



Rule 6 Party: Saffron Walden Town Council & Swards End Parish Council



THE TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND) RULES 2000

APPEAL BY ROSCONN STRATEGIC LAND & T E BAKER AND S R HALL, THE EXECUTORS OF MR E C BAKER & MRS J BAKER

AGAINST REFUSAL OF OUTLINE PLANNING PERMISSION APPLICATION
FOR THE ERECTION OF UP TO 233 RESIDENTIAL DWELLINGS INCLUDING AFFORDABLE HOUSING, WITH
PUBLIC OPEN SPACE, LANDSCAPING, SUSTAINABLE DRAINAGE SYSTEM (SUDS) AND ASSOCIATED WORKS,
WITH VEHICULAR ACCESS POINT FROM RADWINTER ROAD. ALL MATTERS RESERVED EXCEPT FOR MEANS
OF ACCESS.

ON LAND SOUTH OF (EAST OF GRIFFIN PLACE), RADWINTER ROAD,
SEWARDS END, SAFFRON WALDEN, ESSEX, CB10 2NP

LPA REF: UTT/21/2509/OP PINS REF: APP/C1570/W/22/3296426

22/08/2022 submitted via email

RESPONSE TO CONSULTATION FOR MITIGATION PROPOSALS AT JUNCTION 4

Impact on Chaters Hill Bridge and attached walls

1. The indicative plan CTP-20-1142 SK10 A shows the hatched edge of the adoptable highway land on the northern side follows the Chaters Hill bridge parapet and attached wall bounding the Slade.

Approaching from the north from Chaters Hill, the plan shows that boundary splay out to curve before the end of the bridge on the right. This is indicated in the position shown by the red line.

Instead, as these photos show, it starts to splay much closer to the junction (off-white line). The wall (bridge abutment), pier and Chaters Hill sign (circled) are therefore likely to be in the proposed highway.

Any vehicle in the position of the car and turning area on the drawing at the entrance to Chaters Hill would therefore collide with these structures.



Figure 1. Looking across Chaters Hill bridge from the south.



Figure 2. Looking across Chaters Hill bridge from the north.

Significance

All the walls at the entrance to Chaters Hill are within the Saffron Walden Conservation Area, including the Slade Bridge parapet.

The Bridge is over the Kings Ditch section of the Slade and the visible structure dates from c1800 and later. It is of red brick, with flint and brick parapet and attached walls. The Slade ditches are a significant part of the planned medieval town of Saffron Walden and it is also likely that there is an earlier core to this bridge. Stylistically, the western archway dates from approximately 1805.



Figure 3 (far left)

Bridge elevation facing west (c1800).
From the Common.

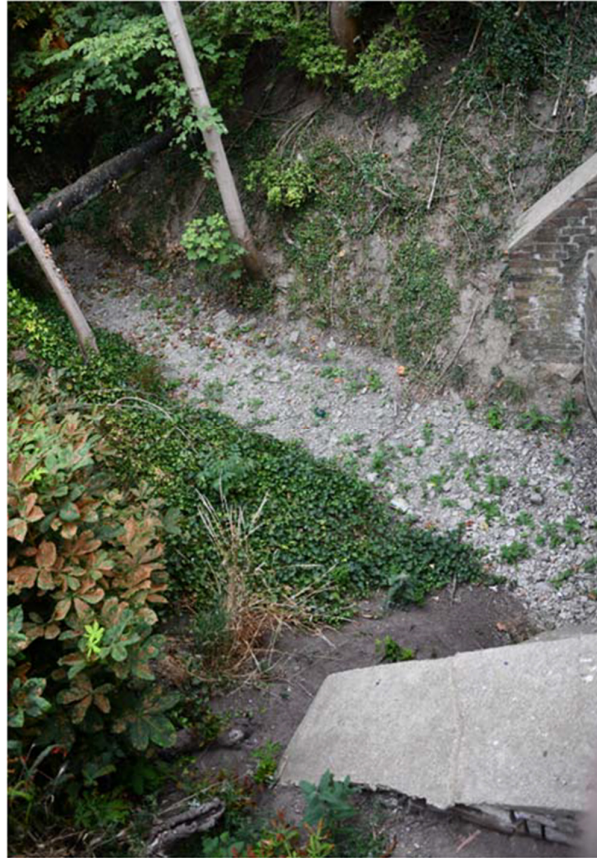


Figure 4 (left)

Bridge facing east (C19 visible
buttresses with C20 capping) Viewed
from over the parapet.

Access is limited.

Paragraph 1.211 of the Conservation Area Appraisal states that *‘Walls play an important role in defining parts of some streets, most notably Chaters Hill.’*

The Bridge and attached walls are of heritage interest and value in their own right:

Archaeological

- A bridge is shown on this site on the 1758 Eyre Map.
- The bridge comprises a number of historic phases of interest from at least c1800, including C19 buttressing and extension of the boundary wall along Radwinter Road, and c1950s parapet and copings typical of Essex County Council bridges.
- The map shows it is likely that evidence of the earlier bridge still exists.

Historic

- The Bridge forms a key approach to the south-eastern corner of the Castle Green, now the Common.
- This approach was the main historic approach to the Town from the south-east, from Thaxted, Dunmow and beyond.
- The relationship of the bridge to the Kings Ditch is significant as part of the planned origins of the Town.

Architectural and aesthetic

- The bridge and arch are significant architectural structures.
- The proportions of the bridge, design, buttresses and details of the recessed brick arch and materials have architectural and visual interest.
- An important part of this design is the contiguous alignment of the parapet at ground level, with the face of the bridge below.

The Slade Bridge is the reason why the entrance to Chaters Hill is narrow.

Gouges in the brickwork on both sides of the bridge shows it is vulnerable to damage at the current level of traffic.



Figure 5 Eastern side vehicle damage.



Figure 6 Western side vehicle damage despite pavement.

There is additional risk of damage and loss to this and other historic structures along Chaters Hill arising from the increase of traffic.

The proposals differ from those assumed on Page 3 of CDF4 Heritage Appendix CN4 in that the design scheme changes affect both the northern and southern sides of Radwinter Road, rather than only the southern side.

The conclusions are as before that there would be significant although 'less than substantial' heritage harm:

The walls, trees and raised green verge on Radwinter Road contribute positively to the setting of the Conservation Area and to the entrance to the Common, a space of high quality. Their loss and significant widening of the road would not preserve the Conservation Area and its setting.

In addition to this, there is likely to be significant loss and damage to the historic Bridge, but there is no certainty about the extent of loss because of the inconsistencies in the submitted survey and the lack of assessment under NPPF Section 16.



Figure 7. Looking west towards the entrance of Chaters Hill from Radwinter Road. This pavement space is indicated as 6.5 metres wide on the submitted drawing CTP-20-1142 SK10 A and (other than bench and bin) shows the typical metal box and paraphernalia associated with the lights that obscure the historic wall and intrude into the pavement space.