



# Land north of Shire Hill Farm

Reserved matters application reference  
UTT/21/3565/DFO

## POST SUBMISSION DESIGN DEVELOPMENT

### PLANNING PROCESS TO DATE

Outline planning permission for the development of up to 100 dwellings on land to the north of Shire Hill Farm, Saffron Walden, was granted in July 2020 (UTT/17/2832/OP).

Following discussions with members and officers at Saffron Walden Town Council, Uttlesford District Council and Essex County Council, Redrow submitted a reserved matters application in November 2021 (UTT/21/3565/DFO).

Feedback has subsequently been provided by council members, officers and statutory consultees. Redrow has endeavoured to address the points raised, by continuing to develop the design of the scheme, and has submitted a new pack of revised plans and drawings to support the application.

### SPINE ROAD DELIVERY

One of the key issues of concern to members and officers is the presence of an off-site brideway, on unregistered third-party land to the south of the site, between Redrow's development and the neighbouring Bellway scheme. The presence of this brideway, outside the developers' ownership

and control, could prevent a vehicular connection between the two sites and, in turn, stall the delivery of an important road link between Radwinter Road and Thaxted Road.

No legal or financial provision has been made for additional works to complete the spine road across the brideway. Neither Redrow nor Bellway are obligated by their planning permissions to build or contribute towards a link between the two sites. However, Redrow recognises the political importance of completing the spine road connection because of its wider strategic importance for the town. The company has commissioned legal and engineering advice to help officers understand the works that will be required to complete the connection.

To overcome this situation, Redrow is, in principle, willing to fund the additional works to the brideway, which will enable the County Council to complete the spine road connection. This offer has been made to officers, and their response is currently awaited.



## PLAYSPACES

High quality open spaces are distributed evenly across the site. Each play area has been positioned to allow for positive surveillance and easy accessibility.

It is clear from the outline application that a southern play space, surrounded by housing, was always envisaged. The desire to connect the spine road unfortunately means there must be some interface between the spine road and one of the play area frontages. This has not presented any issues on other Redrow developments within the county.

Whilst the option of moving the southern open space to the west, away from the spine road, was considered by Redrow's project team, the positioning of the play area close to trees and a bridleway would present other challenges.

The proposed position of the southern open space, adjacent to the spine road, where it will be sufficiently visible and accessible, is considered most appropriate. The space is fronted on all sides by dwellings, providing maximum overlooking and positive surveillance of the play areas

Safety concerns have been addressed by the inclusion of an additional estate railing, alongside an extensive hedge and deep planting beds. These features will form a dense defensible barrier to the road and cycleway, reducing the possibility of people breaching this boundary.

## SPINE ROAD SAFETY

The spine road through the development has the potential to deliver an important road link between Radwinter Road and Thaxted Road, which could ease traffic in the town centre. As the road is within a residential estate, the movement of pedestrians and cyclists will be prioritised and the speed of vehicles limited.

Having offered to fund the additional works to the bridleway, which will make the spine road connection possible, Redrow is keen to discuss the matter with highways officers to confirm the road hierarchy and speed limit.



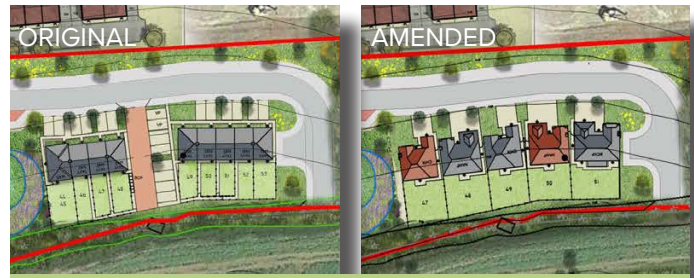
Site plan showing the locations of the three play spaces



The southern play space, with dense barrier and the addition of estate rail.

# QUICK REFERENCE SUMMARY OF AMENDMENTS

- Affordable homes have been relocated to improve distribution across the site and reduce visibility of tenure.
- Terraces have also been removed to make affordable homes less discernible. This breaking up of terraces has allowed for greater gaps in frontage parking and opportunities for landscaping to soften hard-standing areas.
- The design of affordable three and four bedroom homes has been updated to comply with the Nationally Described Space Standard (NDSS) for five and six person homes respectively.
- Affordable homes also meet all the required technical standards and exceed ceiling height and minimum headroom requirements.
- The design for the maisonettes has been amended to ensure each dwelling has their own private amenity space, rather than a space shared with neighbours.
- A designated zebra crossing point has been added to the spine road to ease pedestrian movement.
- Additional windows and feature chimneys have been added to flank elevations, to add interest, where they are visible from public spaces.
- Additional hedgerows have been added to the front of dwellings and those originally proposed have been set back to allow for trees to be planted in the verge adjacent to the highway.
- Additional windows have been added to some dwellings to increase natural surveillance.
- Raised tables have been added to side roads to provide level access for cyclists and pedestrians.
- Secure covered cycle parking is provided within the rear curtilage of houses that don't have garages.
- Cycle parking stands are provided for the three areas of public open space.
- Triple tandem parking has been removed.
- All properties with garages/car ports will be provided with electric vehicle (EV) charging points.
- 20% of parking bays will be provided with EV charging points.
- An additional 40% of parking bays will have capacity for future conversion to EV charging.
- All EV charging points will be fully wired, connected and ready to use before the first property is occupied.
- An additional estate railing, alongside an extensive hedge and deep planting beds, has been included on the southern play space.
- The footpath/cycle link to the bridleway in the south western corner of the site has been widened.
- An additional cyclepath link has been incorporated on the eastern edge of the site in anticipation of future development.



Affordable homes have been better distributed



Terraces have been broken up



Feature chimneys



Additional hedgerows



Pedestrian crossing



Cycle stands



Footpath widening



Eastern cycle link