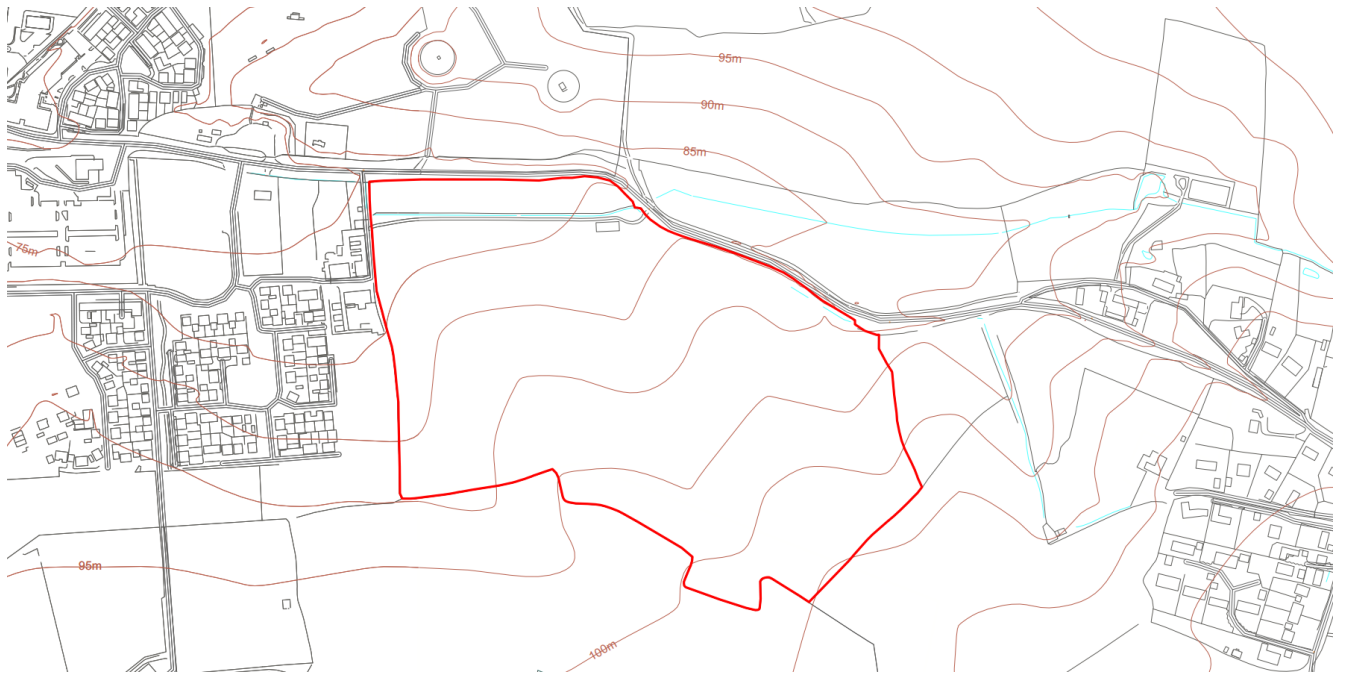


Appendix one - Site location plan



Appendix two - Birds eye satellite view of the site



Logo

Uttlesford Draft LDS 2022

This Uttlesford draft Local Development Scheme (LDS) was approved by Uttlesford District Council on **7 July 2022**. It is the sixteenth LDS produced by the Council. It replaces the previous LDS, dated 20 October 2020.

Preface

This Uttlesford draft Local Development Scheme (LDS) was approved by Uttlesford District Council on **7 July 2022**. It is the sixteenth LDS produced by the Council. It replaces the previous LDS, dated 20 October 2020.

If you require any further information regarding the LDS, please contact a planning policy officer by email planningpolicy@uttlesford.gov.uk

The LDS will be kept up to date on a regular basis.

This LDS is produced under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended).

Uttlesford Draft Local Development Scheme 2020

1. Introduction

- 1.1 The Council is required to prepare and maintain a Local Development Scheme (LDS). The LDS provides information on the Development Plan Documents (DPD) that the Council intend to produce to form its planning policy framework for the District. It also sets out the timetable for their production. At this time the Council is proposing one DPD – the Local Plan.
- 1.2 This Uttlesford LDS sets out the timetable for the Councils DPD work for the period 2020 to 2024. It explains when the Council intends to reach key stages in the preparation of its Local Plan. This LDS replaces the Uttlesford LDS which was adopted on 20 October 2022. It is intended to help the local community and all our partners interested in development and the use of land and buildings in Uttlesford to understand what plans the Council has and intend to produce. Current planning documents are set out in Appendix 1.
- 1.3 The new Local Plan 2020 – 2040 is to be produced in accordance with the Planning and Compulsory Purchase Act 2004 and associated guidance. The detail and timetable outlined in section 2 below accord with current legislation and guidance. Additionally, In May 2022 the Government published the Levelling Up and Regeneration Bill, which would have significant effect on the process, content and timetable of local plans. The Council will keep abreast of legislative developments and policy consultations, and keep residents and other stakeholders informed of the details and implications of changes as they arise.
- 1.5 Government Planning policy is set out in The National Planning Policy Framework July 2021 (NPPF) and associated Planning Policy Guidance (PPG). The NPPF states that: *“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings”* (para 15). While this objective may well remain the form and content of local plans as expressed in the NPPF and PPG is also subject to change in line with legislation as referred to above.
- 1.6 The range of planning policy documents is set out in Appendix 2.

2. New Local Plan 2020 -2040

- 2.1 Following withdrawal of the previously emerging Local Plan, the Council recognises it is important to make good progress on a new Local Plan for adoption at the earliest opportunity. There are a number of stages involved in producing a Local Plan as a DPD. This process allows for opportunities for the public to be involved, early resolution of conflicts and objections, gathering robust evidence, consultation on the scope of the plan and then on a draft plan prior to submission and an Independent Examination. The stages in producing the Local Plan, and the intended timing of these stages are set out in Table 1 below.

Timetable

- 2.2 The Council is determined that throughout the production of the Plan there is an inclusive engagement of residents and all key stakeholders. This LDS includes an extended 'issues and options stage' over Autumn 2020 and Spring 2021. The views that emerged during this period were considered and informed the drafting of the vision and objectives and preliminary outline strategy that are now being used to inform the next draft of the Local Plan (the 'Preferred Options' plan). The Preferred Option consultation will make clear the other options considered and why the preferred option(s) were chosen, together with the evidence underpinning the Plan to ensure a transparent and inclusive process. This will take place before the proposed Submission Plan is published.
- 2.3 The timetable for the production of the Council's new Local Plan as outlined in table 1, of course, be subject to change should it be required as a result of the Government's proposals in the Levelling Up and Regeneration Bill, and any future new national policy and practice guidance. Under the current and proposed plan making process, the early and more extensive issues and options stage set out in this LDS aligns closely with the proposals outlined in the White Paper. Accordingly the Council can make early and effective progress with this initial stage without wasting resources or time.
- 2.4 The Council has a project plan and more detailed work programme, designed to achieve the LDS timetable above. These are monitored through the Council's Scrutiny Committee.

Subject Matter and Geographical area of the new Local Plan

- 2.5 The Council is required to set out the subject matter and geographic extent of DPDs, in this case the Local Plan, (by virtue of section 15 (2)(b) of the Planning and Compulsory Purchase Act 2004). The Council intends that the Uttlesford Local Plan will cover the whole administrative area of Uttlesford District Council and will replace the saved policies of the Local Plan 2005 currently in force in Uttlesford.
- 2.6 The National Planning Policy Framework (NPPF) updated in July 2021, continues to include a strong expectation that Local Planning Authorities will prepare plans which positively seek opportunities to meet the development needs of their area. In line with NPPF it is intended that the Uttlesford Local Plan will include:
- strategic policies setting out an overall strategy for the pattern, scale and quality of development,
 - make sufficient provision for a number of key land uses including housing (including affordable housing), employment, retail, leisure, community facilities and other commercial development,
 - infrastructure for transport and other key utilities,
 - policies for the conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure,
 - planning measures to address climate change mitigation and adaptation.
- 2.7 Whilst not forming part of the Local Plan, the Council has/will produce other documents to support the preparation and implementation of Local Plan policies, these include:
- A detailed evidence base,
 - Statement of Community Involvement,

- Sustainability Appraisal & Strategic Environmental Assessment,
- Local Plan Policies Map,
- Supplementary Planning Documents and Guidance,
- Authority Monitoring Reports.

2.8 The Levelling Up and Regeneration Bill includes proposals to publish national level Development Management Policies, which where there is conflict, will outweigh local level policies. If these changes are brought to completion, this is likely to influence the content of the emerging plan.

3 Community Infrastructure Levy (CIL)

3.1 The Community Infrastructure Levy (CIL) is a tax on new development, which helps fund a wide range of strategic infrastructure needed to support growth, such as public transport, parks and community facilities. The Council has previously explored introducing a CIL. In 2014, external advice was that the government was reviewing CIL and it would be prudent to await the outcome before committing resources to preparing a CIL. In 2019, work commenced on a CIL to support the then emerging Local Plan. The Council wishes to maximise the contribution of development towards growth and was intending to bring forward a CIL charging schedule to be Examined following the conclusion of the Examinations into the Local Plan itself. The Levelling Up and Regeneration Bill sets out the intention to replace CIL in favour of a locally-set infrastructure levy. In these circumstances it is judged prudent to wait until the outcome of the Government's proposals are known before embarking on this course of action and it is therefore not included in this LDS.

3.2 If CIL remains then active consideration will be given to amend the LDS accordingly. In any event the Council will be updating its evidence base in respect of infrastructure deficits and requirements to support the Local Plan and this would also form the basis of the evidence to support a CIL charging schedule.

4 Neighbourhood Plans

4.1 Neighbourhood plans are led and prepared by the community, not the Council, (although the Council has a statutory role to provide advice and support to those producing a plan and at prescribed stages in the plan making process). Through these plans local communities have the power to influence the future of the places they live and work.

4.2 Neighbourhood Plans do not need to be included in this LDS as they are not prepared by the Council. However, they do form part of the Development Plan once adopted and are therefore relevant to future decision making. Furthermore, it is understood the Government intends to maintain the legislation and guidance regarding the preparation and adoption neighbourhood plans, irrespective of the proposed changes to local plans and the status of current neighbourhood plans is included in Appendix 1.

Table 1: Draft timetable for production of Uttlesford Local Plan

2020					2021					2022					2023					2024					2025										
J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M			
Blue	Blue	Blue	Red	Red	Red	Red	Red	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green

Issues & Options preparatory work	Blue
Preferred Options preparatory work	Green
Pre-submission preparatory work	Orange
Submission preparatory work	Pink
Submission	Grey
Examination	Yellow
Adoption	Black
Consultation & Publication	Red
Governance	Grey

APPENDIX 1

Table 2: Adopted Planning Policy Documents (as at July 2020)

Document Title	Status	Geographical area	Role and content	Adoption date
Uttlesford Local Plan 2005	Policies saved by the secretary of state in 2007 remain part of the development plan for the district.	Administrative area for Uttlesford	Sets out the vision, objectives and overall strategy for the spatial development of Uttlesford up to 2011	2005
Essex Minerals Plan 2014	DPD	Administrative area for Essex	Sets out the vision, strategies, policies and sites for considering minerals developments in Essex up to 2029.	2014
Essex and Southend-on-Sea Waste Local Plan 2017	DPD	Administrative area for Uttlesford and Southend-on-Sea	Sets out the vision, strategies, policies and sites for considering waste in Essex and Southend-on-Sea up to 2032.	2017
Felsted Neighbourhood Plan	Neighbourhood Plan	Felsted Parish	The plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications locally in Felsted.	2020
Great Dunmow Neighbourhood Plan	Neighbourhood Plan	Great Dunmow Parish	The plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications	2016

			locally in Great Dunmow.	
Newport Quendon & Rickling Neighbourhood Plan	Neighbourhood Plan	Newport, Quendon & Rickling Parishes	The plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications locally in Great Dunmow.	2021
Thaxted Neighbourhood Plan	Neighbourhood Plan	Thaxted Parish	The plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications locally in Thaxted.	2019

Table 3: Other Adopted Documents (as at July 2020)

Document Title	Status	Geographical area	Role and content	Adoption date
Accessible Homes and Playspace	SPD	Administrative area for Uttlesford	Sets out the Council's advice for Lifetime Homes, Wheelchair and Accessible Housing, and Accessible Playspace.	November 2005
Energy Efficiency and Renewable Energy	SPD	Administrative area for Uttlesford	Sets out the Council's advice on the measures that they can include in new development to reduce energy use.	October 2007
Home Extensions	SPD	Administrative area for Uttlesford	Sets out the Council's advice on extensions to homes.	November 2005

Replacement Dwellings	SPD	Administrative area for Uttlesford	Sets out the Council's advice on replacement dwellings.	September 2006
Urban Place Supplement to the Essex Design Guide	SPD	Administrative area for Uttlesford	Sets out the Council's advice on Design	March 2007
Statement of Community Involvement	LDD	Administrative area for Uttlesford	Statement setting out the Council's commitments on consulting the public. Includes Neighbourhood planning guidance and commitments.	March 2021
Essex Coast RAMS SPD	SPD	Felsted and Stebbing; Great Dunmow South & Barnston; High Easter & the Rodings	Protect internationally important and legally protected bird habitat sites from the direct and indirect impacts of recreational disturbance arising from housing development and population growth	September 2020
Building for Healthy Life	Guidance	Administrative area for Uttlesford	This design guidance sets the standard for well-designed homes and neighbourhoods. The guidance is based on 'Building for a Healthy Life', a government-endorsed industry standard, and will be used to inform decisions on planning applications.	October 2021
First Homes Planning Advisory Note	Guidance	Administrative area for Uttlesford	This Planning Advisory Note (PAN) provides guidance to applicants	March 2022

			on how Uttlesford District Council will apply the government's policy on First Homes.	
Shopfront Design Guide	Guidance (to be adopted as SPD)	Administrative area for Uttlesford	This shopfront design guidance provides detailed advice on local shopfront design, including the: <ul style="list-style-type: none"> - repair or refurbishment of existing shopfrontages - reinstatement of lost frontages and details - introduction of new shopfronts 	February 2022
Interim Climate Change Planning Policy	Guidance	Administrative area for Uttlesford	This document aims to ensure that development contributes to climate change mitigation and adaptation.	February 2021

APPENDIX 2

A2.1 In summary, the local planning policy may comprise the following:

- **Development Plan Documents (DPDs):** These are documents (often referred to as 'Local Plans') that form part of the statutory development plan for the area. They are prepared by the relevant plan-making authority and are subject to independent examination by a planning inspector appointed by the Secretary of State. For Uttlesford, as at July 2020, they are the saved policies of the Local Plan 2005, the Essex Minerals Plan 2014 and the Essex and Southend-on-Sea Waste Local Plan 2017. Essex County Council is currently reviewing the Minerals and Waste Local Plans. The Council intends to start work on a new Local Plan for the district.
- **CIL Charging Schedule:** The proposals for development in the new Local Plan will need to be supported by investment in necessary infrastructure. The Infrastructure Delivery Plan will identify each piece of infrastructure that is needed and set out the mechanism for delivering these items. One source of funding could be the Community Infrastructure Levy (CIL) and this document would include the 'charging schedule' setting out how much money developers will be expected to contribute toward infrastructure provision from developments in certain parts of the district using a formula based on £ per sqm of floorspace. The Council had appointed consultants to undertake this task for the now withdrawn Local Plan, this work has been put on hold for now, and the Council will keep it under review as the new Local Plan develops.
- **Policies Map:** This is a map on an Ordnance Survey base for the whole of a local planning authority's area which shows where policies in DPDs apply. The Policies Map may include inset maps for particular areas to show information at a larger scale. The Policies Map is updated each time that a DPD is adopted.
- **Supplementary Planning Documents (SPDs):** These can cover a wide range of issues on which the local planning authority wishes to provide guidance to supplement the policies and proposals in its DPDs. They do not form part of the statutory development plan and are not subject to independent examination. The district council can decide to produce an SPD on any appropriate subject whenever the need arises. There is no requirement for this LDS to set out a timetable for the production of any SPDs
- **Neighbourhood Plans:** Local communities, including Parish and Town Councils, can prepare Neighbourhood Plans (NPs) putting in place policies to guide the future development of the area. Any NP must be in general conformity with the 'strategic policies' in DPDs and with national policy. NPs are not able to propose lower levels of development than those set out in up to date DPDs but could propose higher levels, or offer other detailed policy proposals. It is up to local communities to decide if it wants to produce a

Neighbourhood Plan and so it is not appropriate for this LDS to specify when, or for where, they will be produced. Any NP, if adopted, has the same status as a DPD.

- **Statement of Community Involvement (SCI):** This is a document that explains how the local planning authority will engage the community in the preparation, alteration and review of planning documents, and in development management decisions. It is required to specify how and at what stages people will have the opportunity to be involved in planning for their area. The SCI is being review to inform work on the new Local Plan.
- **Authority's Monitoring Report:** This is a report which must be produced by the local planning authority (on an annual basis) to explain how the LDS is being implemented and the extent to which policies in the DPDs are being achieved.
- **Local level guidance:** These is local guidance produced to assist the understanding of policies or provide further guidance on particular areas. They do not form part of the statutory development plan and are not subject to independent examination. There is no requirement for this LDS to set out a timetable for the production of any local level guidance.

UTTLESFORD DISTRICT COUNCIL

CIL COMPLIANCE STATEMENT 25 July 2022

APPEAL BY ROSCONN STRATEGIC LAND

(APP/C1570/W/22/3296426)

LPA Ref: UTT/21/2509/OP

LAND AT SOUTH OF RADWINTER ROAD (EAST OF GRIFFINPLACE)

1.0 Introduction

- 1.1 This statement addresses the planning obligations sought by the Council in association with the appeal scheme. This statement is provided without prejudice to the Council's case to have the appeal dismissed. The CIL compliance note remains in draft form until the section 106 agreement has been agreed between the parties.

2.0 Relevant Legislation and Policies

- 2.1 Regulation 122 of the Community Infrastructure Levy Regulations 2010, as amended, sets out the tests for the use of planning obligations. Obligations should only be sought when they meet the following tests and the obligations are:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development, and;
- c) Fairly and reasonably related in scale and kind to the development.

- 2.2 The following policies of the Development Plan are referred to in support of the case that the proposed planning obligations meet these tests:

Uttlesford Local Plan 2005

Policy GEN6 –Infrastructure Provision to Support Development

- 2.3 This policy states that Development will not be permitted unless it makes provision for infrastructure that is made necessary by the proposed development. Where the cumulative impact of developments necessitates such provision, developers may be required to contribute to the costs of such provision.

Policy H9- Affordable Housing

- 2.4 This policy confirms that the Council will seek to negotiate on a site to site basis an element of affordable housing of 40% of the total provision of housing on appropriate allocated and windfall sites, having regard to the up to date Housing Needs Survey, market and site considerations.

Policy GEN1 – Access

- 2.5 This policy states “Development will only be permitted if it meets all of the following criteria: a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
- b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.
- c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.
- d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.
- e) The development encourages movement by means other than driving a car.”

- 2.6 The preamble to the Policy GEN1 highlights that;

“The objectives in this Plan are to locate high trip generating activity in areas well served by public transport; to increase the proportion of journeys made by rail and bus, on foot and by cycle; to reduce the number and length of motor vehicle trips by the location of Uttlesford Local Plan – Adopted January 2005 12 development; and to minimise the adverse effects of traffic on residential and shopping areas by traffic management measures.

3.6 The Council will work with highway authorities to ensure that, whenever possible, transport investment and the resultant transport network will support the Plan’s development strategy and policies.

3.7 The impact of development on the road network will be assessed and Traffic Impact Assessments may be required as part of applications for planning permissions. Improvements to the transport infrastructure will be sought where appropriate. The environmental impact of traffic arising from a development will similarly be assessed and Environmental Assessments may also be required. The cumulative impact of developments will also be taken into account.

3.8 Development proposals for any building that the public may use will be required to provide safe, easy and inclusive access for all people regardless of disability, age or gender. This should include access to, into and within the building and its facilities, as well as appropriate car parking and access to public transport provision. 3.9 The needs of walkers, cyclists and horse riders will be taken into account whenever development would affect routes used by riders or where the potential for the creation of new paths along strategic routes would be jeopardised. Suitable replacement paths will be required when routes used by walkers and riders will no longer be suitable for continued use as a result of other changes to the road network or new development.”

Policy GEN2 – Design

2.7 “Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

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

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

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

d) It helps to reduce the potential for crime;

e) It helps to minimise water and energy consumption;

f) It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan. g) It helps to reduce waste production and encourages recycling and reuse.

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

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

3.0 Planning Obligation

3.1 The planning obligation is required to cover the following issues:

- Provision of 40% affordable housing
- Financial contribution for long-term on-going maintenance of public open space
- Financial contribution for health care
- Custom built dwellings 5%
- Payment of education financial contributions
- Library contribution
- Highways and Transport measures
- ECC monitoring fees
- UDC monitoring fees

The table below sets out the requirements of the section 106 legal agreement and the reasons for the agreement.

Planning Obligation	Justification
<p>Schedule3 Part 1 – Affordable housing (40%)</p>	<p>40% affordable housing is required to mitigate the development by providing a balanced community in accordance with Local Plan Policy H9. The NPPG also recognises the need for affordable housing in delivering a sufficient supply of homes. The provision of affordable housing on-site is necessary to meet an identified need and is a requirement of both national and local planning policy. The provision of affordable housing on site is directly related to the development and the provision of 40% on site is considered to be fairly and reasonably related in scale and kind to the development.</p> <p>The requirement for the provision of affordable housing conforms to the three regulation 122 tests.</p>
<p>Schedule 3 Part 2 Public open space</p>	<p>In order to provide high quality, sustainable developments which have a good design area required in accordance with the Essex Design Guide, Local Plan Policy GEN2 and GEN7.</p> <p>Paragraph 98 of the NPPF 2021 sets out that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and Paragraph 92 supports healthy lifestyles and local well-being by providing access to healthier food and allotments</p> <p>Planning policy therefore requires the provision of open space on site, which is necessary to make the development acceptable in planning terms. The open space and play areas would be situated within the development areas and serve the future residents of the appeal development directly and would be available to all residents as public open space.</p> <p>The requirement for the provision of open space conforms to the three regulation 122 tests .</p>
<p>Schedule 3 Part 3 Health care contribution of £119,730 to mitigate the capital cost to the NHS</p>	<p><u>Existing Healthcare Position Proximate to the Planning Application Site</u></p> <p>The proposed development is likely to have an impact on the services of 2 GP practices operating within the vicinity of the application site. The GP practices do not have capacity for the additional growth resulting from this development.</p> <p>The proposed development will likely have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. Hertfordshire and West Essex</p>

Integrated Care Board would therefore expect these impacts to be fully assessed and mitigated.

Review of Planning Application

Hertfordshire and West Essex Integrated Care Board acknowledge that the planning application does include a Health Impact Assessment (HIA), however this does not appear to recognise that a capital contribution may be required to mitigate the primary healthcare impacts arising from the proposed development

A Healthcare Impact Assessment has been prepared by Hertfordshire and West Essex Integrated Care Board to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

Assessment of Development Impact on Existing Healthcare Provision

The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 582 residents and subsequently increase demand upon existing constrained services.

Healthcare Needs Arising From the Proposed Development

The intention of Hertfordshire and West Essex Integrated Care Board is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.

The development would give rise to a need for improvements to capacity, in line with the emerging Hertfordshire and West Essex Integrated Care Board estates strategies, by way of extension, refurbishment, reconfiguration or potential relocation for the benefit of the patients at Gold Street Surgery, a proportion of the cost of which would need to be met by the developer.

A developer contribution will be required to mitigate the impacts of this proposal. Hertfordshire and West Essex Integrated Care Board calculates the level of contribution required, in this instance to be £119,730. Payment should be made before the development commences.

The requirement for the provision of a health care contribution conforms to the three regulation 122 tests .

Schedule 4 Part 4 Custom build housing (5% of the number of market dwellings)	<p>Paragraph 60 of the NPPF sets out that “[t]o support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”</p> <p>Para 62 sets out that “within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to... people wishing to commission or build their own homes²⁸)</p> <p>Footnote 28 further explains that “under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom housebuilding. They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand.” The Council has a list of those registered for serviced plots whose need can be accommodated by the proposed development.</p> <p>The proposals are being put forward as part of the application in order to meet an identified need.</p> <p>As set out above, the requirement conforms to the three regulation 122 tests</p>
Schedule 4 Part 1 Education contribution	<p><u>Early years and childcare</u></p> <p>ECC consultation response to the outline application advised that according to Essex County Councils childcare sufficiency data, a total of zero unfilled places were recorded. For Essex County Council to meet its statutory duties it must both facilitate sufficient places to meet free childcare entitlement demand and also ensure a diverse range of provision so that different needs can be met. The data shows insufficient places to meet demand from this proposal. An additional 18.18 would be provided at an estimated cost of £313,932.24 at January 2020 prices. This equates to £17,268 per place and so based on the demand generated by this proposal as set out above , a developer contribution of £313,932,24 index linked to January 2020 is sought to mitigate its impact on local Early Years and Childcare provision.</p>

	<p><u>Primary education</u></p> <p>The development would sit within the priority admission area of RA Butler infant and junior school, which will have a published admission number of 90 pupils per year. As at the last school census in October, they had a combined number on roll of 636 pupils. Forecasts for the Saffron Walden Area (Uttlesford Group 2) set out in the Essex School Organisation Service 10 Year Plan, suggests growth demand for places over the period. It is anticipated that a new school may be required to serve the town long term and a land option to facilitate this has been secured through section 106 agreement. The estimated cost of the project is £1,046,440.80 at January 2020 costs. This equates to £17,268.00 per place so based on the demand generated by this proposal as set out above a developer contribution of £1,046,440.80 index linked to January 2020 is sought to mitigate its impact on local primary school provision.</p> <p>The requirement would conform to the three regulation 122 tests.</p>
<p>Schedule 4 Part 2 Library contribution</p>	<p>Essex County Council may seek contributions to support expansion of the library service to meet customer needs generated by residential development of 20plus homes. In this case the suggested population increase brought about by the proposed development is expected to create additional library usage. In accordance with the Essex County Council Development Guide to Infrastructure Contributions (revised 2020) a contribution is therefore considered necessary to improve enhance and extend facilities and services provided at a cost of £244.92 and £77.80 per unit, respectively. Improvements could include (but is not limited to) additional facilities, additional furniture, provision of learning equipment/play equipment for younger children, improved access, external works such as parking and bike racks and IT. In this case it is calculated that a contribution of £57,066.36 or £18,127.40 is requested.</p> <p>The requirement would conform to the three regulation 122 tests.</p>
<p>Schedule 4 Part 3 Highways and Transport</p>	<p><u>Bus service contribution</u></p> <p>Within the context of the national bus strategy <i>Bus Back Better</i> Essex County Council has developed and formally adopted a <i>The Essex County Council Bus Service Improvement Plan, 2021 – 2026</i> (ECC BSIP) the council is also in the process of developing a bus strategy for Uttlesford. The ECC BSIP outlines the approach to securing bus service improvements to new developments, which is to take funding per dwelling and support a bus strategy for the local area.</p>

Policy ENV13 of the UDC adopted local plan (exposure to poor air quality) is also relevant. Its titled 'Exposure to poor air quality' and the policy seeks to reduce exposure to long term poor air quality. This is relevant on the basis that at least 80% of the vehicles are likely to turn left on Radwinter Road leaving the site to Saffron Walden town going through the AQMA.

In this case and in respect of bus services, a contribution of £2600 per dwelling is required, to enhance the provision of bus services in Saffron Walden. ECC commit to serving the site via a regular service to key services and facilities as part of the emerging transport plan for Saffron Walden.

This is in accordance with NPPF paragraph 110, Local Plan Policies GEN1 and GEN2.

The requirement would conform to the three regulation 122 tests

Car club contribution

Car clubs allow users to access a vehicle without owning one and can offer a flexible, convenient alternative to private car ownership or leasing. Car clubs provide residents, visitors or businesses with access to a vehicle, often as a short-term rental by the hour.

By providing an alternative to driving a private car, car clubs reduce carbon emissions, air pollution, parking pressure and congestion, while supporting the shift to lower carbon forms of travel. A [2022 CoMoUK report](#) suggests that each car club vehicle on average can replace 18 private cars, with some users directly exchanging their car for car club membership, while others may replace a second household car, decide against, or delay a private vehicle purchase or lease.

By putting a direct cost and adding a small element of extra effort (for example, getting to a car club vehicle, even if this only takes a minute) on using any vehicle for a particular journey, car clubs can also encourage a shift to active and public transport for shorter journeys and incentivise trip chaining to make use as efficient as possible. Many members use car club vehicles for trips where public transport is not viable (such as unsociable hours or night shift workers), or when needing to move bulky items, for instance.

In 2020, CoMoUK found that car club members showed higher than average use of public and sustainable transport modes – with 30% using a bike 3 times a week, compared to a national average of 14% using a bike more than once. Bike parking next to dedicated car club bays can also provide improved access for users.

Car clubs can help reduce demand for residential parking spaces as [research by the RAC Foundation](#) has found that the average vehicle spends over 70% of the time parked at home, a usage pattern that has changed very little in over 25 years. This in turn can mean that there is reduced demand for brownfield or greenfield land because less space is required for parking, or it allows for the inclusion of more shared amenity space and for the development of sites previously thought too small, because they lacked space for adequate parking.



In more dispersed rural communities, a community car club may be more appropriate to serve residents' needs due to having closer links with the population. There is a role for Uttlesford and ECC in helping to set up and promote the community car club to ensure it is integrated with other transport or mobility hubs. Placing vehicles at community hubs, such as village halls, is also likely to encourage sign ups.

Uttlesford will seek to require developers to support the establishment of a scheme, either as a direct contribution towards car club set-up and operating costs, or via a contribution for district wide active sustainable travel initiatives.

- i. All new developments should provide opportunities for reducing the need for car parking through the inclusion of dedicated car club bays on site, where a scheme is considered viable by the Highway Authority. If a scheme is considered viable then the developer will be expected to contribute towards the start-up and operation of a car club in the new community for a period up to five years. This will include financial contribution towards any, or all of the following:
 - a) *provision of car club spaces where required (if car club bays on site are not appropriate then a financial contribution towards the delivery of a bay on the public highway may be sought instead)*
 - b) *promotion of the car club and free membership for all dwellings for the first 3 years including approximately 10 hours free membership credit for all new residents of the development*
 - c) *dedicated electric vehicle charging facilities for each car club bay*
 - d) *pump prime car club vehicle leasing costs for at least 3 years*
 - e) *promotion and marketing details as part of the travel plan activities (where travel plan or travel plan statement required)*
- ii. For developments of 100+ dwellings and where a car club operation is deemed feasible then the developer will be expected to contribute towards the delivery of a minimum of two car club vehicles/bays either on site

	<p>or in the wider community for the first 100 dwellings, with a further 1 vehicle/bay for every additional 100 dwellings, to be agreed with the Highway Authority.</p> <p>iii. For developments of 400+ dwellings the developer will be expected to contribute towards and/or deliver one car club vehicle and dedicated bay for every 200 dwellings built (starting with a minimum of 4 vehicles/bays). For example, a development of 600 dwellings will require 5 car club vehicles/bays and for a development of 1200 dwellings will require 8 car club vehicles/bays.</p> <p>iv. Provision of car clubs at commercial developments and business parks will be determined on a site-by-site basis by the Highway Authority.</p> <p><u>Car club - costs</u></p> <p>Annual membership for 5 years- £300 per dwelling; • 10 hours driving credit- £80 per dwelling; and • Pump priming operational costs of 1 electric vehicle for 5 years- £43,333.</p> <p>This length of time has been lengthened from 3 years now to 5 years with agreement from both sides. The formula for contribution and precise requirements have been calculated by Essex County Highways.</p> <p><u>Offsite pedestrian cycle contribution</u></p> <p>This contribution would be used towards costs of off-site pedestrian/cycle improvements between the Development and local facilities and services in Saffron Walden.</p> <p><u>Sustainable travel voucher</u></p> <p>The implementation of a residential and a work place travel plan and provision of travel pack is required to ensure the appropriate opportunities to promote sustainable transport modes can be taken up in accordance with NPPF paragraph 110, Local Plan Policies GEN1 and GEN2 and ENV 13</p> <p>These requirement would conform to the three regulation 122 tests</p>
	<p><u>Improvement to the pedestrian crossing point at the access junction to the Tesco store</u></p> <p>The existing pedestrian crossing is poorly located with respect to the desire line and pedestrian visibility to approaching vehicle, which is partially restricted by adjacent vegetation.</p>

	<p>The Appellant is willing to include the requested improvement as part of the highway works. They advise in their very recent statement of common ground addendum that the design of a suitable scheme (to the satisfaction of ECC and within the publicly adopted highway) and delivery of the agreed scheme, can be secured via a S106 obligation. This S106 obligation would include a clause that should a suitable scheme to the satisfaction of ECC not be deliverable within the publicly adopted highway, there would be no obligation to undertake any works in this location.</p> <p>The crossing point is to ensure a safe crossing route for those going to and from the development to access local services and to encourage walking by providing the safe route rather than pushing residents to their vehicles. This is in accordance with Local Plan Policies GEN1, GEN2 and ENV13 of the Uttlesford Local Plan (adopted 2005) and the NPPF.</p> <p>This requirement would conform to the three regulation 122 tests.</p>
<p>Schedule 4 Part 4 Safeguarded land</p>	<p><u>Safeguarded Land for the purpose of an upgrade for a future relief road</u></p> <p>The safeguarding of land to potentially allow a highway connection from the site to the south is acknowledged as not being necessary to make the development acceptable. The Appellants have agreed to the request for this safeguarding in the interests of 'good planning'. The Inspector is invited not to place weight on this provision within the planning balance.</p>
<p>ECC Monitoring fee</p>	<p>The requirement for a residential and a work place travel plan and associated fee monitoring fee is outlined in the Essex County Council Developers Guide to Infrastructure Contributions 2020. The fee is for services supplied to the developer by ECC, for the provision of support and advice to the onsite Travel Plan Co-ordinator on the management and implementation of the Residential Travel Plan, thus enabling them to effectively deliver the Travel Plan.</p> <p>The fee for the residential travel plan is £1,533 per annum which covers 5 years.</p> <p>The sum is taken from the Essex County Council Developers Guide to Infrastructure Contributions 2020 and inflation since 2020 has been added.</p> <p>This would conform to the three regulation 122 tests.</p>

	 Essex County Council Developers
Uttlesford District Council Monitoring fee	<p>UDC Adopted S106 Monitoring Fees</p> <p>This monitoring fee includes a general monitoring fee of £416.</p> <p>The justification and calculation is based on the number of 1 hour site visits based on a one year site build. It is estimated there would be circa 15 site visits per 'site build' annum.</p> <p>A calculation is then made on the number of units per annum (build out lifetime) based on the overall number of years build out, which is believed to be 6 years.</p> <p>An overall figure of ?? is required</p> <p>The requirement would conform to the three CIL tests.</p>  S106 Monitoring Fees Breakdown.docx

DRAFT PLANNING CONDITIONS – OUTLINE APPLICATION

v14 (02/08/22)

General

1. The development hereby permitted must be begun not later than the expiration of two years from the date of approval of the last of the Reserved Matters to be approved.
2. Application(s) for approval of the Reserved Matters must be made to the Local Planning Authority not later than the expiration of three years from the date of this permission.
3. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Site Location Plan – Drawing No. DE_436-002 Rev A
 - Land Use Parameters Plan – Drawing No. DE_436-020
 - Building Heights Parameters Plan – Drawing No. DE_436-021
 - Access and Movement Parameters Plan – Drawing No. DE_436-022
 - Green Infrastructure Parameters Plan - Drawing No. DE_436-023
 - Proposed Means of Access – CTP-20-1142 Drawing No. SK01 Rev D
4. Approval of the details of the layout, scale, landscaping, appearance and means of access (other than the means of access off Radwinter Road) ('the Reserved Matters') for each phase of development must be obtained from the Local Planning Authority in writing before the development on that phase commences and the development in that phase must be carried out as approved. The submission of Reserved Matters for the first phase of the development shall be accompanied by the submission of a phasing plan that identifies the subsequent phases of development. The development shall be carried out in accordance with the approved details.

Arboriculture

5. Prior to commencement of any building, engineering works or other activities on the site (with the exclusion of site investigation works), the approved tree protection measures as set out in the BJ Unwin 'Tree Constraints, Tree Impacts and Tree Protection Method Statement for new

development' (June 2021) and the associated Tree Retention and Protection Plan (Dwg No. SWTRP-JUN21) shall be put in place. The development shall be carried out in accordance with the approved details. The approved means of protection shall remain in place until completion of works obviates the need for protection of trees during the construction process.

Archaeology

6.

- a) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured and undertaken in accordance with a written scheme of investigation which has been submitted by the Applicant and approved in writing by the Local Planning Authority.
- b) No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy.
- c) The Applicant will submit to the Local Planning Authority a post-excavation assessment (to be submitted within six months of the completion of the fieldwork unless otherwise agreed in advance with the Local Planning Authority). This will comprise the completion of post-excavation analysis; the preparation of a full site archive and report ready for deposition at the local museum.

Drainage

7. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The surface water drainage shall be carried out in accordance with the approved details.
8. No development shall be occupied in any phase until confirmation has been provided that either:-
 - Foul water capacity exists off site to serve the development; or

- A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Anglian Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
- All foul water network upgrades required to accommodate the additional flows for the development have been completed.

Ground Contamination

9.

- i) No development shall commence until an assessment of the risks posed by any contamination shall have been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of potentially contaminated sites – Code of Practice and the Environment Agency’s Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard or Model Procedure if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The assessment shall include:
 - a) A survey of the extent, scale and nature of contamination;
 - b) The potential risk to:
 - Human health
 - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes:
 - Adjoining land
 - Ground waters and surface waters;
 - Ecological systems; and
 - Archaeological sites and ancient monuments.
- ii) No development shall take place in locations where (following the risk assessment) land affected by contamination is found, which poses risks identified as unacceptable in the risk assessment, until a detailed remediation scheme shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s); the proposed remediation

objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. The remediation scheme shall be sufficiently detailed and thorough to ensure that on completion the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use. The approved remediation scheme shall be carried out (and upon completion a verification by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the Local Planning Authority) before the development (or relevant phase of development) is occupied.

Management Plans

Construction Environment Management Plan (CEMP)

10. Prior to the commencement of the development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities
- b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- c) The location and timing of sensitive works to avoid harm to biodiversity features
- d) The times during construction when specialist ecologists need to be present on site to oversee works
- e) Responsible persons and lines of communication
- f) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person
- g) Use of protective fences, exclusion barriers and warning signs
- h) The approved CEMP shall be implemented throughout the construction period in accordance with the approved details.

The development shall only proceed strictly in accordance with the approved details.

Construction Management Plan (CMP)

11. Prior to the commencement of the development, a detailed Construction Management Plan (CMP) incorporating the measures contained within Appendix F of the Air Quality Assessment by Kairus Ltd Ref: AQ051769 dated 12/7/2021 shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing
- b) Risk assessment of potentially damaging construction activities
- c) Hours of operation, delivery and storage of materials
- d) Details of any highway works necessary to enable construction to take place
- e) Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signage, monitoring and enforcement measures.
- f) Parking and loading arrangements
- g) Details of hoarding
- h) Management of traffic to reduce congestion
- i) Control of dust and dirt, including on the public highway
- j) Wheel and underbody washing facilities
- k) Responsible persons and lines of communication
- l) Details of any membership of the Considerate Contractors scheme
- m) Details of consultation and complaint management with local businesses and neighbours
- n) Waste management proposals
- o) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- p) Prohibition of the burning of waste on site during construction
- q) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.
- r) Before and after condition survey to identify defects to highway in the vicinity of the access to the site and the arrangements to ensure that, where necessary, repairs are undertaken at the developer expense where damage to the highway has been caused by the construction of the development.

The approved CMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved materials.

Landscape and Ecological Management Plan (LEMP)

12. Prior to the commencement of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) aims and objectives of management
- d) Appropriate management options for achieving aims and objectives, including provision for funding
- e) Prescriptions for management actions
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five year period)
- g) Details of the body or organisation responsible for the implementation of the plan
- h) ongoing monitoring and remedial measures

The approved plan shall be implemented in accordance with the approved details.

OTHER CONDITIONS

Noise

13. The details of layout and appearance to be submitted in accordance with the Reserved Matters shall include full details of the noise mitigation measures required. The scheme shall follow the recommendations identified in the Resound Acoustics Report Reference: RA00693 – Rep I and shall ensure that reasonable internal and external noise environments are achieved in accordance with the provisions of BS8233:2014 and BS4142:2014. Dwellings shall not be occupied until such a scheme has been implemented, in accordance with the approved details for mitigating noise at that dwelling. The mitigation scheme shall be retained in accordance with those details thereafter.

External Lighting

14. Prior to the installation of any external lighting, details of said lighting, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the local planning authority. Only the details thereby approved shall be implemented.

15. Prior to the installation of any external lighting, a lighting scheme for biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify those features on the site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. All external lighting shall be installed in accordance with the specification and locations set out in the scheme and maintained thereafter in accordance with the scheme. No external lighting shall be installed without prior consent from the local planning authority.

Electric Vehicle Charging Points

16. Prior to first occupation of the development hereby permitted, a scheme setting out the arrangements for electric vehicle charging to include at least one electric vehicle charging point for each dwelling with on-plot parking and a publicly accessible car club parking space with the installation of an electric vehicle charging point for use in connection with a future town wide car club shall be submitted to, and approved in writing by, the Local Planning Authority. At least 20% of parking spaces, including the car club parking space, should be provided with fast charging points (7 – 22kW) and the remainder should be adaptable for electric vehicle fast charging. Thereafter the charging points shall be installed in accordance with the approved scheme and fully wired and connected ready to use before first occupation of each dwelling.

Vehicle Parking and Cycle Storage

17. The submission of details of layout for each phase shall include a scheme for the provision of secure covered cycle storage and arrangements for car parking to meet the standards set out in ECC Parking Standards: Design and Good Practice 2009. The approved provision for cycle storage and car parking shall be made available prior to the first occupation of each dwelling in that phase.

Biodiversity

18. Prior to commencement of the development hereby approved, a Biodiversity Enhancement Strategy for protected and Priority species, in accordance with the details contained in the Addendum to the Environmental Statement Volume 1: Chapter 8 Ecology (Harris Lamb, January 2022) shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs to achieve stated objectives;
- c) locations of proposed enhancement measures by appropriate maps and plans;
- d) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant);
- g) details of the appointment of a person (e.g. ecological clerk of works) to provide ecological expertise during construction; and
- h) details of a Reptile Mitigation Strategy.

The identified enhancement measures shall be implemented in accordance with the approved details and timetable to achieve as a minimum a metric of at least 10% biodiversity net gain. All features shall be retained in that manner thereafter.

19. Prior to the commencement of development, a Farmland Bird Mitigation Strategy shall be submitted to and approved in writing by the local planning authority to compensate the loss or displacement of any Farmland Bird territories identified as lost or displaced. This shall include provision for on-site mitigation measures prior to commencement.

The content of the Farmland Bird Mitigation Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed compensation measure, e.g. Skylark nest plots;
- b) detailed methodology for the compensation measures, e.g. Skylark plots must follow Agri-Environment Scheme option: 'AB4 Skylark Plots';
- c) locations of the compensation measures by appropriate maps and/or plans;
- d) persons responsible for implementing the compensation measure; and
- e) a timetable for the implementation of the mitigation measures.

The Farmland Bird Mitigation Strategy shall be implemented in accordance with the approved details and all features shall be retained for a minimum period of 10 years.

Highways

20. Prior to first occupation of the proposed development, a residential travel plan shall be submitted to the Local Planning Authority for approval in consultation with Essex County Council. The approved travel plan shall include provision for travel packs to be provided to all residents setting out public transport options, promoting cycling and walking routes, and a travel plan co-ordinator and shall then be implemented for a minimum period from first occupation of the development until 1 year after final occupation.
21. Prior to the construction of any dwelling, a scheme shall be submitted to, and approved by, the local planning authority which includes the following:
 - a) Capacity improvements for the Radwinter Road/Thaxted Road/East Street/Chaters Hill junction as shown in principle on Dwg No. CTP-20-1142 SK10 Rev A;
 - b) Signalisation of the Thaxted Road/Peaslands Road junction as shown in principle on Dwg No. CTP-20-1142 SK11 Rev A;
 - c) Signalisation of the Church Street/High Street junction as shown in principle on Dwg No. 2206-01-TS-01 Rev B. The scheme shall include appropriate connections with the existing signals at the High Street/George Street junction.

The approved works shall include (but not be limited to) all necessary traffic regulation orders, safety audits, lighting, signing and surfacing and shall be implemented prior to first occupation of the development.

22. The access road shown on Dwg No. CTP-20-1142 SK01 Rev D shall be completed to the satisfaction of the LPA prior to the first occupation of the development.

Provision for Sustainable Transport Links

23. The details for the layout as a Reserved Matter, as required by Condition 4, shall make provision for:
 - i) a bus turning facility and bus stop within the site as shown in principle in drawing number DE-463-022; and
 - ii) a 3m wide pedestrian and cycle link to the western site boundary in the position as shown in principle on Dwg No. 20-1142 SK16. The pedestrian and cycle use shall be made available for public use.

Sustainability

24. Prior to the construction of any dwelling on each phase of the development, details for the provision of domestic heating from a renewable source of energy and the installation of PV solar panels shall be submitted to, and approved by, the local planning authority. The approved details shall be installed prior to the occupation of each dwelling.

Planning conditions not agreed

At the time of writing the proof, Essex County Highways were seeking the inclusion of the following two highway conditions; however the appellants were not happy to see them included. They are:-

- Prior to occupation of the development, the access of 6.75m width one 2m wide footway and one 3.5m wide footway cycleway, as shown in principle on submitted drawing CTP-20-1142-SK01-D shall be provided, including clear to ground visibility splays at the access with dimensions of 2.4 metres by 160 metres to the west and 2.4 metres by 120 metres, as measured from and along the nearside edge of the carriageway. The access with associated vehicular visibility splays shall retained free of any obstruction at all times thereafter.

- Prior to occupation the highway works as shown in principle in drawing number 20-1142-SK01-D shall be provided and include (but not be limited to) all necessary traffic regulation orders, safety audits, lighting, signing and surfacing and shall. The works include:
 - a. Two bus stops which shall comprise (but not be limited to) the following facilities: shelters; seating; raised kerbs; bus stop markings; poles and flag type signs, timetable casings.
 - b. An uncontrolled crossing with drop kerbs and pedestrian island.
 - c. Initiating the process to extend the 30mph speed limit east to include the access and bus stops and if the process is successful implementing the approved Traffic Regulation Order. Process and implementation to be implemented at no cost to the highway authority.
 - d. A 2m footway from the access eastwards to the proposed bus stop and westwards to join the existing footway on the south of Radwinter Road

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

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

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

July 2022

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Appendices

APPENDIX A - Proposed Western Pedestrian / Cycle Link- Rappor Drawing no. 20-1142 SK16
APPENDIX B - Pedestrian and Cycle Audit Report
APPENDIX C - High Street / Church Street Preliminary Traffic Signal Design- Transport
Planning & Highways Drawing no. 2206-01 TS-01 Rev A

1 Introduction

- 1.1 This document is a Supplementary Statement of Common Ground (SoCG) on transport matters between Essex County Council (ECC), in their role as highway authority, and Rappor, acting on behalf of the Appellant, Rosconn Strategic Land Ltd (Rosconn) and Thomas Eric Baker and Sally Rose Hall, the Executors of Mr E C Baker and Mrs J E Baker, in relation to the proposals for residential development of up to 233 dwellings on land south of Radwinter Road, Saffron Walden.
- 1.2 A SoCG on transport matters was originally completed on 1 June 2022 (CD B16). At the time of completion of this SoCG, there were a number of matters of disagreement between the parties.
- 1.3 Subsequent to the submission of the SoCG, discussions have continued with ECC regarding these areas of disagreement. A number of meetings have taken place and additional information has been submitted to ECC. As a result, all transport matters are now agreed and there are no matters of disagreement between ECC and the Appellant.
- 1.4 This Supplementary SoCG sets out details of the additional information which covers the following matters:
- Pedestrian and Cycle Movement;
 - The Deliverability of Proposed Off-Site Highway Mitigation; and
 - Sustainable Transport.

2 Pedestrian and Cycle Movement

- 2.1 It is now agreed that the Appellant will seek to deliver a pedestrian and cycle link to the adjacent development to the west. This would link the site to the land that benefits from Outline Planning Permission under UDC reference UTT/17/2832/OP, and is currently subject of a Reserved Matters Planning Application under UDC reference UTT/21/3565/DFO by Redrow Homes Ltd.
- 2.2 The Redrow site layout includes a shared footway / cycleway of 3m in width on the northern side of the road serving the plots in the northeast corner, closest to the Appeal Site. This shared footway / cycleway includes a spur to the eastern site boundary of the Redrow site. It is agreed that a 3m wide shared link will be provided up to the western boundary of the site, so as to provide a potential shared footway / cycleway link to the Redrow Homes Development. This pedestrian / cycle link is shown in Rappor drawing no. 20-1142 SK16, which is provided at **Appendix A**.
- 2.3 It is agreed that the section of this pedestrian / cycle link within the Appeal site, up to the site boundary, can be secured via planning condition.
- 2.4 To connect this pedestrian / cycle link from the Appeal site boundary to the Redrow site boundary, a section is required to be constructed on land within the ownership of a third party. This third-party landowner made representations to the refused planning application via their appointed agent, Icen. This representation noted the desire for a pedestrian and cycle link through the third-party land and indicated that *“subject to an appropriately legally binding condition or obligation relating to the provision of the future relief road, the landowners would be willing to facilitate the pedestrian and cycle link, on the proviso acceptable terms can be agreed”*.
- 2.5 The Appellant is 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.
- 2.6 It is agreed that a S106 obligation will be included that would require the Appellant to use reasonable endeavours to deliver this pedestrian / cycle link across the third-party land.
- 2.7 It is agreed that the safeguarding of land for a future road link to the southern boundary of the Appeal Site will be secured via S106 obligation.

- 2.8 ECC consider that these provisions would satisfactorily address Reason for Refusal 1a as it would provide permeability from the site to allow easy access to the adjacent development and facilities for pedestrians and cyclists.
- 2.9 Following submission of the Appeal, a pedestrian and cycle audit of routes between the Appeal Site and key destinations has been undertaken and submitted to ECC for review. The scope of this pedestrian and cycle audit was agreed and included the routes between the Appeal site and the Tesco Store, High Street, RA Butler Infant & Junior School and Saffron Walden County High School.
- 2.10 The full Pedestrian and Cycle Route Audit Report is provided at **Appendix B**.
- 2.11 Following consideration of this audit, ECC has requested the Appellant consider, as part of the highway works on Radwinter Road, an improvement to the pedestrian crossing point at the access junction to the Tesco store. The existing pedestrian crossing is poorly located with respect to the desire line and pedestrian visibility to approaching vehicles is partially restricted by adjacent vegetation. The Appellant is willing to include the requested improvement as part of the highway works.
- 2.12 It is agreed that provision of an improved pedestrian crossing would be of benefit to both future residents of the development and existing pedestrians and would provide an improved walking route between the Appeal Site and key local facilities via Radwinter Road.
- 2.13 It is agreed that the design of a suitable scheme (to the satisfaction of ECC and within the publicly adopted highway) and delivery of the agreed scheme, can be secured via S106 obligation. This S106 obligation will include a clause that should a suitable scheme to the satisfaction of ECC not be deliverable within the publicly adopted highway, there would be no obligation to undertake any works in this location.
- 2.14 It is agreed that the pedestrian crossing works would be delivered via S278 agreement with ECC.
- 2.15 ECC consider that these provisions satisfactorily address Reason for Refusal 1b as the quality of key routes for pedestrians and cyclists has been assessed and an appropriate scheme for improvement has been identified.

3 The Deliverability of Proposed Off-Site Highway Mitigation

- 3.1 Following submission of the Appeal further, more detailed design work has been undertaken with regard to the proposed off-site highway works at the High Street / Church Street junction. This includes the undertaking of a topographical survey to provide an accurate layout of the highway at the junction including the position of buildings, kerbs and street furniture. A ground penetrating radar (GPR) survey has also been undertaken to identify the position of cellars beneath the highway.
- 3.2 In addition, initial enquiries have been made with utility companies to understand the location of existing utilities and whether any diversion works are anticipated to be required as part of the works at this stage. These initial enquiries have confirmed that at this stage, all utility companies that have responded to date have confirmed that their existing plant is not anticipated to be affected by the proposed works, and so no diversions are currently envisaged.
- 3.3 A specialist traffic signal design engineer has been engaged to produce a preliminary design of the required traffic signal equipment at the junction. This includes the location of above and below ground equipment including traffic signal poles, signal heads, tactile paving and ducting / cabling. This design utilised the additional survey and utilities information as the basis for the design drawings.
- 3.4 The preliminary traffic signals layout is shown in Transport Planning & Highways drawing no 2206-01 TS-01 Rev A, which is provided at **Appendix C**. This has been subject to review by ECCs traffic signals team and UDC heritage officers.
- 3.5 It is agreed that this drawing demonstrates that the proposed off-site highway works at the High Street / Church Street junction are deliverable.
- 3.6 It is also agreed that the proposed traffic signal controlled junction would be linked to the existing signal controlled junction of High Street / George Street. The detailed design of this linkage between the junctions will be determined through the discharge of a planning condition.
- 3.7 The deliverability of the off-site highway improvements at the Thaxted Road / Radwinter Road and Thaxted Road / Peaslands Road junctions has previously been agreed in principle.

3.8 ECC consider that Reasons for Refusal 2a and 2b have now been satisfactorily addressed as the deliverability of the off-site highway works has been considered adequately and that with specific reference to the High Street / Church Street junction, the deliverability of this scheme has been adequately demonstrated through the following:

- The addition of traffic signal control at the junction has been demonstrated;
- Sufficient footway width can be maintained;
- The position of traffic signal equipment, street furniture and cellars has been taken into account;
- It is agreed that there is no requirement for a maintenance bay; and
- The proposed traffic signals will be linked to the existing signals at the High Street / George Street junction.

4 Sustainable Transport

- 4.1 In addition to the pedestrian and cycle link to the adjacent development, and pedestrian crossing improvements at the Tesco site access, which are set out as agreed in Section Two above, further sustainable transport measures have been agreed. These are in addition to the sustainable transport measures previously agreed as set out in the original SoCG.
- 4.2 A financial contribution towards a future town wide car club, to be operated by UDC, is agreed. The agreed contribution is as follows:
- Annual membership for 5 years- £300 per dwelling;
 - 10 hours driving credit- £80 per dwelling; and
 - Pump priming operational costs of 1 electric vehicle for 5 years- £43,333.
- 4.3 It is agreed that this contribution will be secured via S106 obligation. It is agreed that the contribution will be paid to UDC, who will operate the future car club.
- 4.4 It has previously been agreed that provision of a publicly accessible car club parking space with Electric Vehicle Charging Point within the development will be secured via planning condition.
- 4.5 ECC consider that Reason for Refusal 2c has now been satisfactorily addressed. Sufficient information has been submitted to demonstrate that the development will provide effective mitigation to promote sustainable transport and help limit the impact of the development on the highway network.

5 Summary

5.1 All transport matters are now agreed between the Appellant and ECC. The agreed transport measures to be delivered as part of the development are summarised in **Table 5.1** below.

Measure	Detail	Method of Securing / Delivery
Site access junction	Provision of priority junction with ghost island right-turning lane on Radwinter Road as shown on Cotswold Transport Planning drawing no. CTP-20-1142 SK01 Rev D.	Planning Condition / S278 works
New footway link on Radwinter Road	Provision of a new footway on Radwinter Road from the Appeal Site to link with the existing footway network as shown on Cotswold Transport Planning drawing no. CTP-20-1142 SK01 Rev D.	Planning Condition / S278 works
Pedestrian / Cycle link to adjacent development	Provision of a 3m wide shared footway / cycleway to the adjacent development to the west as shown on Rappor Drawing no. 20-1142 SK16.	Planning Condition for extent of link within Appeal Site. S106 obligation to use reasonable endeavours to secure link through third-party land.
Off-site Highway Works	Off-site works at the following junctions: Thaxted Road / Radwinter Road-improvements to existing junction as shown in Cotswold Transport Planning drawing no. CTP-20-1142 SK10 Rev A Thaxted Road / Peaslands Road-signalisation of junction as shown in Cotswold Transport Planning drawing no. CTP-20-1142 SK11 Rev A High Street / Church Street-signalisation of junction as shown in Transport Planning & Highways Drawing no. 2206-01 TS-01 Rev B	Planning Condition / S278 works
Improved pedestrian crossing at Tesco Site Access Junction	Provision of an improved crossing facility including relocated pedestrian splitter island for pedestrians on Radwinter Road crossing Tesco Site Access. Scheme to be agreed with ECC.	S106 Obligation / S278 works

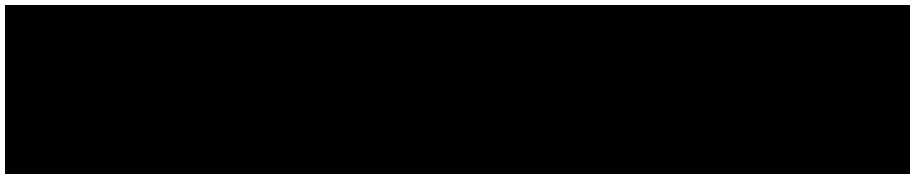
Bus stops on Radwinter Road	New bus stops on Radwinter Road including footway links as shown on Cotswold Transport Planning drawing no. CTP-20-1142 SK01 Rev D.	Planning Condition / S278 works
Bus turning area	Provision of a bus turning area (looped road arrangement) within the site as shown on Access and Movement Parameter Plan- Define Drawing no. DE_436-022	Planning Condition / Reserved Matters
Bus service contribution	A financial contribution towards provision of bus services in Saffron Walden. ECC commit to serving the site via a regular service to key services and facilities as part of the emerging transport plan for Saffron Walden. A contribution of £2,600 per dwelling is agreed.	S106 Obligation. ECC to deliver bus service
Car Club Contribution	A financial contribution towards a future town wide car club, to be operated by UDC, is agreed. The agreed contribution is as follows: <ul style="list-style-type: none"> • Annual membership for 5 years- £300 per dwelling; • 10 hours driving credit- £80 per dwelling; and • Pump priming operational costs of 1 electric vehicle for 5 years- £43,333. 	S106 Obligation. UDC to operate car club
Car Club Parking Space	Provision of a publicly accessible car club parking space with Electric Vehicle Charging Point	Planning Condition / Reserved Matters
Travel Plan	Implementation of a full Travel Plan by a travel plan co-ordinator and including travel information packs for residents and sustainable travel vouchers of £100 per dwelling.	Planning Condition. Developer to implement Travel Plan
Travel Plan Monitoring Fee	Payment of a Travel Plan monitoring fee to ECC of £1,596 per annum. This fee would be payable annually from first occupation of the development until 1 year after final occupation.	S106 obligation. ECC to monitor Travel Plan
Electric Vehicle Charging Points	All dwellings with on-plot parking to be provided with at least one electric vehicle charging point.	Planning Condition / Reserved Matters

Table 5.1: Agreed Transport Measures

5.2 It is agreed that subject to the above measures, the proposal will have no adverse impact on both the immediate public highway and wider public highway network.

- 5.3 It is agreed that subject to the above matters, the proposal would satisfactorily provide sustainable transport measures appropriate to the location of the site adjoining the urban edge of Saffron Walden.
- 5.4 It is agreed that subject to the above measures, the proposal complies with the National Planning Policy Framework and Policy GEN 1 of the Uttlesford District Council Local Plan in full.
- 5.5 Whilst not part of the Development Plan, it is also agreed that the proposal complies with Essex County Council Highway Development Management Policies DM1, DM9, DM11 and DM15 in full.

Signatures



Signature:

Print Name: Katherine Wilkinson
of Essex County Council

Date: 25/07/22

Signature:

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

Date: 25/07/22

APPENDIX A

Proposed Western Pedestrian / Cycle Link- Rappor Drawing no. 20-1142 SK16



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Define, Concept Masterplan rev N.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.



Application site
(Rosconn Group)

Proposed 3m wide
pedestrian / cycle
link to adjacent site

Linden Homes site

Redrow Homes site

Rev	Date	Drawn by	Checked by

rappor



Infrastructure and
environmental consultants
rappor.co.uk

CLIENT:
Rosconn Group

PROJECT:
**Radwinter Road
Saffron Walden**

TITLE:
**Proposed Western
Pedestrian / Cyle Link**

STATUS:
INFORMATION

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	24.05.22	KPS	CE	CE
JOB NO:	DRAWING NO:	REVISION:		
20-1142	SK16	-		

APPENDIX B

Pedestrian and Cycle Audit Report

rappor



**Land South of (East of Griffin Place)
Radwinter Road, Swards End
Rosconn Strategic Land**

Technical Note- Pedestrian & Cycle Audit
June 2022





Document Control

Job No.	20-1142	
Project Name	Radwinter Road, Saffron Walden	
Document Title	Technical Note- Pedestrian & Cycle Audit	
Status	Final Issue	
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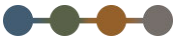


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Appendices

Appendix A – Plan



1 Introduction

Background

- 1.1 Rappor Consultants Ltd (Rappor, formerly Cotswold Transport Planning) is retained by Rosconn Strategic Land to provide transport and highways advice in relation to 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 The planning application (ref: UTT/21/2509/OP) was submitted in August 2021, and was accompanied by a Transport Assessment prepared by Rappor. The planning application was subsequently refused by Uttlesford District Council (UDC) in March 2022. The Decision Notice sets out five reasons for refusal. Reason for refusal no. 1 states:

The submitted application has not demonstrated that pedestrian and cycle movement with neighbouring areas have been given priority.

- a. *There is no permeability from the site to allow easy access to the adjacent development and facilities for pedestrians and cyclists.*
- b. *The quality of the key routes for pedestrians and cyclists has not been assessed and limited improvement is proposed for mitigation.*

- 1.3 In response to part b of the reason for refusal, this Technical Note presents a further audit of pedestrian and cycle routes between the site and key destinations.

Scope of Audit

- 1.4 The scope of this pedestrian and cycle audit has been agreed with Essex County Council (ECC) in their role as Highway Authority. The routes to be assessed were agreed with ECC. These are as follows:
 - a) Route 1- To Tesco Store via Radwinter Road;
 - b) Route 2a- To High Street via Audley Road;
 - c) Route 2b- To High Street via East Street & Hill Street;
 - d) Route 3- To RA Butler Infant & Junior School via South Road; and
 - e) Route 4- To Saffron Walden County High School via London Road and Audley End Road.
- 1.5 A plan showing these agreed routes is provided at **Appendix A**.
- 1.6 A site visit was undertaken on Thursday 9 June 2022. During this site visit the agreed routes were walked and reviewed, with photographs taken at key points on each route.
- 1.7 The remainder of this Technical Note considers each of the agreed routes in detail. Each route is split into sections where conditions are similar. A summary of the findings of this audit are then presented at the end of this Technical Note.



2 Route 1- To Tesco Store via Radwinter Road

2.1 Route 1 is broken down into three sections as follows, and shown in **Figure 2.1**:

- a) Section 1.1- Site Access to Leverett Way (Linden Homes Site Access)
- b) Section 1.2- Leverett Way to Tesco Site Access
- c) Section 1.3- Tesco Site Access to Tesco Store Entrance

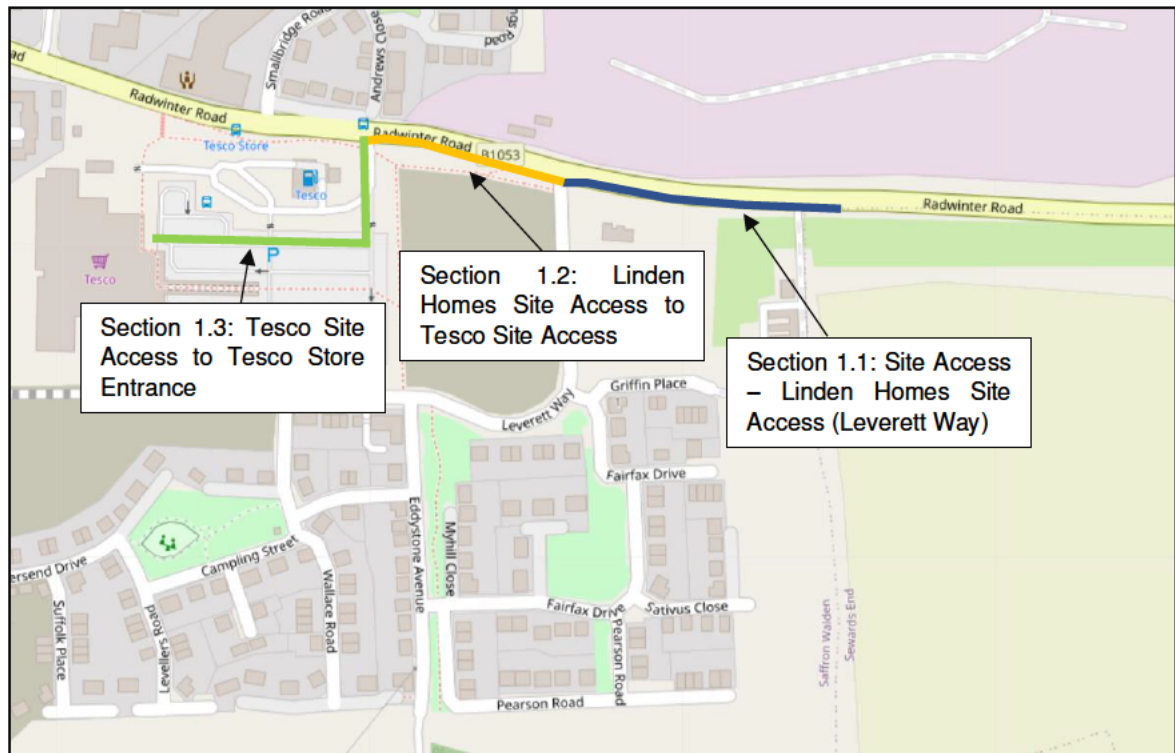
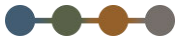


Figure 2.1: Route 1

Section 1.1- Site Access – Leverett Way (Linden Homes Site Access)

- 2.2 There is currently no footway provision on Radwinter Road to the east of the Linden Homes site access. As part of the planning application, a new footway link will be provided between the site and the Linden Homes site access (Leverett Way). This footway will have a width of 2m and can be provided within the site and / or existing adopted highway boundary.
- 2.3 At the junction of Radwinter Road with Leverett Way, the works would include the installation of dropped kerbs with tactile paving to facilitate pedestrian movements across Leverett Way.
- 2.4 Provision of this footway is agreed with ECC and would be constructed via S278 agreement with ECC as part of the wider site access junction works.
- 2.5 Cyclists would join the carriageway on Radwinter Road to continue their journey west from the site access. As part of the site access works, it is agreed with ECC that it would be desirable to extend the existing 30mph speed limit on Radwinter Road to the east of the site access. On this basis, cyclists would travel on-carriageway on a road subject to a 30mph speed limit.



Section 1.2- Leverett Way – Tesco Site Access

- 2.6 The footway on this section has recently been improved as part of the Linden Himes development. It has a width of 2.0m, has a smooth surface and is set back from the carriageway to the rear of the highway verge. A link is provided to an uncontrolled crossing point on Radwinter Road, which has dropped kerbs and tactile paving. The footway alongside the carriageway is also provided. This section is shown in **Figure 2.2**.



Figure 2.2: Route 1, Section 1.2

- 2.7 Cyclists on this section would continue on-carriageway within the existing 30mph speed limit.

Section 1.3- Tesco Site Access to Tesco Store Entrance

- 2.8 From the access to the Tesco site with Radwinter Road, pedestrians would walk through the Tesco store car park to access the store entrance. Within the car park, there is an identified pedestrian route with a footway provided alongside the access road and zebra crossing to provide access to the main walkway through the car park.
- 2.9 Cyclists would need to continue through the car park to access the Tesco store. Within this car park, vehicles would be travelling at slow speed and would be aware of the potential for other road users.

3 Route 2- To High Street

Route 2a- To High Street via Audley Road

- 3.1 Route 2a is broken down into the following sections, as shown in **Figure 3.1**:
- a) Section 2.1- Tesco Site Access to Horn Brook
 - b) Section 2.2- Horn Brook to Thaxted Road
 - c) Section 2.3- Thaxted Road to Audley Road
 - d) Section 2.4- East Street to South Road
 - e) Section 2.5- South Road to High Street

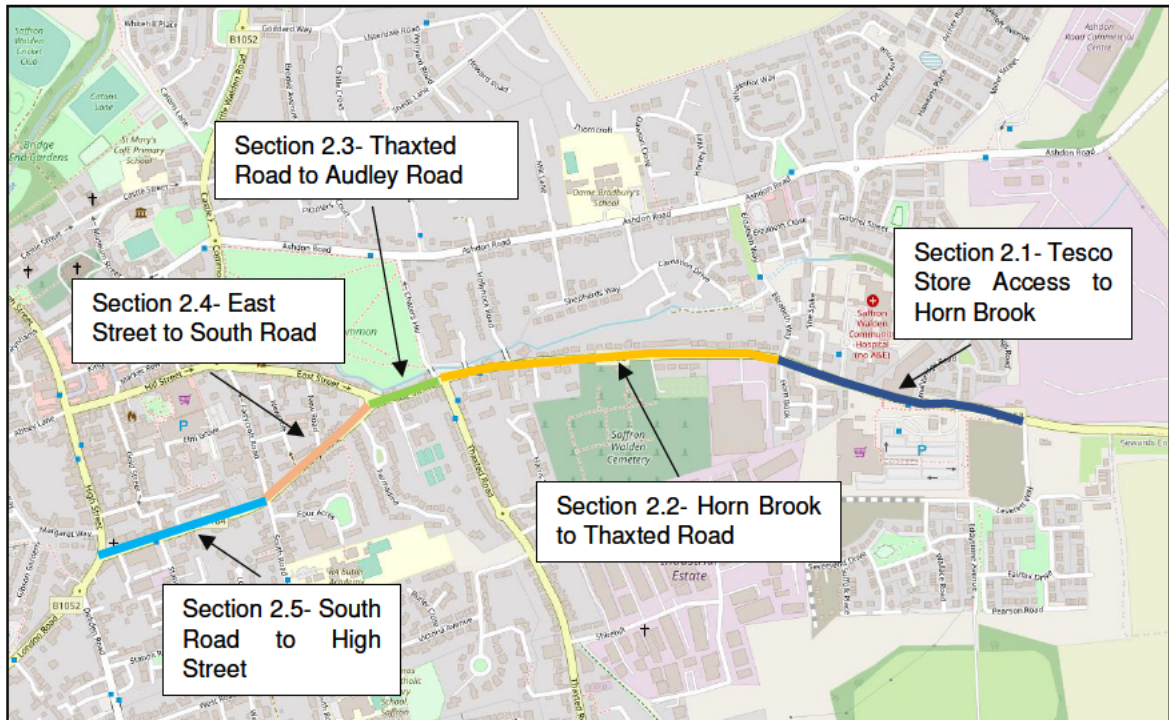


Figure 3.1: Route 2a

Section 2.1- Tesco Site Access to Horn Brook

- 3.2 At the Tesco Site Access, the existing dropped kerb pedestrian crossing has restricted visibility for pedestrians due to vegetation within the Tesco site (outside of the adopted highway). There is also no tactile paving provided for pedestrians with visual impairments. This is illustrated in **Figure 3.2**.



Figure 3.2: Existing Crossing Point at Tesco Site Access

- 3.3 Immediately to the west of the Tesco site access, the footway is generally of a good standard where it passes the Tesco store and adjacent bus stop. There is some encroachment of vegetation onto the footway. Maintenance of this vegetation would provide some additional footway width.
- 3.4 In addition, there is a pedestrian crossing point across Radwinter Road where no tactile paving is provided.
- 3.5 These issues are illustrated in **Figure 3.3**.

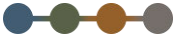


Figure 3.3: Encroachment of Vegetation and Lack of Tactile Paving at Crossing Point

- 3.6 To the west of the Tesco site, the footway on Radwinter Road narrows alongside a wall. At its narrowest, the footway measures 1.05m in width. To the west of this wall, there is also overhanging vegetation which impacts on the effective width of the footway. Trimming of this vegetation would improve this situation. These issues are illustrated in **Figure 3.4**.



Figure 3.4: Restricted Footway Width and Overhanging Vegetation

- 3.7 Cyclists on this section of Radwinter Road would continue on carriageway.

Section 2.2- Horn Brook to Thaxted Road

- 3.8 At the junction of Radwinter Road with Horn Brook and Elizabeth Way, controlled crossing facilities are provided for pedestrians at all arms of the junction. All of these crossings have nearside pedestrian signals with tactile paving. These crossings are illustrated in **Figure 3.5**.



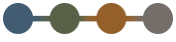
Figure 3.5: Controlled Pedestrian Crossing Facilities at the Junction of Radwinter Road / Elizabeth Way / Horn Brook

- 3.9 To the west of the junction with Horn Brook and Elizabeth Way, the footway on Radwinter Road continues at a good width, although there is some minor encroachment of vegetation which reduces the effective width. Trimming of vegetation would assist in maximising the width of the footway.
- 3.10 The access to the former Pulse Packaging site has a wide crossing for pedestrians, with no tactile paving provided for those with visual impairments. To the west of this access, the footway on Radwinter Road continues, generally at a reasonable width, although there is a pinch point alongside the former Pulse Packaging site where the footway narrows to 1.2m. This is shown in **Figure 3.6**.
- 3.11 Rappor is aware that the former Pulse Packaging site is currently subject of a planning application (UTT/20/2007/FUL) which has a resolution to grant planning permission, subject to S106 agreement. The submitted drawings provide for dropped kerbs and tactile paving at the new site access, together with widening of the footway on Radwinter Road to 2m along the site frontage. Alongside Saffron Walden Cemetery the footway is generally 2m in width with good surfacing. This is illustrated in **Figure 3.6**.



Figure 3.6: Narrow Footway Alongside Former Pulse Packaging Site and Wide Footway Alongside Saffron Walden Cemetery

- 3.12 Adjacent to the access to Mercer & Hughes Veterinary Hospital, there is a traffic sign within the footway that reduces the effective width. This is shown in **Figure 3.7**. To the west of this



access, there is also a pinch point within the footway which reduces the width to 1.45m, although there is no opportunity to widen the footway.



Figure 3.7: Sign within Footway and Pinch Point

- 3.13 To the west, the footway crosses the accesses to Saffron Lodge and Vanoli Close, both of which are provided with dropped kerbs and tactile paving. These crossings are illustrated in **Figure 3.8**.



Figure 3.8: Good crossing Facilities at Saffron Lodge Access & Vanoli Close

- 3.14 Cyclists on this section of Radwinter Road must travel on-carriageway.

Section 2.3- Thaxted Road to Audley Road

- 3.15 At the junction of Radwinter Road with Thaxted Road and Chaters Hill, controlled pedestrian crossing facilities are provided across all arms of the junction. All of these crossings have nearside pedestrian signals with tactile paving. These crossings are illustrated in **Figure 3.9**.
- 3.16 At the junction, there are areas of footway that are uneven, and would benefit from repair to provide an even surface for pedestrians. It is proposed to undertake improvements at the junction as part of the planning application. As part of these works, footway surfacing could be reviewed and repaired as required.



Figure 3.9: Crossing Facilities at Radwinter Road / Thaxted Road / Chaters Hill Junction

3.17 To the west of the junction, Radwinter Road becomes East Street. The footway on East Street is generally of a good standard, as shown in **Figure 3.10**. At the access to John Dane Player Court, no tactile paving is provided and there is a damaged concrete bollard that reduces the effective footway width. The crossing point is illustrated in **Figure 3.10**.



Figure 3.10: Footway on East Street and at Access to John Dane Player Court

3.18 At the junction with Audley Road, a zebra crossing is provided to facilitate pedestrian crossing movements across East Street and allow pedestrians to continue their journey on the northern side of East Street.

3.19 These crossing points are shown in **Figure 3.11**.



Figure 3.11: Zebra Crossings at Junction of East Street and Audley Road.

3.20 This section of East Street and further west to the High Street is considered as Route 2b below.

3.21 Cycle provision is again on-carriageway with no formal cycle facilities provided.

Section 2.4- East Street to South Road

3.22 To the west of the junction, East Street continues as Audley Road. The footway on Audley Road is of variable standard. Initially the footway is of a good width, however to the west of the junction with Farmadine, the footway on the southern side of Audley Road narrows in places, with a minimum width of 1.3m. The effective width is also reduced by the presence of street furniture including lighting columns and traffic signs, although it is recognised that these need to be provided. This is illustrated in **Figure 3.12**.

3.23 At the junction with Farmadine, no tactile paving is provided. Provision of tactile paving would provide improved crossing facilities for pedestrians with visual impairments. This junction is illustrated in **Figure 3.12**.



Figure 3.12: Crossing of Farmadine and Restricted Footway Width on Audley Road

3.24 To the west, the footway on the southern side of Audley Road ceases, and pedestrians are required to cross the road to continue their journey westwards. At the termination of this footway, there is no formal crossing point and on-street parking can affect crossing movements undertaken in this location. This location is shown in **Figure 3.13**. Audley Road



is a one-way route, and pedestrians are able to cross at any location from the junction with East Street including via the Zebra crossing at this junction.

- 3.25 At the junction of Audley Road with Fairycroft and South Road, a zebra crossing is provided to the west of the junction to allow pedestrians to cross Audley Road. The crossing of Fairycroft is wide, although with the one-way nature of Audley Road and Fairycroft pedestrians have good visibility to vehicles turning into Fairycroft. This crossing is shown in **Figure 3.13**.



Figure 3.13: Termination of Footway on Southern Side of Audley Road and crossing of Fairycroft Road

- 3.26 Cycle provision is again on-carriageway., Due to the one-way nature of the road network, cyclists are only permitted to travel westbound on this section of Audley Road.

Section 2.5- South Road to High Street

- 3.27 To the west of the junction with Fairycroft and South Road, there is a footway on the northern side of Audley Road only. This footway is of limited width, with a width of 1.2m, reducing to an absolute minimum of 0.95m. This is illustrated in **Figure 3.14**.

- 3.28



Figure 3.14: Limited Footway Width of Audley Road



- 3.29 At the junction with High Street and Debden Road, a zebra crossing is provided on Audley Road which provides controlled crossing facilities for those pedestrians wishing to continue westwards on Debden Road / London Road. This zebra crossing is shown in **Figure 3.15**.



Figure 3.15: Zebra Crossing on Audley Road

- 3.30 Cycle provision is on-carriageway, with no dedicated cycle lanes provided. As Audley Road is one-way westbound, cyclists are also required to travel westbound only.

Route 2b- To High Street via East Street & Hill Street

- 3.31 Route 2b provides an alternative route to the High Street via East Street and Hill Street, and is split into the following sections, shown in **Figure 3.16**.
- a) Section 2.5- East Street
 - b) Section 2.6- Hill Street
 - c) Section 2.7- George Street



Section 2.5- East Street

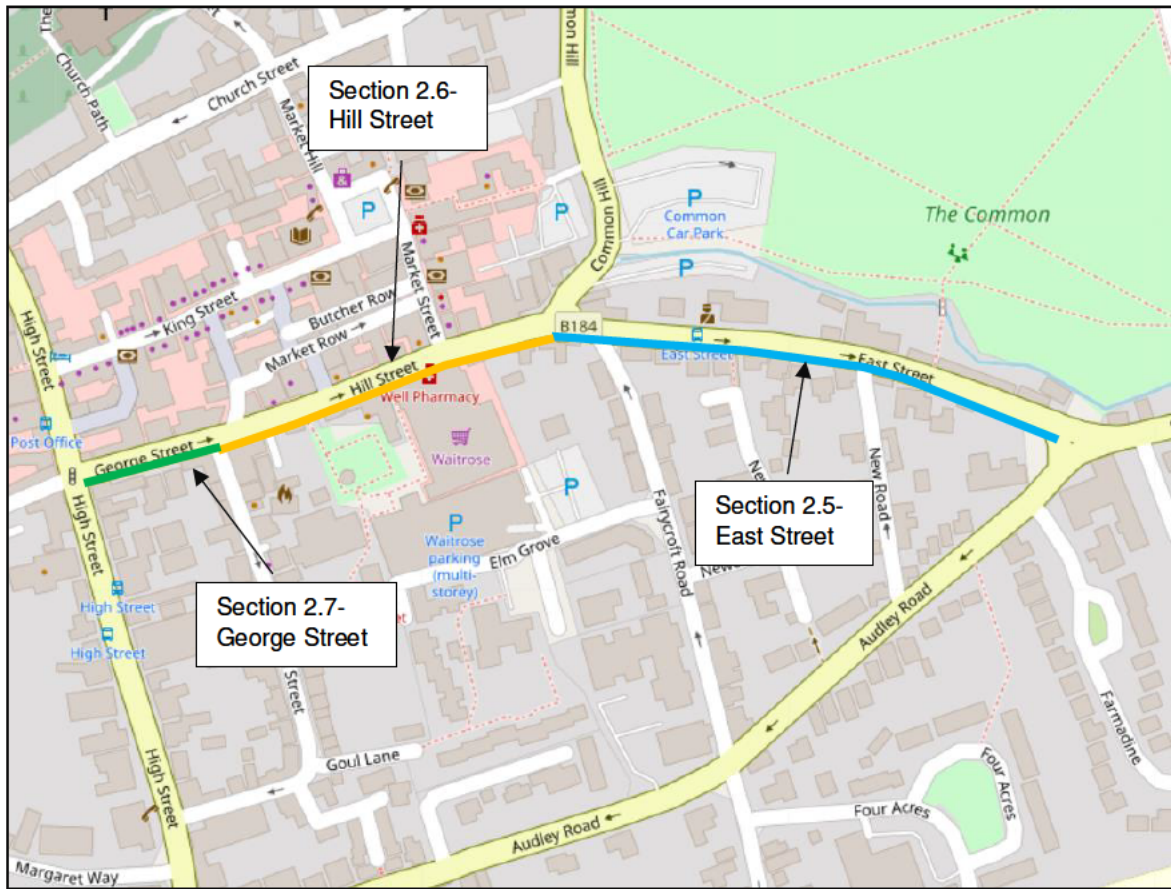


Figure 3.16: Route 2b

3.32 As set out above, zebra crossings are provided at the junction of East Street with Audley Road to assist pedestrian crossing movements. As a result, pedestrians travelling from the site will likely be on the northern side of East Street, although footways are provided on both sides. These footways are illustrated in **Figure 3.17**.



Figure 3.17: Footways on East Street

3.33 Generally, the footways on East Street are of reasonable width, and a dropped kerb crossing point with tactile paving is provided adjacent to the bus stop on the northern side of East Street. The footway is also wider at this bus stop to accommodate both pedestrians



and those waiting for buses. As East Street is one-way for vehicles, there are opportunities for pedestrians to cross at various locations. The junction with Fairycroft is a wide junction which creates a long pedestrian crossing distance.. This junction is illustrated in **Figure 3.18**.



Figure 3.18: Junction of East Street with Fairycroft

- 3.34 At the mini roundabout junction with Common Hill, pedestrians on the southern side of East Street can continue without crossing the junction. On the northern side, the effective footway width is narrowed by pedestrian guard railing which directs pedestrians around the junction. Removal of the guard railing would provide a greater footway width. Pedestrians crossing across Common Hill are provided with a dropped kerb crossing.
- 3.35 Cyclists are required to travel on-carriageway on this section of East Street. As East Street is one-way eastbound, there is no provision for westbound cyclists.

Section 2.6- Hill Street

- 3.36 To the west of the mini-roundabout junction with Common Hill, pedestrians continue on Hill Street. Hill Street is a narrow one-way road. As a result, the footways, which are shown in **Figure 3.19**, are also narrow. A dropped kerb crossing point with tactile paving is provided on Hill Street immediately to the west of the junction with Common Hill.



Figure 3.19: Footways on Hill Street

- 3.37 To the west of the junction with Market Street, the footways on Hill Street continue to have a variable width with some wider areas. A zebra crossing is also provided to provide controlled crossing facilities on Hill Street. This is shown in **Figure 3.20**.

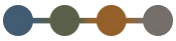


Figure 3.20: Footways on Hill Street to the west of Market Street including Zebra Crossing

- 3.38 To the east of the junction with Cross Street, temporary bollards have been installed within the carriageway on Hill Street to create additional space for pedestrians.
- 3.39 Cyclists are only permitted to travel on-carriageway in an eastbound direction. There is no provision for westbound cyclists. The Uttlesford District Cycling Action Plan (prepared by ECC in March 2018) identifies the potential for a contraflow cycle lane on Hill Street and George Street as part of the wider creation of a cross-town cycle route.

Section 2.7- George Street

- 3.40 To the west of the junction with Gold Street, Hill Street becomes George Street. The footway on the southern side of George Street widens where a loading bay is provided. On the northern side, the footway is again of variable width and temporary bollards have been installed in the carriageway to create additional space for pedestrians. This is shown in **Figure 3.21**.



Figure 3.21: Footways on George Street

- 3.41 At the junction with High Street, controlled pedestrian crossing facilities are provided as part of the signal-controlled junction. The footway on George Street narrows in the vicinity of the traffic signals, with a width of 0.95m at its narrowest.
- 3.42 Cycle provision is again on-carriageway, with cyclists permitted to travel eastbound only. As set out above, the Uttlesford District Cycling Action Plan identifies the potential for a



contraflow cycle lane on Hill Street and George Street as part of the creation of a wider cross-town cycle route.

4 Route 3- To RA Butler Infant & Junior School via South Road

- 4.1 Route 3 links with Route 2a to form the remainder of the route from the site to RA Butler Infant & Junior School via South Road.
- 4.2 Route 3 is shown in **Figure 4.1**.
- 4.3 As set out above, at the junction of South Road with Audley Road, a zebra crossing is provided to provide controlled pedestrian crossing facilities across Audley Road for pedestrians travelling south on South Road.
- 4.4 Footways are provided on both sides of South Road, although from the zebra crossing, pedestrians would be on the western side of South Road. The footway on the western side is of variable width. No formal crossing point is provided on South Road to assist pedestrian movements to RA Butler School, although school keep clear road markings are present at the access to the school.

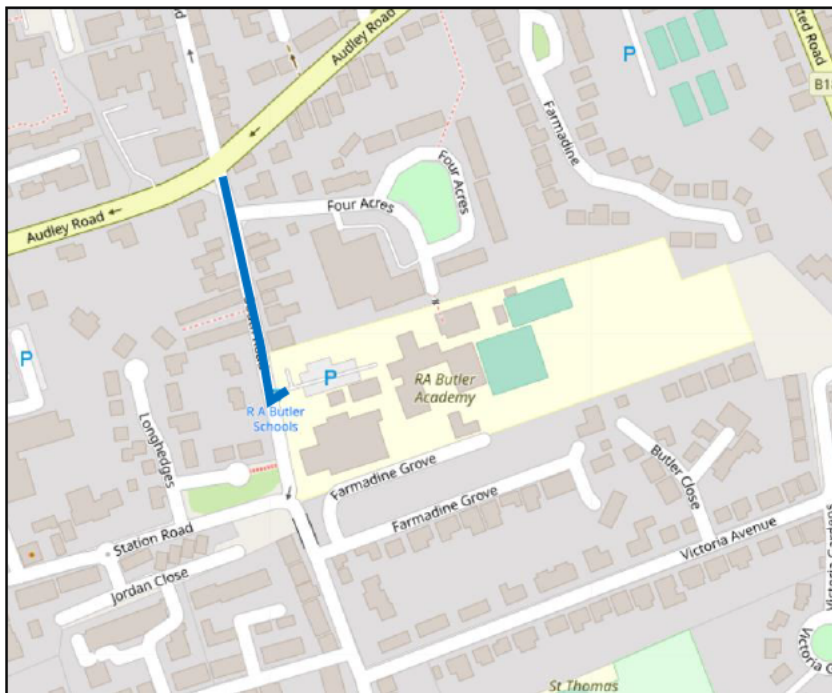


Figure 4.1: Route 3

- 4.5 South Road is one-way southbound for vehicles, and on-street parking is permitted on the eastern side. Although no formal crossing point is provided, the one-way nature of South Road means that pedestrians are able to cross at various locations including in the vicinity of the school access where the school keep clear markings restrict car parking. The footway on South Road is shown in **Figure 4.2**.



Figure 4.2: Footway on South Road

- 4.6 Cyclists on South Road are required to continue on-carriageway. As South Road is one-way, there will be reduced conflict with other vehicles for cyclists.

5 Route 4- To Saffron Walden High School via London Road and Audley End Road

- 5.1 Route 4 forms an extension to Route 2a from the junction of Audley Road and Debden Road, continuing westwards to Saffron Walden County High School. Route 4 is broken down into the following sections, which are shown in **Figure 5.1**:
- a) Section 4.1- Debden Road between Audley Road and London Road
 - b) Section 4.2- London Road between Debden Road and Newport Road
 - c) Section 4.3- Audley End Road to Saffron Walden County High School

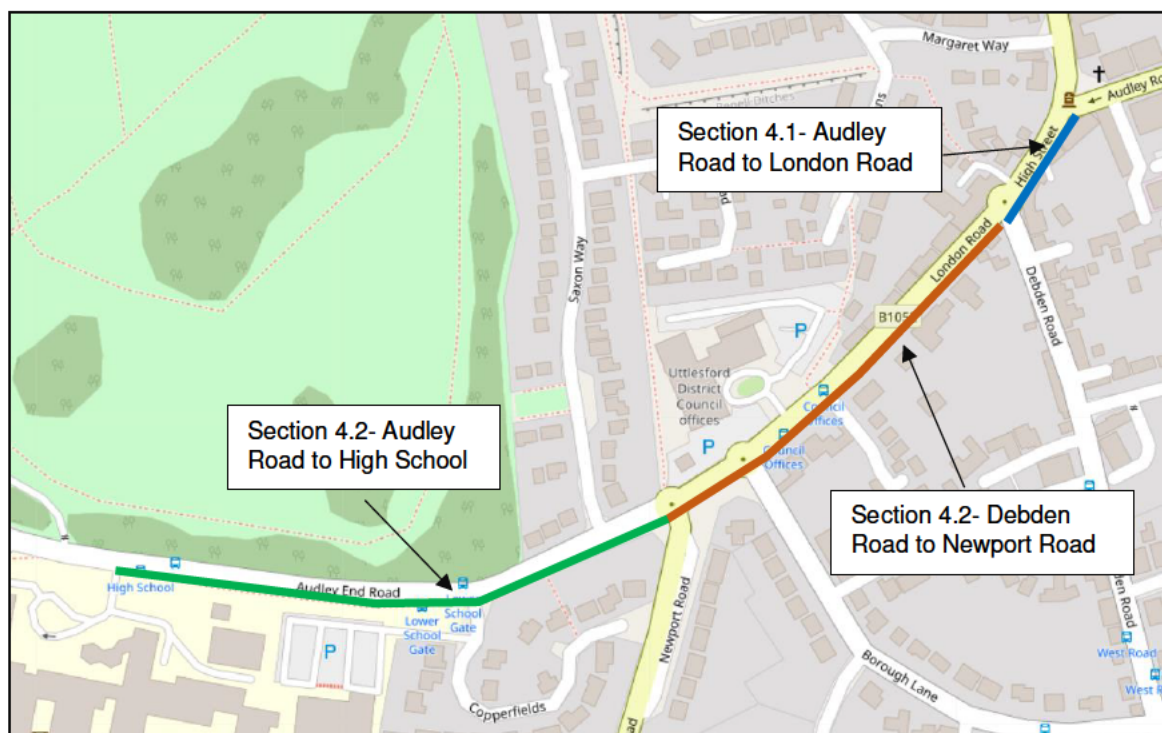
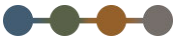


Figure 5.1: Route 4



Section 4.1- Debden Road between Audley Road and London Road

- 5.2 The footway on this section is of variable width. In front of the Duke of York Public House, the footway width varies from 1.4m to a minimum of 0.85m. Steps in front of the public house and other adjacent properties restrict the footway width. This footway is shown in **Figure 5.2**.
- 5.3 At the mini-roundabout junction with London Road, an uncontrolled crossing point with splitter island is provided to assist pedestrians crossing Debden Road to continue their journey westwards. This crossing point has tactile paving provided for pedestrians with visual impairments. This crossing point is shown in **Figure 5.2**.



Figure 5.2: Footway on Debden Road and Crossing Point at Junction with London Road

- 5.4 Cyclists on this section are required to continue their journey on-carriageway.
- 5.5 Immediately to the west of the junction with Debden Road, the footway on the southern side of London Road is generally of a good standard, with uncontrolled crossing points provided. This section of footway is shown in **Figure 5.3**.
- 5.6 Where this footway crosses Little Larchmount, dropped kerbs are provided but no tactile paving is incorporated.. This crossing is shown in **Figure 5.3**.



Figure 5.3: Footway on London Road and at Junction with Little Larchmount

- 5.7 West of Little Larchmount, the footway on the southern side of London Road narrows and there is some overhanging vegetation that further reduces the effective footway width.



Trimming of this vegetation would assist in maximising the footway width. This section of footway is shown in **Figure 5.4**.

5.8 At the mini-roundabout junction with Borough Lane, there are limited pedestrian crossing facilities, with only dropped kerbs provided on London Road and Borough Lane. These crossing points are shown in **Figure 5.4**. Raised islands separating traffic flows at each approach to the junction further impedes pedestrian crossing movements.

5.9



Figure 5.4: Narrow Footway on London Road and Crossing Point at Junction with Borough Road

5.10 Cyclists on this section would be on-carriageway, with no formal cycle facilities provided.

5.11 At the mini-roundabout junction with Newport Road, uncontrolled crossing points are provided across London Road and Newport Road. These crossing points have dropped kerbs, tactile paving and splitter islands. These are shown in **Figure 5.5**.



Figure 5.5: Uncontrolled Crossing Points at London Road / Newport Road Junction

5.12 Again, cyclists would be on-carriageway on this section of London Road. At the junction with Newport Road, Audley End Road forms part of a signed cycle route to Audley End Station. This is an on-carriageway route with no formal or advisory cycle lanes provided.



Section 4.3- Audley End Road to Saffron Walden County High School

5.13 To the west of the junction with Newport Road, footways are provided on both sides of Audley End Road. On the southern side, the footway is separated from the carriageway due to a level difference. This footway, which is shown in **Figure 5.6**, is bordered on both sides by vegetation which can limit the effective width. Trimming of this vegetation would improve the footway width.



Figure 5.5: Footway on Southern Side of Audley End Road

5.14 On the northern side of Audley End Road, the footway is provided adjacent to the carriageway, and is generally of a good standard, although at the junction with Saxon Way no tactile paving is provided. This footway is illustrated in **Figure 5.6**.



Figure 5.6: Footway on Northern Side of Audley End Road

5.15 Immediately to the east of the junction with Copperfields, a zebra crossing is provided on Audley End Road, which provides controlled crossing facilities. This crossing allows pedestrians to continue their journey west on the northern side of Audley End Road, and for those pedestrians already on the northern side to access the entrance to Saffron Walden County High School on Copperfields. This zebra crossing and the entrance to the High School are shown in **Figure 5.7**.

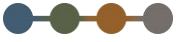


Figure 5.7: Zebra Crossing on Audley End Road and Entrance to High School on Copperfields

- 5.16 To the west of Copperfields, the footway on the southern side of Audley End Road continues as a narrow, unlit path bordered by vegetation which limits the effective width. This path runs to the main entrance to the High School. There is also a pedestrian route to the High School from Copperfields that runs parallel with Audley End Road. This footway is gated, to restrict access to the school as required.
- 5.17 Outside of school start and finish times, the majority of pedestrians were observed to use the footway on the northern side of Audley End Road, which is generally of a good standard, although vegetation growth had reduced the effective width.



Figure 5.8: Footway on Both Sides of Audley End Road

- 5.18 As set out above, this section of Audley End Road forms part of the signed cycle route to Audley End Station. This is an on-carriageway route with no formal or advisory cycle lanes provided. The Uttlesford District Cycling Action Plan identifies two potential options for cycle improvements on this section of Audley Road. These are provision of new advisory cycle lanes on-carriageway between Wenden Road and Saxon Way, and a potential off-road cycle track on the southern side of the road.

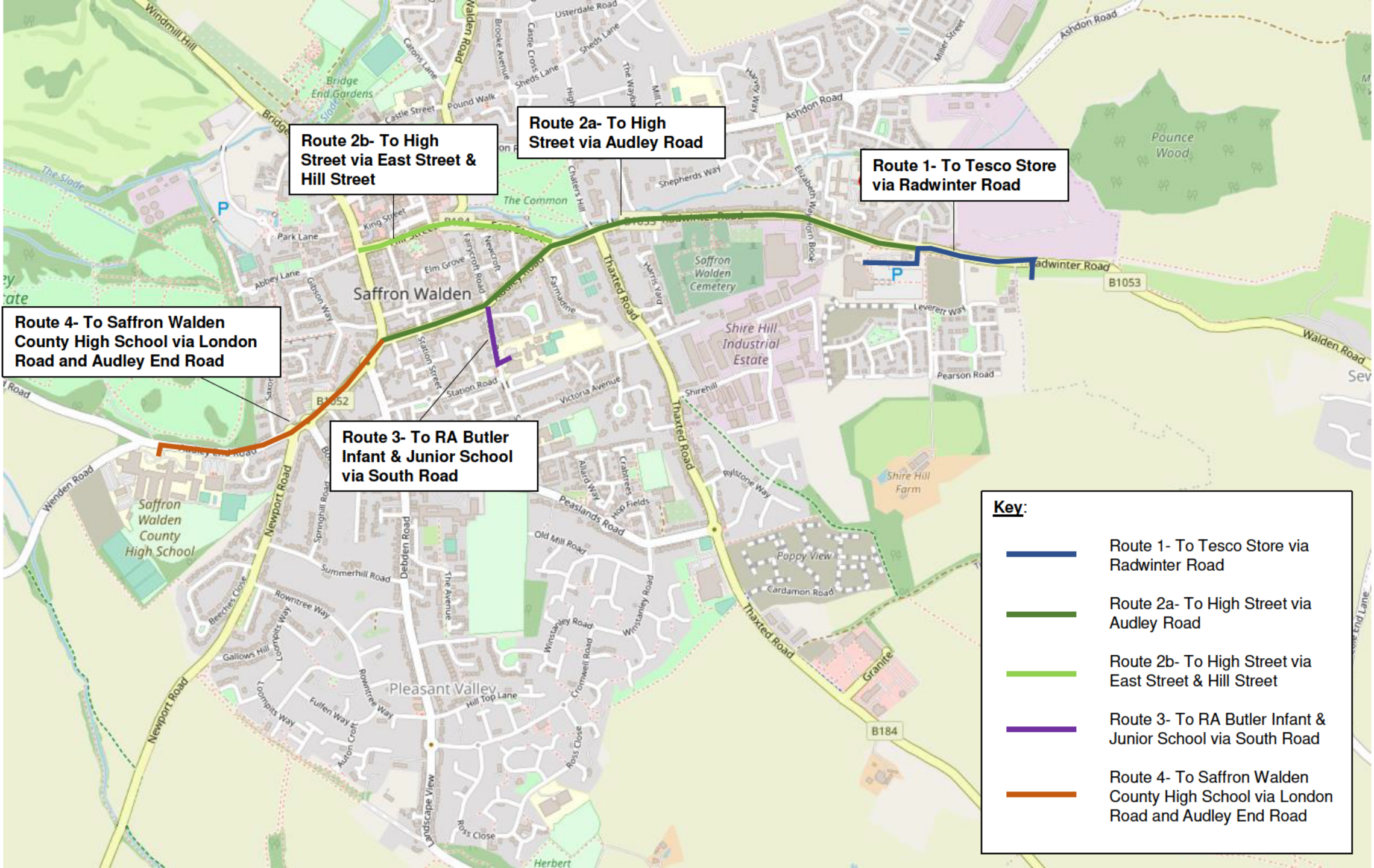


6 Summary & Conclusions

- 6.1 This Technical Note has presented a review of pedestrian and cycle provision on key routes between the site and key destinations. With the exception of the new footway link on Radwinter Road that will link the site with the existing network, the pedestrian and cycle routes form part of the existing highway network within Saffron Walden that is well used by existing residents.
- 6.2 The findings of this audit will be subject to further discussion with ECC in their role as local highway authority.



Appendix A – Pedestrian and Cycle Audit Route Plan



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Cheltenham
Bristol
London
Bedford
Exeter
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APPENDIX C

High Street / Church Street Preliminary Traffic Signal Design- Transport Planning &
Highways Drawing no. 2206-01 TS-01 Rev A

A1
ORIGINAL
PLOT SIZE

CUTLINE



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- NOTES:
- POLES TO BE SYMPATHETICALLY POSITIONED IN LINE WITH ECC ADVICE
 - TACTILE PAVING TO BE COLOURED BUFF IN LINE WITH ECC SPECIFICATION
 - PROPOSED SIGNAL JUNCTION TO THE LINKED WITH THE HIGH STREET / GEORGE STREET TRAFFIC SIGNAL JUNCTION - DETAILS TO BE PROVIDED DURING DETAILED DESIGN STAGE

CUTLINE

Note: Unable to survey within highway due to high volume of traffic. Traffic management required.

TRAFFIC SIGNAL KEY

	CLS LED SIGNAL HEAD WITH PRIMARY HOODS		1x100mm ORANGE UPVC SIGNALS DUCT
	CLS LED SIGNAL HEAD WITH SECONDARY HOODS		2x100mm ORANGE UPVC SIGNALS DUCT
	NEARSIDE PUFFIN DISPLAY UNIT WITH COMBINED PUSH BUTTON INCLUDING ROTATING RADIX TACTILE DEVICE		4x100mm ORANGE UPVC SIGNALS DUCT
	PUSH BUTTON UNIT INCLUDING ROTATING RADIX TACTILE DEVICE		MEDIUM DUCT BOX (450 X 450, 450mm DEEP)
	PEDESTRIAN ON CROSSING DETECTOR		DUCT UNDER KERB TO FROM CHAMBER TO LOOP
	PEDESTRIAN KERBSIDE DETECTOR (AGD641)		POLE RETENTION SOCKET
	PHOTO-ELECTRIC CELL		BUFF TACTILE PAVING 400 X 400
	4.5m SWAN NECK SIGNAL POLE		POLE REFERENCE
	4.3m STRAIGHT SIGNAL POLE		STOPLINE DETECTOR LOOP
	2m STUB POLE		DUAL ZONE MVD DETECTOR
	ELV SIGNAL CONTROLLER		SSD 25m (20MPH)
	AGD318 OVERHEAD DETECTOR - USED FOR MOVA		INTERVISIBILITY
	[NLT]		
	[NRT]		

Rev	Date	Drawn	Checked	By
B	07/22	SSD altered		AT
A	07/22	Amended flooding meeting with Essex Council		AT





CLIENT:	Rappor Ltd
PROJECT:	Radwinter Road Saffron Walden
TITLE:	Preliminary Traffic Signal Design
STATUS:	For Comment
SCALE:	1:250
DATE:	June 22
DRAWN:	AT
CHECKED:	
APPROVED:	
JOB NO:	2206-01
DRAWING NO:	TS-01
REVISION:	B

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- Notes:**
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 2. This drawing is based on the Architect's layout by Define, Concept Masterplan rev N.
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Rev	Date	Drawn	Checked	Approved
  <small>rappor.co.uk</small>				
CLIENT: Rosconn Group				
PROJECT: Radwinter Road Saffron Walden				
TITLE: Proposed Western Pedestrian / Cycle Link				
STATUS: INFORMATION				
SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	24.05.22	KPS	CE	CE
JOB NO:	DRAWING NO:	REVISION:		
20-1142	SK16	-		