



# CONTENT

---

## **INTRODUCTION** **3**

Purpose  
Applicant  
Brief

## **CONTEXT ANALYSIS** **6**

Location  
Site Context Photographs  
Surrounding Context & Character  
Surrounding Materials  
Local Facilities  
Adjacent Development  
Report Summaries

## **PLANNING POLICY** **15**

Policy Designation

## **SITE EVALUATION** **18**

Constraints and Opportunities

## **MASTERPLAN** **20**

Illustrative Masterplan  
Access  
Indicative Layout  
Landscaping  
Illustrative Streetscenes

## **CONCLUSION** **27**



**I N T R O D U C T I O N**  
C O N T E X T      A N A L Y S I S  
P L A N N I N G      P O L I C Y  
S I T E      E V A L U A T I O N  
M A S T E R P L A N  
C O N C L U S I O N

# INTRODUCTION

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## 1.1 PURPOSE

This Design and Access Statement has been prepared to support an outline application for the development of 1707.6m<sup>2</sup> business units (B1 Class) located off Radwinter Road, Saffron Walden.

The purpose of this document is to show the site history, design intents, key principles, outline constraints and how development proposals will have an acceptable impact on the site and local surrounding area. The proposal will also touch upon how the development fits in with firstly the Adopted Uttlesford Local Plan (2005) and the National Planning Policy Framework (NPPF), and the emerging Uttlesford Local Plan.

The application is for "An outline application for business uses ( Class B1), together with associated infrastructure including roads, drainage and access from Shire Hill.

## 1.2 APPLICANT

Established in 2010, and based in Northamptonshire, Manor Oak Homes are a multidisciplinary company that specialises in promotional agreements and option agreements for strategic land development opportunities.

## 1.3 FORMAT

The requirement to provide a Design and Access Statement (DAS) and what it should contain, is set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Article 8 of this summarises the content of a DAS as:

*"the design principles and concepts that have been applied to the development, and how issues relating to access to the development have been dealt with."*

Information regarding the immediate area and of the proposed development is set out in the contextual analysis section which includes information both locally and regionally.

Finally, regard has also been had to paragraph 122 of the Government's 2010 Guidance on Information Requirements and Validation:

*"Whilst its length and complexity may vary, what is important is that the document is concise and takes a proportionate approach, while effectively covering all of the design access issues for the proposed development".*

# manor Oak



## H O M E S

### 1.4 BRIEF

The proposed employment units (B1) will form part of the urban extension to the east of Saffron Walden, which has been granted outline planning permission (LPA ref: UTT/13/3467/OP). The site forms the northern part of an area of land stretching between Radwinter Road and Thaxed Road to the east of Saffron Walden. This site is adjacent to the Shire Hill Industrial Estate.



I N T R O D U C T I O N  
**C O N T E X T      A N A L Y S I S**  
P L A N N I N G      P O L I C Y  
S I T E      E V A L U A T I O N  
M A S T E R P L A N  
C O N C L U S I O N

# CONTEXT ANALYSIS

## 2.1 LOCATION

The proposal site is 0.5 hectares and is located off Shire Hill, Saffron Walden.

Saffron Walden is a market town in the Uttlesford district of Essex. It is 19km north of Bishop's Stortford 29km south of Cambridge and 69km north of London. The parish's 2001 population of 14,313 has increased to 15,504 by the 2011 census.

The proposal site forms part of a draft allocation of land proposed by Uttlesford District Council to form an urban extension that would connect back to Saffron Walden. The site is located in the northern part of this allocation, to the south of Radwinter Road. It addresses Radwinter Road to the north, Turnip Hall Farm to the east and Tesco to the east and the Shire Hill Industrial Estate to the west.

The site is currently unoccupied and consists of a predominantly open grass land which is being utilised for adjacent building storage.



SITE



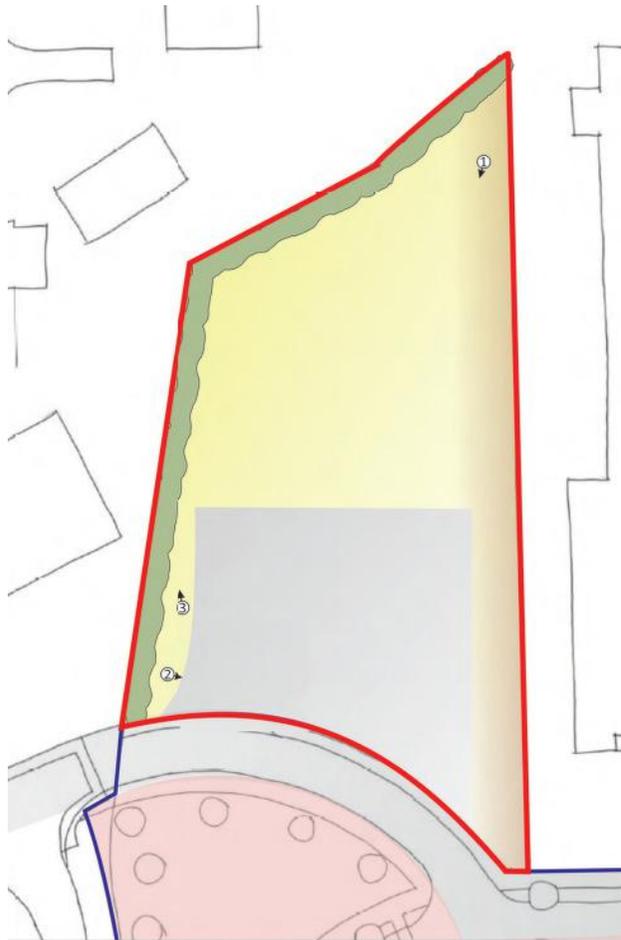
Site Location

SITE

# CONTEXT ANALYSIS

## 2.2 SITE CONTEXT PHOTOGRAPHS

The photographs below illustrate the site context from Radwinter Road and highlight the site access point.



### KEY:

-  Site Boundary
-  Wider Outline Development Boundary
-  Ruderal vegetation and developing grassland (former arable)
-  Bare/disturbed ground
-  Hedgerow / boundary vegetation
-  Hardstanding
-  Offsite Construction Areas
-  Photograph Location

## CONTEXT ANALYSIS

### 2.3 SURROUNDING CONTEXT AND CHARACTER

To the north of the proposal site lies Radwinter Road, this runs directly through Saffron Walden. Passing along Radwinter Road east out of the town centre, lie a large number of Victorian Edwardian housing which are set back from the road itself. More recent developments, such as the new retirement scheme are located beyond the traffic lights.

Immediately to the north of the proposed site beyond Radwinter Road, lies Horn Brook, a residential cul-de-sac. Further to the north, beyond Radwinter Road lies Saffron Walden Community Hospital and retirement complex.

To the east of the site lies a Tesco Superstore.

To the west of the proposal site lie a range of industrial units (B1), located on Shire Hill.

The application site is located to the east of Shire Hill and lies within an area identified as a site allocation in the Council's Regulation 18 draft Local Plan (September 2017).



# CONTEXT ANALYSIS

## 2.4 SURROUNDING MATERIALS

The associated images highlight the surrounding materials used within the immediate context. The images pay particular reference to the adjacent industrial estate.



1



2



3



4

## CONTEXT ANALYSIS

### 2.5 LOCAL FACILITIES

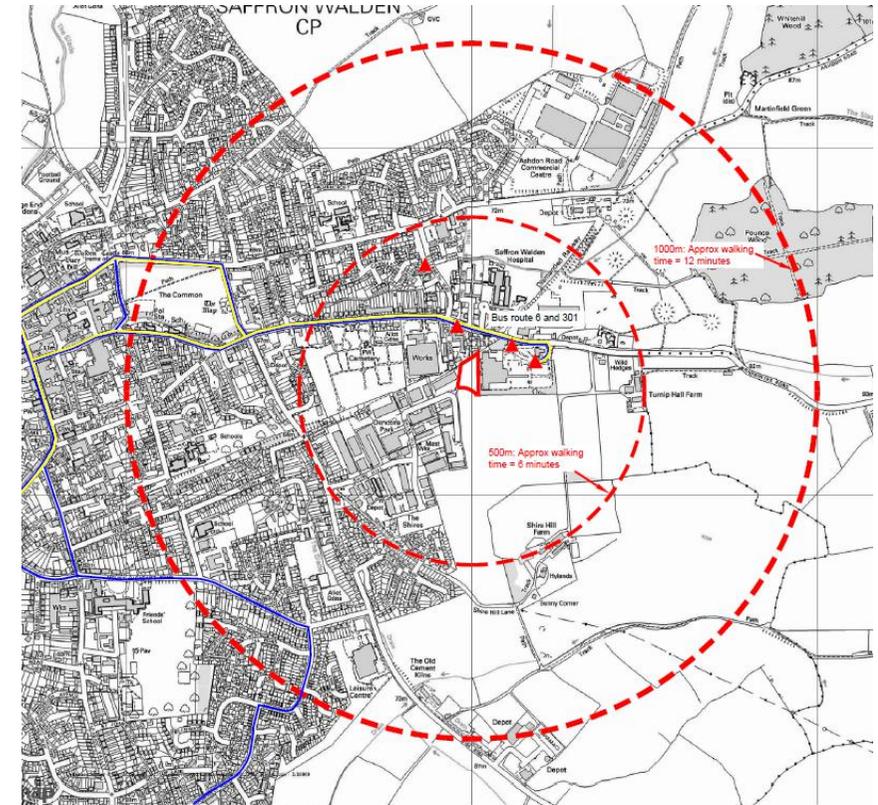
Within the town centre, the high street comprises of many independent shops, areas of employment, primary schools and community facilities. Furthermore, most of the town is in easy reach of good quality open spaces, including the surrounding countryside. Furthermore, within the immediate context of the site is Saffron Walden Community Hospital and a large Tesco supermarket.

The nearest railway station is located within Audley End approximately 5.9km (3.7miles) from the proposed development's access off Shire Hill. Audley End railway station is located on the Greater Anglian and Cross Country lines and provides onward connections to destinations including Stansted Airport, Cambridge, London Liverpool Street and Birmingham New Street. Service frequency varies but trains serve London every 10-20 minutes during peak periods.

The railway station can be accessed from the proposed development site via a multimodal route: walking to the bus stop located approximately 161m (0.1miles) from the site entrance, taking the 301 bus service directly to the railway station. Further, the railway station is located within 5km of the site and is therefore within an acceptable cycling distance.

The 6 and 301 bus routes will provide a regular Monday to Saturday bus service to Saffron Walden, Bishop Stortford and Stansted Airport, in addition to many stops on route, therefore providing commuters with a sustainable alternative to the private car for work and leisure journeys.

In addition to the above regular services there are a number of irregular services which will offer the residents of the development a chance to travel to destinations further afield using more sustainable forms of transport.



Public Transport Accessibility Plan

KEY	
	Site Boundary
	Radius Distance Line
	Bus stops
	Bus Route 6
	Bus Route 301

## CONTEXT ANALYSIS

### 2.6 PLANNING HISTORY OF THE SITE

The planning application referred to in the allocation was for "Outline planning application for either a residential development of up to 230 dwellings; Class B1 Business floorspace, Business floorspace within Class B1, provision of public open space or for development of up to 200 dwellings, Class B1 Business floorspace, Business floorspace within Class B1, provision of public open space, provision of land for a one form entry primary school; together with associated infrastructure including roads, drainage, access details from Radwinter Road and Shire Hill, with all matters reserved except access"

Subsequently, reserved matters permission has been granted and progression of development work on site has taken place with much of the original site area to provide the permitted residential element. However, the date by which further reserved matters application would be required under the original outline planning permission has now passed and accordingly, a new separate outline planning application is required.

Therefore, the principle of Use Class B1 Business floorspace on the site has already been accepted and the draft allocation refers to the planning permission which includes extra Use Class B1 floorspace.

As you can see from the adjacent outline masterplan, an area for the provision of B1 business space was shown on the north-west corner of the site. The Design and Access Statement for the previous outline application (page 52) indicated the offices to be 1-2 storeys and up to 3-storeys. The amount of B1 business use floorspace was stated to be approximately 1800sqm in the Planning Statement. The area allocated for the B1 Business use was approximately 0.5 hectares.



Approved Outline Masterplan (UIT/13/3467/OP)



Approved Reserved Matters Masterplan (UIT/16/1856/DFO)

## CONTEXT ANALYSIS

### 2.7 REPORT SUMMARIES

A team of consultants have worked to analyse the constraints and opportunities for the site and its potential development. A short summary of their reports, which are submitted as part of the application submission is given below.

#### Ground Investigation Report

Environmental Management Solutions were commissioned to carry out a GI in November 2015. No elevated contamination concentrations were recorded.

#### Archaeology Report

MOLA Northampton was commissioned by Manor Oak Homes to carry out archaeological trial trenching on a proposed development site at Radwinter Road, Saffron Walden, Essex. The natural chalk landscape of the site was undulating and evidence of slow silting of hollows was observed, some of which dated to the late Iron Age or early Roman period. Elsewhere, a number of disused field boundaries and modern leveling deposits were revealed.

#### Landscape & Visual Impact Assessment

Aspect Landscape Planning Ltd have been instructed by Manor Oak Homes to undertake a Landscape & Visual Impact Assessment associated with planning application for the development of employment units.

Since the consent for the larger application, the landscape setting has changed considerably from that of the original character assessment.

It is considered that the site benefits from a high degree of visual and physical containment created by both the existing boundary vegetation and treescape. The existing vegetation structure associated with the site eastern site boundary will be largely retained and further reinforced

along the north and western boundaries with new tree, hedge and shrub planting containing the proposed development and maintaining a robust and sympathetic boundary treatment. It is therefore considered that the landscape character of the site and its wider setting will not be compromised by the proposals.

It is considered that the site and receiving environment have the capacity to accommodate the change of the type proposed and have responded to the comments from the landscape officer who commented on the prior larger application. The responses have been part of the design led proposals.

The proposals will not result in significant harm to the landscape character or visual environment and, as such, it is considered that the proposed development can be successfully integrated in this location, and is supportable from a landscape and visual perspective.

#### Transport Statement

A Transport Statement has been carried out by JPP Consulting. The proposed development will comprise an employment site comprising up to 1707.6 m<sup>2</sup> gross floor area of B1 Offices.

The proposed development is shown to be well served and accessible to more sustainable modes of transport. The proposed development has good accessibility to education, health, employment, retail and leisure facilities.

The primary access for the development will be off the new link road created as a part of the residential development. This access will connect with Shire Hill which serves the neighbouring commercial development. The access has been previously approved and is to be delivered by the residential development.

It is considered unlikely that the number of new vehicle trips

generated from the proposed development will result in a significant adverse impact on the surrounding highway infrastructure.

A Framework Travel Plan has been produced for the development. This Travel Plan, which will be secured under a S106 agreement, will target a reduction in single occupancy vehicle trips.

There are therefore no reasons on highway grounds why planning permission for the development should not be granted.

#### Workplace Travel Plan

The site layout has been designed to encourage and promote the use of more sustainable forms of transport. The pedestrian and cycling network integrates well with the surrounding footways and cycle routes offering good access to main roads and bus stops.

#### Ecological Appraisal

The site was subject to specific ecological update survey work in September 2017 in order to confirm the current position in regard to the habitats present within the site and any likely opportunities for protected species, whilst aiming to identify any potential material changes from the previously recorded position and also provide specific consideration in regard to the current proposals, with full reference to the previous survey results.

In terms of ecological value and potential constraints to the development proposals, the update survey work undertaken has recorded the position in regard to habitats and protected species to remain largely unchanged from the previously reported information submitted to inform the previously permitted

## CONTEXT ANALYSIS

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outline scheme insofar as it relates to the land within the current site boundary. The former arable habitat is now dominated by active construction car parking and ruderal colonising weed species (following the cessation of arable management), with boundary vegetation remaining largely as previously described, dominated by a single non-native species (Lilac). Accordingly, in terms of habitats and flora, it is clear that the site supports little ecological value and does not appear to represent a significant constraint on the proposed development.

In terms of faunal species, in general the site offers very few opportunities for any protected, rare or notable species, albeit recommendations are made above in regard to common reptile species and common nesting birds, subject to which there is no reason to suggest the proposals would result in any adverse effects on protected, rare or notable faunal species. Accordingly, subject to the implementation of the measures set out above, faunal species appear unlikely to represent a constraint or require further consideration in regard to the progression of the current development proposals.

### Arboricultural Report

The development proposals have been informed by a survey of the existing tree stock, and a review of relevant policy tests.

By design, the only tree-cover affected by the proposals, is a low-quality, unmaintained and overgrown boundary hedge (H1). The proposed layout has the capacity to replace the hedge, and outlines identifies opportunities for introducing additional plantings; it is expected that detailed planting proposals will be secured by Condition.

The principle of the proposed development is considered

acceptable from the arboricultural perspective subject to safeguards for protecting retained trees during construction, and the production and implementation of detailed planting proposals. It is our subsequent judgment that the proposals do not conflict with UDC's Local Plan policies or NPPF paragraph 118.

### Flood Risk Assessment

The site is located in Flood Zone 1 and at a low risk of flooding from rivers or the sea. Further, the site is shown to be at a low risk of flooding from groundwater, surface water, sewers and artificial sources such as reservoirs.

Surface water discharge rates will be restricted to minimum viable rates to ensure that the rate of surface water runoff from the site does not increase as a result of the proposed development. Surface water attenuation will be provided within geocellular attenuation.

Foul water will discharge to Anglian Water's sewer network located to the north of the development site. The surface water drainage from this site, post development, is such that the surface water will be managed and disposed of within the site boundary, thus complying with the Planning Practice Guidance for 'Flood Risk and Climate Change' to the National Planning Policy Framework. Based on the above, providing the above strategies are adopted the developed site will not contribute further to flood risk thus satisfying the principles of the National Planning Policy Framework.

### Services Appraisal

A services appraisal has been undertaken by JPP.

Drainage and Water Supply: A foul water Anglian Water Sewer is located adjacent to the northern boundary of the

site. It is proposed that foul water will discharge into this sewer.

Surface Water Drainage: Surface water will be discharged to the watercourse, located to the north of the site.

Foul Water Drainage: It is proposed that foul will discharge into Anglian Water's sewer located to the site's northern boundary.

Water Supply: Water supply to the development will be via Shire Hill.

Electricity: There are UK Power assets located adjacent to the site's northern boundary. We understand that UK Power Networks has adequate capacity to accommodate the proposed development.

Telecommunications: We are not aware of any existing infrastructure. Openreach has a universal service obligation to provide service to any house with no cost impact to the development.

Gas: The asset plan produced by National Grid does not show assets within the site. We understand the National Grid has adequate capacity to accommodate the proposed development.

### Air Quality Assessment

The development is located 300metres east of an identified by the UDC as an Air Quality Management Area due to exceedance of the Air Quality Limit Value for nitrogen dioxide. Therefore any traffic generated by the proposal has the potential to cause adverse impacts to existing pollution levels within this sensitive area. Additionally, construction works may cause air quality impacts as a result of fugitive dust emissions.

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The accompanying Air Quality Assessment indicates that the impacts of nitrogen dioxide concentrations during the operational phase of development are predicted to be negligible. The impact of the dust generated by earthworks, construction and trackout activities are also predicted to be negligible.

Based on the results of the Air Quality Assessment, air quality issues are not considered a constraint to planning consent.



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S I T E     E V A L U A T I O N  
M A S T E R P L A N  
C O N C L U S I O N

# PLANNING POLICY

## 3.1 POLICY DESIGNATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) states that determination of planning applications should be made in accordance with the development plan unless material considerations indicate otherwise. This section sets out the broad planning policy framework against which the proposals must be assessed.

In addition, this section also states the relevant policies of the Development Plan which consists of the saved policies of the Adopted Uttlesford Local Plan (2005).

This section then considers the parts of the National Planning Policy Framework (the Framework) that are of relevance to this proposal and other guidance and policy documents relevant to the proposed development.

As required by the Planning and Compulsory Purchase Act 2004, Uttlesford District Council (UDC) is currently preparing a Local Development Framework (LDF). The LDF will be made up of a number of adopted Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) and is intended to supersede the 2005 Local Plan. The central Document of the LDF, the Local Plan, is currently being prepared by UDC. The emerging policies of the 'Public Participation on Development Plan Document, Consultation on Proposals for a Draft Local Plan June 2012' is also relevant. Once adopted, this will form part of the statutory Development Plan for Uttlesford.

### Saved policies of the Adopted Uttlesford Local Plan (2005)

The Uttlesford Local Plan 2005 covers the period up until 2011. Whilst most of the policies were saved. The Secretary of State's direction in respect of this request was received in December 2007 The weight accorded to these is limited

given that they are not up to date in line with paragraph 13 of the NPPF which states "It is highly desirable that local planning authorities should have an up to date plan in place."

The application site has no formal designation within the Local Plan Proposals Map (2005). The site is located outside of the defined settlement boundary and of note is not located in an area of nationally important nature conservation concern, such as Sites of Special Scientific Interest or National Nature Reserves, or in a contamination or groundwater protection zone on the Proposals Map.

Policy S7 'The Countryside' relates to all parts of the plan area beyond the Green Belt that are not within settlement or other site boundaries. This policy states that in the countryside, planning permission will only be given for development that needs to take place there, or is appropriate to the rural area.

There are a number of saved policies relating to design, flood protection, access etc and these are listed below:

- Policy GEN1 'Access'
- Policy GEN2 'Design' requires developments to meet the criteria set out within the policy as well as adopted Supplementary Design Guidance and Supplementary Planning Documents.
- Policy GEN3 'Flood Protection'.
- Policy GEN6 'Infrastructure Provision to Support Development'
- Policy GEN7 'Nature Conservation'
- Policy GEN8 'Vehicle Parking Standards'
- Policy ENV3 'Open Spaces and Trees'
- Policy ENV7 'The Protection of the Natural Environment – Designated Sites'
- Policy EN12 'Protection of Water Resources'
- Policy ENV13 'Exposure to Poor Air Quality'
- Policy ENV14 'Contaminated Land'

Policy LC2 'Access to Leisure and Cultural Facilities'

### National Planning Policy Framework (2012)

Published on the 27th March 2012, the policies within the National Planning Policy Framework apply from the date of publication.

Policies adopted prior to the publication of the Framework should not be considered out of date but paragraph 215 of the Framework explains that due weight should be given to relevant policies in existing plans according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the framework, the greater the weight that may be given).

National Planning Policy Framework 27 March 2012		
Main Section	Sub-section	para no's
Achieving Sustainable Development		
	The presumption in favour of sustainable development	11-14
	Core planning principles	17
Delivering Sustainable Development		
	Building a strong competitive economy	18-22
	Promoting sustainable transport	32,34-37, 39
	Delivering a wide choice of quality homes	47-50
	Requiring good design	56-61, 64
	Promoting healthy communities	69-70, 73-74
	Meeting the challenge of climate change, flooding and coastal change	95-97, 99
	Conserving and enhancing the historic environment	126, 128-129, 131-134, 137
Plan Making		
	Local Plans	150-152
	Using a proportionate evidence base	158
Decision-taking		
	Determining applications	196-197
	Planning conditions and obligations	203-206
Annex 1: Implementation		
		214-216

# PLANNING POLICY

## New Uttlesford Local Plan

Uttlesford District Council is currently in the process of preparing a new Local Plan which will contribute to a new set of policies.

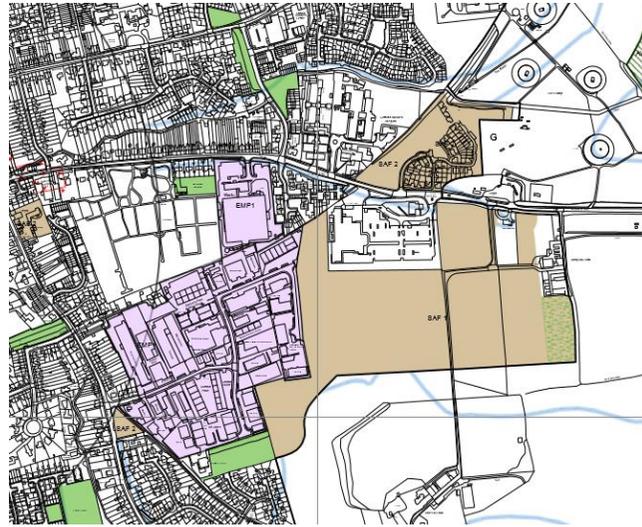
Although the policies of the Draft Local Plan do not form part of the statutory development plan, they are a material consideration in the determination of planning applications.

The Draft Local Plan has undergone consultation and has some weight in accordance with paragraph 216 of the Framework which states that 'the more preparation, the greater weight that may be given'.

Within the Draft Local Plan Inset Maps the proposed development site is allocated for residential development (SAF1)( see associated map).

Various Supplementary Planning Documents (SPD) are also relevant to this application. These include the Essex Design Guide SPD (2007) , Accessible Homes and Play Space SPD (2005) Energy Efficiency and Renewable Energy SPD (2007), Developer Contributions Guidance (2013), Development Management Polies (2011) and Essex County Council Parking Standards (2009).

The Guidance set out within these documents will be dealt with more specifically at the detailed design stage but have necessarily been consulted in the formulation of the Indicative Masterplan where the general themes have been taken account of in terms of general design and layout.



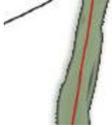
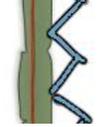
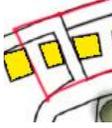
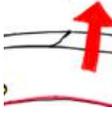
Uttlesford Policy Designations Map



I N T R O D U C T I O N  
C O N T E X T      A N A L Y S I S  
P L A N N I N G      P O L I C Y  
**S I T E                  E V A L U A T I O N**  
M A S T E R P L A N  
C O N C L U S I O N

# SITE EVALUATION

## 4.1 CONSTRAINTS AND OPPORTUNITIES

-  Site Boundary
-  Existing hedge
-  Potential noise source
-  Commercial frontage facing site
-  Potential Access/Link
-  Site Access



Constraints and Opportunities Plan



I N T R O D U C T I O N  
C O N T E X T      A N A L Y S I S  
P L A N N I N G      P O L I C Y  
S I T E      E V A L U A T I O N  
**M A S T E R P L A N**  
C O N C L U S I O N

# DESIGN

## 5.1 ILLUSTRATIVE MASTERPLAN

The associated masterplan highlights the indicative layout. The proposal is set to deliver 1707.6m<sup>2</sup> floorspace, x59 car parking spaces and x3 disabled spaces.

The main access is to the south of the site, which is to be accessed through the neighbouring development.

Previous Outline Planning Permission		New Outline Planning Permission	
Site Area:	0.5 ha	Site Area:	0.5 ha
Floorspace: (GIA)	1800m <sup>2</sup>	Floorspace: (GIA)	1706.7m <sup>2</sup>
Height:	1-2 storeys	Height:	2-storeys

Therefore we conclude we are within the parameters of the previous outline planning application.

The illustrative masterplan sets out the broad design and layout principles of the development including points of access and open space provision. The precise form of the development would be part of any reserved matters submission.



SCHEDULE OF ACCOMMODATION		
GF	- ON SITE PARKING	59 + 3 Disabled spaces
GF AREA	853.8 m <sup>2</sup>	
FF AREA	853.8 m <sup>2</sup>	
<b>TOTAL</b>	<b>1707.6 m<sup>2</sup></b>	

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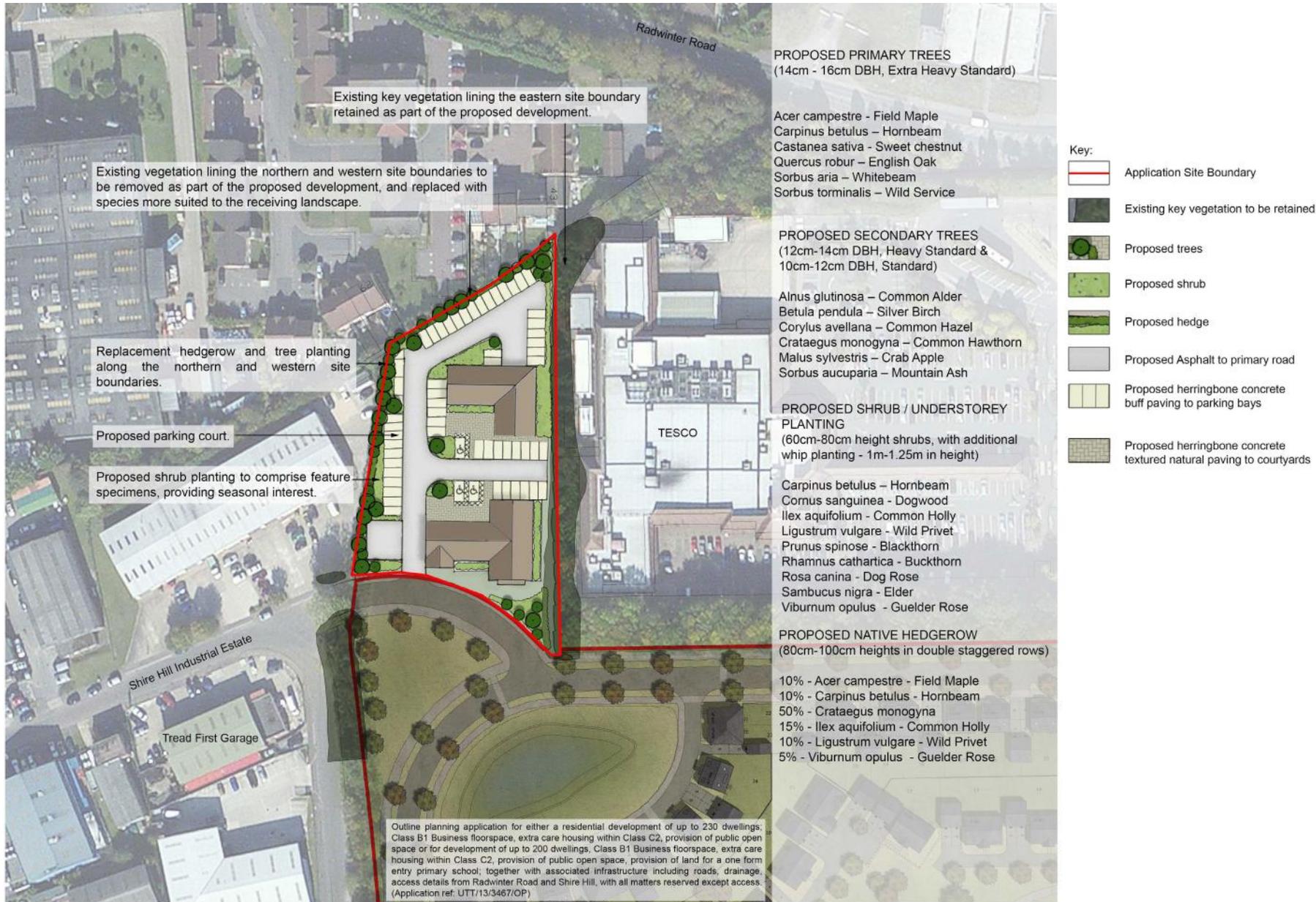
## 5.2 ACCESS

This section summaries the approach to the access. The access into the site has been determined from the previous Outline Application. The layout is structured by a clear and legible movement network based on the distinctive character that reflect the design intentions.

The access into the employment units will be off Shire Hill, as well as through the development located to the south.

The planned site has a movement framework that allows for direct well lit access to all units for both pedestrians and vehicles. Segregation of routes has been avoided, as has alleyways and short cuts.

5.3 LANDSCAPING



5.4 ILLUSTRATIVE STREETSCENES







I N T R O D U C T I O N  
C O N T E X T      A N A L Y S I S  
P L A N N I N G      P O L I C Y  
S I T E      E V A L U A T I O N  
M A S T E R P L A N  
**C O N C L U S I O N**

## CONCLUSION

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### 6.1 CONCLUSION

The proposed development has been carefully considered so that it will positively enhance both the site, surroundings and the wider area. The development will significantly improve the existing land condition and will be of great benefit to the surrounding area, as such, the proposal for development is fully justifiable and will create a positive impact in the community.

The proposal will result in good quality units which will provide good working environments for all employees.

Overall, it is believed that the amount and type of development is appropriate for the site, related well to the existing character of the area and will help create an inclusive and sustainable community for the future. This scheme is policy compliant and adheres to all key features to the policy.