



Meeting Record - Confidential

Project: Land South of Radwinter Road, Saffron Walden

Client: Rosconn Group

Title: Meeting to Discuss ECC Highways Comments

Job Code: CTP-20-1142

Date: Thursday 16 December 2021 Time: 10am

Attendees: Katherine Wilkinson – Essex County Council

Daniel Hatcher – Rosconn

Chris Elliott - CTP

Jon Ashcroft - CTP

Item	Description	Action
1.0	General	
	It was agreed that the highways consultation response of 24 th November 2021 provided by ECC would be used as the agenda for the meeting.	
	CTP summarised a recent Technical Note that was submitted on Wednesday 15 December 2021. The note confirmed that all new homes with on-plot parking will be provided with a standard electric vehicle charge point and that new traffic flows undertaken in October 2021 reinforced the robustness of the base flows and junction capacity assessments presented in the Transport Assessment (TA). CTP confirmed that the October 2021 counts were undertaken between 15-22 October and therefore avoided the Autumn fuel shortages. ECC to review the note in the New Year and provide any comments.	ECC
2.0	Site Sustainability	
	ECC is concerned about the connectivity between the Application Site and the Linden site and reiterated a request for a pedestrian / cycle link between the two sites. Cyclists using Radwinter Road is a particular concern and a link would allow the use of low trafficked routes through the Linden development. Rosconn confirmed that the area of open space within the adjacent Linden development where a potential connection could be made has or is due to be transferred to the Town Council and that initial discussions had taken place with them, but their reaction to the proposal for a link had been unenthusiastic.	



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	<p>ECC recently met with the Town Council who indicated that they were not opposed to the idea of a link but that they are concerned about the topography between the two sites.</p> <p>Rosconn confirmed that it is happy to revisit the link and ECC suggested that a site meeting is arranged for the New Year to establish if there is a solution.</p> <p>Rosconn confirmed that it is happy to meet but identified a second third party landowner who owns a strip of land between the two sites adding to the complexity of the negotiations.</p> <p>ECC repeated the importance of the link to promote the sustainability of the site and stated that the ideal solution would be to provide a link to Sativus Close within the Linden site.</p> <p>Rosconn agreed that it would arrange a site meeting in the New Year and that it would delay talking to the second third party landowner until the meeting has taken place and an agreement in principle had been secured about the exact siting of the link between the 2 sites.</p> <p>ECC confirmed that site sustainability is not a reason for refusal but whilst it accepts the site is accessible to nearby facilities such as the Tesco, it is concerned that moving the town boundary further east limits the opportunity for sustainable trips. Any measures to maximise the permeability of the site would therefore be welcomed.</p>	<p>Rosconn/CTP</p>
<p>3.0</p>	<p>Local Plan Review and Potential Future Relief Road</p>	
	<p>There was a discussion about the potential future relief road of Saffron Walden and CTP confirmed that sufficient space has been reserved around the site access on Radwinter Road to provide a suitably sized roundabout if required to accommodate the relief road. CTP to provide a sketch layout of the roundabout to confirm deliverability.</p> <p>CTP also confirmed that the main spine road through the site could be widened to accommodate a 7.3m carriageway if required to accommodate the relief road. A strip of land has also been reserved to provide a highway link to the southern boundary of the site.</p> <p>Rosconn is of the view the current layout does not prejudice the potential future growth to the south and that the main spine road could be adjusted to provide the first part of any future relief road, if and when any proposals are formalised through the Local Plan review.</p> <p>ECC, whilst again confirming that this was not a reason for refusal, stated that it would prefer the main spine road to be located at the eastern edge of the site thus forming a boundary to the town. CTP stated that the topography is very</p>	<p>CTP</p>



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	<p>challenging in this part of the site that would result in the road being in cutting.</p> <p>There are also good placemaking reasons for the road to pass through the heart of the development and Rosconn identified that there are many other factors to consider in terms of harm for the wider development including heritage. Rosconn referred ECC to Pages 42-45 of the Design and Access Statement which provide further information precluding a link on the eastern fringe of the site.</p> <p>ECC confirmed that a Microsimulation model (VISSIM or Paramics) is being developed to assess the impact of the potential wider development and relief road on the town. ECC to confirm when the results of this modelling will be available.</p> <p>ECC indicated they were still awaiting a masterplan from UDC regarding draft proposals for a wider urban extension to the east of the town. Rosconn confirmed that UDC's Urban Design Officer (Jack Bennett) had recently advised the Saffron Walden Stakeholder Board of the latest Programme regarding the Masterplanning exercise, which expects a masterplan for the wider development to be prepared between June 2022 and Summer 2023.</p>	<p>ECC</p>
4.0	Site Access Issues	
	<p>CTP confirmed that a Stage 1 Road Safety Audit has been commissioned and will be undertaken by TMS. ECC does not have a preferred list of safety auditors and using TMS is acceptable.</p> <p>In response to a query from ECC, CTP tabled the site access drawing and confirmed that pedestrian visibility splays could be easily provided and that there is sufficient space to provide a 2.0m footway on the south side of Radwinter Road to the west of the site within highway land or land that is controlled by the Applicant. The plan also confirmed that the footway would not affect the ditch which is outside the highway boundary.</p> <p>CTP confirmed that the short section of existing footway on the north side of Radwinter Road between the proposed pedestrian refuge island and the eastbound bus stop was proposed to be widened to 2.0m to improve the pedestrian route to the bus stop.</p> <p>CTP confirmed that based on the likely low level of demand, it was considered that pedestrian links between the Application site and Swards End were not justified in planning terms. ECC suggested that a Public Rights of Way (PRoW) contribution may be appropriate but in general it was agreed that it is more critical to improve links to the west of the site.</p>	



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	Rosconn confirmed that it does not own any land to the east of the Application site and is therefore unable to provide a link to Swards End in this location.	
5.0	Capacity	
	<p>ECC has commented on the application of TEMPro to calculate traffic growth forecasts and agreed to send the comments for CTP to check its calculations. The main concern is the adjustments made to the planning data to reflect the high level of committed development in Saffron Walden.</p> <p>ECC confirmed that it agreed to the use of traffic data collected for the Bellway and Redrow sites but would like to see the data to check its validity etc.</p> <p>CTP agreed to provide traffic flow diagrams showing development trips only both with and without development and split between internal / external trips.</p> <p>CTP agreed to prepare a note providing references to where the base traffic data and junction models are presented in the TAs that were prepared for the Bellway and Redrow sites and the requested traffic flow diagrams.</p>	<p>ECC</p> <p>CTP</p> <p>CTP</p>
6.0	Mitigation	
	<p>ECC is concerned that the proposed off-site improvements may not be deliverable particularly at the High Street / Church Street junction where there are narrow footways and utilities that may need to be diverted.</p> <p>CTP stated that the level of detail provided in the junction design drawings is appropriate for the planning application stage but agreed to undertake a more thorough design audit once the Safety Audit is completed. A design audit against the requirements of CD123 will also be undertaken.</p> <p>Rosconn indicated that it could be prepared to accept a condition stating that technical approval of the detailed design is required as a pre-commencement condition, but that scheme delivery is a pre-occupation condition.</p>	CTP
7.0	Travel Plan	
	CTP agreed to update the Travel Plan to reinforce the targets and timeframes and to provide more concrete actions. ECC to provide contact details for the Travel Plan team at ECC.	ECC/CTP
8.0	Summary	
	Rosconn confirmed that all other technical matters have now been resolved and matters relating to highways are the only issues outstanding. Rosconn and CTP to provide all the necessary additional information to demonstrate that the scheme is acceptable in highway terms.	



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	ECC indicated that all technical issues can be resolved and that the key issues are site permeability, deliverability of the mitigation and future proofing of the scheme so as not to prejudice any potential wider development to the south that may emerge through the Local Plan.	
Minutes prepared by Jon Ashcroft CTP 21/12/2021		