and has been made extremely dangerous as the volume of traffic has created large pot holes at the edge of the carriageway, as an example of the risk, these caused a local authority refuse truck to tip over onto its side only a couple of years ago.
- 2 This together with the speed people now travel this road with limited visibility will surely result in a serious accident at some time soon. Building these further 233 homes will only increase the volume of traffic using Cole End Lane as it will be thought as a better alternative to queuing and this together with the new Solar Farm planned with access through the top end of Cole End Lane will just create excessive traffic in this completely unsuitable road.

Yours sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

12

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 14:21  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Swards End planning objection  
**Attachments:** Swards End Response to Framptons consultation (15 Aug 2022).pdf

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

Please find response to the Framptons consultation, echoing those comments supplied by [REDACTED]  
[REDACTED]

Kind regards,

[REDACTED]

15<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday.

We agree that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

A large black rectangular redaction box covering the signature area.A series of five horizontal black rectangular redaction boxes of varying lengths, covering the address area.

13

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 14:21  
**To:** Rebecca Mushing  
**Subject:** Application Ref: UTT/21/2509/OP (Saffron Walden Planning Application)

**Caution: This Message originated outside your organisation.**

---

Appeal Ref: APP/C1570/W/22/3296426

We submitted a comment for the original consultation for the above application but we would like to follow up with a comment in relation to the documents we received regarding the appeal.(Ref above)

In short, the proposed changes seem to offer nothing in terms of addressing the impact that this housing project would have

The suggested cycle link is woefully inadequate and still would not address the increased traffic flow on Radwinter road for cyclists, pedestrians and residents or the increased likelihood of accidents.

The traffic lights on the other side of Saffron Walden seem to be an admission that the housing scheme will bring further congestion to a street system which given the old nature of the town centre cannot expand further - therefore this suggests the only impact is that the citizens of Saffron Walden need to accept additional congestion and pollution and longer driving times as a result of this huge inappropriate project.

These comments are in relation to the documents received but of course there are other even larger concerns relating to impact on Seward's End, local health/education resources etc which are not dealt with here

In conclusion, we strongly feel any appeal should be unsuccessful

Yours sincerely

[REDACTED]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 09 August 2022 10:53  
**To:** Rebecca Mushing  
**Cc:** Tracy Coston  
**Subject:** Response to Housing Appeal

**Caution: This Message originated outside your organisation.**

---

Your ref: PJF/rp/PF/10680  
Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

Dear Ms Mushing,

I would like to wholeheartedly object to this plan and reiterate the letter dated 5th August signed by [REDACTED]  
[REDACTED]

The application revisions are not remotely a solution to the many problems of this development and I would like to direct you to the letter mentioned above for the very clear reasoning outlined therein.

Yours sincerely

[REDACTED]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 08 August 2022 15:49  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Response to Framptons consultation, 040822.docx  
**Attachments:** Response to Framptons consultation, 040822.docx

Caution: This Message originated outside your organisation.

Your ref: PJF/rp/PF/10680  
Response to consultation re : Appeal ref,  
APP/C1570/W/22/3296426

Dear Ms. Mushing,

I endorse in its entirety the letter of objection (Enc.) sent by [REDACTED] and [REDACTED]. It is obvious from these plans that the applicants have no knowledge of the town of Saffron Walden and its' traffic circulation and I therefore object to this application.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Sent from my iPad

16

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 14:16  
**To:** Rebecca Mushing  
**Cc:** tracy.coston@me.uk  
**Subject:** Fwd:  
**Attachments:** UTT\_21\_2509\_OP-[REDACTED]-3701512.pdf; Response to Framptons consultation, 040822 (2).docx

**Caution: This Message originated outside your organisation.**

---

Re Yr ref PJF/rp/PF/10680

I would like to make known my opposition to this planning application – my original objections have already been lodged with UDC (copy attached) and I am also in agreement with the attached objections by [REDACTED]  
[REDACTED]

[REDACTED]

# Comments for Planning Application UTT/21/2509/OP

## Application Summary

Application Number: UTT/21/2509/OP

Address: Land South Of (East Of Griffin Place) Radwinter Road Swards End Essex

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

Case Officer: Henrietta Ashun

## Customer Details

Name: [REDACTED]

Address: [REDACTED]

## Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

Re planning application, we object to this application for the following reasons

Yet again the application is on the east side of town due to the many other housing estates in Saffron Walden there is a big increase in traffic going through Saffron Walden and also through the much narrower village roads including Swards End. The only traffic calming in Swards End are the lights that flash if you are going to fast. This does not deter traffic from speeding through the narrow village road

There has been no additional infrastructure to go with all the housing estates including this application of doctors dentist and schools etc.

As with previous builds large lorries are on the roads. You have temporary traffic lights that again add to the congestion in the area.

Swards End on occasions suffers from low water pressure surely an estate of this size will only add to the problem.

The road into Walden very often floods in heavy rain

The council has deliberately left verges to grow wild yet would dig up farm land that is home to our local wildlife

Unfortunately Saffron Walden is turning into one massive housing estate. Swards End is a village and I would not like to see it become an extension of Saffron Walden. This is happening to much in other towns and cities.

[REDACTED]

Sent from my iPad

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

17

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 13:48  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Framptons consultation document

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I am writing to confirm that having fully read the document we agree completely with the comments made in response to the Framptons consultation.

In addition, we noted there is reference to a bus / bus turning circle in the proposal? This is unclear what this means in full as it has not been detailed. However we wanted to voice that the bus service in saffron walden is incredibly poor both in terms of availability, routes along with service accessibility, and if it has any bearing on the decision we are unsure why it is detailed as a possible amenity with the new housing proposal until the bus service is much improved we would see this point as void.

If you need any further information please let us know,

[REDACTED]

Best wishes

[REDACTED]

Head of HR

M: [REDACTED]  
Teams: [REDACTED]

[REDACTED]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 13:15  
**To:** Rebecca Mushing  
**Cc:** enquiries@saffronwalden.gov.uk  
**Subject:** Planning Appeal Against Refusal of 233 Houses at Swards End, Essex  
(UTT/21/2509/OP and C1570/W/22/3296426)  
**Attachments:** UTT 21 2509 OP Comments from [REDACTED].pdf

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing

Please find attached a letter in respect of the above planning appeal.

I would be grateful if you could acknowledge receipt.

Sincerely

[REDACTED]

Mob: [REDACTED]

18



Ms R Mushing  
Planning Solicitor  
Wright Hassall  
Olympus Avenue  
LEAMINGTON SPA  
Warks CV34 6BF

14<sup>th</sup> August 2022

Your ref: UTT/21/2509/OP  
and C1570/W/22/3296426  
My ref: B-2.7

By email ([Rebecca.Mushing@wrighthassall.co.uk](mailto:Rebecca.Mushing@wrighthassall.co.uk))

Dear Ms Mushing

**Appeal App/C1570/W/22/3296426 Against Refusal of Planning Permission  
Application UTT/21/2509/OP for Up to 233 Houses South of Radwinter Road,  
Sewards End, Saffron Walden, Essex - Including Installation of Traffic Lights at  
Church Street/High Street Junction in Saffron Walden**

I am writing with comments for the consultation on the above planning appeal and trust that serious consideration will be given to these during its determination. I write as both a local resident that would be affected by the proposals and as a Chartered Building Surveyor specialising in historic buildings.

**Concerns**

While the planned new housing will, itself, have a significant adverse impact over a large area, it is the harmful consequences of the proposed traffic lights at the junction of Church Street and the High Street in Saffron Walden that I wish to highlight:

- The traffic lights would impede the movement of traffic, which in locations such as here generally works best when allowed to filter and flow freely. Challenges with phasing the new lights so that they do not work against the existing lights at the nearby George Street junction would compound congestion further, however 'intelligent' the technology used.
- The visual intrusion resulting from the traffic lights and associated street clutter would clearly harm the setting of numerous listed buildings (please see plan at Appendix A) and affect detrimentally the conservation area in which they are situated. A large proportion of the buildings along the north side of the western arm of Church Street are Grade II-listed; and buildings on the south side of this arm include properties designated Grade I and Grade II\*, so are considered as being of 'exceptional' or 'particularly important' interest nationally.
- The proposal to restrict the carriageway width of Church Street at its western end will cause traffic approaching this to back up for a longer distance. Already during busy periods, or when problems affect other roads in the town, traffic tails all the way up Church Street to Common Hill, hampering the movement of vehicles towards Little Walden.

- I live half-way along Church Street at [REDACTED] - an enchanting and much-cherished Grade I-listed historic house that forms part of the old Sun Inn and displays some of the best, or even the best, pargeting - external decorative plasterwork - in the country (please see attached photograph at Appendix B). The pargeting has been conserved in recent years at my considerable personal expense, for which we received a prestigious national award. Increased pollution and fumes from higher volumes of traffic, including vehicles stationary for longer periods, would result in the need for more frequent cleaning/maintenance of the raised historic plasterwork. Instead of erecting traffic lights that exacerbate congestion and pollution problems, the developer's funds would be better spent compensating historic building owners for the more regular cleaning and redecoration its proposed housing scheme would necessitate.
- My house draws many visitors to the town each year, including those who join our guided tours. Higher amounts of traffic in Church Street arising from the proposed housing development coupled with longer periods when vehicles are idling along the road outside will detract from the experience of visitors and also deter people from coming into the town centre/historic core – the jewel in Saffron Walden's crown. The effect of this will also be counter to recent initiatives to minimise the impact of traffic on users of the town centre, notably by partially pedestrianising the Market Place.
- The proposed traffic lights will frustrate drivers. Consequently, depending on the time of day, vehicles will speed down Church Street in attempts to 'beat the lights', posing greater dangers for pedestrians and other vehicles alike, or use other nearby streets as alternative routes, creating 'rat runs'.
- At certain times during the week, traffic queuing at the western end of Church Street is waiting predominantly to turn right towards Cambridge when the left-hand lane remains fairly clear. The bottleneck that would arise from the plan to restrict the carriageway to one lane only, however, would hold up vehicles turning left at such times as well.
- The plan to restrict the carriageway width at the western end of Church Street would delay the passage of emergency vehicles trying to exit here.
- Repeated beeping coming from what the developer calls 'controlled pedestrian facilities' linked to the proposed traffic lights would harm the amenity of nearby residents. Such noise can carry surprisingly far.
- The increased traffic generated along Church Street by the proposed housing development will lead to higher levels of air, noise and light pollution, adversely affecting the health of the local community.

I am deeply concerned by the overall lack of attention given by the developer to the effects of its plans on the historic built environment beyond the immediate vicinity of the proposed building site. The 'Archaeology and Heritage Statement' provided by the applicant is limited in scope, overlooks the significant impact that the proposed development would have on designated heritage assets in Saffron Walden and falls woefully short of the requirements of the National Planning Policy Framework 2021.

I am also troubled that many local residents and businesses that would be directly affected by the proposed development have not been individually notified – in my case, I found out entirely by chance from a neighbour despite living in Church Street. Additionally, the Local Plan 2005 clearly states in Policy ENV1 that outline planning applications will not be considered for development in conservation areas. The proposed development (ie traffic lights) in Church Street is within a conservation area, so this planning application should not have been validated in the first place.

## **Conclusion**

The significant harm caused to the historic core of Saffron Walden by the installation of traffic lights at the Church Street/George Street junction would be deplorable. This level of damage should not be tolerated merely to facilitate the construction of another new housing estate. If the housing units cannot be built without the proposed traffic lights, they should not be built at all. Saffron Walden is a remarkably successful and singularly unspoilt town but – as can be seen, sadly, in so many other places up and down the country – such good fortune can soon change and should not be taken for granted. The effects of the proposed traffic lights could so easily contribute towards upsetting the current, delicate balance in Saffron Walden for the reasons explained.

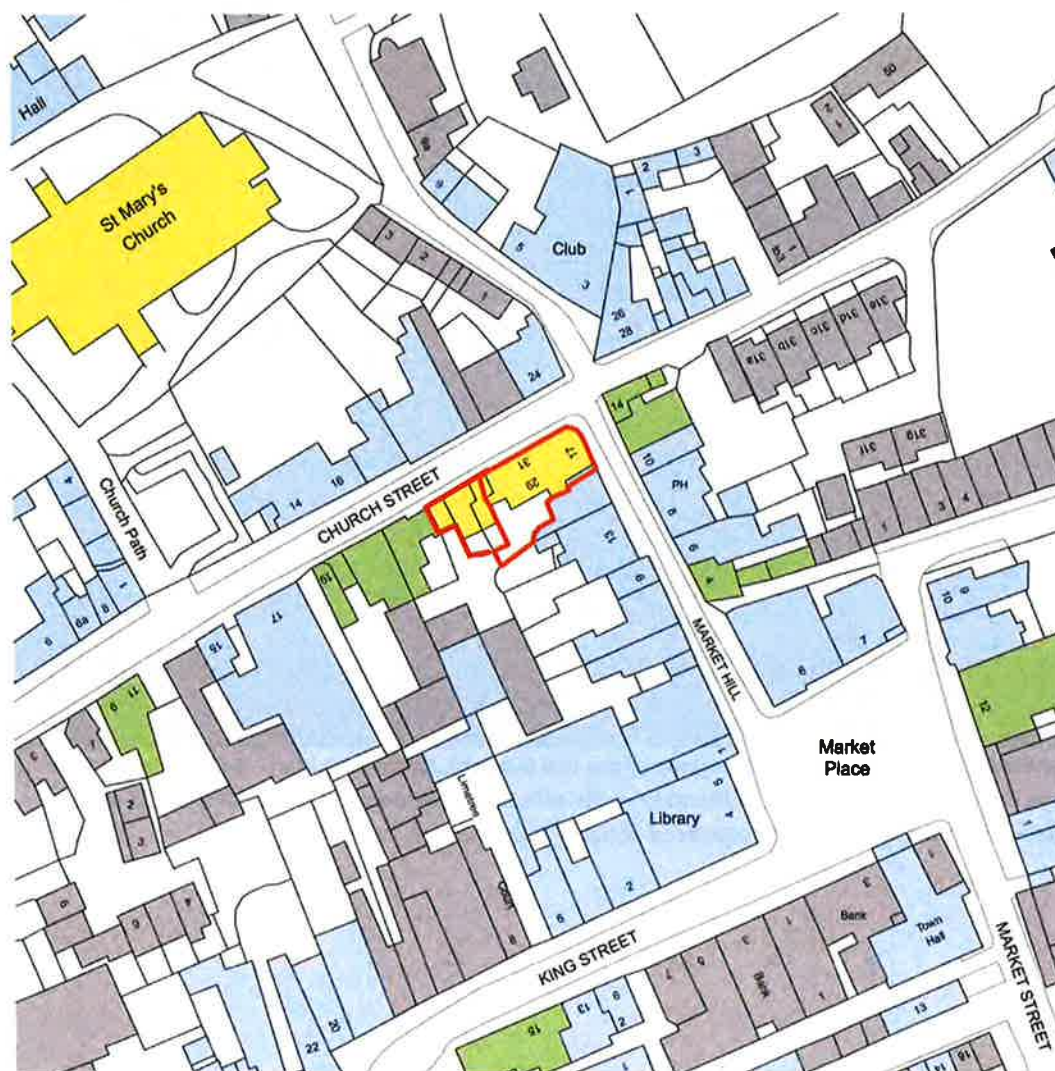
This appeal by the applicant should be firmly rejected.

Yours sincerely

 BSc(Hons), BSc, MSc, MRICS



Cc: Saffron Walden Town Council by email ([enquiries@saffronwalden.gov.uk](mailto:enquiries@saffronwalden.gov.uk))



**Appendix A. Plan showing Grade I and II\* listed buildings (and others) in Church Street, Saffron Walden**

**Key:**

- Yellow shading = Grade I-listed buildings (with the Old Sun Inn outlined in red)
- Green shading = Grade II\*-listed buildings
- Blue shading = Grade II-listed buildings



**Appendix B. [REDACTED] Church Street (part of the Old Sun Inn), Saffron Walden – Grade I-listed with striking historic pargeting that is vulnerable to the effects of pollution and fumes and would suffer adversely from the impact of the proposed housing development**

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 12:45  
**To:** Rebecca Mushing  
**Cc:** Planning@uttlesford.gov.uk; [REDACTED]  
**Subject:** LAND SOUTH OF RADWINTER ROAD, SAFFRON WALDEN (EAST OF GRIFFIN PLACE)  
APPEAL REF: APP/C1570/W/22/3296426 APPLICATION REF: UTT21/2509/OP  
**Attachments:** Untitled.docx

Caution: This Message originated outside your organisation.

For your attention.

19



Ms R Mushing  
Planning Solicitor  
Wright Hassall  
Olympus Avenue  
Leamington Spa  
CV34 6BF

15 August 2022

Dear Ms Mushing

**LAND SOUTH OF RADWINTER ROAD, SAFFRON WALDEN (EAST OF GRIFFIN PLACE)**

**APPEAL REF: APP/C1570/W/22/3296426**

**APPLI CATION REF: UTT21/2509/OP**

Further to my letter of 14 August, I wish also to draw attention to the possible serious consequences on traffic flows in the narrow residential Castle Street if ever traffic lights were to be installed at the High Street/Church Street junction.

Traffic already uses Castle Street as a rat run in order to avoid the High Street/George Street traffic lights with, as is apparent from the attached extract from the local paper, very dangerous consequences . The installation of a second set of lights at the Church Street junction would inevitably lead to an increase both in such rat running traffic but also the risk of accidents and pollution involving children etc.

It is essential therefore that a proper and comprehensive assessment of the full likely consequences of any of the changes being suggested should be made before any decisions are taken. I believe this would show that any tinkering in the way proposed with the constrained existing road network within Saffron Walden, solely to attempt to accommodate yet more traffic from the east side of town, would be totally counter-productive.

Yours sincerely,

A large black rectangular redaction mark covering the signature area.

cc Planning Inspectorate  
UDC

**The Crown** LITTLE WALDEN

TRADITIONAL HOME-COOKED FOOD in a friendly atmosphere

Sun & Tues lunch  
Weds to Sat lunch & evenings

01799 522475

[www.thecrownlittlewalden.co.uk](http://www.thecrownlittlewalden.co.uk)



Photo: Essex Fire and Rescue

## 'WAKE-UP CALL' AS VAN CRASHES OUTSIDE SCHOOL

A LOCAL delivery van ended up on its side, diagonally across Castle Street, Saffron Walden, after crashing into a parked car outside St. Mary's Primary School. The crash happened around 1pm on Wednesday, 3 August.

**Click Clean**  
CARPET CLEANING THAT CLEANS, RESTORES & PROTECTS

Saffron Walden Company - 01799 516161  
www.clickclean.co.uk

01799 219085 or info@clickclean.co.uk

MONEY-BACK GUARANTEE

The car which was hit was seriously damaged, the rear on the driver's side badly crushed. It was pushed up across the pavement, ending close to the school playground fence.

The driver of the van, owned by a Shore Hill company, was said to be uninjured and to have climbed out of the vehicle with help.

Fortunately the car was unoccupied and there was nobody in the vicinity of the accident or in the school playground.

A neighbour told the Local that there had been a prompt response from the police and the fire service. Traffic, which had come to a standstill, was restricted and the heavily rubbish-clogged road passageway.

Castle Street residents have been shocked that this

accident occurred so close to the school, where pupils will be returning in barely a month's time. The cause of the crash is not yet known, but there have been numerous complaints that Castle Street's 20mph speed limit is too often broken and that steps should be taken to enforce it.

Anne Smith, who lives close to the scene of the accident, said: "We should remember that - mercifully but only by pure chance - at the time when the van slammed into the car parked on the street alongside the pavement there was no one in the car."

"There were no dog walkers, no families, no tourists on the pavement and no children in the school playground behind that pavement."

"We should accept that it could otherwise have been a horrific incident and this should be a wake-up call."

**Design Supply Installation**  
Making Quality Affordable

Shirehill Industrial Estate,  
Saffron Walden, Essex  
Tel: 01799 512060/510979  
[www.dsikitchens.co.uk](http://www.dsikitchens.co.uk)

**NATIONAL NEWSPAPERS DELIVERED TO YOUR DOOR**

Reliable local distribution company covering Little Walden, Seward's End, Hempstead, Ashdon, Winstanley & Saffron Walden

WE ARE FLEXIBLE - CHOOSE THE DAYS YOU WANT PAPERS

Id. Charlotte on 01799 521 463 for details

**UNIVERSAL**  
711 800 5000000000

Unit 16, Carlton Place,  
Shore Hill, Saffron Walden, CB11 3AU  
01799 522888  
info@universal.co.uk  
Mon-Fri 9am to 5pm  
Sat 9.30am to 1pm

**Saffron Support**  
SUPPORTIVE HANDS CARING HEARTS

Are you looking for extra support at home? If so we can help with:

- Personal care
- Medication administration
- Meals
- Sitting Service
- Light housework
- Shopping
- Night care

To find out how we can help please call 01799 609878  
[www.saffronsupportltd.co.uk](http://www.saffronsupportltd.co.uk)

SATURDAY 13TH, SUNDAY 21ST AUGUST 2PM-4PM  
AT THE SAFFRON COMMUNITY LINK, 10 DANBY STREET

*Saffron Walden*  
a time to change

3 team signs are being made to display in shops, asking what in Saffron Walden most you are proud to come home to and if not, a shop, and maybe some gentle working sessions with writer Hannah Jane Walker to decide what those signs will say. After all the change - what is this town? What are we proud?

**ARTS & CULTURAL**  
Saffron Walden

**Saffron Walden's only independent family run newspaper**  
Shirehill Closer Look Pg 2, Saffron Walden Motor Show Pgs 8-9, Local Vacancies Pgs 14-15

20

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 12:31  
**To:** Rebecca Mushing  
**Cc:** clerk@sewardsend.org.uk  
**Subject:** OBJECTION 233 houses in Radwinter Road, Swards End

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca,

With respect to the development of 233 houses in Swards End and the further disruption to Highways in order to get this development approved, I would like you to acknowledge my objection.

The changes to the highways will be detrimental to the whole town of Saffron Walden, they are too onerous and are currently unnecessary.

As it stands, Saffron Walden and Swards End do not need any development to the roads, they do not need any more traffic lights. The proposal will make matters worse and as such the development of 233 houses is unsound.

Kind regards,

[REDACTED]

21

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 11:40  
**To:** Rebecca Mushing; [REDACTED]  
**Subject:** Proposed Traffic Lights Church St/High St Saffron Walden

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing

We hereby register our objection to the plan to install traffic lights and restrict traffic flow along Church Street, Saffron Walden for the following reasons :

While this junction is a bottleneck at certain times of day, for the most part, traffic flows freely as it is. With the introduction of traffic lights vehicles will be forced to stop when there is no need thereby creating traffic congestion and traffic pulses that currently do not exist.

Currently, with two lanes available, at peak times vehicles wishing to turn right onto the High Street and exit town via Windmill Hill can do so. By reducing Church Street to single file traffic any vehicles wanting to turn right will have to form part of a single queue. This will result in much longer tailbacks along Church Street which in turn could affect traffic flow at the roundabout at the junction of Church Street, Castle Hill and Ashdon Road. This could also have a knock on effect at the roundabout at Kates Corner at the junction with East Street, Hill St and Fairycroft Road if traffic flow on Common Hill is halted by a tailback on to Church Street. In short this proposal is more likely to compound the peak time congestion than alleviate it with the possibility of real gridlock on a regular basis.

At present, traffic turning left from Church Street onto the High Street does so by dovetailing with traffic when the traffic lights on the High Street are green. As the traffic lights on the High Street are also a Pelican Crossing, the controlled flow of traffic can not be synchronised. If the lights are out of kilter, vehicles will be unable to move out of Church Street even if the lights are green due to the lights on the High Street signaling red with the resultant tail back. This will further compound the gridlock scenario outlined above.

Currently parking is permitted on the High Street after 6pm. If traffic lights are installed at the junction with Church Street then double yellow lines would be needed on the High Street. Several businesses on the High Street rely on their customers being able to park nearby. Taking this facility away will impact several local businesses.

It would appear that those who are proposing these changes to Saffron Walden's roads have little understanding or experience of how the traffic flow in the town actually works. The current junction at Church Street and High Street flows perfectly freely based on driver common sense and courtesy to others. Introducing traffic lights at this junction will remove sensible and intelligent driver awareness and replace it with automated chaos.

We thank you for your consideration of these points.

Yours sincerely

[REDACTED] (Castle Street Resident of 11 Years)

[REDACTED] (Castle Street Resident of 42 Years)

[REDACTED]

22

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 11:40  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Appeal ref , APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We are writing in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022. We are residents of Swards End . We have read a very comprehensive objection dated 5<sup>th</sup> August from three residents , [REDACTED] and we support everything they say in their letter .

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of the concerns which have been previously submitted to the Planning Inspectorate. We would just like to make one or two additional points .

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

- The other residents make the point that Ashdon Road is severely restricted on a daily basis , and we can confirm that , as it is the way we normally come in to Saffron Walden . It is actually a very dangerous road because it is reduced to a long single carriageway by residents parking , with the only place to pull in and allow cars to pass in the opposite direction being where residents have left a space . Accordingly , there are blockages , with cars mounting the pavement so as to pass each other , which is an obvious danger to pedestrians . There is a school towards the Ashdon end which causes a significant jam at school opening and closing , and obvious dangers to children .
- They have not mentioned the significant congestion that occurs on the Radwinter Road , which will take the brunt of the new traffic caused by any development . It runs from a very busy Tesco (next to the proposed development) down to the traffic lights on the Thaxted Road . That is very often backed up from these traffic lights to the traffic lights at Elizabeth Way . This traffic then turns right up Chaters Hill (to add to the traffic going down Ashdon Road into Church Street) , turns left up Thaxted Road , or carries on into the town centre . The point is that any traffic going east from the proposed development is headed inevitably into the town .

- The town is a small market town with , essentially , a one way system round it passing through narrow streets . It quickly gets grid locked , and it is difficult to see how the existing problems can be solved , never mind the problems that will come with the inevitable huge increase in traffic from the car movements associated with nearly 250 extra houses .

2. **Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link .** We adopt all the points made by the other residents . We would also say that , for the sake of good measure , we couldn't make head nor tail of the plan that was submitted , despite having lived here for over 35 years . If you can't supply a map that is intelligible to residents , that should nullify any reliance on it ,as it is impossible to comment upon it !

Finally, we adopt the points made with regard to the efficacy , timing and notice of the appeal .

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

23

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 11:32  
**To:** Rebecca Mushing  
**Subject:** UTT/21/2509/OP

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca,

I am writing regarding the application by Rosconn to install traffic lights at the junction of Church Street with the High Street in Saffron Walden in connection with their planning application to build new homes.

**I live in Castle Street Saffron Walden and wish to express my strong objection to this application.**

I believe installing traffic lights here will increase the volume of traffic in Castle Street as drivers turn left up my street to avoid waiting at the new lights. Castle Street is full of listed buildings, including my home, and any increase in traffic could damage these.

The street has a primary school and increasing traffic increases pollution for the children in their playground.

There was an accident in the street recently caused by a van hitting a parked car. My own car was damaged in this incident and is currently awaiting repair.

There is a 20mph speed limit in the street which is routinely avoided by most drivers and any increase in traffic increase the risk for pedestrians and animals, two of our cats have been killed by cars in this street.

Thank you for considering my objections.

[REDACTED]

24

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 10:23  
**To:** Rebecca Mushing  
**Subject:** APPEAL REF: APP/C1570/W/22/3296426  
**Attachments:** Saffron Parking Study\_TN\_02-X Updated Data.docx; 010822 10680 Letter to Rule 6 Party re Wheatcroft Amendment vf.pdf

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca

**APPLICATION REF: UTT/21/2509/OP**  
**APPEAL REF: APP/C1570/W/22/3296426**

Please accept the following as the Rule 6 Party (Saffron Walden Town Council and Swards End Parish Council) formal response to the ongoing consultation in relation to the above appeal application; our response particularly focuses on drawings Dwg No. 2206-01-TS-01 Rev B Preliminary Traffic Signal Design and Dwg No. 20-1142-SK16 Proposed Western Pedestrian/Cycle Link. (The formal letter detailing the consultation is attached.)

**Dwg No. 2206-01-TS-01 Rev B Preliminary Traffic Signal Design – Proposed Church Street High Street Traffic Light Scheme**

The Rule 6 Party object to the proposal.

The proposed traffic lights on the High Street have been agreed in principle with ECC Highways, however, this has not taken into consideration the rural character and listed buildings along the High Street sitting in a conservation area. Advertising consent applications have in the past been withdrawn due to concerns from Essex County Council Place Services Department (for example application UTT/22/0607/AV) as additional street signage would not preserve or enhance the character or appearance of the Conservation Area. Also, the historic setting of Church Street naturally has narrow pavements and installing traffic lights would make the path even more narrow for pedestrians to pass.

Traffic lights aim to allow traffic to flow in a controlled manner. With several business deliveries taking place and cars parked illegally on the High Street, the proposed traffic lights would simply not work effectively. The attached report details that in one day 532 vehicles were parked on the High Street, 331 of these vehicles were parked illegally. On the same day 125 cars were parked in Church Street with 72 parked illegally. This shows both streets are used regularly to park cars despite the existing loading restrictions. The report also notes that on the High Street over 50 vehicles caused delays to the traffic, almost half being delivery vehicles.

The installation of traffic lights would hinder business deliveries and whilst unloading, will increase congestion slowing traffic flow. This increase in congestion would severely affect residents, particularly of Church Street but also Castle Street junction and Bridge Street where vehicles would be held up. This increase in congestion would also increase pollution in the town centre.

Undoubtedly traffic coming into town from the North down Windmill Hill will turn left into Castle Street, to avoid queueing through the traffic lights on the High Street. This would also add to traffic and air and noise pollution on Castle Street which is already suffering from high traffic, often speeding. Having a detrimental effect to the historic properties in this street. There is a primary school in Castle Street thus it is inappropriate to increase the traffic in this area; it should not be used as an alternative route and the pedestrian/vehicular conflict in Castle Street is already well documented and evidence can be supplied as appropriate and notably, a School Patrol Operative works in this area, evidencing the conflict between school children and vehicles.

The drawing 2206-01-TS-01 Rev B Preliminary Traffic Signal Design notes on the map a survey was unable to be carried out due to the traffic. (*"Unable to survey within highway due to high volume of traffic. Traffic management required."*) This illustrates the congestion and amount of traffic on this already busy road which regularly queues back to Ashdon Road, along the top of the Common.

This consultation has provided no evidence to illustrate how these controls will affect the High Street/ Church Street nor the greater impact on traffic in the rest of the town.

#### **Dwg No. 20-1142-SK16 Proposed Western Pedestrian/Cycle Link**

The Rule 6 party is in support of a pedestrian/cycle link and note that the proposal has been agreed by ECC in principle.

There is no confirmation yet however, that the proposal is feasible nor whether access will be granted for the middle ransom strip. There is no certainty therefore that this sustainable transport link can be installed and no clarity if the two landowners have been approached.

#### **CTP-20-1142**

Whilst writing drawing CTP-20-1142 proposed Thaxted Road and Peaslands Road junction works have not been reconsulted on and these works again will affect the conservation area and surrounding vegetation. Residents should have an opportunity to comment on this proposal.

The Rule 6 Party know that roughly 60 responses (at least) have been submitted from residents and businesses who have similar concerns regarding these proposals, many querying how they had not heard of the proposals sooner. These objections and concerns should be considered thoroughly.

I would be grateful if you could please confirm receipt.

Kind Regards



**Committee Clerk & Office Administrator**

Saffron Walden Town Council  
The Town Hall  
Market Street  
Saffron Walden  
CB10 1HR  
Tel:   
[www.saffronwalden.gov.uk](http://www.saffronwalden.gov.uk)

**FREE SUMMER  
EVENTS**

**Every Friday in the Summer Holidays  
Saffron Walden Market Square  
Details [here](#)**



[instagram.com/saffronwaldenc/](https://www.instagram.com/saffronwaldenc/)



[facebook.com/SaffronWaldenTownCouncil](https://www.facebook.com/SaffronWaldenTownCouncil)



[twitter.com/Saffronwaldenc](https://twitter.com/Saffronwaldenc)



**Saffron Walden**  
Town Council



LOCAL COUNCIL  
AWARD SCHEME  
FOUNDATION



your local  
market

*the heart of our local community*

Email disclaimer:

You have received this email from Saffron Walden Town Council (SWTC). This email and attachments are intended for the recipient(s) and may be legally privileged and/or confidential. To view SWTC Privacy Notice please click [here](#)

## Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Our Ref: PJF/rp/PF/10680  
(Please reply to Banbury office)



1<sup>st</sup> August 2022



Committee Clerk & Office Administrator  
Saffron Walden Town Council  
The Town Hall  
Market Street  
Saffron Walden  
CB10 1HZ

Dear Ms Arnold

**TOWN AND COUNTRY PLANNING ACT 1990  
SECTION 78 APPEAL BY ROSCONN STRATEGIC LAND AND THOMAS ERIC BAKER AND SALLY ROSE HALL,  
THE EXECUTORS OF MR E C BAKER AND MRS J BAKER  
OUTLINE APPLICATION FOR THE ERECTION OF UPTO 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.  
LAND SOUTH OF (EAST OF GRIFFIN PLACE) RADWINTER ROAD, SAFFRON WALDEN  
APPLICATION REF: UTT/21/2509/OP  
APPEAL REF: APP/C1570/W/22/3296426**

**REQUEST FOR INSPECTOR TO GIVE DUE CONSIDERATION TO TWO DRAWINGS IN THE DETERMINATION  
OF THE ABOVE APPEAL**

**(THIS IS A CONSULTATION EXERCISE BY THE APPELLANTS, NOT UTTLESFORD DISTRICT COUNCIL AS THE  
LOCAL PLANNING AUTHORITY)**

I refer to the above appeal. As you are aware, the Appellants have been able to reach agreement with Uttlesford District Council on all highway related issues that are raised in the reasons for refusal. The LPA has formally informed the Planning Inspector that the highway related reasons for the refusal of planning permission have been addressed.

The Appellants have addressed the highway related reasons for refusal, in part, with the preparation of two plans namely:

- Dwg No. 2206-01-TS-01 Rev B Preliminary Traffic Signal Design
- Dwg No. 20-1142-SK16 Proposed Western Pedestrian/Cycle Link

enquiries@framptons-planning.com  
www.framptons-planning.com

Oriel House, 42 North Bar, Banbury,  
Oxfordshire, OX16 0TH  
T: 01295 672310 F: 01295 275606

Aylesford House, 72 Clarendon Street,  
Leamington Spa, Warwickshire, CV32 4PE  
T: 01926 831144

These plans are proposed to be referred to in Conditions 21 and 22 of the draft Planning Conditions agreed between the Appellants and the LPA. (I forwarded the list of conditions to you on 21<sup>st</sup> July 2022).

I acknowledge that the decision whether to determine the appeal with due regard being given to these drawings is a matter for the Planning Inspector. I will make this request via Mr Robert Wordsworth and will copy you and the Local Planning Authority with the correspondence.

On behalf of the Appellants, I am taking the following steps to provide for Consultation on the two plans:

1. Provide the attached correspondence and the two drawings to:
  - All statutory consultees whom UDC consulted on the submitted application (as per the attached List of Neighbours & Consultees, provided by UDC);
  - the occupiers of all properties from which letters of representation were received by UDC (as per the attached List of Public Comments); and
  - the occupiers of all properties consulted by UDC on the application (as per the attached List of Neighbours & Consultees, provided by UDC).
2. Site Notices (enclosed) will be displayed on Radwinter Road.
3. A Press Notice (enclosed) will be placed in the Saffron Walden Reporter week commencing 1<sup>st</sup> August.

I have invited representations to be made to an appointed firm of solicitors, Messers Wright Hassall. Hitherto, Wright Hassall have had no involvement in the planning application or the appeal process. Wright Hassall will forward all correspondences, suitably redacted, to PINS, UDC, the Appellant and the Rule 6 Party. Wright Hassall will confirm in writing that all representations received have been distributed to the Inspectorate and principal parties.

If the Rule 6 Party has any comments on the Appellants request to the Inspectorate as proposed, I ask that these are made to **by 5pm on 15<sup>th</sup> August 2022** to :

Ms R Mushing  
Planning Solicitor  
Wright Hassall  
Olympus Avenue  
Leamington Spa  
CV34 6BF

[Rebecca.Mushing@wrighthassall.co.uk](mailto:Rebecca.Mushing@wrighthassall.co.uk)

Yours sincerely



Enc: Dwg No. 2206-01-TS-01 Rev B Preliminary Traffic Signal Design  
Dwg No. 20-1142-SK16 Proposed Western Ped-Cycle Link  
010822 10680 Example Letter to Consultees  
010822 10680 Example Letter to Residents  
UDC List of Neighbours & Consultees

10680 List of Public Comments on application  
Site Notice



# Uttlesford Transport Study

## 02 – BASELINE REVIEW

TN 02.X: Saffron Walden Parking and Loading Study

**18 March 2022**







# Uttlesford Transport Study

TN 02.X – Saffron Walden Parking and Loading Study  
10 November 2021

## PRESENTED TO

---

**Uttlesford District Council**

## PRESENTED BY

---



Prepared by:

---

Name:   
Title: Associate Director

Date:  
18/3/22

Reviewed by:

---

Name:   
Title: Associate Director

Date:  
18/3/22

Authorised by:

---

Name:   
Title: Director

Date:  
18/3/22



**TABLE OF CONTENTS**

---

**1 BACKGROUND ..... 4**

**2 STUDY SCOPE ..... 6**

**3 SURVEY RESULTS ..... 10**

    3.1 Introduction ..... 10

    3.2 Restriction Type ..... 11

    3.3 Illegal Parking ..... 12

    3.4 Vehicle Type ..... 13

    3.5 Delay and Congestion ..... 14

    3.6 Activity Type ..... 15

    3.7 Duration of stay ..... 16

**4 CONCLUSIONS ..... 18**

    Appendices ..... 19

    Appendix A – Saffron Walden Waiting, Loading and Parking Restrictions ..... 20

    Appendix B – Parking study Reference Numbers ..... 24



# 1 | Background

---



## 1 BACKGROUND

- 1.1.1 The aim of this technical note is to present the results and analysis of the parking and loading study that was carried out in Saffron Walden as part of the data collection for the transport assessment of the Local Plan proposals. This will inform the traffic modelling work and an understanding of existing conditions in the town centre.
- 1.1.2 Parking and loading in the town centre was considered to be having an impact on congestion and traffic delays so that a survey was commissioned to quantify the extent of the issue along three key streets. The survey was undertaken at the same time as other traffic data was being collected in the town (7.00am to 7.00pm on Wednesday 20<sup>th</sup> October 2021). This data will be used to create a transport model of existing and future vehicle movements.

## 2 | Scope of the Study

---

## 2 STUDY SCOPE

- 2.1.1 Streets in Saffron town centre were identified where there may be a conflict between parking and loading activity and the throughput of vehicles, based on local knowledge and site observations. The streets identified were High Street, Church Street and Hill Street/George Street which make up the central traffic circulation system that carries local traffic and through traffic (road number B184). These are historic streets that have narrow carriageways and footways with buildings along each frontage, but they also carry significant volumes of traffic because of a lack of alternative routes around the town.
- 2.1.2 The hypothesis was that the parking and loading activity has an impact on the capacity of the roads to carry the volumes of traffic that travel to and through the town centre. Highway capacity is constrained by the narrow carriageways, junctions and town centre activities and the parked and manoeuvring vehicles adds to the problem.
- 2.1.3 The survey was undertaken using multiple cameras positioned along each street and the footage was then analysed to identify parking and loading activity. The areas covered by the cameras are shown in the following diagrams.

**Figure 1 – Hill Street / George Street Survey**

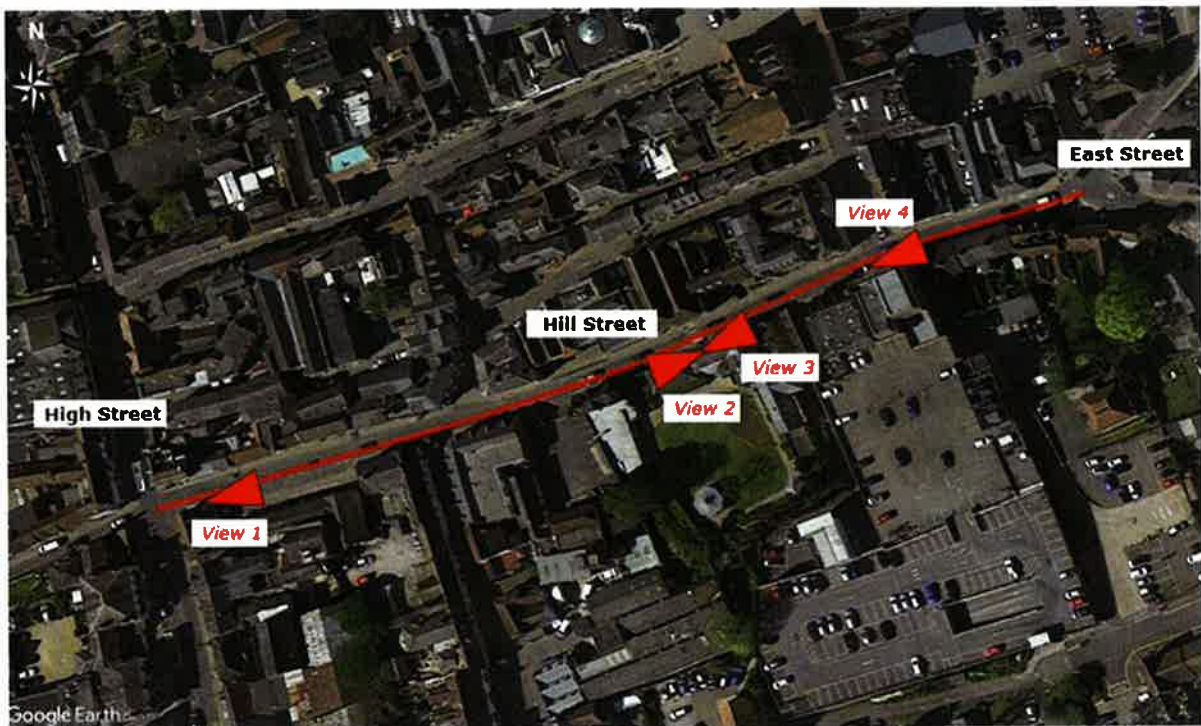


Figure 2 – Church Street Survey

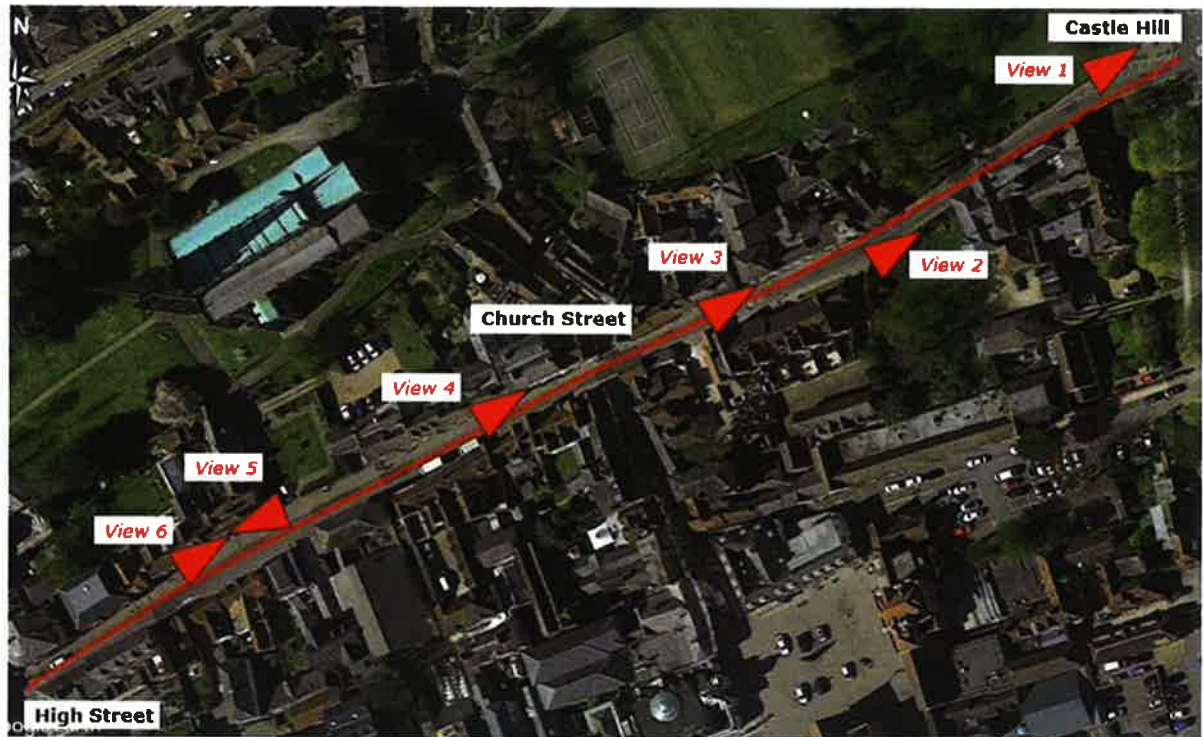
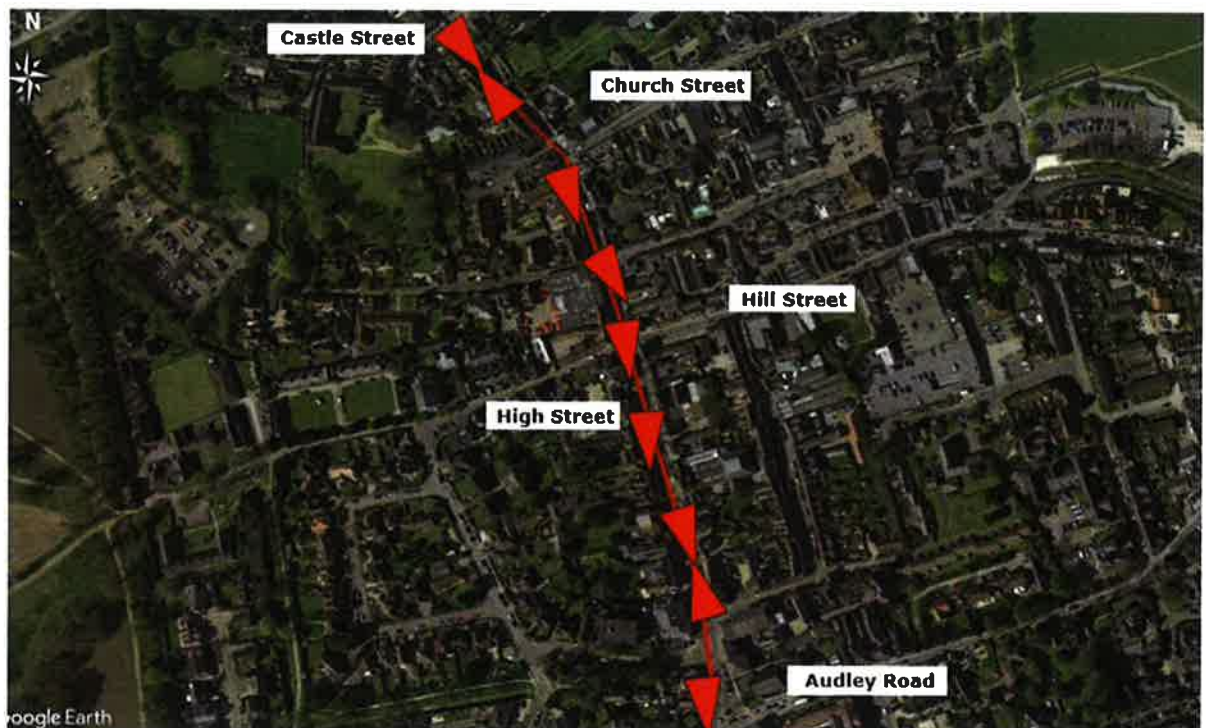


Figure 3 – High Street Survey



2.1.4 The surveys were undertaken between 7.00am and 7.00pm on Wednesday 20<sup>th</sup> October which is considered to be a typical weekday that represents 'normal' conditions. The weather was cloudy and dry.

2.1.5 The following information was recorded.

1. Vehicle arrival time
2. Vehicle departure time
3. Duration of stay
4. The type of parking/waiting restriction in place;
  - o Single yellow line
  - o Double yellow line
  - o Permit holder bay
  - o Short stay bay
  - o Bus Stop
  - o Loading bay
  - o Zig zag
5. Restricted activities and times (e.g. loading bans and restricted hours)
6. Section of road / TRO
7. Was the vehicle parked legally?
8. Type of vehicle
  - o Car
  - o Light goods vehicle
  - o Other goods vehicle class 1 (2 and 3 axle rigid)
  - o Other goods vehicle class 2 (3 axle articulated and 4, 5, 6 or more axles)
  - o Taxi
  - o Motorcycle
  - o Public service vehicle (bus/coach)
9. Was the vehicle causing congestion by delaying the movement of passing vehicles?
10. Type of parking/waiting activity
  - o Parked
  - o Dropping off passenger
  - o Picking up passenger
  - o Delivery
  - o Waiting
  - o Refuse collection
  - o Fire engine
  - o Road maintenance

## 3 | Study Results

---



## 3 SURVEY RESULTS

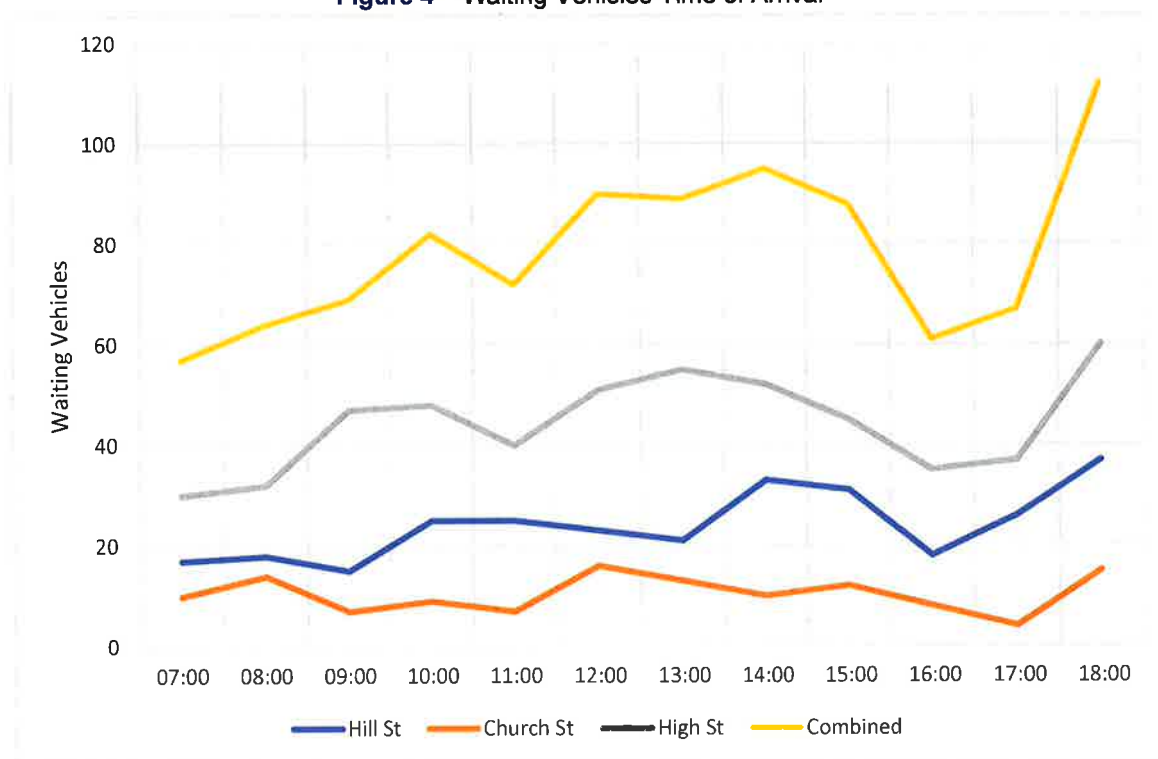
### 3.1 INTRODUCTION

3.1.1 The numbers of vehicles observed parking or waiting on the three streets during the survey day was as follows:

- High Street – 289 vehicles
- Church Street – 125 vehicles
- Hill Street/George Street – 532 vehicles

3.1.2 The number that arrived and departed varied by a small amount during the day. The busiest times for arrivals were during the last hour (6.00pm – 7.00pm), when many of the single yellow restrictions cease, and between 2.00pm and 3.00pm.

Figure 4 – Waiting Vehicles Time of Arrival



## 3.2 RESTRICTION TYPE

- 3.2.1 The waiting, loading, and parking restrictions in force on the relevant streets in Saffron are presented in **Appendix A**. These plans show that:
- High Street has a lot of No Waiting at Any Time and No Waiting 8am-6.30pm restrictions, loading bans at the critical locations and some limited waiting bays that have a 2-hour time limit.
  - Hill Street/George Street has a lot of No Waiting 8am-6pm, some lengths of No Waiting and No Loading, Pelican crossing zigzags and a loading bay.
  - Church Street has No Waiting restrictions along most of its length with No Loading restrictions for half of it and a small loading bay.
- 3.2.2 Each street has been divided into short sections to help identify the locations of TROs that may need to be altered. The sections are presented in **Appendix B**.
- 3.2.3 **Table 1** shows how many vehicles were observed on each type of parking/waiting restriction.

**Table 1 – Vehicles Parked on Each Restriction Type**

Restriction Type	Hill St / George St	Church St	High St
No Waiting 8am-6pm	111	27	77
No Waiting 8am-6pm and No Loading 10am-5pm	12	42	
No Waiting at Any Time	10		69
No Waiting or Loading at Any Time	12	4	59
Limited Waiting Bays (2-hour maximum)			286
Keep Clear Marking	2		
Permit Holder Bay			17
Taxi / Bus Bay			24
Loading Bay	135	50	
Zig Zag	7		
Centre of the Road		1	
Total	289	124	532

- 3.2.4 All of the streets are covered by restrictions of one type or another. Some of the sections have No Waiting restrictions plus No Loading restrictions. Violation of the No Waiting and No Loading restrictions was quite common, especially on High Street.

### 3.3 ILLEGAL PARKING

- 3.3.1 **Table 2** shows how many vehicles were observed to be illegally parked on the restrictions.

**Table 2 – Legally Parked Vehicles**

Legally Parked	Hill St / George St	Church St	High St
Yes	156	72	331
No	133	53	201
Total	289	125	532

- 3.3.2 There is quite a high level of contravention of the restrictions, although very short stays are permitted on some restrictions, for the dropping off and picking up of passengers for instance. The highest amount of illegal parking was on High Street. Some of the vehicles that were classed as parking illegally were carrying out refuse collection and road maintenance have, therefore, been removed from the illegal category because these activities are permitted.

#### **Hill Street / George Street**

- 3.3.3 Analysis of the illegally parked vehicles on Hill Street / George Street shows that most of these were parked on the No Waiting 8am-6pm restrictions and most of those were on the south side of Hill Street adjacent to the Waitrose entrance. However, none of those vehicles were considered to cause a delay to passing traffic.
- 3.3.4 Along the whole of Hill Street and George Street only two vehicles were parked illegally that were considered to cause a delay to traffic, one on the No Waiting or Loading at Any Time restriction and the other on a Keep Clear marking. Only two vehicles were observed to cause delay to passing traffic, and these were both refuse collection lorries. Two additional vehicles were parked legally but they still caused congestion to passing traffic, but neither was in the peak traffic hours.

#### **Church Street**

- 3.3.5 Analysis of the illegally parked vehicles on Church Street shows that some people parked on the No Waiting and No Loading 8am to 6pm restriction, mainly on the south side of the road. Only one of these was considered to cause a delay to passing traffic during the morning peak, but only for a very short time. Two other vehicles were parked legally but they still caused delay to passing traffic for one minute or less.

#### **High Street**

- 3.3.6 There was a large number of illegally parked vehicles on High Street. Over 100 vehicles were observed parking on the No Waiting or No Loading At Any Time restrictions. Over 50 of these vehicles were also considered to cause delay to passing vehicles and almost half of those were delivery vehicles. Refuse collection was a particular source of delay on the survey day but this is a permitted activity.

- 3.3.7 The most common location of illegally parked vehicles causing delay was on the east side of High Street between Church Street and King Street where there are multiple retail units, and the road is particularly narrow.
- 3.3.8 Many vehicles were illegally parked on High Street during the peak traffic hours. There were 6 vehicles parked illegally during the morning peak period (7am to 9am) and 28 during the evening peak (4pm to 6pm). Fifteen of these were vehicles that exceeded the time limit in a short stay bay, but the remainder were parked on No Waiting or No Loading restrictions. Ten of the vehicles that were parked illegally during the peak traffic periods were considered to cause delays to passing traffic.

## 3.4 VEHICLE TYPE

- 3.4.1 Table 3 shows the different types of vehicles that were observed. Many of the OGV1's were refuse vehicles.

Table 3 – Vehicle Type

Restriction Type	Hill St / George St	Church St	High St
Car	189	83	423
LGV	85	30	81
OGV1	14	9	19
OGV2		1	2
Taxi	1	2	3
PSV			3
M/B			1
Total	289	125	532

### Hill Street / George Street

- 3.4.2 Cars parked on the street during the peak hours and many of these contravened the restrictions, but only one of these actually caused a delay to traffic. Most were parked at the east end of Hill Street, close to the retail units and the entrance to Waitrose.
- 3.4.3 Over half of the LGVs and OGVs parked on Hill Street / George Street used the loading bay while the remainder parked on the No Waiting and No Loading restrictions, mainly close to the shops at the east end of the street. Most stayed for less than 10 minutes but seven stayed for over 20 minutes. Eight LGV/OGVs arrived during the morning peak period and seven were there during the evening peak period, although only two of those vehicles was considered to be causing a delay to passing traffic.

### Church Street

- 3.4.4 Many cars were observed parking in the Loading Bay, despite it being for the use of goods vehicles only. Most of the LGVs and OGVs were also waiting in the loading bay, with no impact on passing traffic. Other LGVs and OGVs were parked illegally on the No Waiting and No Loading restrictions, although these caused little delay to passing traffic.

## High Street

- 3.4.5 A large number of cars (131) were parked illegally and 18 of these were considered to cause delays to traffic. These were on various sections of High Street rather than concentrated in one location.
- 3.4.6 Many LGVs and OGVs parked illegally on the No Waiting and No Loading restrictions along High Street, 35 of these caused delays to traffic, seven of which were during the peak traffic periods.

## 3.5 DELAY AND CONGESTION

- 3.5.1 **Table 4** shows how many vehicles were observed causing delay to passing vehicles while they were parked or manoeuvring.

**Table 4 – Parked vehicles that delayed passing vehicles**

Caused Delay	Hill St / George St	Church St	High St
No	281	121	451
Yes	8	4	81
Total	289	125	532

- 3.5.2 Delays caused by parked vehicles on Hill Street and Church Street were very rare but quite common on High Street. Further analysis of the vehicles on High Street shows that.
- Four vehicles caused delays during the AM peak hour and ten during the PM peak hour.
  - The average length of stay of these peak hour vehicles was 4 minutes (AM) and 25 minutes (PM).
  - Most were parked in locations where waiting is prohibited (although loading and dropping off is permitted on many sections of High Street). There were particular concentrations of illegally parked vehicles causing delay along the narrow section of the road outside The Saffron public house, the Quality Discount store (26 High Street) and No. 23 High Street. Most of the vehicles parked on these sections of road were making deliveries.



### 3.6 ACTIVITY TYPE

- 3.6.1 **Table 5** shows the main purpose of the waiting vehicles, drivers and passengers. A much larger proportion of vehicles in Hill Street / George Street were making deliveries than on the other streets, presumably because of the number of retail units and the large loading bay that has been provided there.

**Table 5 – Purpose or Activity of Vehicles**

Restriction Type	Hill St / George St	Church St	High St
Parked	144	63	344
Dropping off Passenger	29	17	59
Deliver	83	24	96
Picking up Passenger	15	6	24
Waiting	14	14	
Refuse Collection	3	1	8
Fire Engine	1		
Road Maintenance			1
Total	289	125	532

- 3.6.2 Parking is much more common in High Street and that is to be expected because of the short stay parking bays that have been provided in the wider section of the road.

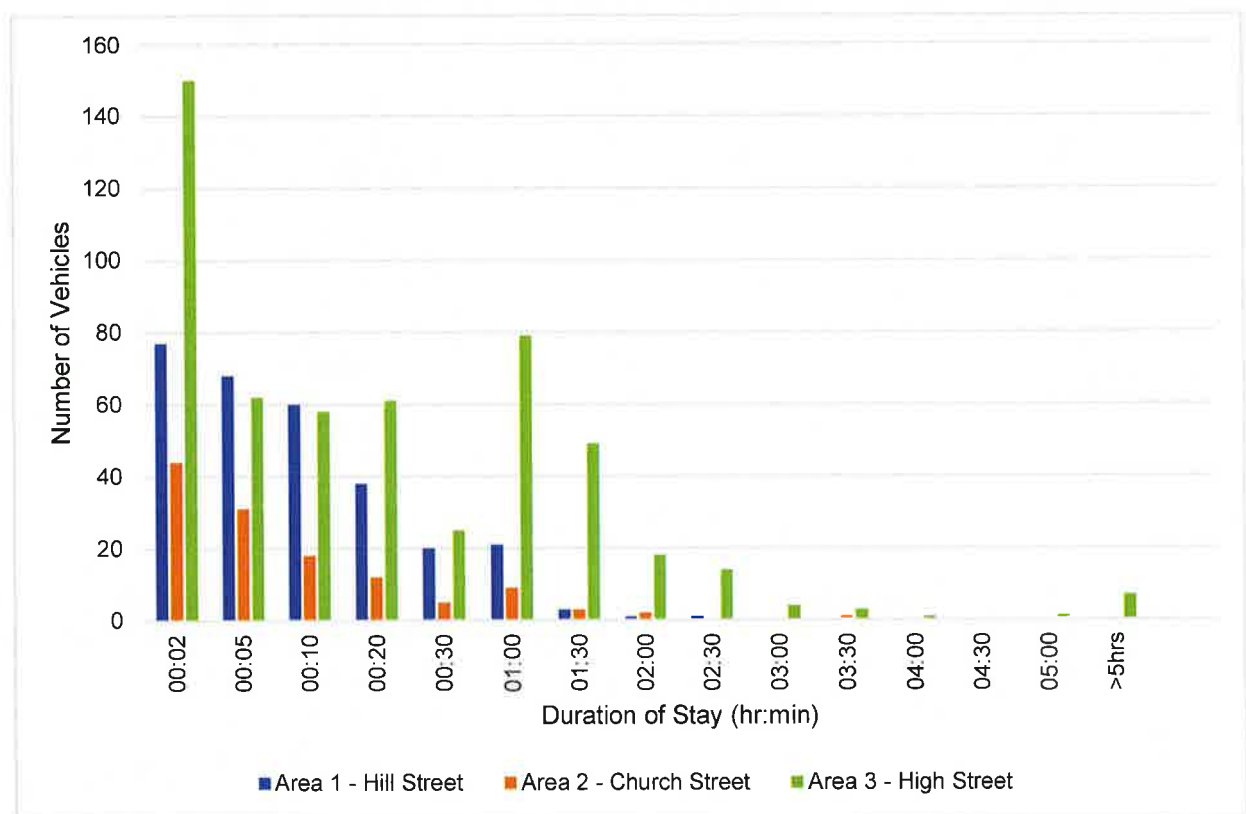




### 3.7 DURATION OF STAY

3.7.1 Figure 4 shows the durations of stay of vehicles on each street.

Figure 5 – Duration of Stay



3.7.2 Most drivers stay for very short lengths of time. Over 72% stayed for 20 minutes or less and 29% stayed for less than 2 minutes. The average lengths of stay for different vehicle types is presented in Table 6.

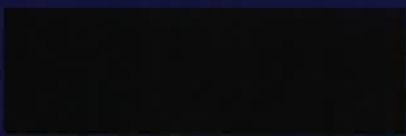
Table 6 – Average Duration of Stay by Vehicle Type (min:sec)

Vehicle Type	Hill St / George St	Church St	High St
Car	8:17	12:04	38:21
LGV / OGV	14:59	13:57	14:25

3.7.3 The duration of stay by LGV and OGV delivery vehicles was consistent across the streets at approximately 14 minutes, but the duration of cars was much more varied. There were a significant number of long stay vehicles that pushed up the average duration of stay in the High Street and many of these were Resident Permit holders parking legally in the bays allocated for that purpose. There were also a significant number of cars parked for longer than the two-hour maximum in the Short Stay bays on High Street (although some of these may have been displaying Blue Badges).

3.7.4 The duration of stay by vehicles causing delay on hill Street and Church Street was short (3-4 minutes) but those causing delay on High Street stayed for much longer (17 minutes on average).





# 4 | Conclusions

---



## 4 CONCLUSIONS

4.1.1 The results of the waiting and loading surveys have been presented in this Technical Note and the following conclusions can be drawn

- Parking and loading activity on Hill Street / George Street and Church Street is common but it has little impact on the movement of vehicles along those streets. Highway capacity was not reduced significantly as a result of those vehicles. Parking/loading on High Street did cause delays to passing vehicles, particularly during the evening peak period. The length of delay was more significant on High Street where the average stay of delaying vehicles was 17 minutes.
- Locations of particular significance were close to The Saffron public house, the Quality Discount store (26 High Street) and No. 23 High Street. Most of the vehicles parked on these sections of road were making deliveries. The Loading Ban that exists on much of High Street could be extended to reduce the problem of delay caused by deliveries, but this has to be balanced against the needs of the commercial properties.
- Parking on double yellow lines (No Waiting At Any time) was relatively common. Over 25% of vehicles causing delay were parked on double yellow lines. This was a particular problem in High Street where 128 vehicles were observed in the No Waiting at Any Time or the No Waiting or Loading At Any Time restrictions. Two-thirds of these were cars while the rest were LGVs and OGVs, presumably making deliveries or picking up.
- Levels of parking in illegal locations were quite high at 41% of all vehicles, although there is some ambiguity because dropping off, picking up and loading are permitted for a temporary period on those sections of road without loading restrictions. The definition of temporary is not precise. The average duration of stay of vehicles parked on the double yellow lines was 6 minutes. The amount of illegal parking suggests that there is an issue with the level of enforcement that is carried out and this may result in additional delays to through traffic.
- Most vehicles (58%) were classed as parked, but those making deliveries were more likely to cause congestion. Deliveries were most common in the Loading Bays in George Street and Church Street. There is no Loading Bay in High Street and deliveries are permitted where no loading restrictions apply, but many vehicles park illegally where there are loading restrictions.

4.1.2 A key priority could be to reduce the number of vehicles waiting on the narrowest sections of High Street where their impact on passing traffic is the most significant. This has to be balanced against the needs of the local businesses who operate along this constrained section of road, who have limited options for deliveries. The management of town centres is often a compromise between the different functions that exist and restricting deliveries to improve the throughput of traffic may not be the preferred solution. Town centre businesses are struggling to remain viable and making conditions more difficult to operate would not be appropriate.

4.1.3 The next steps could include consultation with local businesses and trade organisations, beat surveys to identify how much parking and waiting is done by Blue Badge holders and a questionnaire survey of the people that park and wait on town centre streets.



**APPENDICES**

---





**APPENDIX A – SAFFRON WALDEN WAITING, LOADING AND PARKING  
RESTRICTIONS**

---

**Title Reference:**

TL595 380



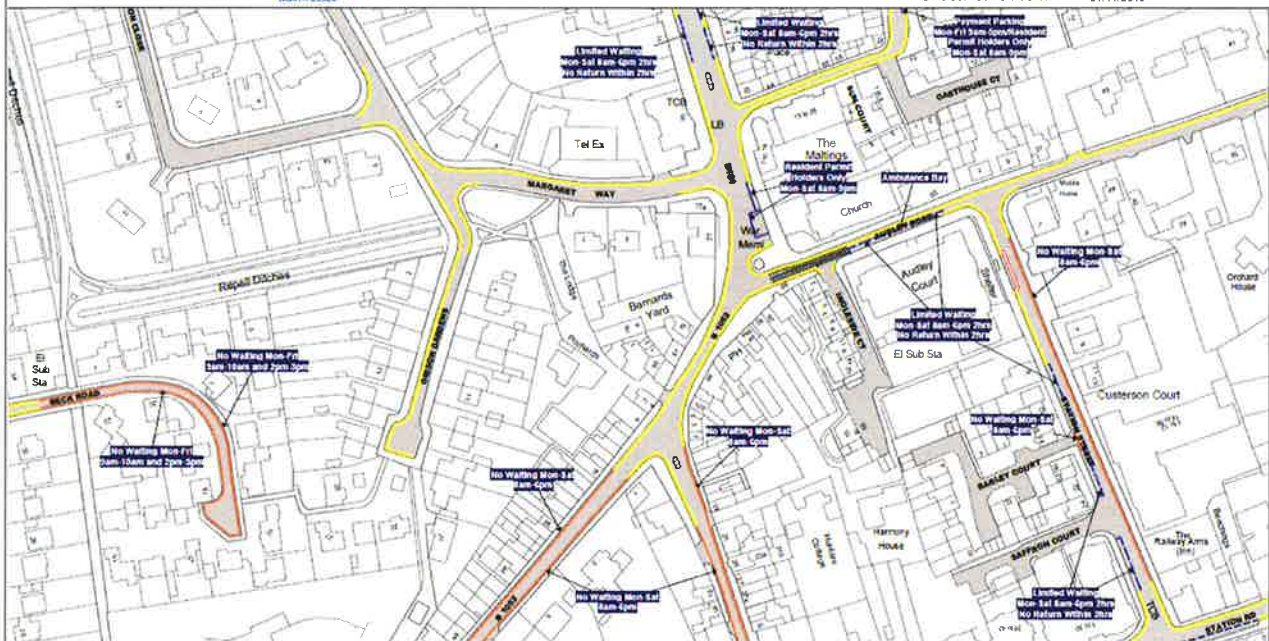
The North Essex Parking Partnership  
PO Box 5575  
Town Hall  
Colchester  
CO1 9LT



Essex County Council  
County Hall  
Chelmsford  
Essex

Sheet Revision Number: 0

Sheet Active From: 01/11/2019



SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



CONFIRMED

Scale - 1:1250 @ A3 0 100 Metres

**Title - North Essex Partnership -Street Waiting, Loading and Parking Plans**

Produced from Ordnance Survey 1:1250 mapping with permission of the Controller of Her Majesty's Stationary Office (c) Crown Copyright Licence No. 100019602. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings

This copy has been made by or with the authority of the Head of Legal Services of Essex County Council, pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (The Act). Unless the Act provides a relevant exception to copyright, the copy must not be copied without the prior permission of the copyright owner.

**Tile Reference:**

TL535 382



The North Essex Parking Partnership  
PO Box 5575  
Town Hall  
Colchester  
CO1 3LT



Essex County Council  
County Hall  
Chelmsford  
Essex

Sheet Revision Number:

Sheet Active From: 11/06/2020



SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



CONFIRMED

Scale - 1:1250 @ A3 0 100 Metres

Title - North Essex Partnership - Street Waiting, Loading and Parking Plans

Produced from Ordnance Survey 1:1250 mapping with permission of the Controller of Her Majesty's Stationary Office (c) Crown Copyright Licence No. 100015602. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings.

This copy has been made by or with the authority of the Head of Legal Services of Essex County Council, pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright, the copy must not be copied without the prior permission of the copyright owner.

TL535 385



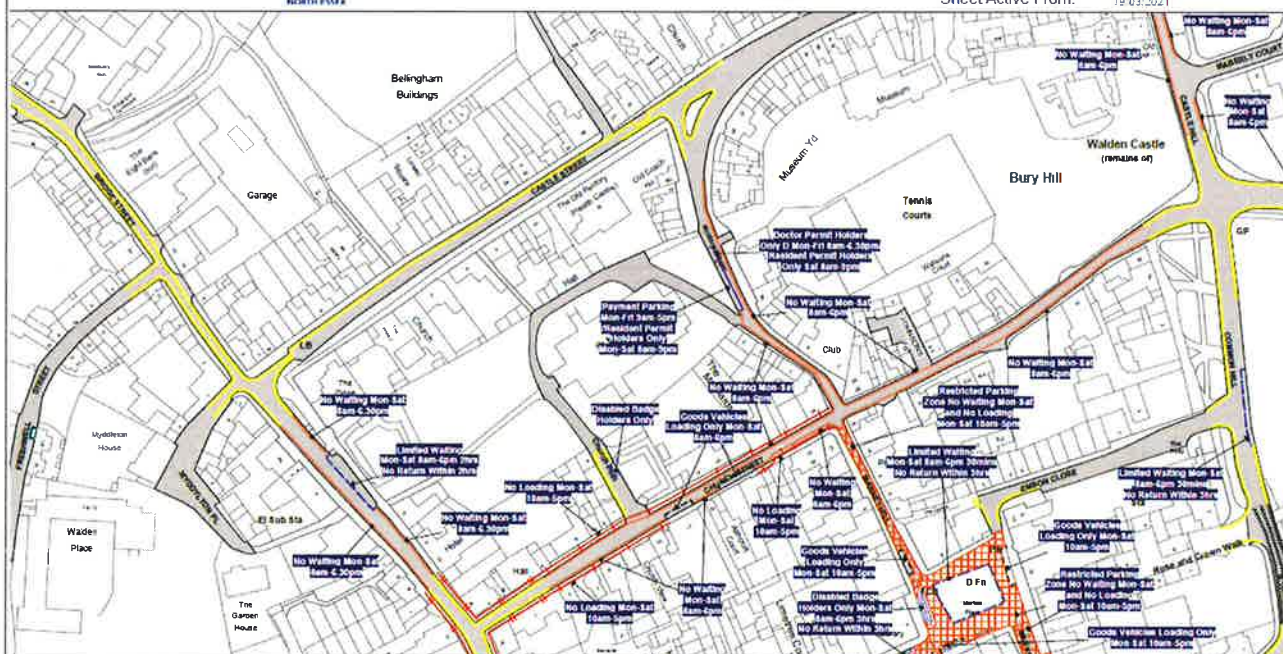
The North Essex Parking Partnership  
PO Box 5575  
Town Hall  
Colchester  
CO1 9LT



Essex County Council  
County Hall  
Chelmsford  
Essex

Sheet Revision Number: 1

Sheet Active From: 19/03/2021



SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



CONFIRMED

Scale - 1:1250 @ A3 0 Metres 100

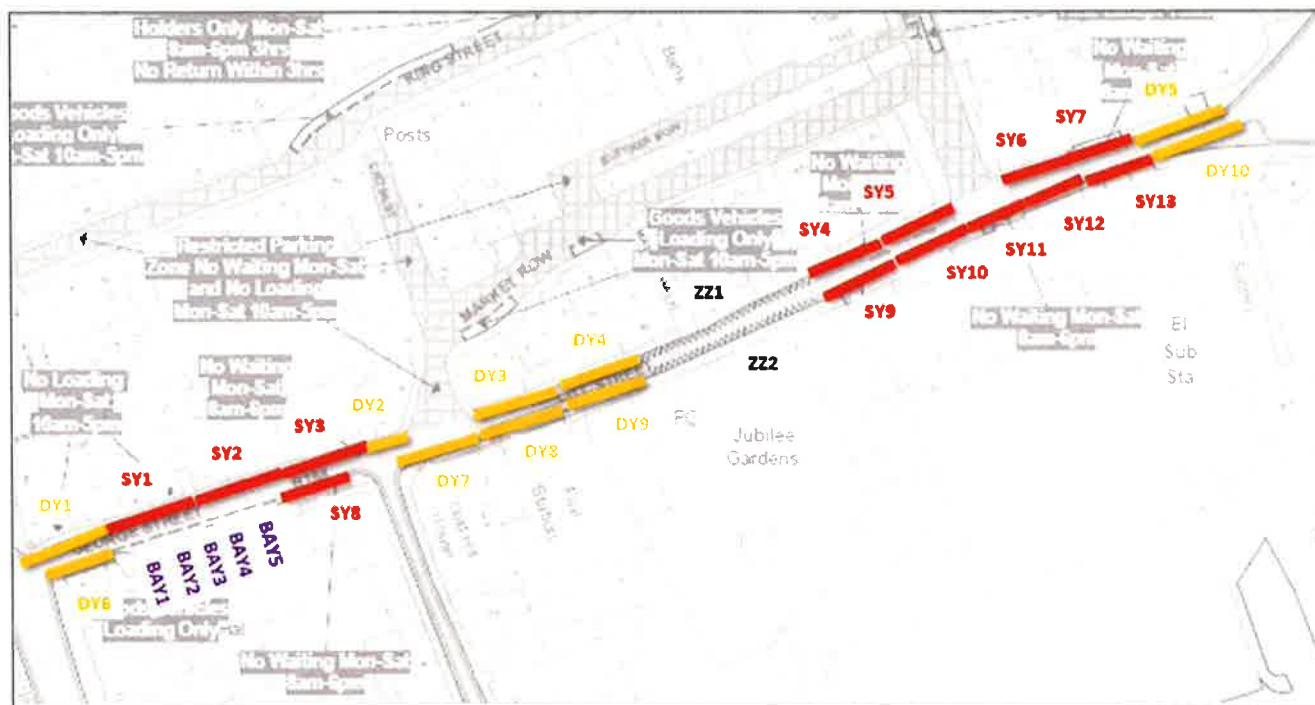
**Title - North Essex Partnership -Street Waiting, Loading and Parking Plans**

Produced from Ordnance Survey 1:250 mapping with permission of the Controller of Her Majesty's Stationary Office (c) Crown Copyright Licence No. 100019602  
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings

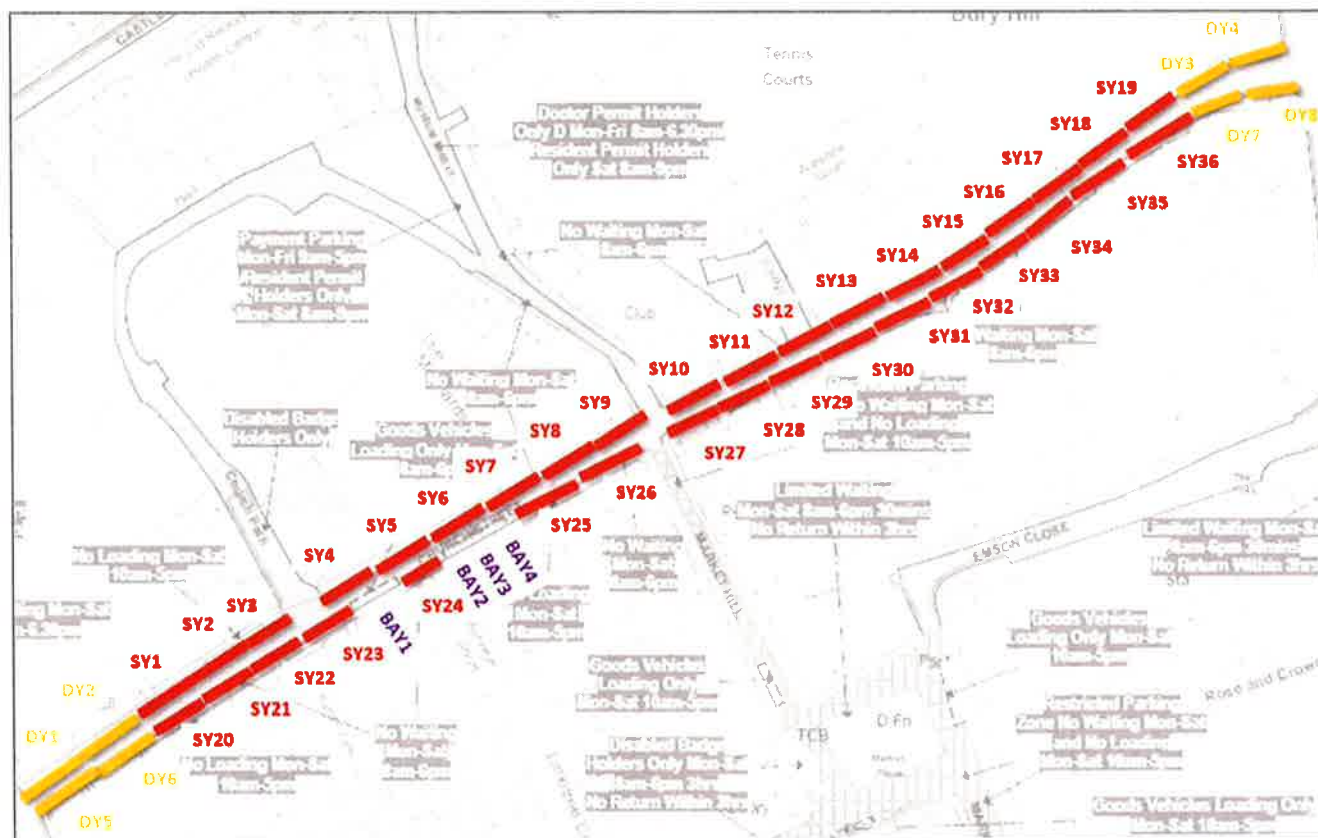
This copy has been made by or with the authority of the Head of Legal Services of Essex County Council, pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright, the copy must not be copied without the prior permission of the copyright owner.

the 1990s, the number of people in the United States who are 65 years of age or older is projected to increase from 20 million to 35 million (U.S. Census Bureau, 1996).

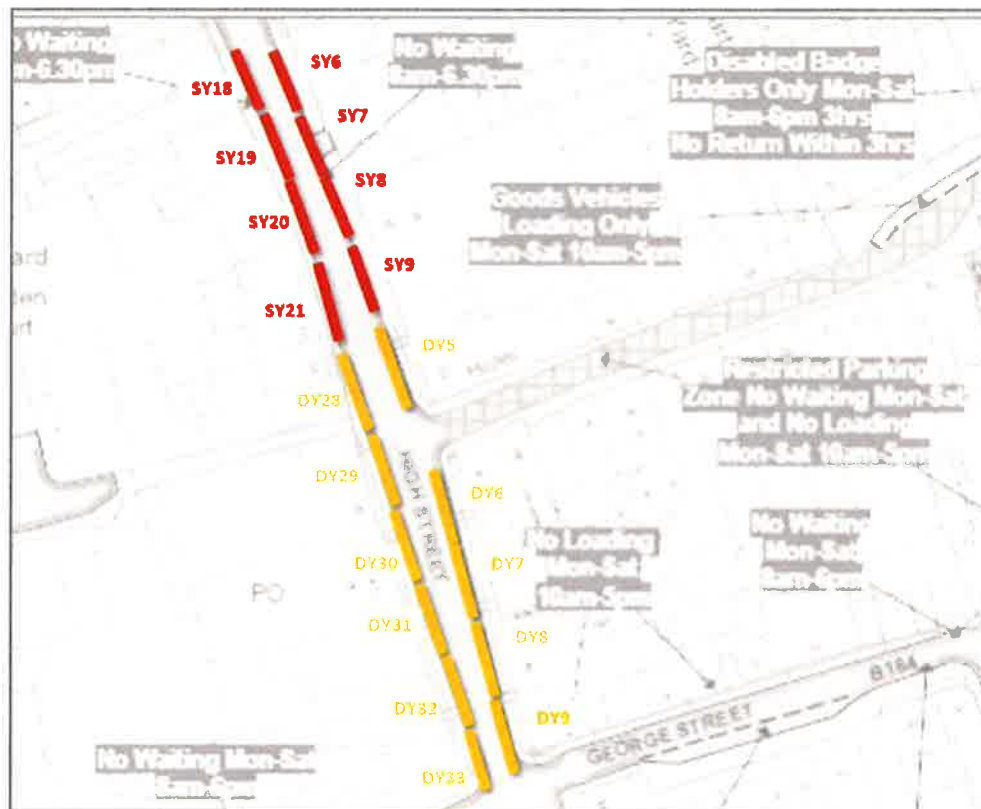
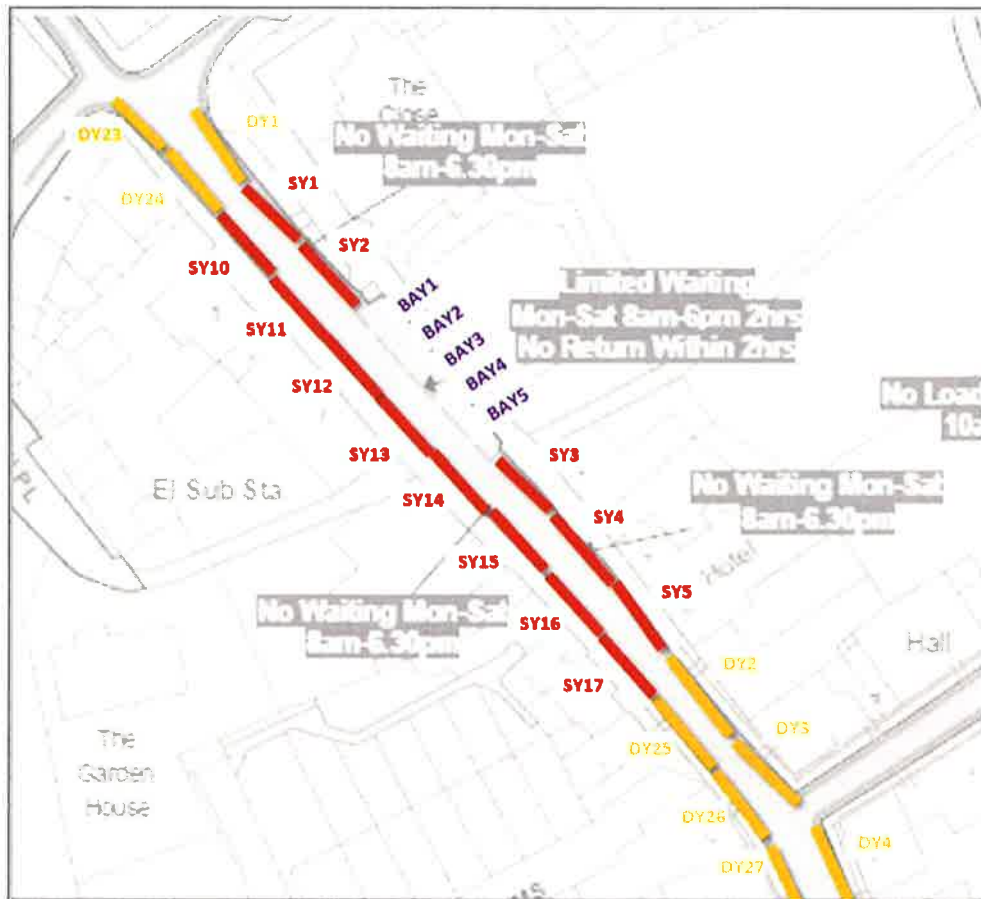
**Hill Street / George Street**

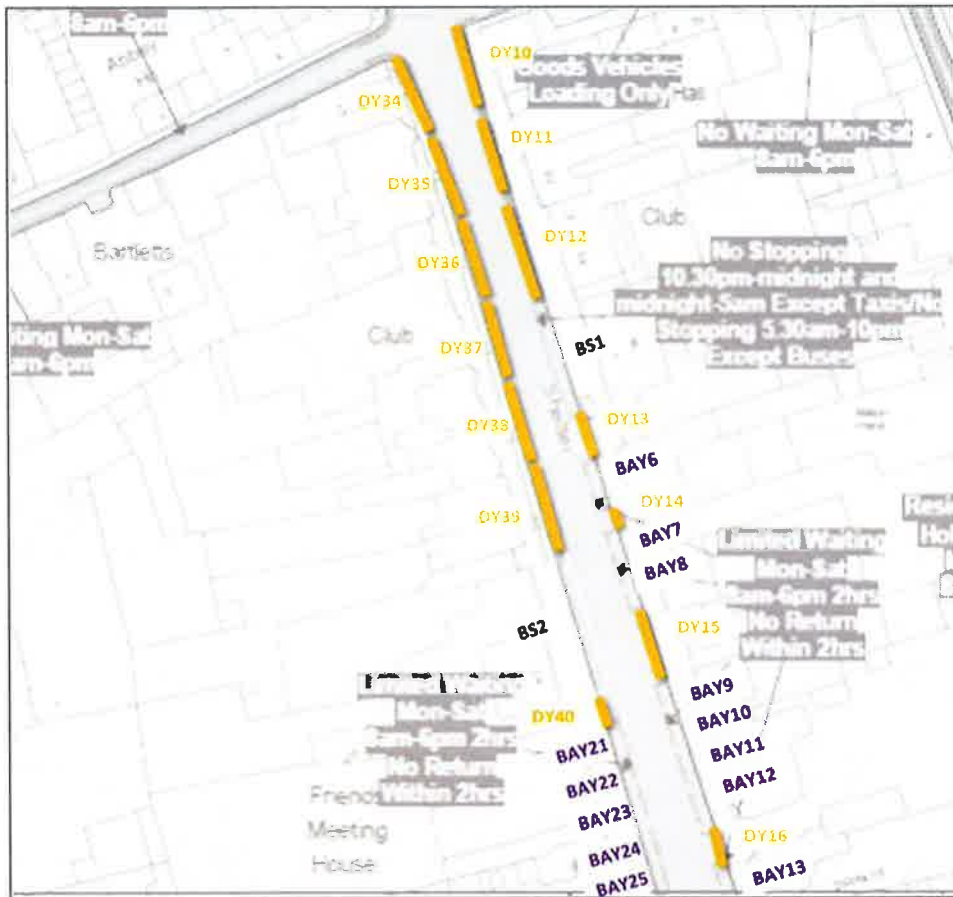


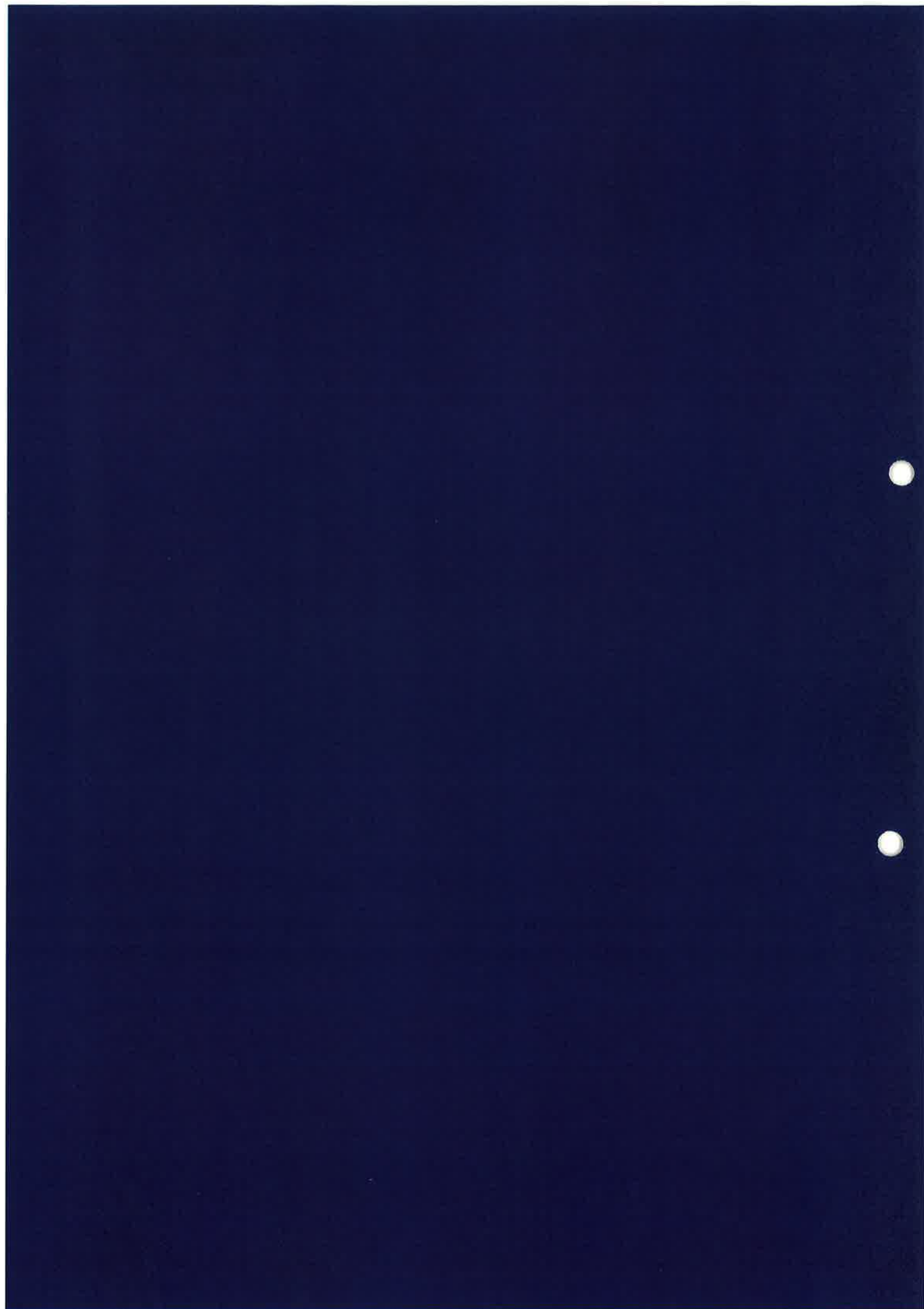
**Church Street**



## High Street







25

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 10:01  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Land South Of Radwinter Rd

Caution: This Message originated outside your organisation.

---

14 August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.

- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for

objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,



Get [Outlook for iOS](#)

26

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 09:58  
**To:** Rebecca Mushing  
**Cc:** enquiries@saffronwalden.gov.uk; [REDACTED]  
**Subject:** Highway Consultation: Traffic Lights at bottom of Church Street /  
2206/01/TS/01/Rev/B/Preliminary/ Traffic Signal Design

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

I herewith wish to register my disagreement with the proposed change of Traffic Flow and Installation of Traffic Lights at the bottom of Churchh Street, Saffron Walden.

The proposed changes will increase the traffic jam on Church Street. Traffic lights will reduce the passing number of cars per minute by reducing the traffic flow through the introduction of green phase. The traffic jam will pile up to the top of church street and cause grid-lock.

If better traffic flow was intended it would be more likely achieved by the installation of directional mirrors on the houses opposite the bottom of Church Street., thus enabling approaching cars on Church Street to check wither entry into High Street is safe.

At present free sight for cars is often obstructed by a) pedestrians wanting to cross, and b) by cars on High Street driving into the opening of Church Street and thus blocking any outflow from there in either direction.

Traffic flow wanting to leave Church Street could be improved by installing a 'yellow box' in this area. Further, cars parking/stopping on High Street for a quick stop in the shops around there, and the deliveries to QD, already regularly reduce the traffic to one lane there and therefore causing jams on Church Street and High Street. Double yellow lines and better patrolling would be more effective than Traffic lights.

Therefore I am strongly opposed to the proposal i question.

Best Regards

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

27

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 15 August 2022 07:35  
**To:** Rebecca Mushing; [REDACTED]; Clerk@sewardsend.org.uk  
**Subject:** Houses on Radwinter Road

**Caution: This Message originated outside your organisation.**

---

I am writing to oppose the plan to build over 200 houses on Radwinter Road. The proposal will cause huge traffic congestion in Saffron Walden which is already hugely congested at key times of the day. I do not feel that it would be safe for traffic travelling from Swards end on a road that is already a very dangerous road. My son has had a crash there, as have many others. With the increase in the number of cyclists, the road is already very dangerous.

Saffron Walden is a beautiful town that I've watched lose its character over the 20 years I've lived here. The traffic lights are not in keeping with the towns character. It is such a shame that we are destroying the charm of Saffron Walden.

Professor [REDACTED]  
Resident of Swards End since 1999  
[REDACTED]

29

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 15 August 2022 06:34  
**To:** Rebecca Mushing; Clerk@sewardsend.org.uk  
**Subject:** 233 Houses in Radwinter Road

Caution: This Message originated outside your organisation.

Please except this email as a rejection to the above planning application and I agree with [REDACTED]  
[REDACTED] letters of objection.

Thank you.  
[REDACTED]

Sent from my iPad

28

5<sup>th</sup> August 2022

Dear Ms Mushing,

Your ref: PJF/rp/PF/10680

Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

20

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 15 August 2022 06:31  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I am writing as a resident in response to the consultation documents which were received on Tuesday 2<sup>nd</sup> August, 2022.

[REDACTED]

To put forward a proposal for traffic lights at the church street / high street junction, shows the preposed development of 233 houses would cause an Unsustainable increase to the traffic within Saffron Walden as the only major road to the M11 north or south and further afield is to the west of saffron Walden meaning anyone not employed in the local vicinity will have to negotiate the town at rush hour which is already congested, by installing lights at the suggested junction this will not decrease traffic and will more likely slow progress.

With regards the preposed cycle link unless this land is under your control this cannot be put forward as you may gain planning permission on this Tick Box of an idea and then not be able to implement it making the whole development illegal. Furthermore a development of this size would require a far more extensive cycle network in place to enable better access to the town & the station.

Finally, I wish to formally record my objection to this consultation and Preposed Development

[REDACTED]

Mobile : [REDACTED]  
Email : [REDACTED]  
Web : [REDACTED]

31

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 14 August 2022 18:29  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]; enquiries@saffronwalden.gov.uk; [REDACTED]  
**Subject:** Planning Appeal - Rosconn, Swards End

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca,

Re: UTT/21/2509/OP - Appeal

I am writing to outline my objections to the above mentioned planning application/appeal.

Firstly, I wish to confirm my support for the Local Planning Authority's refusal and the reasons it gave.

Further, I draw your attention to the objections stated by Saffron Walden Town Council, which I strongly reiterate and support. In particular, it's comments regarding the applicant's proposed traffic mitigation measures, including installation of traffic controls at the Church Street/High Street junction.

The specific additional objections I wish to make are:

1. The proposed "mitigations" of installing traffic controls within Saffron Walden town centre fail the test of "reasonableness". This is a test which any planning condition must meet. It fails this test as:

i) The Appellant does not have the necessary authority/control to meet the proposed conditions  
ii) The traffic controls, associated signage and consequential impact on traffic flows elsewhere would reasonably be expected to cause significant harm to all existing residents of Saffron Walden, to local businesses and to the historic streetscape/conservation area which includes many important listed buildings.

2. The Appellant has failed to evidence the broader impact of the proposed new controls on traffic flows in Saffron Walden. It is however self evident that introduction of one new control would have significant (negative) consequences elsewhere in the town - when already traffic levels and modern vehicles create well documented challenges.

3. Notwithstanding the failure to provide necessary traffic flow modelling, it is obvious that traffic entering Saffron Walden would seek to avoid any new controls in the High Street, by turning left up Castle Street. The harm caused in Castle Street by existing traffic flows is obvious; any increase in traffic will further exacerbate this. The harm includes air quality and potential damage to important, protected historic buildings. Additionally, there is a well used pedestrian crossing point in Castle Street, affording access from the town centre to Bridge End Gardens, Cricket Club, Football club and play park; as such the crossing is often utilised by unaccompanied children, the elderly and

visitors to the town. Additionally, there is a primary school in Castle St, immediately outside of which there was a significant road traffic accident a few days ago. The above facts are all relevant to the significance of the harm which traffic flow modelling (due to the new traffic controls) would doubtless demonstrate.

Arguably it should already be the case that traffic entering Saffron Walden is prohibited from turning left up Castle Street, for the above reasons.

It is inconceivable that ECC/Highways (and therefore a competent Planning Inspector) could actively consent to a proposal which would reasonably be expected to further increase traffic volumes on Castle Street. If Essex County Council/Highways agrees to the proposed traffic controls without a full traffic impact analysis having been undertaken, it is failing to meet its statutory obligations.

4. The focus on the traffic impact of the proposed development stems from the fact that it is outside the town and residents would be dependent upon private cars for travel. The Planning Authority has correctly refused permission and set out appropriate reasons for doing so. The Appellant is seeking to offer mitigation by suggesting installation of unnecessary and undesirable traffic controls, which would cause significant but as yet unquantified harm to Saffron Walden. This highlights the absurdity of the proposed traffic controls - I.e. the proposed development would cause harm given dependency on private car use, which the Appellant seeks to mitigate with a proposal which will obviously cause wider harm to many others!

No competent Planning Authority, Highways Authority or Planning Inspector could reasonably consent to the proposed development. Nor could they reasonably conclude that the proposed traffic mitigation (I.e. the new traffic controls) could do anything other than cause significant harm.



Sent from my iPhone

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 14 August 2022 17:14  
**To:** Rebecca Mushing; Clerk@sewardsend.org.uk; planning@uttlesford.gov.uk  
**Cc:** [REDACTED]  
**Subject:** Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
**Attachments:** Response to Framptons Consultation Hansen et al 120822.docx

**Caution: This Message originated outside your organisation.**

---

I am writing on behalf of myself and my husband, plus two other households, in response to  
**Appeal ref, APP/C1570/W/22/3296426**  
**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

Attached is a letter in response to the consultation documents which we received on Tuesday 2  
August, 2022

[REDACTED]

on behalf of residents of [REDACTED], and on behalf of households  
at [REDACTED]

32

14 August 2022

Dear Ms Mushing

Your ref: **PJF/rp/PF/10680**

Response to consultation re: **Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which we received on Tuesday 2 August, 2022.

We object to the proposals outlined in drawings 2206-01-TS-01 and 20-1142-SK16. **We agree fully with the comments made by [REDACTED] and [REDACTED] in their response of 5 August, repeated below for convenience:**

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the conservation area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock. We had evidence of this when building work was carried out recently in the High Street
- The proposed signalisation of this junction does nothing to improve traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: **Note: unable to survey within highway due to high volume of traffic. Traffic management required.** This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## 2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

We also wish to formally record our objection to this consultation, which has been launched at very short notice before the appeal hearing and with very little time for objections. We have only had two weeks to respond to the consultation and many residents are likely to be on holiday at. We believe this is a cynical ploy to reduce the number of objections.

Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge.

For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

In addition to agreeing with all the comments made by [REDACTED], we would also like to state that we do not believe that these revisions to the proposed application for the erection of 233 residential dwellings address any the previous concerns made by [REDACTED] on the original planning application. These are included below, with minor amendments:

- **Flood risk.** The stretch of Radwinter Road from Swards End to Tesco already floods after any heavy rainfall, with drains unable to cope with the runoff. The road is considerably lower than the surrounding land and is the site of an old watercourse. The flooding has got considerably worse in recent years and any loss of greenfield area will exacerbate this.
- **Merging of settlements.** A development of this size will effectively merge Swards End with Saffron Walden, as the development itself is larger than Swards End. Swards End will lose its distinct character as a village and the eastern part of Saffron Walden, already affected by high levels of development, will no longer have a green boundary.
- **Traffic.** The roads in this area are already struggling to cope with the volume of traffic, particularly in peak travel times. The roads are very busy around the Tesco supermarket and often gridlocked around Elizabeth Way. An additional 233 houses, with a likely further 400+ cars will greatly add to traffic congestion. This affects a large area, as the majority of traffic has to pass through Saffron Walden to reach the M11 and the rail line. Rural roads in the area including Swards End are also affected as they are already being used as "rat runs". Air quality, which is already very poor in the eastern part of Saffron Walden will be likely to

deteriorate. To make it clear: The revisions proposed do nothing to improve any of these problems.

- **Road access.** The section of Radwinter Road from Swards End to Saffron Walden is frankly dangerous. It is a steep hill, narrow, in poor condition, with several blind bends. It has already got much busier in recent years, and there have been a number of accidents on the hill recently, some involving cyclists. Having an access point here with 400+ cars, plus services, deliveries, etc moving in and out every day is going to increase the danger to both residents and through traffic.
- **Lack of resources.** An additional 233 families requiring healthcare and education services will put an intolerable burden on Saffron Walden. At the moment all GPs and dental practices are oversubscribed and it is hard to get a doctor's appointment. There are no NHS dentists. Schools are full and there are no plans for additional schools. Families in Swards End are not guaranteed a place at SW County High and face lengthy journeys to schools in another town.
- **Loss of farmland/green space.** This large area (17 hectares) is currently agricultural (arable) land. At a time when food security is a national issue, we should be growing more food for an increasing population. It is unacceptable to lose more good quality land. In addition, we should not be building on green spaces at all when there are so many brownfield sites throughout Uttlesford and Essex that should be developed first.
- **Water pressure.** Over the last two years residents of Swards End have frequently suffered low mains water pressure, resulting in showers, etc working inadequately or not at all. Clearly the addition of 233 more houses in the vicinity is likely to make this problem worse, particularly when combined with the effects of climate change.
- **Effects on wildlife.** A large herd of deer move in and around this area. Not only would they lose habitat, but being displaced into residential areas are likely to become victims of traffic collisions, with potentially serious consequences to wildlife and drivers.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely

[Redacted signature block]

33

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 14 August 2022 16:37  
**To:** Rebecca Mushing  
**Cc:** enquiries@saffronwalden.gov.uk  
**Subject:** Saffron Walden Church Street Traffic Light Proposal - Objection

Caution: This Message originated outside your organisation.

Dear Ms Mushing

We would like to add our objection to the proposal to install traffic lights at the Church Street junction with the High Street in Saffron Walden. We regularly travel up and down the High Street and Church Street. Whilst the current arrangement is not ideal, with delays to exiting Church Street being common, we feel that it is imperative to keep the traffic in the High Street flowing and in particular for it to have right of way over vehicles leaving Church Street.

We fear that if traffic lights were to be installed, it would lead to congestion in both directions in the High Street as parked cars tend to reduce the carriageway to one lane and any further restrictions in flow could lead to a complete block of the High Street.

Of secondary concern is the detrimental effect of more street furniture to the Conservation area.

With kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 14 August 2022 16:36  
**To:** Rebecca Mushing  
**Cc:** Planning@uttlesford.gov.uk; [REDACTED]  
**Subject:** LAND SOUTH OF RADWINTER ROAD, SAFFRON WALDEN (EAST OF GRIFFIN PLACE)  
APPEAL REF: APP/C1570/W/22/3296426 APPLICATION REF: UTT21/2509/OP  
**Attachments:** Objection letter.docx

Caution: This Message originated outside your organisation.

For your attention

34



Ms R Mushing  
Planning Solicitor  
Wright Hassall  
Olympus Avenue  
Leamington Spa  
CV34 6BF

14 August 2022

Dear Ms Mushing

**LAND SOUTH OF RADWINTER ROAD, SAFFRON WALDEN (EAST OF GRIFFIN PLACE)**

**APPEAL REF: APP/C1570/W/22/3296426**

**APPLICATION REF: UTT21/2509/OP**

I refer to the letter of 1 August from Framptons Planning Consultants which enclosed for comments copies of :

- Drawing 2206-01-TS-01 Rev B Preliminary Traffic Signal Design, relating to the Church Street/High Street road junction
- Drawing 20-1142-SK16 Proposed Western Pedestrian/Cycle Link, showing illustratively the provisions for a pedestrian/cycle link to the western boundary of this appeal site.

Neither are very informative or clear. This is particularly so in the case of the Church Street/High Street junction proposals.

In addition, reference is made to various other matters and drawings about which no information or copies have been provided. (Eg. In respect of the Radwinter Road/Thaxted/East Street/Chaters Hill junction [Dwg No. CTP 20 1142 SK10 Rev A] and Thaxted Road/Peasland Road junction [Dwg No 20 1142 SK11 Rev A].

In my letter of objection of 17 September 2021 I explained why I believed that no further developments to the east of Saffron Walden should be allowed. The very restricted road network within this historic market town is already at breaking point. Even if reliance is placed on the so called proposed link road connection to Peasland Road/Borough Lane (neither of which are fit for this purpose) to act as a bypass for east/west movements, it does nothing to alleviate the pressures on the town centre from northbound traffic. Indeed the very fact that works are being proposed at the various junctions mentioned above acknowledges that the additional traffic generated from the proposed housing development, together with consequent reassignment of other traffic, will have a significant impact on the town's road network.

It would seem for instance that, in order to reduce pressure on the High Street the intention is to encourage more traffic to head north via Chaters Hill/Ashdon Road/Church Street. But these roads, particularly Church Street which is narrow in places without adequate pavement area, are simply not suitable for this purpose. Both the High Street and Church Street also contain many historic and/or commercial buildings. Since some further restriction of the road width in Church Street

appears necessary to enable the installation of traffic lights, greater congestion and therefore noise and pollution will inevitably occur here .

Simplistic statements that the installation of traffic signals will not result in an increase in noise and pollution fail to reassure since no account appears to be taken of resultant changes in traffic behaviour. For example, traffic which would otherwise access the High Street at the War memorial and proceed northwards through the Abbey Lane/George Street traffic lights would use the Church Street route instead once traffic lights were in operation there. Thus they would avoid waiting to access the High Street at the unsignalled junction at the War Memorial and then having to negotiate two sets of traffic lights (ie at George Street and Church Street). But this would make conditions in Church Street intolerable.

But are traffic signals the right answer here anyway. Given the characteristics of the northern section of the High Street, many historic buildings, some with cellars, pedestrian desire lines from the Swan Meadow Carpark towards St Marys Church on the one hand and King Street/ Market Square on the other, the various shops requiring deliveries , and the restricted carriageway width (single file at one point) it is likely that any traffic light installation would be to the detriment of existing conditions rather than an improvement.

I remain firmly of the view that the application to build yet more housing to the east of Saffron Walden should be refused.

Yours sincerely,



cc Planning Inspectorate  
UDC

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 14 August 2022 16:29  
**To:** Rebecca Mushing  
**Cc:** Planning@uttlesford.gov.uk; [REDACTED]  
**Subject:** Land South of Radwinter Road (East of Griffin Place) Saffron Walden:  
UTT/21/2509/OP and APP/C1570/W/22/3296426  
**Attachments:** Letter Highway conditions Aug 2022.pdf

Caution: This Message originated outside your organisation.

Dear Ms Mushing

I attach a letter in response to the letter of 1 August received from Framptons Planning Consultants and relating to this application. As you will note, I am copying to Uttlesford District Council and the Planning Inspectorate.

Yours sincerely

[REDACTED]

35

[REDACTED] MA,  
[REDACTED]

Ms R Mushing  
Planning Solicitor  
Wright Hassall  
Olympus Avenue  
Leamington Spa  
CV34 6BF - *By email*

14 August 2022

Dear Ms Mushing

**LAND SOUTH OF RADWINTER ROAD, SAFFRON WALDEN (EAST OF GRIFFIN PLACE)**

**APPEAL REF: APP/C1570/W/22/3296426**

**APPLICATION REF: UTT21/2509/OP**

Framptons Planning Consultants sent me a copy of their letter of 1 August 2022, enclosing copies of

- Drawing 2206-01-TS-01 Rev B Preliminary Traffic Signal Design, relating to the Church Street/High Street road junction
- Drawing 20-1142-SK16 Proposed Western Pedestrian/Cycle Link, showing illustratively the provisions for a pedestrian/cycle link to the western boundary of this appeal site.

I take it that the intention in sending these papers is to seek to satisfy local residents and objectors to the application (of whom I am one) that the appellants have prepared proposals which would overcome the objections made to the development on traffic grounds, and that they would be prepared to accept the conditions set out in the letter as a basis for the granting of permission.

The letter states that 'The drawings are proposed [*by whom?*] to be referred to planning conditions which have been drafted [*by whom?*]'. Although we are told that the appellants have prepared these drawings in consultation with Essex County Council Highways Department and UDC, the letter therefore does nothing to reassure the reader that the drawings have any status, or that either body has judged them acceptable.

In fact, the drawings are completely inadequate and fail to provide reassurance that the traffic/pedestrian/cycle reasons for UDC's refusal of the application have been overcome. I must stress that in my view the development is unacceptable in its proposed location even if these particular concerns could be met. But I am not persuaded that these drawings meet even their own objectives.

My reasons for this view are as follows:


1. We are provided with only two out of the five drawings referred to in the letter. It is thus impossible to be satisfied that the proposals are being addressed holistically.
2. **Drawing No 2206-01-TS-01 Rev B** (Church Street/High Street junction) is inadequate in itself. It shows the immediate junction of the two roads concerned but makes no attempt to relate this location to the rest of the network - eg the existing traffic lights at the High Street/George Street

junction only a few metres to the south, the narrowing of the High Street a few metres to the north towards Cambridge, or the other streets on both sides of the High Street.

3. The drawing states that a survey of the area around the outline has not been possible because of the high volume of traffic. We must assume therefore that full detailing has not been possible.
4. The drawing is annotated with Numbers 1 to 8. However only Numbers 1 to 3 appear in the Notes. We are not told what the rest mean.
5. It appears (although this is not explained) that the intention would be to narrow the width of Church Street as it approaches the junction, and to widen the pavement on the southern corner where it joins the High Street. I appreciate that this may be intended to make it easier to insert traffic lights and still leave adequate space for pedestrians (as has been made clear, the narrow pavement on that corner would be a matter for concern).
6. However, narrowing Church Street would significantly reduce the amount of turning traffic it could take. At present most smaller vehicles can form two lanes as they approach the junction, ready to turn left or right, although this is already not possible for larger vehicles or lorries. Reducing the street width would take away this flexibility. The traffic would inevitably stack back further along this one-way road in the town centre, increasing pollution and adversely affecting the historic buildings along the street and their settings. It would also cause congestion for traffic approaching or leaving the Parish Church, which has no choice but to approach westwards along Church Street, then enter the churchyard by way of Museum Street and Church Path and leave it by the western part of Church Path - all one-way. Such additional congestion would be particularly insensitive in its effects on funeral hearses and family mourners, both as they came to the church for the funeral service and proceeded afterwards to the churchyard/crematorium. Wedding parties - going to and from the church - would be similarly affected.
7. Any new traffic lights at this point would need to be linked to the existing High Street/George Street lights. The short distances between them would mean that traffic built up further along the High Street (the main traffic artery through Saffron Walden) to the north and south of the junction. This would affect vehicles travelling south towards London, Audley End Station, and the M11 to the south as well as those heading to Cambridge/Addenbrookes Hospital/the M11 to the north. All this would further damage the air quality of the town.
8. It is particularly difficult to conceive how Church Street/High Street lights could work without producing a bottleneck, given the narrowing of the street (see 5 above), the need for left and right filters to avoid Church Street traffic turning against the flows in the High Street, and the existing narrowing of the High Street near Myddleton Place - where it is already effectively impossible for vehicles to pass each other.
9. **Drawing No 20-1142-SK16** is extremely unhelpful. Because Radwinter Road itself is not shown on the drawing, it takes a great deal of head-scratching to work out where this cycle/pedestrian link is meant to be. Even having established that, however, the drawing still does not make clear where the cyclists/pedestrians are meant to go once they are out of the appeal site.

In summary, these drawings do nothing to allay my concerns about the proposed development. **2206-01-TS-01 Rev B** particularly underlines that the town's road system cannot cope with additional residential development. I urge the Planning Inspectorate to reject the appeal.

Yours sincerely



cc Planning Inspectorate

UDC

36

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 14 August 2022 15:59  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Fwd: APP/C1570/W/22/3296426

Caution: This Message originated outside your organisation.

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref,**

**APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron  
Walden**

I am writing in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022. I have just returned from holiday so wanted to submit my reviews before the deadline.

I object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church  
Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of

the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.

- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

For anyone who lives in Swards End the traffic lights will at no time effect the traffic flow into Swards End village. I often use Church street when approaching from Cambridge and there are multiple other areas that could cause an issue. I have no idea why traffic lights on the other side of town would help in this case.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.

It is impossible to have a clear picture without being given the appropriate materials.

- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have zero impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, I wish to register my dismay at how this has been handled, the time it has been done when so many are on holiday and the lack of information for residents to understand the impact of a needless project. As with applications in the past the use of the word sustainable can be further from the truth. This will bring more congestion with an increase of vehicles crossing town to get to the

transport networks (233 houses can be up to extra 500 cars looking for access between Tesco and town), pressure on public services and other amenities located in Saffron Walden.

Furthermore, the public notice which has appeared in last week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. We do not even receive the Reporter in Swards End. For these reasons, and for the reasons stated above in relation to drawing SK16, I assert that this consultation is not valid and should not form part of the appeal process.

Regards

A black rectangular redaction box covering the signature of the sender.

37

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 14 August 2022 15:44  
**To:** Rebecca Mushing  
**Cc:** enquiries@saffronwalden.gov.uk  
**Subject:** (UTT/21/2509/08) Traffic lights installation Church St, S.Walden

**Caution: This Message originated outside your organisation.**

---

I wish to oppose the proposed changes to Church St which could be brought about should Rosconn's appeal be successful this autumn. My reasons are as follows:-

The town is already more than sufficiently developed with many housing estates and infill housing having been built in recent years with detrimental environmental effect.

The changes to Church St will be an eye sore in this historic medieval part of the town.

The proposed arrangement would inevitably force more motorists to use Castle St as their access to other parts of the town coming from Cambridge direction. It would drastically change the safety and living in this charming Street. The road has a school, and has recently had a high risk accident involving an over turned van.

Noticeably, the traffic solutions proposed wreak of political short termism, with no interest in creative planning for discouragement of cars in our town, and a future of less car ownership, and more car sharing and a good public transport system.

Saffron Walden is a unique picturesque town. We should be protecting it for future generations.

Considerations towards reducing levels of pollution greatly, as a public health concern, also renders this scheme unfit for purpose.

Yours faithfully,

[REDACTED]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 08 August 2022 11:44  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

---

Dear Ms. Mushing,

Further to the consultation documents sent last week, as a Swards End resident I am writing to confirm my whole-hearted agreement with the points previously made by [REDACTED].

Regards,

[REDACTED]

LOX

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 07 August 2022 14:29  
**To:** Rebecca Mushing  
**Cc:** enquires@saffronwalden.gov.uk  
**Subject:** Highways proposal Saffron Walden

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

I am writing to raise my concerns about the proposed changes to the High Street and Church Street junction in Saffron Walden.

As a resident of Castle Street this will impact significantly on our lives. Many drivers already use Castle Street to avoid the centre of town and this will exacerbate the problem. Drivers will use Castle Street to avoid the traffic lights and the resulting delays.

Saffron Walden is an historic centre with many of the key buildings on Castle Street. The extra traffic will create more traffic fumes for the residents, more noise, and more disruption. The street also includes St Marys primary school and the extra fumes will impact on the health of our young children.

I oppose the changes suggested including the additional housing which will create even more traffic going through our beautiful town.

Best regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPhone

105

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 07 August 2022 12:17  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]enquiries@saffronwalden.gov.uk  
**Subject:** Proposal to install traffic lights at junction of Church Street and High Street, Saffron Walden (UTT/21/2509/OP)

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

We wish to make clear our objections to the above proposals put forward by Rosconn (UTT/21/2509/OP)

We are longterm residents of Castle Street, an historic street in the conservation area. We have noticed the increased amount of traffic using Castle Street, largely caused by new housing development to the east of the town and rural areas like Swards End, Radwinter and Ashdon. This has resulted in more noise and poor air quality, especially when traffic is at a standstill, as it is at certain times of the day.

Traffic entering the town from the Cambridge direction often uses Castle Street to bypass the town centre. Bridge Street is narrow, and two wider vehicles cannot pass one another at the junction of Castle Street and Bridge Street/High Street, and so have to pass in single file for a short stretch. This already causes congestion in Bridge Street and High Street, especially at busy times of day when traffic backs up from the existing traffic lights, not only in High Street and Bridge Street, but also in Church Street. Sometimes, at busy times, the traffic will even queue up Castle Street with engines idling, causing noise, nuisance and potentially dangerous fumes. The air quality is noticeably poor at times in the lower half of Castle Street and at the junction with Bridge Street. The junction of Castle Street and Little Walden Road has poor visibility and there have been a number of incidents when vehicles have pulled out of Castle Street into the path of a vehicle coming along Little Walden Road or out of Catons Lane.

If an additional set of traffic lights at the junction of Church Street and High Street is put in place, it would surely lead to traffic queues, past the bottom of Castle Street, into Bridge Street, causing more noise and traffic fumes in vulnerable parts of the town's historic streets, safety issues caused by traffic backing up at junctions where there is poor visibility, increased use of Castle Street as a rat-run to avoid the town centre, and poorer air quality and nuisance for town residents. We cannot see how the proposal would mitigate the already considerable traffic problems and anticipate it would make life more difficult for residents of key parts of the conservation area.

For these reasons we strongly oppose the plan.

Yours,

[REDACTED]  
[REDACTED]

110

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 07 August 2022 12:12  
**To:** Rebecca Mushing  
**Subject:** UTT/21/2509/OP appeal objection

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I'm very concerned by the impact of proposed traffic lights at the junction of Church St and High St in Saffron Walden.

I live on the High St, [REDACTED], and because of the road layout always use Saffron Walden's one-way loop of Castle St/Little Walden Rd/Church St (plus Museum St) and the High St from Church St to Castle St. So I use Church St several times a day, and believe this proposal is unworkable at rush hours, school runs and increasingly outside those times.

Frampton's note that they were "unable to survey the highway due to high volume off traffic" and "traffic management required" is ironic. The existing traffic problem at the Church/St High St junction is something drivers are solving in the most practical way. This proposal would impose a system which actually reduces rather than improves the flow round that system.

Church St is the exit to the railway station, M11 and Cambridge for many people in the north of the town and several local villages. Even with a two-lane exit from Church St there are always two queues at the junction, squeezing into the narrow exit, one turning left and one right.

At busy times of the day they are trying to cross or enter a queue backing up from the lights at the High St/George St junction past the High St/Church St junction, and increasingly beyond the crossroads at High St/Castle St/Myddlyton Pl/Bridge St.

Currently leaving Church St in either direction relies on helpful drivers from the north (likely local people who understand the complexities of the junction) leaving a gap for people turning right to head to M11/Cambridge; often several cars do this during the light cycle at George St. This also allows a couple of cars turning left to the lights (the route to the station) into the queue on High St.

But a single lane on Church St would mean a car at the head of the queue, wanting to turn left but blocked by the High St queue, will also block all those wanting to turn right - and at peak times there are usually far more cars turning right than left.

So the queue on Church St will become even worse than now, as right as well as left turners are blocked. This already happens occasionally when buses or lorries block the junction, or when parked cars prevent the two lanes forming further up Church St; sometimes the queues stretch back to the Ashdon Rd at the top of the Common.

In essence this proposal replaces helpful drivers using their discretion, with a red light that has no consideration or judgement.

And that's before considering the impact on queues on High St heading north, which can already stretch back to the High School at the edge of town. The rest of the town's network will be badly impacted, including junctions which struggle to cope with the increasing volume of traffic, as drivers find new routes to avoid the queues at this point. As part of this, it's to UDC's credit they are currently considering removing the AQMA from town, but air quality levels are still relatively high. The extra queues of idling traffic this proposal would create can only push that aspiration further away.

And finally, on a personal note, it's only by chance we heard about the proposal very recently. Whatever planning law requires in terms of consultation, hoping to get this change agreed without actively engaging with people living near such a significant proposal seems dubious.

Yours sincerely,

A large black rectangular redaction box covering the signature area.



**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 07 August 2022 08:44  
**To:** Rebecca Mushing  
**Cc:** enquiries@saffronwalden.gov.uk; [REDACTED]  
**Subject:** UTT/21/2509/OP

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

I am writing to say that I am totally opposed to the new traffic proposals for Saffron Walden relating to the planning application for Swards End.

I live at [REDACTED] in the historic heart of our beautiful historic town. Castle Street is already becoming overloaded with traffic and large lorries due to the building that has taken place here and the increased traffic that brings.

We are subjected to car fumes, noise and speeding cars and our houses were not built to withstand large vehicles speeding past, we can feel them shake. My house was built in the 15th Century.

The essential beauty and character of Saffron Walden is threatened by the possibility of traffic lights in Church Street which would spoil another historic Street and cause even more slow moving traffic resulting in yet more fumes causing ill health to residents, and damage to existing historic buildings and yet more anguish to people driving as they are caught in traffic jams waiting for lights, not only in Church but the High Street too in both directions. In my opinion it would result in mayhem!

Yours sincerely,

[REDACTED]

Sent from my iPad

112

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 06 August 2022 21:25  
**To:** Rebecca Mushing  
**Cc:** Saffron Walden Town Council  
**Subject:** Highway proposal - Junction of Church Street and High Street, Saffron Walden

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca Mushing

I have only just become aware of a proposal to significantly alter traffic management in Saffron Walden.

At present, traffic exits Church Street in two lanes. Traffic is able to enter High Street reasonably easily at most times of the day, taking advantage of gaps in the traffic arising from the traffic lights at the junction of High Street and George Street.

I understand it is proposed to reduce the width of Church Street to one lane only and install traffic lights. I consider this will not help traffic management at all -

- Traffic will back up Church Street to a considerable extent.
- Traffic lights at the junction will adversely affect traffic flow in High Street, causing queues in both directions, almost certainly blocking the High Street / Castle Street junction.
- Pollution levels will increase.

I strongly oppose the proposal.

Yours sincerely

[REDACTED] BSc FCA

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 06 August 2022 13:44  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Planning Appeal APP/C1570/W/22/3296426  
**Attachments:** Response to Framptons.docx

**Caution: This Message originated outside your organisation.**

---

Please find my response attached.

Sent from Mail for Windows

113

Dear Ms. Mushing

Re your ref: PJF/rp/1068

Appeal ref: APP/C1570/W/22/3296426

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

The submitted drawings do not in any way address concerns regarding the highway.

1. Drawing no: 2206-01-TS-01. Signalisation here would create gridlock. Traffic approaching down the narrow one-way Church Street could be held up as far back as Common Hill/Ashdon Road. This would be joined by traffic coming from the existing High St/George St signal where the queue of incoming traffic from London Road/Audley Road would be substantially extended. At the other end of the High Street, the junction with Bridge Street and Castle Street is narrow and already cause tailbacks. Gridlock would be complete. More noise, more pollution, more damage to listed buildings.
2. Drawing no: 20-1142-SK16. This drawing is unclear and irrelevant. It does nothing to address the serious problem of potentially dangerous access to/from the site from Pounce Hill which is of great concern to residents of Swards End.
3. NO DRAWING SUBMITTED. CTP-20-1142 SK10 Rev A.  
"Capacity improvements" is a vague statement. This junction seriously affects Swards End. As the village has been give no consideration whatsoever by the Appellants it arouses suspicion.

This consultation exercise has been thrust upon the population of Swards End at short notice and during a holiday period when many may be away and minimal information has been supplied to people in Saffron Walden.

Tinkering with highway problems does not come anywhere near to making this development acceptable to the many who previously registered objections. It does not, for instance, touch on the lack of infrastructure.

These drawings should not be accepted and the Appeal should be dismissed.

Yours sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

114

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

[Redacted signature block]

115

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 06 August 2022 13:38  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Your ref: PJF/rp/PF/10680

Caution: This Message originated outside your organisation.

---

6th of August  
2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.

- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for

objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Kind regards

A small black rectangular redaction box covering the name.

Sent from myiPhone

**From:** [REDACTED]  
**Sent:** 06 August 2022 13:38  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Griffin Place

Caution: This Message originated outside your organisation.

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.

- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

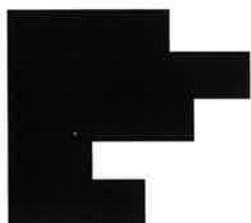
- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated

above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Sent from my iPhone

117  
**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 06 August 2022 12:11  
**To:** Rebecca Mushing  
**Subject:** Response to consultation APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing

I am writing in response to the consultation documents referred to in Peter Frampton's letter of August 1.

1. These proposals will not mitigate the impact of the additional traffic that would result from the new development.
2. It looks impractical to install traffic lights at the junction of Church Street and the High Street.
3. Even if it were practical, installing traffic lights there would be disruptive. It would not solve the traffic problems created by the proposed development. It might make those problems even worse.
4. It's revealing that a comment on the drawing says, even before we feel the impact of the new development:  
"Note: unable to survey within highway due to high volume of traffic."
5. Proposals such as these are tinkering at the edges. Saffron Walden cannot support a proposed development of this size without radical measures to divert traffic away from the town centre.
6. I don't understand the context or the importance of the Proposed Western Pedestrian / Cycle Link. It looks to be a lesser issue. But I note that Mr Frampton's letter says "This link may then enable a connection to be made...." I am not clear whether "may then enable" means "would result in" or whether it means "in theory could enable but in practice is unlikely to result in".

Regards

[REDACTED]

118

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 06 August 2022 08:24  
**To:** Rebecca Mushing  
**Cc:** feedback@planninginspectorate.gov.uk  
**Subject:** Planning Appeal re: 233 houses - RESPONSE TO CONSULTATION REQUIRED

**Caution: This Message originated outside your organisation.**

---

6th August 2022

Dear Ms Mushing

Your ref: PJF/rp/PF/10680

Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

I write in response to the consultation documents which were received by residents in Swards End on Tuesday 2nd August, 2022.

I object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden. This junction is in the conservation area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

1. The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
2. Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
3. The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-

01 which states: Note: unable to survey within highway due to high volume of traffic. Traffic management required. This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link

1. Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.

2. It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.

3. I object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, I wish to formally record my objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, I assert that this consultation is not valid and should not form part of the appeal process. This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

A large black rectangular redaction box covering the signature of the sender.

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 23:46  
**To:** Rebecca Mushing  
**Subject:** APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

---

APP/C1570/W/22/3296426

Dear Ms Mushing, I wish to advise you I am in total agreement and fully support the response of [REDACTED] regarding the Appeal and traffic plans for the proposed development along Radwinter Road. I have also read the report from ECC Highways and agree with their opinion that the development would have a very negative impact on current over capacity roads in and around Saffron Walden. Another HUGE and very important concern is the extra traffic would seriously affect the air quality in our already hugely over developed market town . The current under pressure infrastructure would not cope with another large development.

Yours Faithfully

[REDACTED]

Get [Outlook for Android](#)

119

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

120

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 20:11  
**To:** Rebecca Mushing  
**Cc:** enquiries@saffronwalden.gov  
**Subject:** Application: (UTT/21/2509/OP)

Caution: This Message originated outside your organisation.

Hello Rebecca

I want to make you aware of my unequivocal opposition to the highway changes that have been proposed by the developer in support of building over 200 homes on the Radwinter road.

Saffron Walden clearly does not have the infrastructure to support this development.

Schools, healthcare, public transport to name just three.

This proposed housing development will also increase the pollution that the town is clearly suffering.

This is exacerbated by the fact that all housing development is forced to the east of the town because of the restrictions in place as a result of the Audley End Estate.

Please accept my very strong opposition to this proposal.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPhone

121.

  
5 August 2022

Your ref: PJF/rp/PF/10680

Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

Dear Ms Mushing,

I am writing in reply to the recent consultation documents about the proposals outlined in drawing nos. 2206-01-TS-01 and 20-1142-SK16. My original concerns over the original project still stand.

The new proposals, in no way improve the situation. In fact I think they would make it worse.

**1 Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden.**

Traffic being controlled through this junction as part of a traffic solution for the increased traffic passing east to west across the town would cause grid lock along church street, across the top and up the side of the common, on Little Walden road and the Ashdon Road back to Elizabeth Way, which is probably where traffic from the proposed new houses would join the system. It would also create more hold ups in the high street as all the west bound traffic would need to turn left and then join the queue for the lights at the junction of high street and hill street.

Traffic passing west to east [Stortford and Audley End Station], though these lights is often backed up as far as the council offices even now. And coming from Cambridge is often backed up to the golf course turning.

Traffic passing west to east using the alternate route along Peaslands road past the sports Centre and down to the Thaxted Road lights, is not wide enough and is already congested at peak hours this would also increase the loading on the Thaxted Road lights. (Also add the extra traffic from the new houses being built off the Thaxted Road)

It is my submission that this plan will make a bad situation intolerable.

**2 Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

I have lived in Swards End since 1982, and from the picture I saw, I have no real idea where this is. As a planning application document, it is worthless, a red line on piece of map/picture doesn't show me anything. It doesn't seem to go anywhere. The one thing I did notice was that there are already lots of houses.

Yours Sincerely



122

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 17:52  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Your ref: PJF/rp/PF/10680 Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I am a member of the family that owns [REDACTED] in Swards End.

I have received the Swards End Parish Councils response to this consultation. In line with my family I fully support the points that they have made in all respects relating to this consultation, not least the shortage of time during a holiday period to allow village and town residents to respond.

I find the developers' response to the insurmountable highways and congestion problems relating to this proposal completely inadequate.

Yours sincerely

[REDACTED]

123

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 17:06  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Your ref: PJF/rp/PF/10680 Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden  
**Attachments:** PastedGraphic-2.tiff

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I am a member of the family that owns [REDACTED] in Swards End.

I have received the Swards End Parish Councils response to this consultation. I fully support the points that they have made in all respects relating to this consultation, not least the shortage of time during a holiday period to allow village and town residents to respond.

I find the developers response to the insurmountable highways and congestion problems relating to this proposal completely inadequate.

Yours sincerely

[REDACTED]  
Director  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

Web: [REDACTED]  
Instagram: @[REDACTED]

[REDACTED]  
[REDACTED]

124

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 16:28  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** UTT/21/2509/OP

Caution: This Message originated outside your organisation.

Dear Ms Mushing

We write with reference to the letter from Framptons for the appeal regarding houses on land South of Radwinter Road.

The two drawings cover elements which may be desirable but hardly address the main issue, namely the existing levels of congestion in Saffron Walden which will be made worse by the additional development proposed.

We are not experts in traffic flow but our layman's view is that further traffic lights at the end of Church Street will not materially improve the situation; indeed it might make it worse. And the additional furniture required will be an eyesore.

We believe that the additional bridge across to the Redrow site will enable a cycle and pedestrian link to Shirehill but it is a pretty marginal benefit.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

126

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 16:22  
**To:** Rebecca Mushing  
**Subject:** Ref PJF/rp/PF10680

Caution: This Message originated outside your organisation.

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The

majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

From [REDACTED]

Sent from my iPhone

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 06 August 2022 13:43  
**To:** [REDACTED] Rebecca Mushing  
**Cc:** Clerk@sewardsend.org.uk  
**Subject:** RE: Your ref: PJF/rp/PF/10680 Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

**Caution: This Message originated outside your organisation.**

---

Many thanks for copying the PC in and for taking the time to respond to the consultation.

Kind regards  
 [REDACTED]

**From:** [REDACTED]  
**Sent:** 05 August 2022 15:27  
**To:** Rebecca.Mushing@wrighthassall.co.uk  
**Cc:** Clerk@sewardsend.org.uk  
**Subject:** Your ref: PJF/rp/PF/10680 Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

Dear Ms Mushing.

We are writing to OBJECT to the above planning proposal and support the comments made by [REDACTED] in their document dated 2nd August.

We are also, very, concerned regarding Air quality in our town and note the figures shown in the report are based on the relief Road being constructed. This is not addressed by the Proposed plans and is a serious concern. This area of the town is very active with school children on their way to and from Saffron Walden County High and carries potential health issues.

We also fully SUPPORT the committee Report UTT/21/2509/OP dated 10th May 2022 on REFUSAL of this site for development.

Yours Sincerely  
 [REDACTED]

If you forward this correspondence, please delete the forwarding history, which is all the email addresses. It is a courtesy to me and others who may not wish to have their email addresses sent all over the world. Erasing the history helps prevent spammers from mining addresses and viruses from being propagated.

127

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 16:16  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Your ref: PJF/rp/PF/10680 Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

I am a member of the family that owns [REDACTED] in Swards End and also the owner of the meadow known as the [REDACTED] opposite the subject site.

I have received the Swards End Parish Councils response to this consultation. I fully support the points that they have made in all respects relating to this consultation, not least the shortage of time during a holiday period to allow village and town residents to respond.

I find the developers response to the insurmountable highways and congestion problems relating to this proposal completely inadequate.

Yours sincerely

[REDACTED]  
[REDACTED]

Sent from my iPhone

128

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

129

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 15:27  
**To:** Rebecca Mushing  
**Cc:** Clerk@sewardsend.org.uk  
**Subject:** Your ref: PJF/rp/PF/10680 Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing.

We are writing to OBJECT to the above planning proposal and support the comments made by [REDACTED] in their document dated 2nd August.

We are also, very, concerned regarding Air quality in our town and note the figures shown in the report are based on the relief Road being constructed. This is not addressed by the Proposed plans and is a serious concern. This area of the town is very active with school children on their way to and from Saffron Walden County High and carries potential health issues.

We also fully SUPPORT the committee Report UTT/21/2509/OP dated 10th May 2022 on REFUSAL of this site for development.

Yours Sincerely

[REDACTED]  
Sewards End.

If you forward this correspondence, please delete the forwarding history, which is all the email addresses. It is a courtesy to me and others who may not wish to have their email addresses sent all over the world. Erasing the history helps prevent spammers from mining addresses and viruses from being propagated.

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 15:17  
**To:** Rebecca Mushing; [REDACTED]  
**Subject:** Framptons consultation response

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

I am writing to add our support to the comments given by [REDACTED] in response to the Framptons consultation documents. We would support the objections raised and wish our views to be noted.

Kind Regards,

[REDACTED]

Sent from Yahoo Mail for iPhone

130

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

132  
**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 14:43  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Appeal APP/C1570/W/22/3296426

Caution: This Message originated outside your organisation.

---

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426  
Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due

to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.

- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

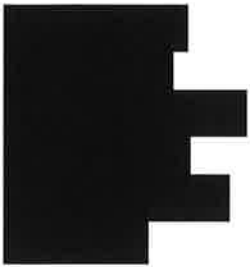
- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The

notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Sent from my iPhone

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 14:36  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Response to consultation re: Appeal ref, APP/C1570/W/22/3296426 Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

**Caution: This Message originated outside your organisation.**

---

We write to confirm our agreement with the comments in [REDACTED]'s letter to you of the 5th August 2022.

Point 1: signals at the Church/High Street junction. This is clearly an absurd suggestion and seems any rate, to have very little relevance to the subject in question.

Point 2: Pedestrian/cycle link. The drawings supplied seem to be either deliberately obscure or incompetent, as the information is almost impossible to understand. A small cycle link as proposed, hardly seems to address the major traffic congestion issues that are being considered.

For these reasons we agree with [REDACTED] that this consultation is not valid and should not form part of the appeal process.

Yours sincerely

[REDACTED]

132  
5<sup>th</sup> August 2022

Dear Ms Mushing,

Your ref: PJF/rp/PF/10680

Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

Land south of (east of Griffin Place), Radwinter Road, Saffron Walden

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

**Adam Morris**

---

**From:** Gina Parle <Gina.Parle@framptons-planning.com>  
**Sent:** 03 August 2022 12:19  
**To:** [REDACTED]  
**Subject:** RE: ref: PJF/rp/PF10680 Radwinter Road , Saffron Walden development

PF/10680

You are most welcome, [REDACTED]. I'm glad I was able to assist.

Kind regards

Gina Parle  
Senior Project Administrator



Oriel House  
42 North Bar  
Banbury  
Oxfordshire  
OX16 0TH

**Tel:** 01295 672310 **Fax:** 01295 275606  
**Mobile:** 07765 012247  
**Email:** [Gina.Parle@framptons-planning.com](mailto:Gina.Parle@framptons-planning.com)

**Please note my working hours are Monday to Friday 09:00 – 16:00.**

This email and any attachments are strictly confidential and are for the addressee only. Any forwarding, printing or disclosing the information may form a breach of confidence. Please contact the sender immediately if you have received this email in error. Normal Privacy and Copyright laws apply. Frampton Town Planning Limited has endeavoured to keep this email virus free and accepts no responsibility for any virus attached thereafter.

**From:** [REDACTED]  
**Sent:** 03 August 2022 12:06  
**To:** Gina Parle <Gina.Parle@framptons-planning.com>  
**Subject:** Re: ref: PJF/rp/PF10680 Radwinter Road , Saffron Walden development

Many thanks Gina,  
i understand now the letter was more to show things would conform to some planning requests and didn't require in depth explanations.

Thanks again  
[REDACTED]

On Tue, 2 Aug 2022 at 17:50, Gina Parle <[Gina.Parle@framptons-planning.com](mailto:Gina.Parle@framptons-planning.com)> wrote:

Our ref: PJF/gp/PF/10680

Dear [REDACTED]

**Town and Country Planning Act 1990**

**Application Ref: UTT/21/2509/OP**

**Appeal Ref: APP/C1570/W/22/3296426**

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

Thank you for your email earlier this afternoon [17.15] in response to the consultation letter you have received.

To assist you in locating the site for the proposed development, which is the subject of the current appeal, please find attached:

- Dwg No. DE436\_002A Site Location Plan
- 10680 Annotated Aerial View - Proposed Development Site

The purpose of this consultation exercise is to provide residents and statutory consultees with two 'new' drawings, which have been produced as a result of discussions between the Local Highway Authority (LHA) and the Appellants. These drawings serve to demonstrate that the off-site highways works (e.g. traffic signals) and the potential pedestrian/cycle link from the proposed development to the housing to the west, requested by the Local highway Authority, are able to be delivered. **The proposed scheme itself is not altered by these two drawings.**

All other drawings relating to the development have already been consulted on during the application and appeal processes, and have therefore not been re-issued for consultation. The full suite of drawings and documents submitted with the application can be viewed on the Council's website by going to <https://publicaccess.uttlesford.gov.uk/online-applications/search.do?action=simple&searchType=Application> and searching for the application reference (UTT/21/2509/OP).

Should you have any further questions, please do not hesitate to contact us.

Kind regards

Gina Parle

Senior Project Administrator

Attach: 10680 Annotated Aerial View - Proposed Development Site

Dwg No. DE436\_002A Site Location Plan

CC: Rebecca Mushing



Oriel House

42 North Bar

Banbury

Oxfordshire

OX16 0TH

**Tel: 01295 672310 Fax: 01295 275606**

**Mobile: 07765 012247**

**Email: [Gina.Parle@framptons-planning.com](mailto:Gina.Parle@framptons-planning.com)**

**Please note my working hours are Monday to Friday 09:00 – 16:00.**

This email and any attachments are strictly confidential and are for the addressee only. Any forwarding, printing or disclosing the information may form a breach of confidence. Please contact the sender immediately if you have received this email in error. Normal Privacy and Copyright laws apply. Frampton Town Planning Limited has endeavoured to keep this email virus free and accepts no responsibility for any virus attached thereafter.

----- Forwarded message -----

From: [REDACTED]

Date: Tue, 2 Aug 2022 at 17:15

Subject: ref: PJF/rp/PF10680 Radwinter Road , Saffron Walden development.

To: <[enquires@framptons-planning.com](mailto:enquires@framptons-planning.com)>, <[Rebecca.Mushing@wriighthassall.co.uk](mailto:Rebecca.Mushing@wriighthassall.co.uk)>

Dear sirs,

i have just received your letter concerning a proposed 233 residential development adjacent to Radwinter Road in Saffron Walden.

I think you may have sent me only part of the relevant information, as clear supporting information is missing e.g. High street traffic signal relevance to the Radwinter road development and also a clear map showing your foot/cycle link position relevant to both Radwinter road and your completed proposed development (not just an empty corner of development)

1) Preliminary traffic signal design. No information clearly connecting the High street / Church street traffic signal drawing to the proposed Radwinter road housing development . What is the connection except maybe just the project title on the drawing?.

Also the items in the key need explaining .

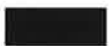
2) Proposed Western pedestrian/cycle link drawing/map

Drawing/map does not show your purple link's position relevant to Radwinter road but just to an empty corner of the proposed development. A better perspective view is required.

Is the purple pedestrian/cycle links sole purpose to give "social" access between the proposed development and the existing housing estate or will the link be expected to carry traffic (foot/cycle) from proposed estate through existing estate and then onto radwinter road, if so the through route on and joining to Radwinter road needs to be shown clearly.

As you can see a lot of relevant detail is missing.

Please send an update and maybe check that the correct info was sent to everyone.



134  
**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 13:02  
**To:** Rebecca Mushing  
**Subject:** Objection to development APP/C1570/W/22/3296426

Caution: This Message originated outside your organisation.

---

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before

entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

## **2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature]

Get [Outlook for iOS](#)

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 02 August 2022 17:50  
**To:** [REDACTED]  
**Cc:** Rebecca Mushing  
**Subject:** RE: ref: PJF/rp/PF10680 Radwinter Road , Saffron Walden development  
**Attachments:** Dwg No. DE436\_002A Site Location Plan.pdf; 10680 Annotated Aerial View - Proposed Development Site.pdf

**Caution: This Message originated outside your organisation.**

---

Our ref: PJF/gp/PF/10680

Dear [REDACTED]

**Town and Country Planning Act 1990**

**Application Ref: UTT/21/2509/OP**

**Appeal Ref: APP/C1570/W/22/3296426**

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

Thank you for your email earlier this afternoon [17.15] in response to the consultation letter you have received.

To assist you in locating the site for the proposed development, which is the subject of the current appeal, please find attached:

- Dwg No. DE436\_002A Site Location Plan
- 10680 Annotated Aerial View - Proposed Development Site

The purpose of this consultation exercise is to provide residents and statutory consultees with two 'new' drawings, which have been produced as a result of discussions between the Local Highway Authority (LHA) and the Appellants. These drawings serve to demonstrate that the off-site highways works (e.g. traffic signals) and the potential pedestrian/cycle link from the proposed development to the housing to the west, requested by the Local highway Authority, are able to be delivered. **The proposed scheme itself is not altered by these two drawings.**

All other drawings relating to the development have already been consulted on during the application and appeal processes, and have therefore not been re-issued for consultation. The full suite of drawings and documents submitted with the application can be viewed on the Council's website by going to <https://publicaccess.uttlesford.gov.uk/online-applications/search.do?action=simple&searchType=Application> and searching for the application reference (UTT/21/2509/OP).

Should you have any further questions, please do not hesitate to contact us.

Kind regards

[REDACTED]

Senior Project Administrator

Attach: 10680 Annotated Aerial View - Proposed Development Site  
Dwg No. DE436\_002A Site Location Plan

CC: Rebecca Mushing





Tel: [redacted] Fax: [redacted]  
Mobile: [redacted]  
Email: [redacted]

**Please note my working hours are Monday to Friday 09:00 – 16:00.**

This email and any attachments are strictly confidential and are for the addressee only. Any forwarding, printing or disclosing the information may form a breach of confidence. Please contact the sender immediately if you have received this email in error. Normal Privacy and Copyright laws apply. Frampton Town Planning Limited has endeavoured to keep this email virus free and accepts no responsibility for any virus attached thereafter.

----- Forwarded message -----

From: [redacted]  
Date: Tue, 2 Aug 2022 at 17:15  
Subject: ref: PJF/rp/PF10680 Radwinter Road , Saffron Walden development.  
To: <[enquires@framptons-planning.com](mailto:enquires@framptons-planning.com)>, <[Rebecca.Mushing@wrighthassall.co.uk](mailto:Rebecca.Mushing@wrighthassall.co.uk)>

Dear sirs,

i have just received your letter concerning a proposed 233 residential development adjacent to Radwinter Road in Saffron Walden.

I think you may have sent me only part of the relevant information, as clear supporting information is missing e.g. High street traffic signal relevance to the Radwinter road development and also a clear map showing your foot/cycle link position relevant to both Radwinter road and your completed proposed development (not just an empty corner of development)

1) Preliminary traffic signal design. No information clearly connecting the High street / Church street traffic signal drawing to the proposed Radwinter road housing development . What is the connection except maybe just the project title on the drawing?.

Also the items in the key need explaining .

2) Proposed Western pedestrian/cycle link drawing/map

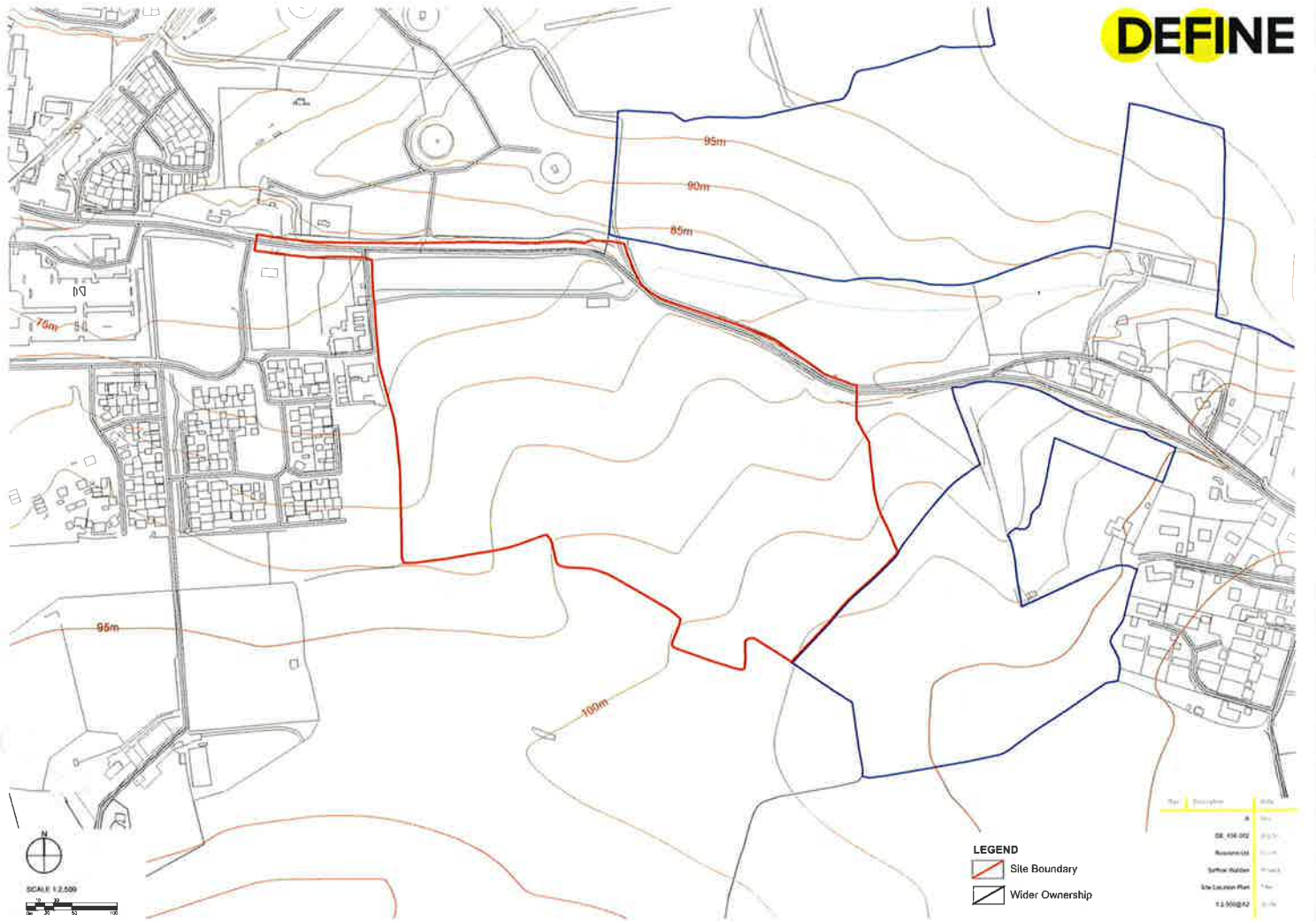
Drawing/map does not show your purple link's position relevant to Radwinter road but just to an empty corner of the proposed development. A better perspective view is required.

Is the purple pedestrian/cycle links sole purpose to give "social" access between the proposed development and the existing housing estate or will the link be expected to carry traffic (foot/cycle) from proposed estate through existing estate and then onto radwinter road, if so the through route on and joining to Radwinter road needs to be shown clearly.

As you can see a lot of relevant detail is missing.

Please send an update and maybe check that the correct info was sent to everyone.

[redacted]





Proposed Development Site indicated by 

136

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 12:55  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Response to consultation re: Appeal ref, APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

---

Hello Rebecca

I would like to add our voices and echo the objections put forward by [REDACTED] and [REDACTED]. We have also read through the consultation (which is coming very last minute with so little time to actually respond properly) and the responses so far, and agree wholly with the responses, particularly the inadequacy of the drawings provided, and the highways issues which have \*not\* been addressed adequately. The almost constant severe congestion on Ashdon road doesn't appear to have been considered, and it appears that the signalisation of church street/high street junction in saffron walden hasn't been considered by someone who has actually driven through that part of town, given how tight the road is and how narrow the pavement is.

Many thanks  
[REDACTED]

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

**Adam Morris**

---

**From:** Gina Parle <Gina.Parle@framptons-planning.com>  
**Sent:** 02 August 2022 17:43  
**To:** [REDACTED]  
**Cc:** Peter Frampton; Suzanne Taylor  
**Subject:** RE: Land south of (East of Griffin Place) Radwinter Road, Saffron Walden

Our ref: PJF/gp/PF/10680

Dear [REDACTED]

**Town and Country Planning Act 1990**

**Application Ref: UTT/21/2509/OP**

**Appeal Ref: APP/C1570/W/22/3296426**

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

Thank you for your email earlier this afternoon [17.16] in response to an earlier email [17.09] from my colleague, Suzie. To address the points you have raised, the following comments are provided:

- 1) The consultation exercise currently being undertaken is solely dealing with the 'new' drawings, which have arisen from the very productive discussions which have taken place between the Appellants and the Local Highway Authority during the course of the appeal process. The drawings showing the other off-site junctions (Radvinter Road and Thaxted Road) have already been consulted on as part of the application and appeal processes, so there is no need to re-issue these for consultation. The 'new' drawings have been produced in order to demonstrate that the works requested by the LHA are deliverable.
- 2) Dwg No. 20-1142-SK16, which illustrates the location in which the proposed Western pedestrian/cycle link could be delivered, is intended to be viewed in conjunction with the submitted application drawings, however we have been made aware during the course of today, that some local residents who have received letters have found it difficult to know where the development site is located. In order to assist anyone who has called in and given us their email address, we have provided the annotated aerial view and the site location plan which were attached to the email sent to you earlier this afternoon.

I trust that these comments are helpful. We will continue to endeavour to assist anyone who contacts us to request our assistance.

Kind regards

Gina Parle  
Senior Project Administrator

CC: Peter Frampton  
Suzie Taylor



Oriel House  
42 North Bar  
Banbury  
Oxfordshire  
OX16 0TH

**Tel: 01295 672310 Fax: 01295 275606**

**Mobile: 07765 012247**

**Email: [Gina.Parle@framptons-planning.com](mailto:Gina.Parle@framptons-planning.com)**

**Please note my working hours are Monday to Friday 09:00 – 16:00.**

This email and any attachments are strictly confidential and are for the addressee only. Any forwarding, printing or disclosing the information may form a breach of confidence. Please contact the sender immediately if you have received this email in error. Normal Privacy and Copyright laws apply. Frampton Town Planning Limited has endeavoured to keep this email virus free and accepts no responsibility for any virus attached thereafter.

**From:** [REDACTED]  
**Sent:** 02 August 2022 17:16  
**To:** Suzanne Taylor <[Suzanne.Taylor@framptons-planning.com](mailto:Suzanne.Taylor@framptons-planning.com)>  
**Subject:** RE: Land south of (East of Griffin Place) Radwinter Road, Saffron Walden

Hi Suzanne,

Thanks for your email.

I am aware of all the drawings available but the issue is that your drawing is not clear to the local residents. The comments I have received is that there is only one highway map of the High Street/Church Street and not the proposed changes to Radwinter Road and Thaxted Road which they are interested in. The plan of the field is also very confusing as the road isn't labelled.

Thanks  
[REDACTED]

**From:** Suzanne Taylor <[Suzanne.Taylor@framptons-planning.com](mailto:Suzanne.Taylor@framptons-planning.com)>  
**Sent:** 02 August 2022 17:09  
**To:** [REDACTED]  
**Subject:** Land south of (East of Griffin Place) Radwinter Road, Saffron Walden

Our ref: PJF/st/PF/10680

Dear [REDACTED]

**Town and Country Planning Act 1990**  
**Application Ref: UTT/21/2509/OP**  
**Appeal Ref: APP/C1570/W/22/3296426**  
**Land south of (East of Griffin Place) Radwinter Road, Saffron Walden**

Thank you for your phone call to Frampton Town Planning following receipt of the Consultation Letter dated 1<sup>st</sup> August 2022.

To assist you in locating the site for the proposed development, which is the subject of the current appeal, please find attached:

- Dwg No. DE436\_002A Site Location Plan
- 10680 Annotated Aerial View - Proposed Development Site

The full suite of drawings and documents submitted with the application can be viewed on the Council's website by going to <https://publicaccess.uttlesford.gov.uk/online-applications/search.do?action=simple&searchType=Application> and searching for the application reference (UTT/21/2509/OP).

The purpose of this consultation exercise is to provide residents and statutory consultees with two drawings, which have been produced as a result of discussions between the Local Highway Authority (LHA) and the Appellants and which serve to demonstrate that the off-site highways works (e.g. traffic signals) and the potential pedestrian/cycle link from the proposed development to the housing to the west are able to be delivered. **The proposed scheme itself is not altered by these two drawings.**

Should you have any further questions, please do not hesitate to contact us.

With kind regards,  
Suzie Taylor

**Secretary**

Attach: 10680 Annotated Aerial View – Proposed Development Site  
Dwg No.DE436\_002A Site Location Plan



Oriel House  
42 North Bar  
Banbury  
Oxfordshire  
OX16 0TH

**Tel: 01295 672310 Fax: 01295 275606**

**Email: [suzanne.taylor@framptons-planning.com](mailto:suzanne.taylor@framptons-planning.com)**

This email and any attachments are strictly confidential and are for the addressee only. Any forwarding, printing or disclosing the information may form a breach of confidence. Please contact the sender immediately if you have received this email in error. Normal Privacy and Copyright laws apply. Frampton Town Planning Limited has endeavoured to keep this email virus free and accepts no responsibility for any virus attached thereafter.

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 12 August 2022 13:06  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Traffic Lights at Church Street Junction and High Street

**Caution: This Message originated outside your organisation.**

---

Dear Rebecca Mushing,

We reiterate fully the objections raised in the email sent to you from [REDACTED], Secretary Castle Street Residents Association. This proposed traffic light scheme will certainly increase congestion, cause damage to precious listed properties, worsen air quality and degrade the visual heritage of the town.

We hope very much that this ill-conceived proposal will be strongly resisted.

Kind regards,

[REDACTED]

139

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 12:36  
**To:** Rebecca Mushing  
**Subject:** Fwd: Planning Appeal re: 233 houses - RESPONSE TO CONSULTATION REQUIRED  
**Attachments:** Response to Framptons consultation, 040822.docx

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

With reference to the attached letter dated 5th August 2022 from [REDACTED], my wife and I wish to confirm that we are in total agreement with the points they make.

Yours sincerely

Sent from [Outlook Mobile](#)  
[REDACTED]

---

**From:** [REDACTED] on behalf of [REDACTED]  
**Sent:** Friday, August 5, 2022 12:11:44 PM  
**To:** [REDACTED] Swards End Village Group [REDACTED]  
**Subject:** Planning Appeal re: 233 houses - RESPONSE TO CONSULTATION REQUIRED

Dear Swards End Residents,

Further to [REDACTED] email below, and Framptons consultation documents which you should have received earlier this week, please find attached our response which we have sent to Rebecca Mushing at Wright Hassall, the independent solicitor.

Can we please, please stress the importance of as many of you as possible responding to this consultation by the deadline of **Monday 15th August**. You can, of course, draft your own response or use our wording if that is helpful. Alternatively, simply email Ms Mushing saying that you agree with the comments we have made in our response.

Her email is: Rebecca.Mushing@wrighthassall.co.uk

**Please copy any emails to [REDACTED] so that she can collate all the replies for the appeal hearing at the beginning of September.**

We have attached our response as a word document so that you can copy and paste if you wish.

We are aware that many of you are possibly away on holiday, but it is vital that the village makes its voice heard, so please get your comments in by the deadline!

Many thanks  
[REDACTED]

---

**From:** [REDACTED] on behalf of [REDACTED]  
**Sent:** 02 August 2022 17:20  
**To:** Swards End Village Group [REDACTED]  
**Subject:** Additional location plan 233 Houses

Hi

Please find attached an additional location plan from Framptons that I have received from them following calls from people confused about the maps provided.

Thanks

[REDACTED]

--

You received this message because you are subscribed to the Google Groups "Swards End Village Group" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [REDACTED]

[REDACTED]

To view this discussion on the web visit [REDACTED]

[REDACTED]

--

You received this message because you are subscribed to the Google Groups "Swards End Village Group" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [REDACTED]

[REDACTED]

To view this discussion on the web visit [REDACTED]

[REDACTED]

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 05 August 2022 11:47  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** Response to Appeal Ref: APP/C1570/W/22/3296426  
**Attachments:** Response to Framptons consultation, 050822.pdf

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

Please find attached our representation in response to the letter dated 1st August 2022 from Framptons, which was sent to residents in Swards End, Essex in relation to the above planning appeal.

We would be grateful if you would acknowledge safe receipt please.

Many thanks,

[REDACTED]

140

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

41  
**Adam Morris**

---

**From:** Rebecca Mushing <Rebecca.Mushing@wrighthassall.co.uk>  
**Sent:** 04 August 2022 09:21  
**To:** [REDACTED]  
**Subject:** RE: Proposed Development Swards End/Saffron Walden - Drawings

Dear [REDACTED]

I can confirm receipt of your email.

Your email will be submitted to the Inspector and other relevant parties as per the letter sent to you.

Kind regards

Rebecca Mushing  
Associate Planning  
Development and Securitisation

T: 01926 883076 | 07876884094  
E: Rebecca.Mushing@wrighthassall.co.uk  
W: www.wrighthassall.co.uk

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 03 August 2022 08:40  
**To:** Rebecca Mushing <Rebecca.Mushing@wrighthassall.co.uk>  
**Subject:** Proposed Development Swards End/Saffron Walden - Drawings

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

(dated per email sent date)

I am in receipt of your letter and two drawings (Drawing No 2206-01-TS-01 and 20-1142-SK16) in relation to the proposed development of 233 dwellings between the town of Saffron Walden and village of Swards End.

I am opposing this development and proposed traffic plans for the following reasons.

Firstly, drawing SK16, the map in my mind, is very hard to understand and does not clearly show the roads and proposed flow of traffic from this development. The second drawing TS-01, makes reference to proposed traffic flow improvements, however having lived here for 22+ years, the proposed traffic measures are in the wrong area in relation to this development, in fact some 2 miles away and will not solve the traffic issues we already witness today.

The issue is that the town cannot cope today with the current population and volume of vehicles. All public services are stretched and with the volume of new builds already in progress, including the new site on Thaxted Road, effectively wrapping around the other side of the village of Swards End, the issues will be amplified no end.

I live in Swards End and if for example, if one road in town is blocked or has works/traffic lights for works, the town will be snarled up and it can take me over 40 minutes to get to Audley End Station (Wendens Ambo) to catch a train to London.

Air pollution quality in this regions is already being monitored and will only get worse, it's currently poor. Getting around the town, due to the dated one-way system, including Church Street as noted on drawing TS-01, means that adding houses towards Radwinter Road, that traffic has no choice but to either cut through Cole End Lane (in Swards End) to get to places like the Premier Inn Hotel and retail complex with Aldi and Pets at Home, Pure Gym etc (that shoulders the village) including its new development on Thaxted Road or must flow down Radwinter Road towards Saffron Walden, the town is already seriously congested and 233 potential dwellings could add 466 more cars if each house-holder has two cars, which is a realistic assumption.

Not many people will walk, the station is some 2 miles form the centre of town (in Wendens Ambo) and the County High School is on Audley Road, about the furtherest away it could be from Radwinter Road, therefore from knowledge people will be doing school runs in term time at least twice a day. The walking route from Swards End was deemed un-walkable for Children to get to school and arrangements for the buses were made, which my chidden used to use when they were of school age.

Overall, this developments' volume of proposed houses add an unfeasible about of traffic to the town, having a detailed knowledge of the roads and living here for so long this is not a case of "not in my back yard" this is a factual statement that the towns infrastructure and limitations on roads cannot cope today let alone with more and future developments.

I would kindly ask you to acknowledge that my email has been received and recorded in relation to this matter.

Yours sincerely,

[Redacted Signature]

Swards End resident

142

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 03 August 2022 17:50  
**To:** Rebecca Mushing  
**Subject:** Drawings with Framptons letter

**Caution: This Message originated outside your organisation.**

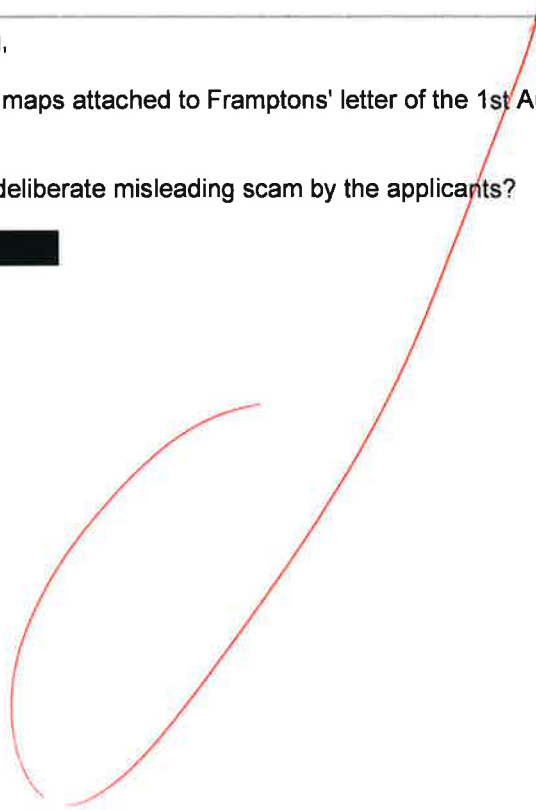
---

Dear Miss Mushing,

What have the two maps attached to Framptons' letter of the 1st August referenced PJF/rp/PF/110680 go to do with Radwinter Road?

Is this yet another deliberate misleading scam by the applicants?

Lt. Col. [REDACTED]



**From:** [REDACTED]  
**Sent:** 03 August 2022 16:02  
**To:** Rebecca Mushing  
**Subject:** Fwd: Framptons Planning Appeal Letter

Caution: This Message originated outside your organisation.

>  
> Dear Ms Mushing,  
> With reference to the letter and two plans sent by Framptons, I would make the following observations.  
>  
> 1. Plan 2206-01. The introduction of signalling at this junction seems reasonable and would certainly help avert potential accidents at this point. However, this is just tinkering with the fundamental fact that Saffron Walden is heavily congested and in need of a completely new traffic flow system. This should be the priority of any future plans.  
>  
> 2. Plan 20-1142 does not show the Thaxted Road at all and therefore it is not possible to comment on proposed capacity or signalling improvements. It is disappointing to be asked for comments on proposals when full details are not provided. This just adds to confusion.  
>  
> 3. Drawing DE-463-022 was not provided so I repeat my comment made in 2 above.  
>  
> 4. The proposed pedestrian/cycle link (as shown on plan 20-1142) I see as unnecessary because I totally disagree with the proposed Roscommon Group development. To build over two hundred houses on this site only adds to the heavy congestion on the Radwinter road. Until a basic infrastructure plan is put in place it is nonsense to keep adding more people and traffic in an overcrowded area. Thought must be given to adequate roads, schools and medical facilities before approving more housing development.  
>  
> Yours sincerely  
> [REDACTED]  
>  
> Sent from my iPad

144

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 03 August 2022 12:47  
**To:** Rebecca Mushing  
**Cc:** [REDACTED]  
**Subject:** APP/C1570/W/22/3296426 - land South Of (East of Griffin Place) Radwinter Road

Caution: This Message originated outside your organisation.

To Whom it Might Concern

I am writing in objection of the above appeal. Specifically in response to the consultation sent out by Framptons with regard to the proposed changes to the church street/ High street junction. This is a ridiculous plan to mitigate the increase in traffic that would come from the building of 233 houses. While I do not object to building the houses in principle, just sticking a set of traffic lights in isn't going to help the already congested roads of Saffron Walden. All it takes is one Accident or blockage and the roads in and out of the town are grid-locked. If the proposal were to include making Ashton road one way it would make more sense as the flow of traffic would be increased. This plan, to me, can only increase the build up as vehicles wait at yet another set of lights.

Kind regards

[REDACTED]

[REDACTED]

145

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 03 August 2022 08:40  
**To:** Rebecca Mushing  
**Subject:** Proposed Development Swards End/Saffron Walden - Drawings

Caution: This Message originated outside your organisation.

Dear Ms Mushing,

(dated per email sent date)

I am in receipt of your letter and two drawings (Drawing No 2206-01-TS-01 and 20-1142-SK16) in relation to the proposed development of 233 dwellings between the town of Saffron Walden and village of Swards End.

I am opposing this development and proposed traffic plans for the following reasons.

Firstly, drawing SK16, the map in my mind, is very hard to understand and does not clearly show the roads and proposed flow of traffic from this development. The second drawing TS-01, makes reference to proposed traffic flow improvements, however having lived here for 22+ years, the proposed traffic measures are in the wrong area in relation to this development, in fact some 2 miles away and will not solve the traffic issues we already witness today.

The issue is that the town cannot cope today with the current population and volume of vehicles. All public services are stretched and with the volume of new builds already in progress, including the new site on Thaxted Road, effectively wrapping around the other side of the village of Swards End, the issues will be amplified no end.

I live in Swards End and if for example, if one road in town is blocked or has works/traffic lights for works, the town will be snarled up and it can take me over 40 minutes to get to Audley End Station (Wendens Ambo) to catch a train to London.

Air pollution quality in this regions is already being monitored and will only get worse, it's currently poor. Getting around the town, due to the dated one-way system, including Church Street as noted on drawing TS-01, means that adding houses towards Radwinter Road, that traffic has no choice but to either cut through Cole End Lane (in Swards End) to get to places like the Premier Inn Hotel and retail complex with Aldi and Pets at Home, Pure Gym etc (that shoulders the village) including its new development on Thaxted Road or must flow down Radwinter Road towards Saffron Walden, the town is already seriously congested and 233 potential dwellings could add 466 more cars if each house-holder has two cars, which is a realistic assumption.

Not many people will walk, the station is some 2 miles form the centre of town (in Wendens Ambo) and the County High School is on Audley Road, about the furtherest away it could be from Radwinter Road, therefore from knowledge people will be doing school runs in term time at least twice a day. The walking route from Swards End was deemed un-walkable for Children to get to school and arrangements for the buses were made, which my chidden used to use when they were of school age.

Overall, this developments' volume of proposed houses add an unfeasible about of traffic to the town, having a detailed knowledge of the roads and living here for so long this is not a case of "not in my back yard" this is a factual statement that the towns infrastructure and limitations on roads cannot cope today let alone with more and future developments.

I would kindly ask you to acknowledge that my email has been received and recorded in relation to this matter.

Yours sincerely,

[REDACTED]

Sewards End resident

146

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 02 August 2022 17:15  
**To:** enquires@framptons-planning.com; Rebecca Mushing  
**Subject:** ref: PJF/rp/PF10680 Radwinter Road , Saffron Walden development.

**Caution: This Message originated outside your organisation.**

---

Dear sirs,

i have just received your letter concerning a proposed 233 residential development adjacent to Radwinter Road in Saffron Walden.

I think you may have sent me only part of the relevant information, as clear supporting information is missing e.g. High street traffic signal relevance to the Radwinter road development and also a clear map showing your foot/cycle link position relevant to both Radwinter road and your completed proposed development (not just an empty corner of development)

1) Preliminary traffic signal design. No information clearly connecting the High street / Church street traffic signal drawing to the proposed Radwinter road housing development . What is the connection except maybe just the project title on the drawing?.

Also the items in the key need explaining .

2) Proposed Western pedestrian/cycle link drawing/map

Drawing/map does not show your purple link's position relevant to Radwinter road but just to an empty corner of the proposed development. A better perspective view is required.

Is the purple pedestrian/cycle links sole purpose to give "social" access between the proposed development and the existing housing estate or will the link be expected to carry traffic (foot/cycle) from proposed estate through existing estate and then onto radwinter road, if so the through route on and joining to Radwinter road needs to be shown clearly.

As you can see a lot of relevant detail is missing.

Please send an update and maybe check that the correct info was sent to everyone.

[REDACTED]

047

Adam Morris

---

**From:** [REDACTED]  
**Sent:** 02 August 2022 16:41  
**To:** Rebecca Mushing  
**Subject:** Framptons Planning Saffron Walden Project.

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing, reference the plans received regarding the Saffron Walden Project, the plan & information supplied is just a plan to erect traffic lights at Church Street/ High Street junction and are we to believe that this alone will absorb at least another two to three hundred cars using the already over capacity roads in and around the Town? Please invite the applicant to visit our Town at peak times and Saturdays to witness the congestion along Radwinter Road and through the Town. These proposed traffic solutions will make absolutely no difference AT ALL in our already over developed small market town. This is just part of a huge problem that will exist should this development be given permission. Recently Cole End Lane (single track road) has become a rat run to avoid the congestion along Radwinter Road. The town infrastructure just cannot cope with any more homes and people in Saffron Walden, the huge developments being constructed on Thaxted Road and Radwinter Road already are and will completely overload current services and amenities. The two recently built estates on Ashdon Road has made it so congested and dangerous to use and this will be even worse with traffic using it to avoid other congestion. I vehemently oppose the proposed development for many reasons and it will be detrimental to quality of life to current residents. The extra traffic will also seriously affect the air quality. If you require any further information or opinions please contact me.

Yours Faithfully  
[REDACTED]

148

Adam Morris

- Transport

**From:** [REDACTED]  
**Sent:** 02 August 2022 13:23  
**To:** Rebecca Mushing  
**Subject:** APP/C1570/W/22/3296426

**Caution: This Message originated outside your organisation.**

Good Afternoon,

With regards to the planning appeal for 233 dwellings in Saffron Walden (your ref: pjf/rp/pf/10680).

I utterly fail to see how your proposals will alleviate traffic issues. The implementation of additional traffic lights without any supporting evidence is a ridiculous notion. A further set of traffic lights on high street will add to issues not reduce them. The last thing church Street needs is more traffic backing up through the town, increasing air pollution and congestion.

In addition, the cycle path access way is utterly inefficient. What possible value is added by this? Once again, a lack of research and understanding of local issues is blatantly obvious in this appeal.

I strongly object to any capacity increase on Radwinter road. what consideration has been given to air and noise pollution? What impact will any changes have to the already under threat trees on this road?

Once again, greed is the driver here with the impact on people's lives and health completely disregarded. How will my children cycle to school with an even busier radwinter road?

I firmly object to these proposals as mere tokenism without any proper evidence or research.

Shame on you.

Regards

[REDACTED]

**Adam Morris**

---

**From:** [REDACTED] >  
**Sent:** 12 August 2022 11:26  
**To:** Rebecca Mushing  
**Cc:** clerk@sewardsend.org.uk  
**Subject:** Your ref PJF/rp/PF/10680. Response to consultation re: Appeal ref APP/C1570/W/22/3296426. Land south of (east of Griffin Place), Radwinter Road, Saffron Walden.

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing

We are responding to your consultation documents dated August 1 2022 and note that the Clerk of the Parish council requested additional clarification data that was circulated.

We have reviewed specifically the concept and the content of the drawings relating to the proposed signalisation.

We are aware that these documents have now been reviewed and analysed by [REDACTED]  
[REDACTED]. Their comments were submitted to you on August 5 2022.

Their analysis is thorough and detailed: we agree with their comments in full.

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

5<sup>th</sup> August 2022

Dear Ms Mushing,

**Your ref: PJF/rp/PF/10680**

**Response to consultation re: Appeal ref, APP/C1570/W/22/3296426**

**Land south of (east of Griffin Place), Radwinter Road, Saffron Walden**

We write in response to the consultation documents which were received by residents in Swards End on Tuesday 2<sup>nd</sup> August, 2022.

We object to the proposals outlined in drawing nos 2206-01-TS-01 and 20-1142-SK16 and dispute that these revisions to the application for the erection of 233 residential dwellings address any of our concerns, which have been previously submitted to the Planning Inspectorate.

**1. Drawing no 2206-01-TS-01: Signalisation of the Church Street/High Street junction in Saffron Walden**

This junction is in the **conservation** area of the town and occupies a small, 'tight' space with narrow pavements, particularly those either side of Church Street. It is difficult to see where the signals which would be required could be placed. Church Street is a one-way street as it approaches the High Street and at peak times during the day, traffic can 'back up' along Church Street for short periods. However, traffic does move steadily as cars on the High Street allow traffic to proceed out of Church Street. We believe that signalisation of this junction would cause severe traffic flow issues for the town, and particularly on the High Street, for the following reasons:

- The junction is too close to the existing traffic lights at the junction of the High Street with Hill Street. Cars and delivery vehicles regularly park along the short stretch of the High Street between the two junctions and a second set of traffic lights in such close proximity would cause gridlock.
- Traffic travelling into Saffron Walden from the direction of Cambridge has to negotiate a very narrow section of the High Street at its junction with Castle Street, as well as a restricted section of the road just before the Saffron Hotel due to parking bays on the left hand side of the road. Traffic lights at the Church Street junction, particularly at peak times, would be likely to cause gridlock.
- The proposed signalisation of this junction does nothing to alleviate traffic flow in other areas in the town where there is already significant congestion. The majority of traffic which approaches the Church Street/High Street junction travels along the Ashdon Road and then along the north side of the Common, before entering Church Street. Ashdon Road is one of the most severely restricted roads in the town, with residents' cars parked along one side, and is severely congested on a daily basis. By proposing the signalisation of the Church Street/High Street junction, the appellants clearly expect the proposed development to significantly increase the volume of traffic which will need to move across Saffron Walden each day which, in turn, reinforces the objections we have already made regarding this very issue. It is notable that there is a comment on drawing TS-01 which states: *Note: unable to survey within highway due to high volume of traffic. Traffic management required.* This comment speaks volumes about the main issue, which is that the roads in and around Saffron Walden are narrow and already at capacity. Further large-scale development here is

therefore inappropriate and would only exacerbate the existing problems. For the reasons given here, traffic management at this junction is not the solution to the problem.

**2. Drawing no 20-1142-SK16: Proposed western pedestrian/cycle link**

- Drawing no SK16 is wholly inadequate as it does not show the entirety of the development site. Consequently, many of those who received it expressed their confusion and inability to decipher exactly where it relates to. When this was drawn to Framptons' attention by the Swards End Parish Clerk, they forwarded a small size copy of an aerial view of Saffron Walden and Swards End. Again, this is inadequate as a consultation document as it did not show a clear plan of the development site with the proposed pedestrian/cycle link marked on it. Furthermore, the second document has not been circulated to all those who received the initial set of consultation documents; therefore, we question the validity of including this proposal at the appeal hearing.
- It is proposed that the pedestrian/cycle link would be built across what we understand is a 'ransom' strip of land which is not currently available to the appellants, therefore cannot be fully taken into consideration at this stage.
- We object to the proposed pedestrian/cycle link because it does not form part of a wider and more meaningful cycle network and therefore would have little or no positive impact on the development overall. It does nothing to alleviate the concerns we have regarding the increase in traffic this development would cause for the town in general and the consequent detriment to air quality overall.

Finally, we wish to formally record our objection to this consultation, which has been launched at very short notice prior to the appeal hearing and with very little time for objections and comments to be submitted at a time of year when many residents are likely to be on holiday. Furthermore, the public notice which has appeared in this week's edition of The Saffron Walden Reporter, gives no indication about what the two drawings refer to. The notice has not appeared in the Walden Local, which is more widely circulated in the town and surrounding villages and is free of charge. For these reasons, and for the reasons stated above in relation to drawing SK16, we assert that this consultation is not valid and should not form part of the appeal process.

This response has been copied directly to the Planning Inspectorate.

Yours sincerely,

[Redacted signature block]

**Adam Morris**

---

**From:** [REDACTED]  
**Sent:** 10 August 2022 11:01  
**To:** Rebecca Mushing  
**Subject:** Planning Appeal 233 Houses

**Caution: This Message originated outside your organisation.**

---

Dear Ms Mushing,

In response to Framptons Consultation documents I agree unreservedly with the comments made in your letter and therefore  
as I feel there is nothing more I could add, wish my name to be added to your letter.

Yours sincerely,

[REDACTED]

[REDACTED]

Sent from Mail for Windows

# rappor



Rappor Consultants Ltd

[www.rappor.co.uk](http://www.rappor.co.uk)

Cheltenham  
Bristol  
London  
Bedford  
Exeter  
Cirencester

