



## Meeting Record - Confidential

**Project:** Land South of Radwinter Road, Saffron Walden

**Client:** Rosconn Group

**Title:** Highways and Transportation Requirements for Planning Submission

**Job Code:** CTP-20-1142

**Date:** Thursday 4 February 2021

**Time:** 2pm

**Attendees:** Katherine Wilkinson (KW) – Essex County Council

Daniel Hatcher – Rosconn

Ben Ward – Rosconn

Chris Elliott - CTP

Jon Ashcroft - CTP

Item	Description	Action
<b>1.0</b>	<b>Development Proposals</b>	
	CTP indicated that the site could accommodate up to 240 dwellings with access from Radwinter Road via a ghost island priority junction. Scheme is an outline application, except for access. Aspiration is to design the internal layout to 20mph.	
	CTP agreed to undertake a speed survey in the vicinity of the proposed access to support a reduction in speed limit. ECC policy would not currently support a reduction due to lack of frontage development.	CTP
	ECC requested a pedestrian/cycle link to the Linden development to promote sustainable travel. Rosconn is in discussion with adjacent landowner and the Town Council to establish if the provision of such a link is feasible.	
	CTP is investigating the provision of a footway on the southside of Radwinter Road between the proposed site access and the Linden access. A plan is to be prepared with the highway boundary overlaid to ensure it can be delivered.	CTP
<b>2.0</b>	<b>Base Traffic Data</b>	
	There was a discussion about the need for an assessment with and without the consented link road between Radwinter Road and Thaxted Road.	



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	CTP's position is that since all 3 schemes are consented and the link road forms part of that consent, then only a scenario with the link road should be assessed.	
	Rosconn noted that there is greater certainty of all three schemes coming forward as the Dianthus Land has outline permission and is in the process of being sold to a housebuilder and the Bellway site now has detailed permission.	
	KW to seek advice from colleagues on the approach to be taken regarding the link road.	ECC
<b>3.0</b>	<b>Scope of Transport Assessment</b>	
	Future assessment to be based on 2026 which is five years from submission of the planning application.	
	TEMPro to be used to growth base traffic to include adjustments to planning data to account for committed development in Saffron Waldon. KW questioned whether any growth should be allowed for given that most growth will come from the committed schemes that are being included in the assessment.	
	It was agreed that trip generation should be based on TRCIS using comparable edge of town sites. CTP will also review agreed trip rates used for the adjacent sites.	
	It was agreed that trip distribution should be based on Census Journey to Work data and that assignment should be based on the route planner in Google Maps.	
	There was a general discussion about an aspirational bypass of the town between Radwinter Road and Debden Road. KW is aware of high-level discussions that are taking place within the Council and that to help facilitate a future scheme, there would be some merit in reserving a corridor through the application site. The position and form of junction on Radwinter Road may also require some further consideration to accommodate a much larger scheme. KW to discuss with colleagues and advise how best to present this as part of this application. KW also emphasised that due to congestion issues in the town, it will be very challenging to mitigate the impact from our development without demonstrating a commitment to helping facilitate a future bypass of the town.	ECC
	CTP agreed to provide ECC with trip assignment diagrams from the proposed development to help inform the geographical scope of the junction assessments – with and without consented link road subject to KW clarification.	CTP
<b>4.0</b>	<b>Junction Modelling</b>	



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	CTP is of the view that a strategic model is not appropriate for a development on this scale. There are also issues of data availability due to the on-going pandemic. KW acknowledged this position.	
	CTP agreed to provide ECC with a note setting out the proposed approach to junction modelling including linking junctions where appropriate. KW to discuss with colleagues and advise.	CTP
	KW to provide contact details for the acquisition of collision data. KW suggested that road safety is not a key concern in Saffron Walden and that the scope of the analysis could be limited to Thaxted Road to the west, Swards End to the east and Ashdon Road to the north.	ECC
<b>5.0</b>	<b>Sustainable Travel Modes</b>	
	KW confirmed that the public transport team at ECC is currently preparing a draft strategy for Uttlesford. Recent residential developments have contributed £2,800 per house towards the strategy and this would be expected for this application. CTP would like to discuss the strategy with the public transport team and provide some input on how the proposed site could be served. KW to discuss with PT colleagues and advise how best to take this forward.	ECC
	KW identified that there is a cycling strategy for Uttlesford, and she will provide a link in her formal pre-app response. KW also suggested that the Neighbourhood Plan is reviewed as this contains pre-feasibility aspirations for cycle schemes.	
	KW suggested that pedestrian and cycle links to Swards End are investigated to see if routes can be improved. Rosconn confirmed that it is in discussion with the Parish Council and this is one of the issues being considered.	
	KW confirmed that a framework Travel Plan will be required in support of the planning application and that the need for a more detailed plan will be conditioned in the Section 106. There is a strong travel plan team at ECC and there is a template available on the Council's website – KW to provide a link in pre-app response. KW also identified the need for a monitoring fee.	
	KW would not support a reduction in vehicle trip rates based on measures promoted in the Travel Plan due to edge of town location and challenges in promoting sustainable travel modes.	
<b>6.0</b>	<b>Swards End Parish Council comments</b>	
	Rosconn indicated that Swards End Parish Council would like to the existing 30mph speed limit to the extended from Saffron Walden to Swards End to address a perceived speeding and safety issue. KW confirmed that ECC policy would not support the change as there is no frontage development. The proposal is also	ECC



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	unlikely to receive police support as it would not be self-enforcing. KW to discuss with Highways Liaison Officer and advise.	
<b>7.0</b>	<b>EIA Scope</b>	
	KW confirmed that the Transport ES Chapter should be consistent with the Transport Assessment, in terms of base traffic flows, committed development and assessment scenarios.	
	CTP to provide traffic data for noise and air quality assessments to ensure consistency.	
<b>8.0</b>	<b>A.O.B.</b>	
	KW reiterated that Saffron Waldon suffers from traffic congestion and that it will be challenging to mitigate the impact from the proposed development. Promoting sustainable travel modes will also be challenging due to edge of town location. KW emphasised the importance of facilitating a potential future bypass of the town by reserving a corridor through the development and providing space for a larger junction if required.	
	KW to provide a plan showing where bus stops should be located within the Linden development. KW currently working with enforcement officers at UDC to ensure bus stops are provided.	ECC
	KW to provide formal response to pre-app enquiry week commencing 8 February.	ECC
Minutes prepared by Jon Ashcroft CTP 05/02/2021		