



Land North East of Thaxted Road Saffron Walden

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Contents

01 Introduction

- 1.1 About this Document
- 1.2 How to use this document
- 1.3 Vision

02 Site Context

- 2.1 The Site
- 2.2 Planning Context
- 2.3 Movement and Connectivity
- 2.4 Local Amenities
- 2.5 Landscape Analysis
- 2.6 Settlement Extent
- 2.7 Conservation & Heritage
- 2.8 Highways

03 Site Assessment

- 3.1 The Site
- 3.2 Arboriculture
- 3.3 Topography
- 3.4 Drainage
- 3.5 Access
- 3.6 Landscape Opportunities & Constraints
- 3.7 Site Constraints

04 Design Evolution

- 4.1 Site Concept and Opportunities
- 4.2 Concept Development
- 4.3 Noise
- 4.4 Local Consultation
- 4.5 Framework Plan

05 Design Parameters

- 5.1 Land Use Parameter Plan
- 5.2 Access and Movement Parameter Plan
- 5.3 Building Heights Parameter Plan
- 5.4 Density Parameter Plan
- 5.5 Green Infrastructure Parameter Plan

06 Illustrative Proposals

- 6.1 Illustrative Masterplan
- 6.2 Indicative Dwelling Mix
- 6.3 Indicative Heights and Scale
- 6.4 Indicative Car and Cycle Parking
- 6.5 Landscape Strategy
- 6.6 Illustrative Character Areas
 - 6.6.1 Character Area 1: Knight Park Frontage
 - 6.6.2 Character Area 2: Internal Streets
 - 6.6.3 Character Area 3: Rural Edge

07 Building for the Future

- 7.1 Energy and Sustainability Strategy
- 7.2 Framework Travel Plan
- 7.3 Access
- 7.4 Secured by Design
- 7.5 National Design Guidance
- 7.6 Compliance with Uttlesford Building for Healthy Life

Section 1

Introduction

Introduction

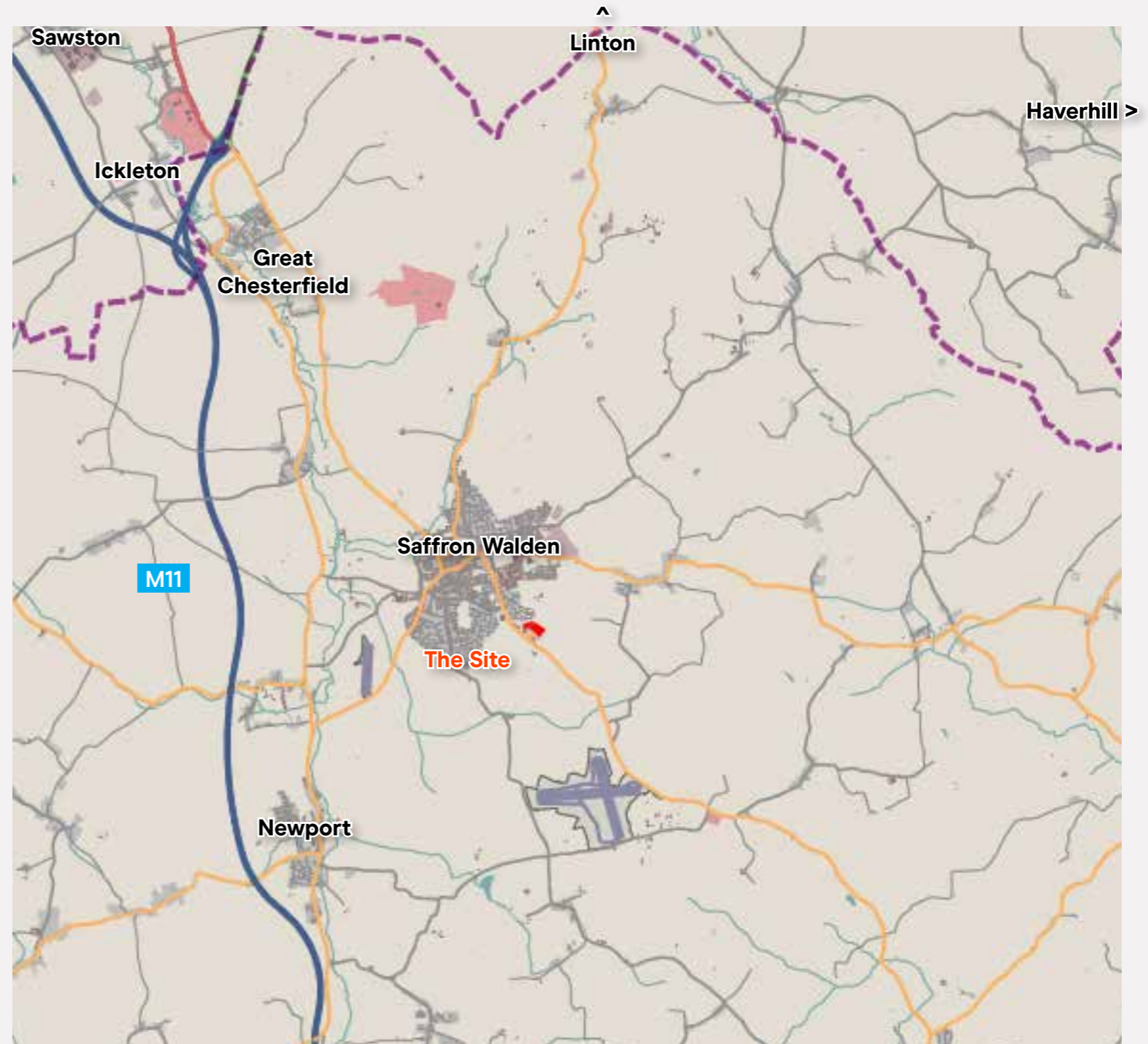
1.1 About this Document

This document has been prepared by Omega Architects on behalf of Kier Ventures in support of an Outline Planning Application for the Land North East of Thaxted Road, Saffron Walden with the intention of explaining the design principles and concepts that have informed the current proposals.

The objective of the Statement is to demonstrate that:-

- The application represents a well-considered proposal, incorporating high quality design principles which has developed from our original vision for the site.
- The proposals make good use of the site whilst making full consideration of the character of the area and amenities of occupiers of neighbouring properties.
- The proposals make significant provision for inclusive design and access.

Obtaining a Planning Permission will provide for the delivery of a high quality, comprehensively planned development which will bear the hallmarks of quality, sustainability and placemaking and which will stand the test of time to be recognised as an exemplar for future developments.



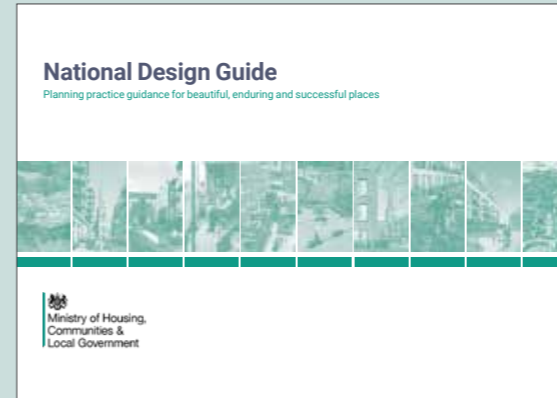
Location Plan

Introduction

1.2 How to use this document

This report will enable the local planning authority to better understand the analysis and considerations that have underpinned the designs of the development proposals.

The structure of the report aligns with recognised design guidance such as the National Design Guide and Uttlesford DC Building for a Healthy Life and local guidance such as the Essex Design Guide. As such, references to the core principles within these documents have been provided throughout the report to assist the appraisal of the proposals and cross-referencing with these guides.



- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes and Buildings
- Resources
- Lifespan



- Integrated Neighbourhoods
 - Natural connections
 - Walking, cycling and public transport
 - Facilities and services
 - Homes for everyone
- Distinctive Places
 - Making the most of what's there
 - A memorable character
 - Well defined streets and spaces
 - Easy to find your way around
- Streets For All
 - Healthy streets
 - Cycle and car parking
 - Green and blue infrastructure
 - Back of pavement, front of home

Introduction

1.3 Vision

The design team are seeking to create a new development to the south-east of Saffron Walden of the highest standard, therefore a series of aspirations for the new development have been outlined and will be assessed throughout the process of design:



Landscape-led Design

Incorporation of existing landscape assets within an attractive, green landscape framework of streets and spaces.



Supporting a Sustainable Location

The delivery of a large amount of new homes to help support the excellent new local infrastructure already in place on Thaxted Road, and utilise the good transport connections into central Saffron Walden.



Complement the Emerging Community

An opportunity to support the emerging residential development to the south-east of Saffron Walden by incorporating sustainable connectivity and public open space that will be a benefit for all new development.



High Quality Design and Placemaking

A high quality new development seeking to continue the high standard of design and placemaking for new development within Saffron Walden such as the nationally recognised development at 'The Avenue'.

Section 2

Site Context

Site Context

2.1 The Site

The site is situated to the rear of Knight Park on the north-east side of Thaxted Road, on the south-eastern edge of Saffron Walden. It is split into two separate fields by the Tiptoffs Lane Byway, which joins with other public rights of way at the north-eastern corner of the site.

The site is defined to the west by the Knight Park commercial area, within which the Saffron Walden Recycling Centre and a service yard for commercial units adjoin the site boundary. To the north-west is a small piece of land which has planning approval for new residential development. To the north, and elevated above the site, is a new housing development called Poppy Fields. To the east and south-east are open fields for agricultural use.

The site is currently in agricultural use and is occupied by arable fields. Vegetation cover within the site itself is restricted to hedgerows and trees, situated along site perimeters and internal field boundaries.

On the opposite side of Thaxted Road is Outline Approved land, whilst further along Thaxted Road is a leisure centre and a skatepark, followed by Saffron Walden's existing residential dwellings.



Aerial Photo

Site Context

2.2 Planning Context

The site has a limited planning history, with only a single previous application for development covering the site.

UTT/13/2060/OP in 2013 was an outline application with all matters reserved except for access for residential development of up to 300 dwellings, pavilion building, extension to skate park and provision of land for open space/recreation use, including an option for a new primary school on a 2.4ha site. The application was dismissed at appeal. The scheme proposed residential development on that part of the site now subject to the current outline planning application for up to 55 dwellings.

The planning context for the site is also informed by the grant of outline planning permission on land to the west of Thaxted Road for 170 dwellings (section 2.1 above refers).

Uttlesford Local Plan – Adopted January 2005

The current local plan was adopted in 2005. It provides the basis for all planning decisions within the district. It contains policies relating to the location of development and protection of environmental features.

The following policies are of relevance to landscape and visual matters and the proposed development:

- Policy S7 – The Countryside
- Policy GEN2 – Design
- Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation

Saffron Walden Neighbourhood Plan 2021-2036

This Neighbourhood Plan covers the period from 2016-2031 and will be used by councillors and officers at Uttlesford District Council in assessing planning applications and by developers when preparing planning applications for submission.

The following policies are of relevance to landscape and visual matters and the proposed development:

- Policy SW2 Protection of views
- Policy SW7 Design
- Policy SW20 Promoting walking and cycling
- Policy SW27 Open space for informal recreation
- Policy SW28 Public rights of way.

Regulation 18 Draft Local Plan Consultation (October 2023)

Uttlesford District Council are currently consulting on a Regulation 18 Draft Local Plan. This consultation period is set to run until the 18th December 2023. The draft plan contains the vision, objectives, spatial strategy, and planning policy framework for the period 2021 to 2041. It is anticipated that the new local plan will be adopted in Spring of 2026.

The application site is proposed to be allocated for industrial and employment development (E(g)(iii)) under draft Core Policy 4 and Core Policy 6. However, the land in question is not controlled by the Council nor by a party that is willing to release the site for such developmental purposes. As such, the approach to the allocation of land for E(g)(iii) uses at Saffron Walden, including the application site, fails the tests of soundness at paragraph 35 of the NPPF.

Other Relevant Strategies, Guidelines or Documents

Building for a Healthy Life (November 2021)

This design guidance sets the standard for well-designed homes and neighbourhoods. It has been adopted by Uttlesford District Council and was endorsed by the Local Plan Leadership Group on 28 October 2021.

The guidance is based on 'Building for a Healthy Life', a government-endorsed industry standard, and will be used to inform decisions on planning applications.

The Essex Design Guide

The Essex Design Guide (EDG) provides contemporary socio economic, environmental, and best practice guidance to planners and those interested in the provision of new housing developments. Design guidance sets the standard for well-designed homes and neighbourhoods.

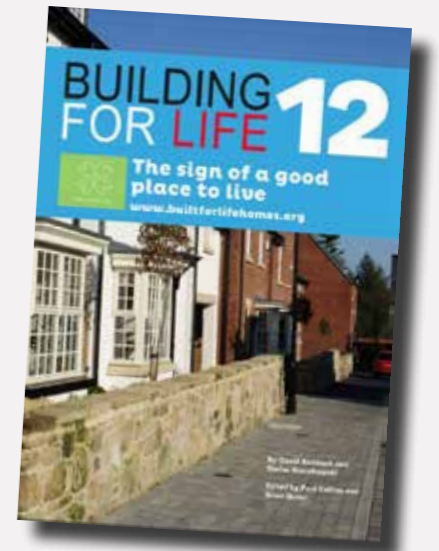
Supplementary Planning Documents

Uttlesford District Council has produced Supplementary Planning Documents (SPDs) to provide more detailed advice or guidance on how policies in the Local Plan should be implemented. SPDs are a material consideration in the determination of planning applications.

The following SPDs are of relevance to the proposed development:

- Urban Place Supplement to the Essex Design Guide (March 2007)
- Accessible Homes and Playspace (November 2005)

Planning policy matters are addressed in the accompanying Planning and Affordable Housing Statement prepared by Woolf Bond Planning.



Site Context

2.3 Movement and Connectivity

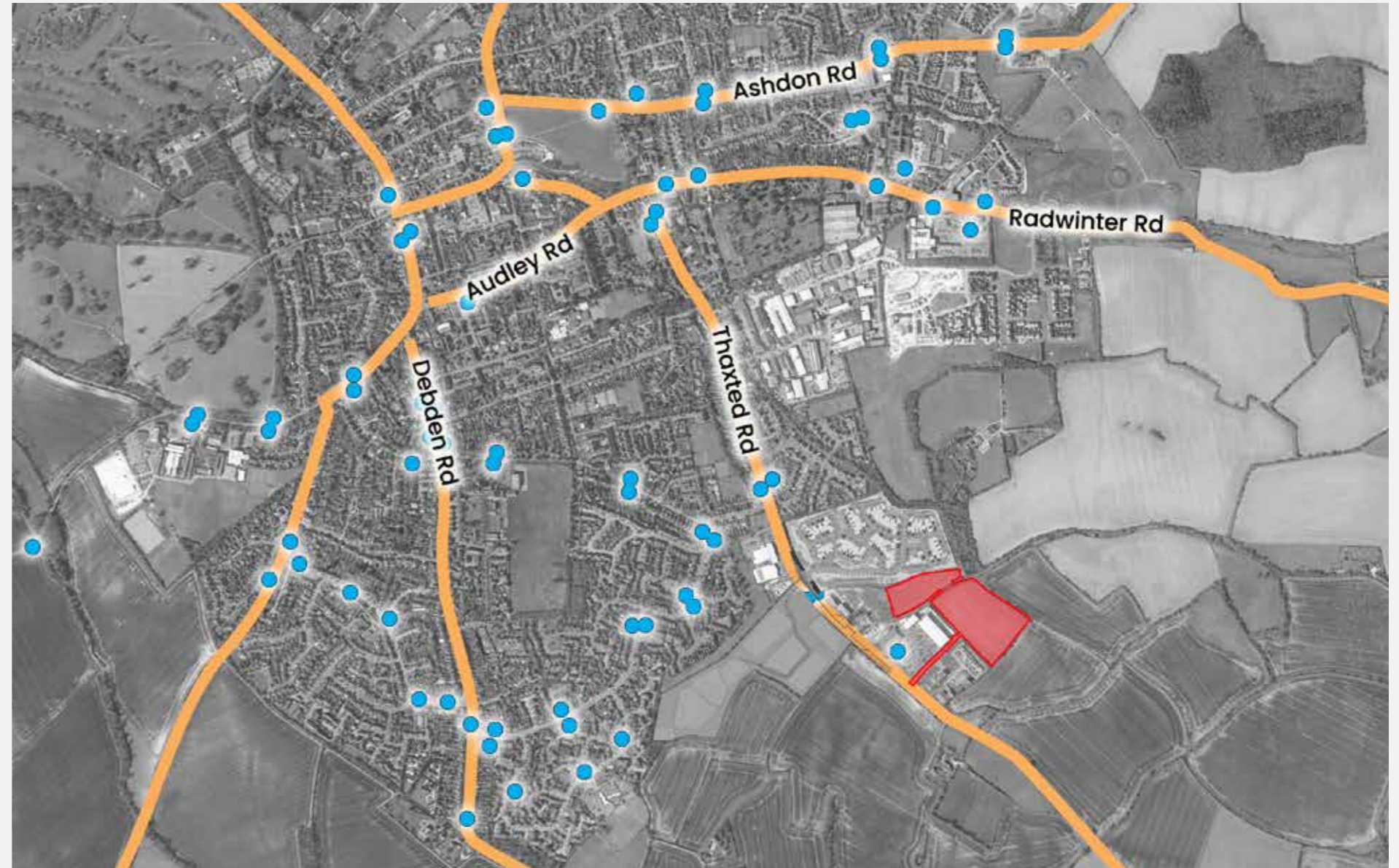
Saffron Walden is a market town located within the authority area of Uttlesford District Council. It is located approximately 12 miles south of Cambridge and Stansted Airport is located 10 miles south. There are a number of smaller villages and hamlets surrounding the town.

The town is located on the B184 which connects it with Thaxted to the south east, and the A11 to the north.

Saffron Walden is served by Audley End railway station located approximately two miles from the centre of Saffron Walden. The town is strategically located on the West Anglian Main Line. Direct services operate out of Audley End Station to Cambridge (17 minutes), Bishops Stortford (13 minutes) and London Liverpool Street (56 minutes) as well as to other locations.

KEY:

- Main Roads
- Bus Stops



Connections Plan

Site Context

2.4 Local Amenities

Saffron Walden is one of two major settlements in the District and as a market town has a town centre and outlying areas which provide a wide range of services to an extensive rural catchment area. The town has both primary and secondary education, an extensive retail facility base including three supermarkets (Waitrose, Tesco and Aldi), public houses, two doctors' surgeries, dentists, post office, pharmacies, places of worship, and a range of employment facilities in the town centre and in established commercial areas of the town.

Adjacent to the site is the newly opened 'Knight's Park' retail area, which offers the following facilities just a few minutes walk from the site:

- Supermarket
- Café and restaurant
- Garden centre
- Veterinary Surgery
- Pet shop
- Gym
- Waste and recycling centre.



Amenities Plan

KEY		Retail / Hospitality		Public Open Space		Golf Club		
		Hospital		Leisure		Town Hall		Community Centre
		School		Church				Walden Castle
		Nursery						

Site Context

2.5 Landscape Analysis

To commence the design development of the site, FPCR have provided a set of guidelines to underpin the landscape strategy:

- Development is set back from site boundaries to minimise the visual impact. An appropriate relationship with the existing settlement edge and wider rural character is achieved by respecting both the existing public open space, established residential streets and the historic field boundaries.
- Key areas of focal open space and greenways would be actively fronted onto by adjacent streets, lanes and residential properties.
- Existing hedges and trees by the site perimeter and along field boundaries will be retained where feasible to enhance the rural edges and to sub-divide the proposed residential parcels;
- The existing field hedgerows within the site will be supplemented with additional tree planting, bolstering vegetation cover which will soften and filter views. Proposed development would be set back behind landscape buffer planting. New planting will utilise a select planting palette including locally characteristic indigenous native tree varieties.
- New footpaths would be accommodated along a greenways and lanes to enhance opportunities for recreational uses. Convenient routes through the proposed development will ensure connectivity both to the existing settlement and to the wider countryside.
- All of the landscape areas and public open space features will be managed and maintained. This would be achieved through the implementation of a comprehensive Landscape Management Plan, to ensure the successful establishment and continued thriving of the landscape proposals.

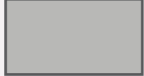






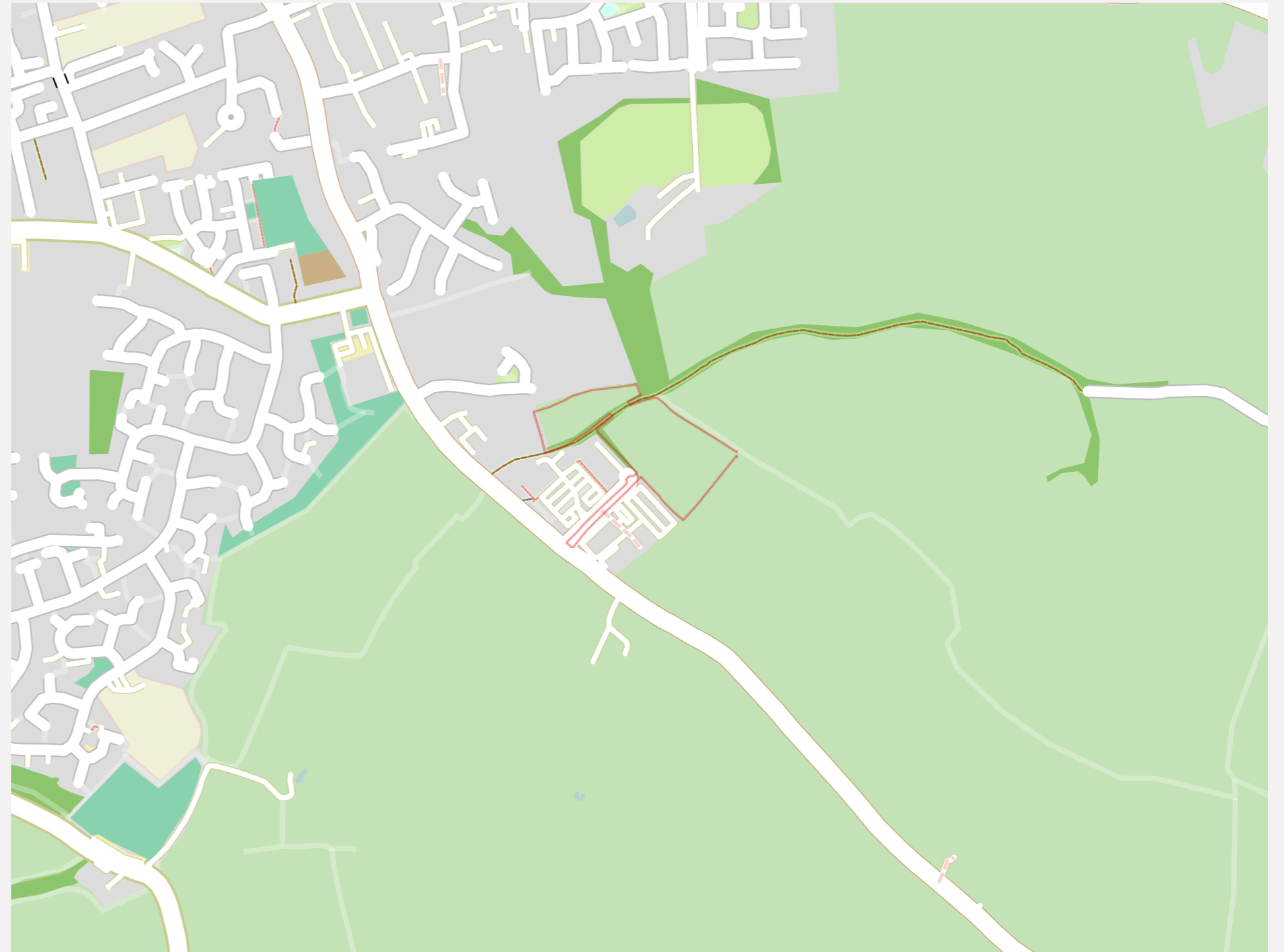
Site Context

2.6 Settlement Extent

The current settlement edge to the south-west of Saffron Walden is demarcated by the housing estate south of Cromwell Road and Winstanley Road, however in recent years new development has extended the settlement along Thaxted Road further south-east. The Knights Way retail park bordering the site therefore now forms the furthest extent of the settlement to the south-east of the town.

SETTLEMENT TYPOLOGIES KEY:

	Settlement area
	Roads
	Countryside
	Woodland
	Public Open Space



Site Context

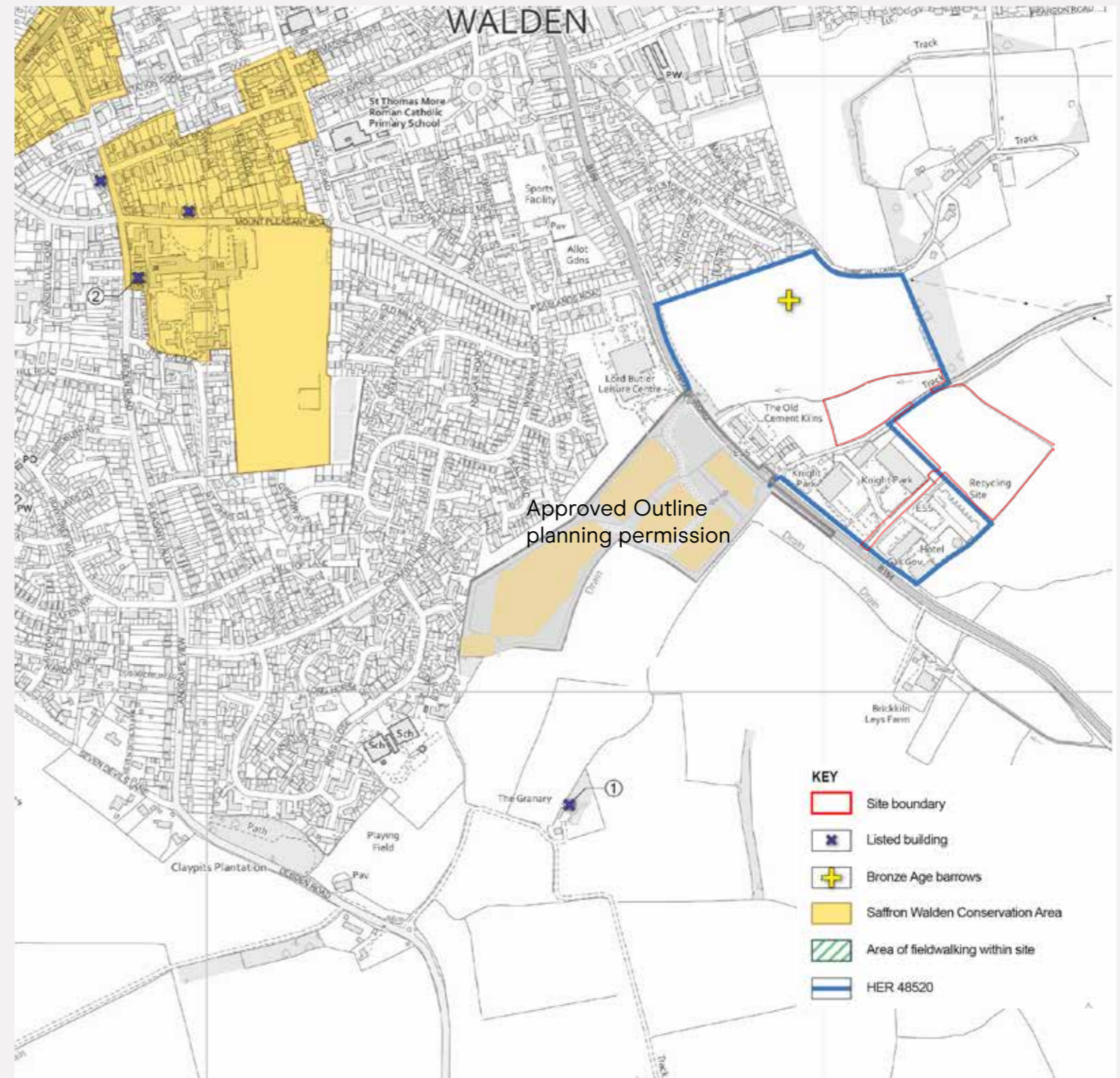
2.7 Conservation & Heritage

The report states that the site area does not contain any extant features of note other than hedged field boundaries which reflect long standing boundaries. Given change to the 19th century arrangement of fields, including encroachment from 20th century development to the west, the site has no special historic landscape value. The site is likely to have been agricultural for many centuries and few sites or features had previously been recorded in the study area. Geophysical survey and fieldwalking in the north of the current site associated with that development did not identify anything of note.

The Council's archaeology advisor at Essex County Council requested completion of geophysical survey across the site. Completed by Headland Archaeology in September 2022, this appears to have worked well, but did not identify anything of likely archaeological significance. Given assessment of low archaeological potential following this fieldwork, the Council's archaeological advisor has agreed that further work can be completed as a condition of planning permission. Trial trenching would be completed to confirm the nature of the small number of features identified by the geophysics and to confirm that the method reflects the actual potential of the wider site.

The site does not contain any designated heritage assets and none lie close by. The closest asset is a Grade II listed post-medieval barn at Herberts, 300 metres south of the site. Although the site land was historically farmed from this farmstead, the barn does not have an associated listed farmhouse surviving. The site visit confirmed that barn is focussed on buildings to its south and is screened from the site by hedgerows and a small wood.

The site visit confirmed that no other designated heritage assets could be affected by residential development of the site. All lie at a considerable distance and are screened by topography or development within Saffron Walden.



Site and Key Heritage and Archaeology Plan

Site Context

2.8 Highways

Milestone Transport Planning have produced a Framework Travel Plan to accompany the planning application. This summarises the current town wide transport position as follows:

The majority of Saffron Walden, including the town centre is accessible by active travel modes (walking and cycling) and Audley End railway station is within a reasonable cycling distance of the site.

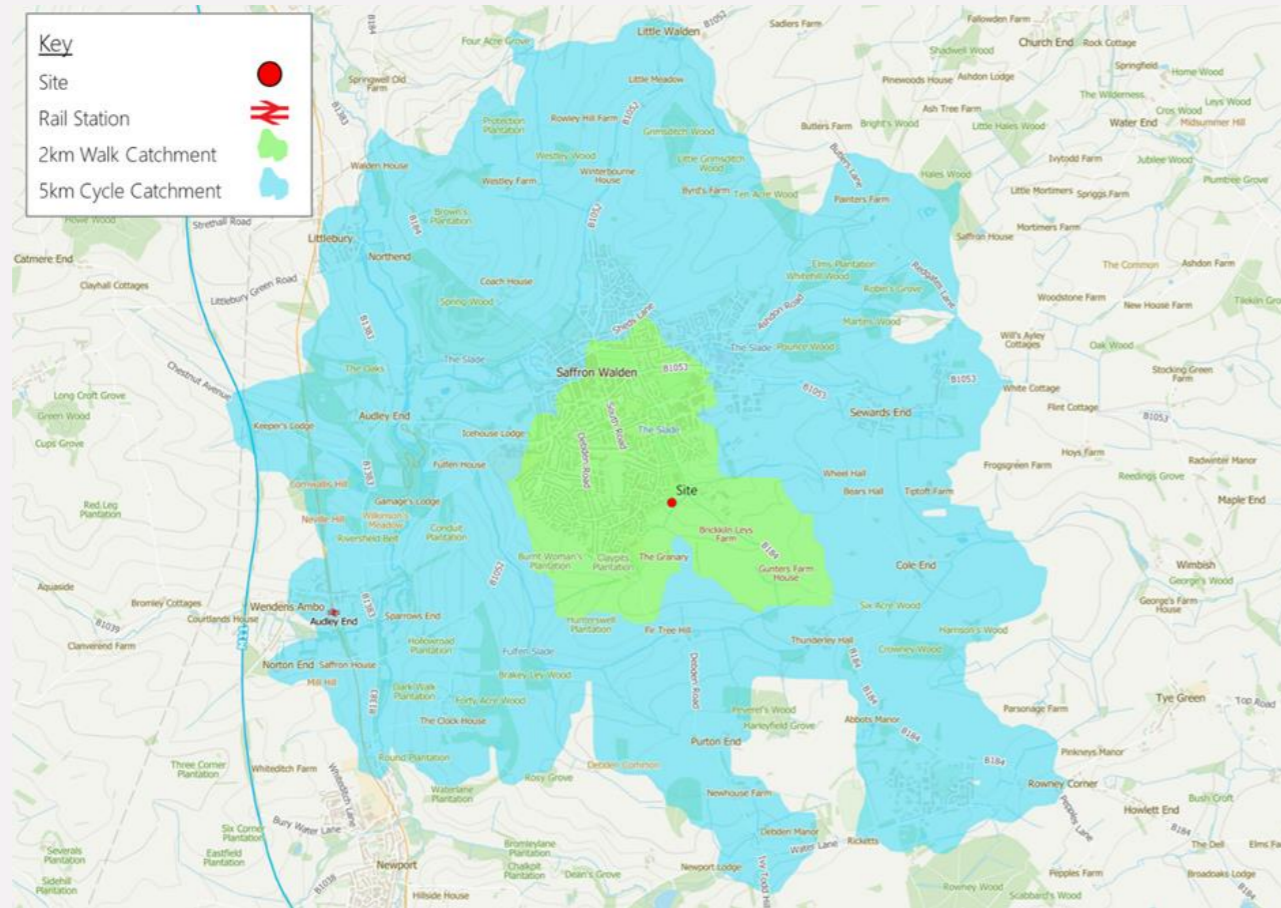
The site benefits from its proximity to a number of off-carriageway paths that directly connect to the neighbouring area. The Site is bounded on two sides by the existing PROW network, as shown in Figure 3, which comprises:

- PROW 18 (Byway) Thaxted Road – Bears Hall (along Tiptofts Lane)
- PROW 36 (Footpath) PROW 18 – Cole End
- At the confluence of PROW 18 and PROW 36, an additional off-carriageway recreational route extends north-westwards to Shire Hill, PROW 19 (Bridleway).

In addition to the established PROW network, there is an existing formal lit, surfaced shared footway / cycleway that extends along the eastern side of Thaxted Road between the Knight Park and Peaslands Road for access towards Saffron Walden town centre.

There are also consented works to the B184 Thaxted Road / Peaslands Road junction that comprise the conversion of the mini roundabout to traffic signal control incorporating improved pedestrian and cycle crossing facilities.

The nearest bus stops to the Site are as located on the B184 Thaxted Road outside Knight Park Retail Park. Both eastbound and westbound bus stops are within 400m walk distance (5-minute walk time) of the entire Site.



Walk & Cycle Catchment



Existing PROW Network

Section 3

Site Assessment

Site Assessment

3.1 The Site

The eastern parcel of the site is mostly bordered by hedgerows demarcating it from the agricultural land beyond, however the southern boundary of this parcel, along Knight Park, is fenced. The two parcels of the site are divided by a public right of way, which is also bordered by hedgerows.

The western parcel of the site has a significant ground level difference, with the north western corner being the site's lowest point, sitting at approximately six metres below the land by the bridleway in the western parcel.



Aerial Photo

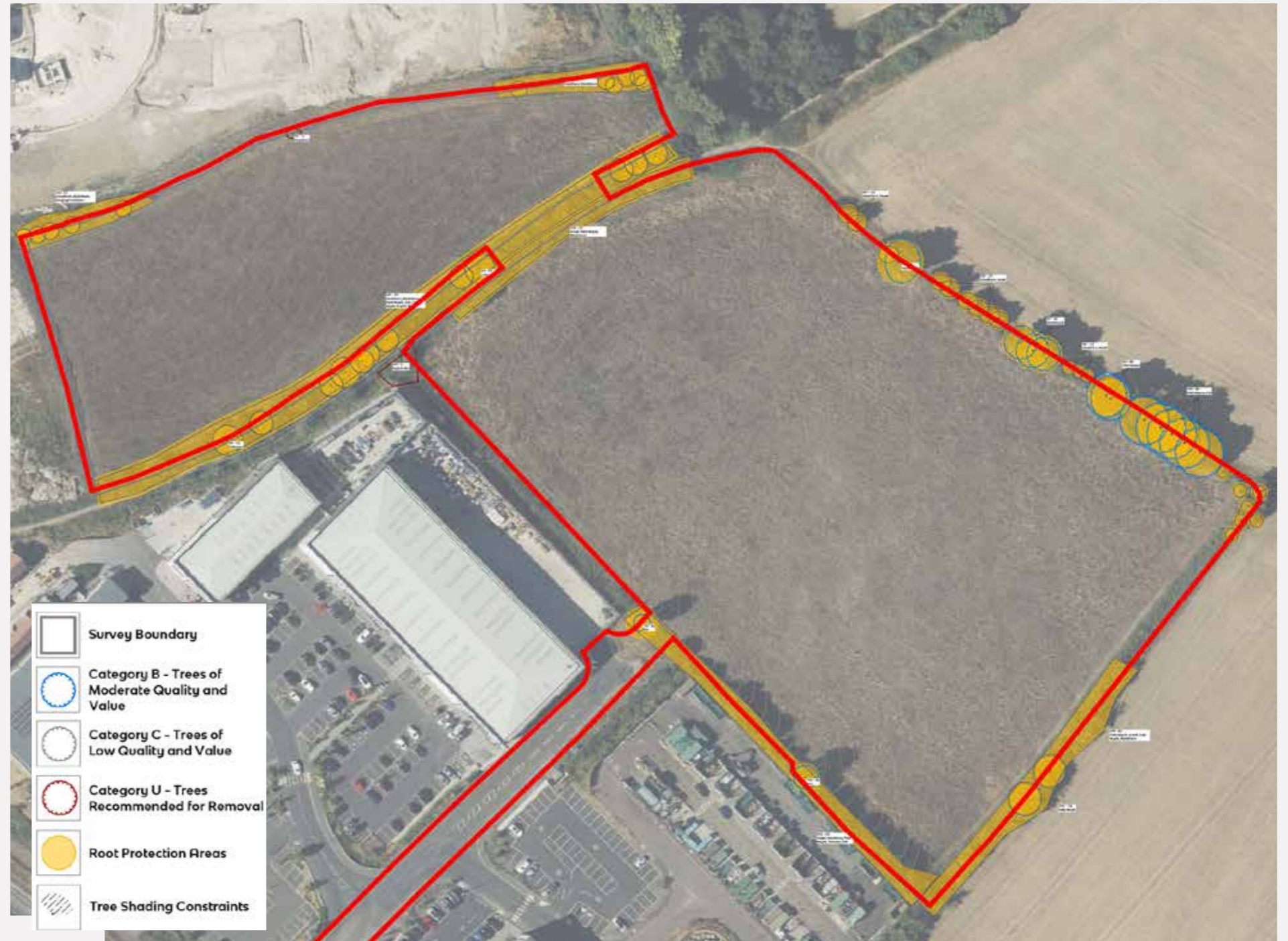




Site Assessment

3.2 Arboriculture

A Tree Survey has been conducted with results accompanying this planning application. This shows that all the tree and hedgerow planting on the site is set around its edges. It is the intention that all existing trees and hedgerows are retained except where they are in poor health and landscape management may facilitate replacement or improvement to the areas.



Tree Survey

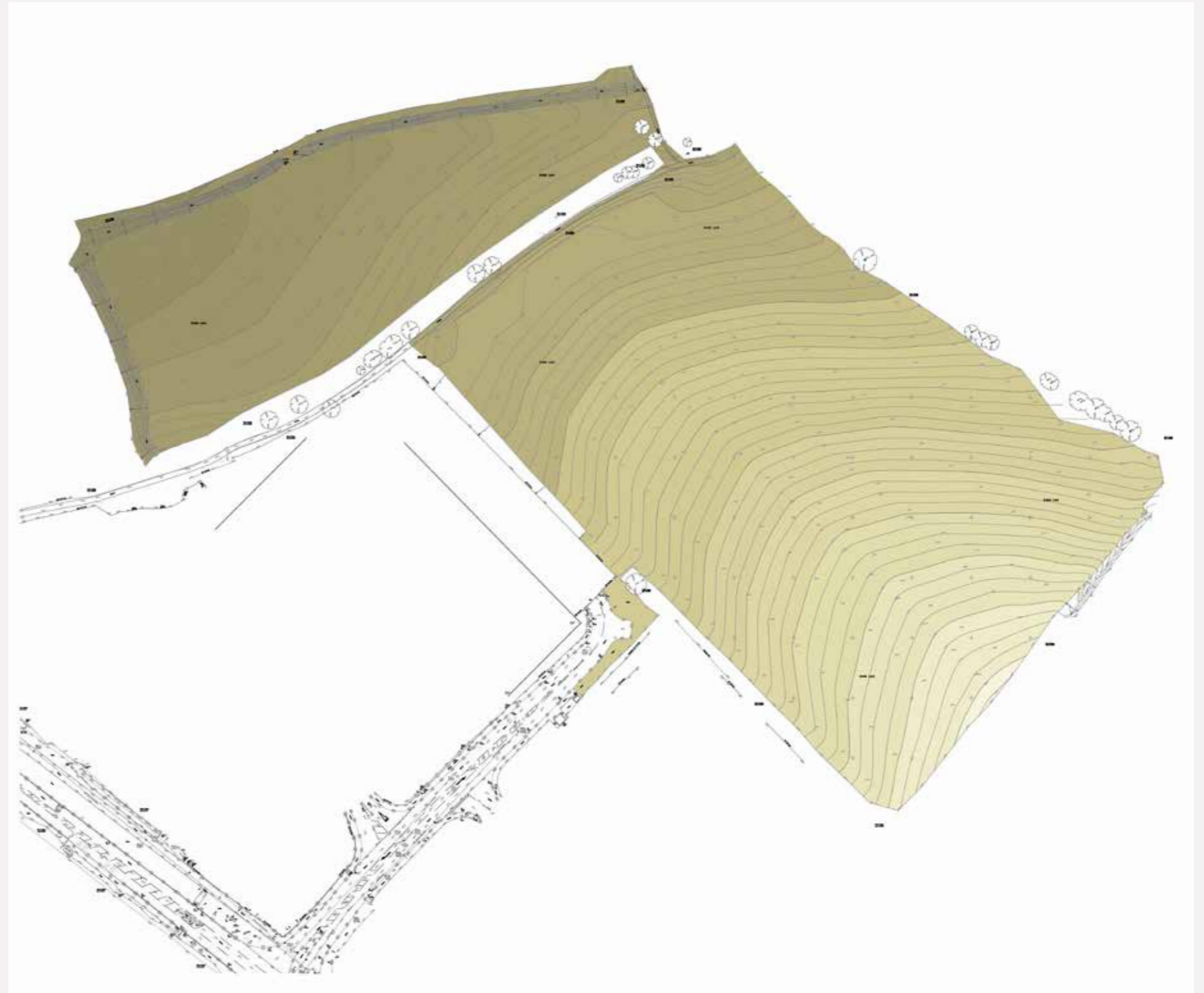
Site Assessment

3.3 Topography

The low point of the site is located to the north western corner adjacent to the Poppy View development, standing at 77 metres AOD. The field rises from this point approximately 6 metres up to the bridleway dividing the site.

The other half of the site to the east of the bridleway continues to rise in height, reaching 94 metres AOD at the south-eastern corner of the site, the highest point where gradients become slightly steeper. This makes for approximately 17 metres elevation change across the whole site.

Throughout the eastern portion of the site, the centre of the field has slightly higher elevation than the edges.



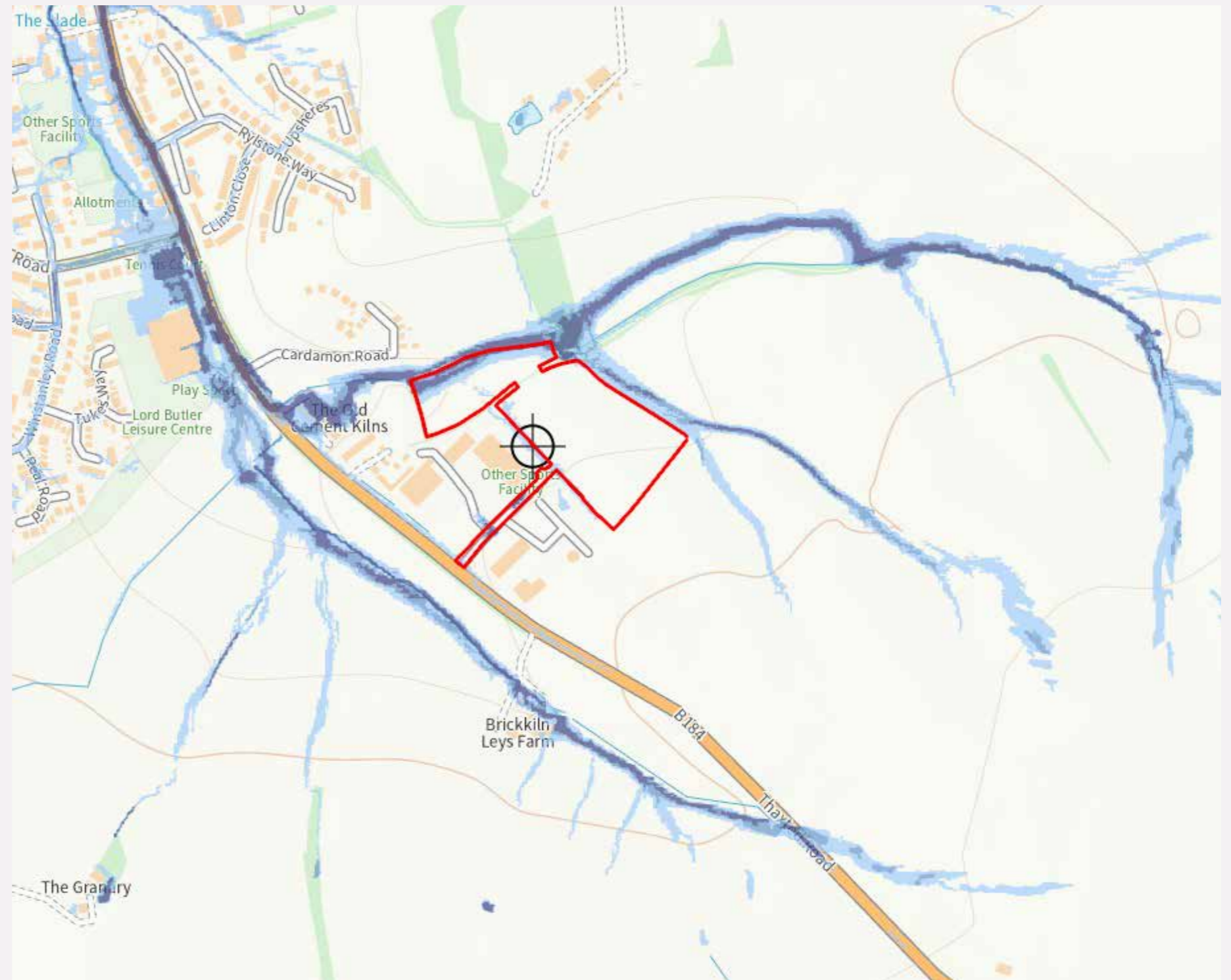
Topography Plan

Site Assessment

3.4 Drainage

Rolton have provided initial analysis and guidance with regards to flooding and drainage constraints that will require consideration through the development of the site.

The drainage strategy will likely propose private soakaways in gardens for individual plots and the shared areas, and highways being drained to infiltration basins.

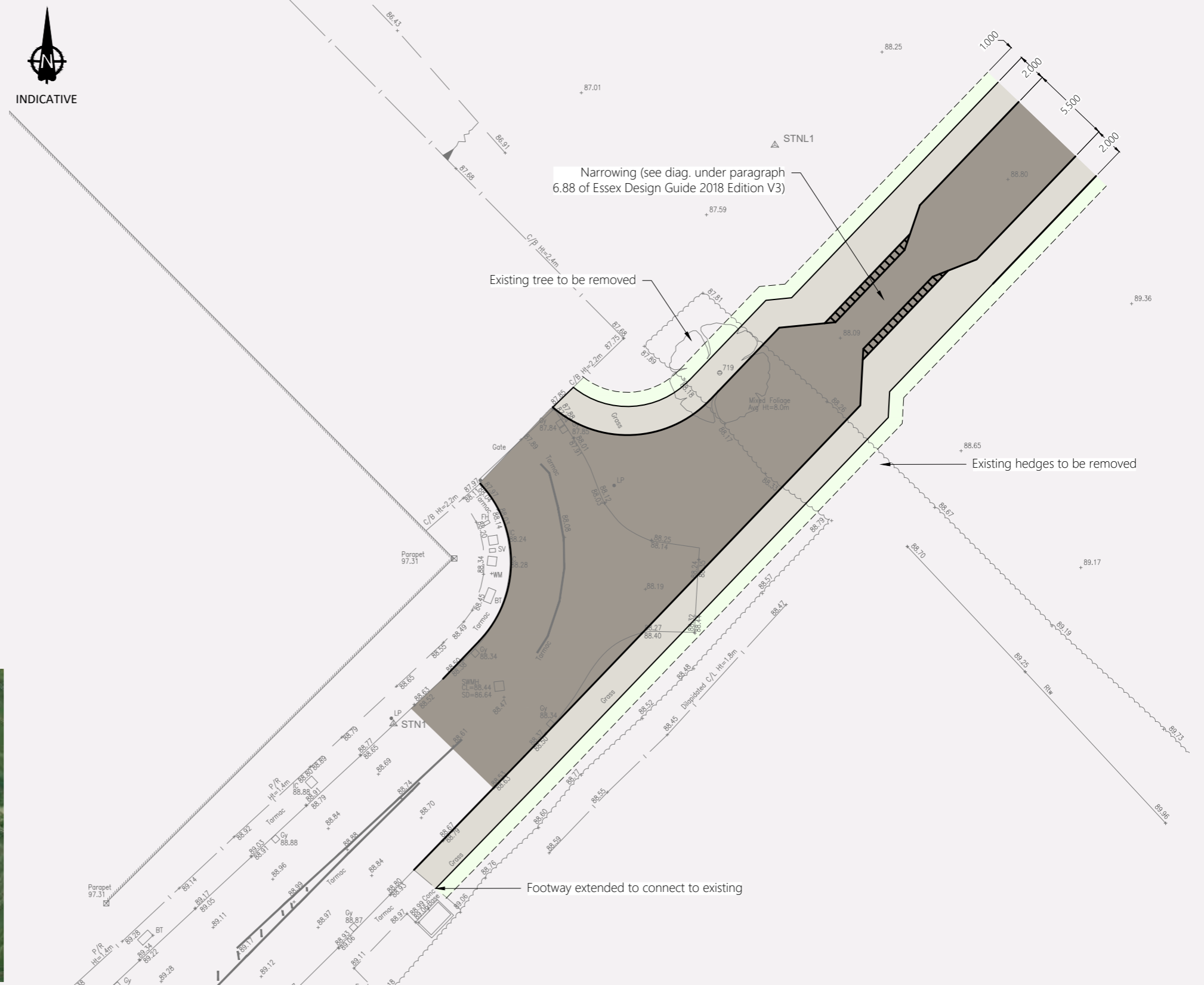


Flood Risk and Drainage Constraints

Site Assessment

3.5 Access

A potential junction design for the main access from Knight Park into the site has been developed by Milestone Transport Planning, as illustrated in the adjacent drawing.



Proposed Site Access arrangement as produced by Milestone Transport Planning



Key Plan




Site Assessment

3.6 Landscape Opportunities and Constraints

FPCR have outlined a series of landscape constraints that require consideration as part of the development of the site:

1. Landscape buffer (min 10m wide) to south eastern & edge. Creates a green interface/transition to wider countryside. Supplement existing vegetation cover to soften & filter views of proposed built development.
2. Landscape buffer (min 10m wide) to the northern edge. Creates a green interface/transition to wider countryside. Supplement existing vegetation cover to soften & filter views of proposed built development. Retains a green setting to the public rights of way
3. Existing byway & hedgerows have potential to form an enhanced green infrastructure link, connecting to the wider rights of way network and woodland to the north east.
4. Opportunities for landscape buffer to screen existing development the back of the retail park, including service yard & building.
5. Opportunities for landscape buffer to screen existing Saffron Walden recycling centre. Potential landscape bund combined with acoustic fencing.

KEY

-  HEDGEROWS, DITCHES, TREEN BELTS, FIELD TREES ALONG THE SITE PERIMETER & INTERNAL FIELD BOUNDARIES TO BE RETAINED & ENHANCED WHERE FEASIBLE.
-  PUBLIC RIGHTS OF WAY - OPPORTUNITIES TO BE RETAINED ON SITE WITHIN AN ENHANCED GREEN INFRASTRUCTURE / GREENWAYS
-  POTENTIAL OPPORTUNITIES FOR LANDSCAPE BUFFERS CREATING RURAL EDGES TO PROPOSED DEVELOPMENT AND ELSEWHERE BY EXISTING SITE CONSTRAINTS





















Landscape Constraints Plan

Site Assessment

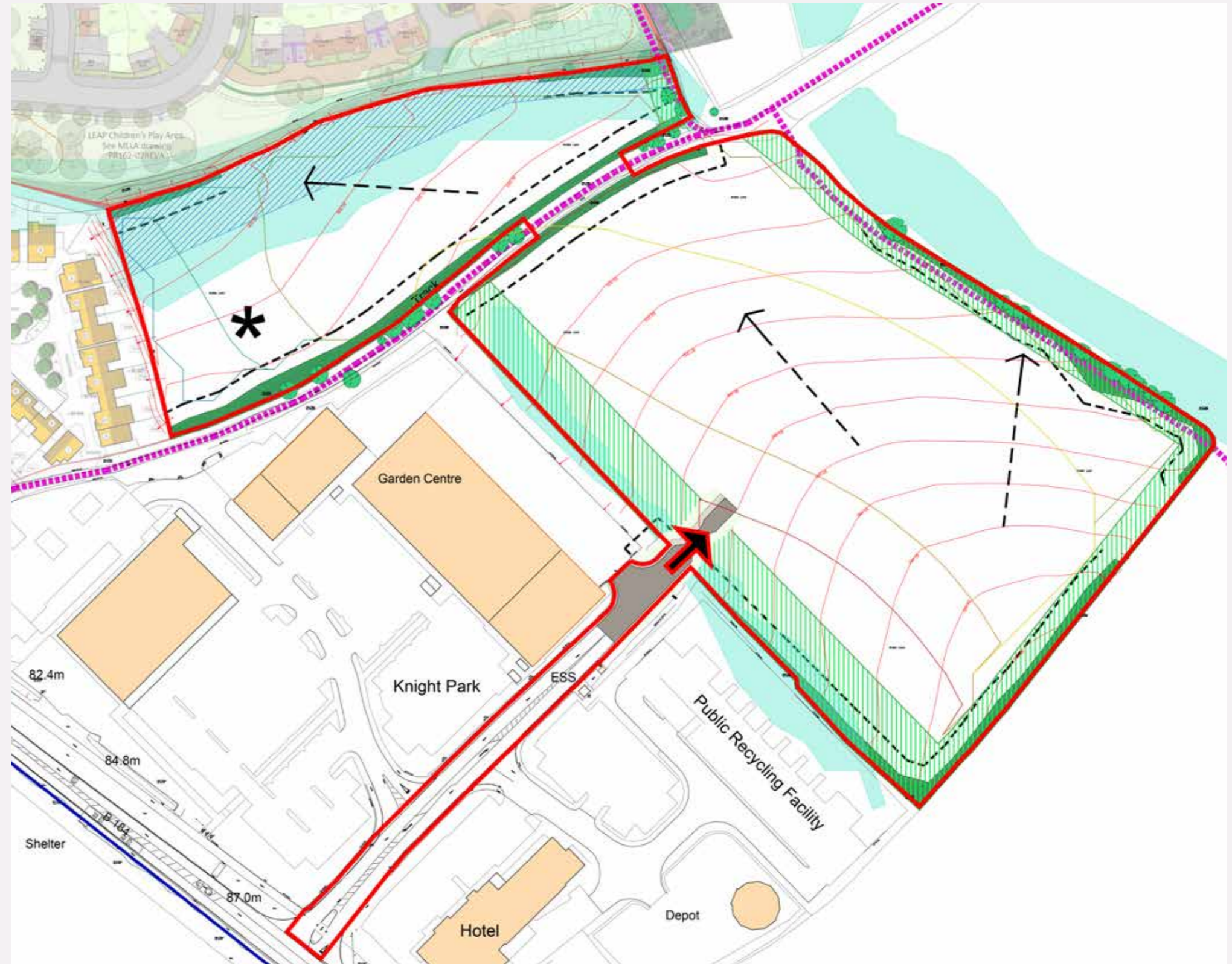
3.7 Site Constraints

The various technical considerations outlined over the preceding pages have been collated into an overarching constraints plan to provide a baseline from which the development proposals can be progressed.

KEY:

-  POTENTIAL SITE ACCESS
-  PUBLIC RIGHT OF WAY
-  LANDSCAPE BUFFER (MIN 10M WIDE)
-  FLOOD ZONE 2
-  OVERFLOW ROUTE
-  EXISTING BUILDINGS
-  INFILTRATION BASINS 10M FROM STRUCTURE
-  LAND FALL
-  SPOT LEVEL 90.90
-  EXISTING HEDGEROW & 5M WIDE BUFFER
-  EXISTING TREES (TOPO SURVEY)
-  SUDS PONDS
-  NOISE LEVELS: >68
-  NOISE LEVELS: 65 - 68
-  NOISE LEVELS: 60-65
-  NOISE LEVELS: 55-60
-  NOISE LEVELS: 50-55
-  NOISE LEVELS: <50

Note: Saffron Walden northern road TBC



Constraints Plan

Section 4

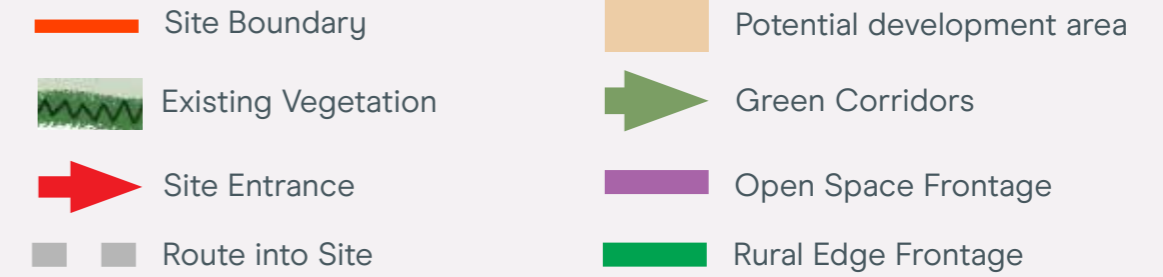
Design Evolution

Design Evolution

4.1 Site Concept and Opportunities

The aspirations of the Vision have been re-visited to set out an initial proposal for a concept plan for the site and identifying opportunities that can be included within the development:

- Landscape-led design – Activate the green buffers to the edges of the site by outwardly facing development to overlook these spaces – respecting & adding to the existing vegetation around the site;
- Supporting a Sustainable Location – extending the settlement area around existing commercial uses, with an aspiration to provide a more suitable settlement edge with the adjacent countryside than currently exists;
- Complement the Emerging Community – the northern field is constrained to development, therefore can act as a central area of public open space supporting the proposed development as well as the emerging new development immediately to the north and west. Good connectivity with the current PRow network ensure residents further away will also have good access to this space.
- High Quality Design and Placemaking – ensuring that the street design and frontage onto green spaces is of the highest quality and advocates good design practice for placemaking.



Concept Plan

Design Evolution

4.2 Concept Development

Framework Masterplan options were submitted to UDC within a pre-application Design Synopsis document in September 2023. Two options were proposed:

Option 1 – main vehicular access via existing road 'spur' from Knight Park into south site. Access to residential development in north field via crossing of existing bridleway.

Option 2 - main vehicular access via new road junction from Cardemon Road within adjacent Poppy View residential development. Access into north site, with access to residential development in south field via crossing of existing bridleway.



Initial Framework Option 1



Initial Framework Option 2

Design Evolution

4.3 Noise

An indicative arrangement of built form facing the main noise source of the adjacent public waste recycling centre was established as a key design principle to be adopted throughout the emerging designs. Buildings should be faced towards the noise source, to ensure the private amenity space serving these dwellings is located on the quieter side of the buildings, with the buildings themselves acting as a screen to the noise source. A relatively dense building line was also suggested along this edge to reduce gaps between the buildings.

This approach would also provide natural surveillance and active frontages towards the area of public open space proposed within the site and its play facilities.



Noise Buffer Plan

Design Evolution

4.4 Local Consultation

Forty Shillings have produced a Statement of Community Involvement to accompany the planning application. A summary of this is as below.

Consultation activities

Commencing in November 2023, Kier Ventures began a public consultation process ahead of the submission of a planning application in December 2023.

The aims of the consultation and engagement process was:

- To raise awareness of the proposed development and planning application.
- To gather feedback from the local community.
- To answer any questions from the local community about the proposals.

Project website and email

A project website and email were launched in October 2022 and the website includes the following pages:

- About us
- The site
- Our plans
- Benefits
- Have your say

Publicising the consultation

On the 20th October 2023 A5 invitation flyers were sent out to 1,667 addresses and 62 community leaders, including both businesses and residential properties.

The A5 flyer contained information on the following:

- Satellite map of the development site.
- Details of the development plans.
- Invitation to submit feedback via the electronic feedback form.
- Contact email address and project website.

Review of feedback

Throughout the consultation period, all feedback was received online. In total 31 people provided feedback about the scheme, with the majority of feedback coming from residents in the immediate vicinity of the site.

From the feedback received, the following subject matters cover the main points raised, which can be read in more detail within the SCI:

- The increase in traffic congestion
- The impact of the development on local infrastructure
- Environmental concerns
- Opposition to development in Saffron Walden
- Support for the development







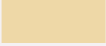

Design Evolution

4.5 Framework Plan

Since the submission of the pre-application request, Milestone Transport Planning have undertaken consultation with ECC Highways to agree the principle of access into the site, and the proposal of crossing the existing bridleway. Whilst ECC Highways agreed with the 'Option 1' proposal for the main access to be taken via Knight Park, they currently do not support the proposed vehicular crossing of the existing bridleway. As such, for the purposes of the scheme moving forward, Kier Property and their design team have made the decision to progress with a scheme for residential development within the south site only. The north site is proposed to provide a large area of new public open space.

Revised Framework Plan

1. Main vehicle access – via Knight Park;
2. Landscape buffer – proposed to include new planting, acoustic screening, play and open space opportunities;
3. Residential development block – outwardly facing to all edges to provide positive frontage overlooking streets, open spaces and development edges;
4. Street network – proposed to include central 'loop' from which lower category roads can be taken to the outer edges of the development;
5. Focal buildings – opportunities for focal buildings on corners and on key vistas to assist wayfinding and provide interest to the street scene;
6. New public open space – large area of 1.15ha proposed as public open space located centrally to new housing development to the north-east of Thaxted Road, to facilitate this site, and conveniently located for residents in the adjacent Old Kilns and Poppy View developments.

	Site Boundary
	Paths
	Primary Roads
	Secondary Roads
	Green Corridors
	Focal Point Buildings
	Residential Development
	Attenuation Ponds

Section 5

Design Parameters

Design Parameters

5.1 Land Use Parameter Plan

A set of Parameter Plans are submitted with the Outline planning application based upon the design principles of the Framework plan shown in section 4 and the intentions of the Illustrative Masterplan in section 6. These plans seek to implement key design parameters that a forthcoming Reserved Matters application for the detailed design of the development should accord with.

Land Use:

This plan identifies the proposed land uses within the site. The sole proposed use for the site is residential, complemented by the surrounding Green infrastructure as detailed in a separate parameter plan.



- KEY**
- PLANNING APPLICATION BOUNDARY LINE
 - RESIDENTIAL USE - USE CLASS C3 (TO INCLUDE ROADS & ASSOCIATED INFRASTRUCTURE AND INCIDENTAL AREAS OF OPEN SPACE)
 - GREEN INFRASTRUCTURE - TO INCLUDE PUBLIC OPEN AND AMENITY SPACE (INCLUDING EQUIPPED CHILDREN'S PLAY AREAS); ASSOCIATED LANDSCAPING AND ECOLOGICAL ENHANCEMENT WORKS; FOOTPATHS, CYCLEWAYS; DRAINAGE, UTILITIES AND SERVICE INFRASTRUCTURE; GREEN INFRASTRUCTURE MAY ALSO INCLUDE CROSSING POINTS OF ROADS;
 - INDICATIVE PRIMARY ACCESS ROAD & CORRIDOR
 - INDICATIVE LOCATION - SECONDARY/TERTIARY ROADS

NOTE:
DEVELOPMENT CELLS/ROAD ALIGNMENT CAN DEVIATE BY UP TO 10m UPON DETAILED DESIGN

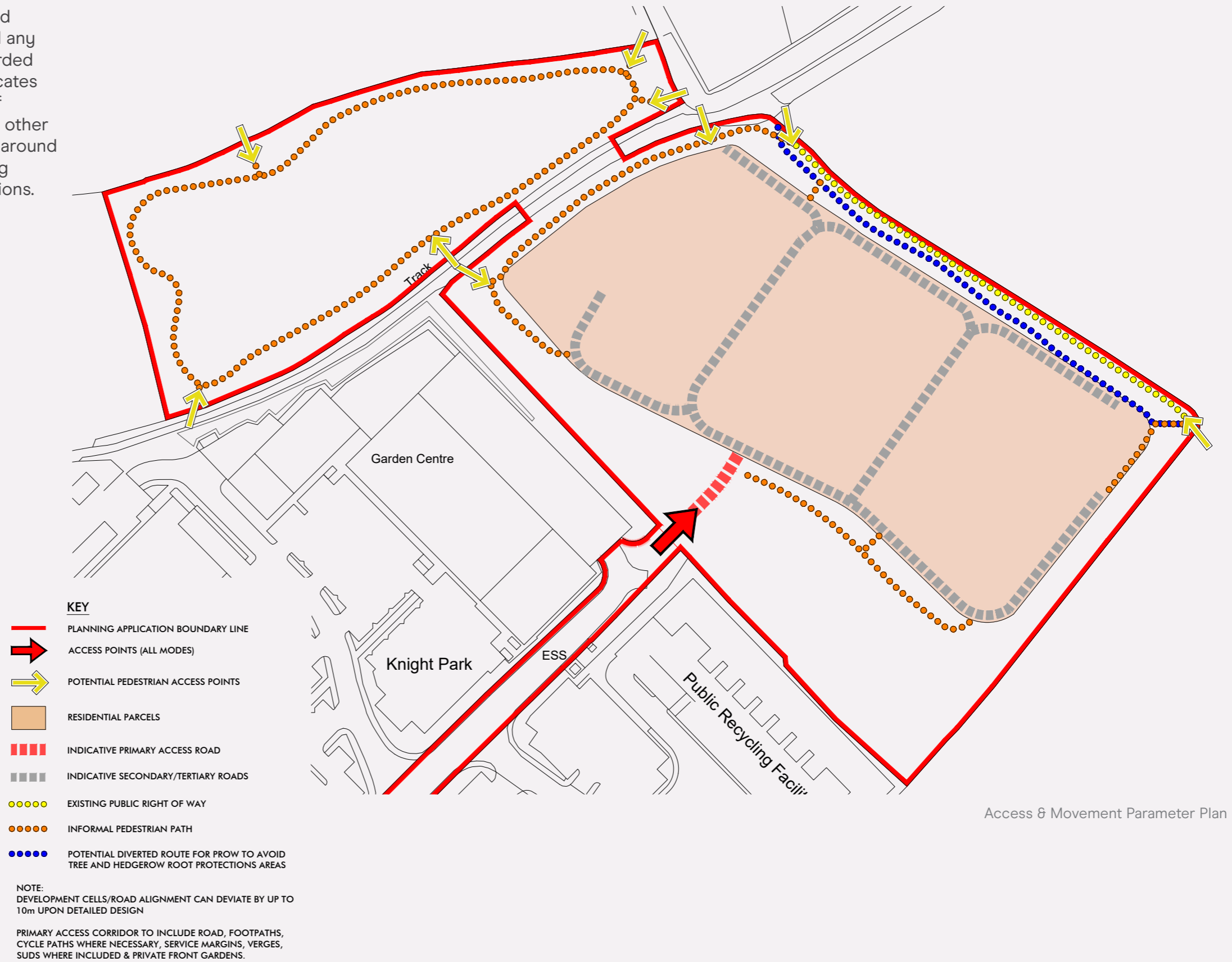
PRIMARY ACCESS CORRIDOR TO INCLUDE ROAD, FOOTPATHS, CYCLE PATHS WHERE NECESSARY, SERVICE MARGINS, VERGES, SUDS WHERE INCLUDED & PRIVATE FRONT GARDENS.

Land Use Parameter Plan

Design Parameters

5.2 Access and Movement Parameter Plan

This plan identifies all proposed access points into the site and any routes that should be safeguarded through the site. The plan indicates the vehicle access location off Knight Park. Alongside this are other pedestrian/cycle connections around the site linking with the existing surrounding footpath connections.

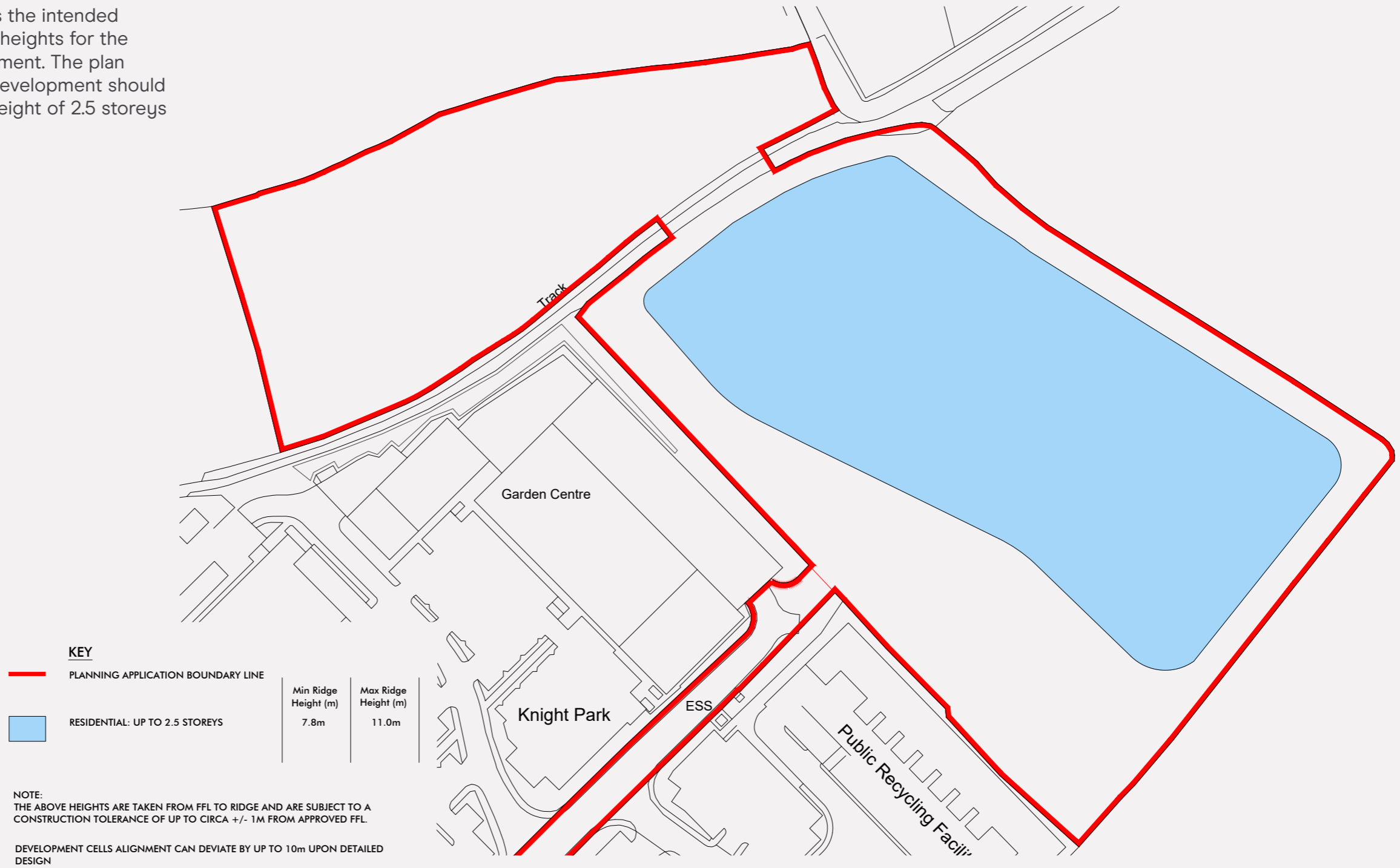


Access & Movement Parameter Plan

Design Parameters

5.3 Building Heights Parameter Plan

This plan illustrates the intended maximum building heights for the proposed development. The plan proposes that all development should have a maximum height of 2.5 storeys across the site



Building Heights Parameter Plan

Design Parameters

5.4 Density Parameter Plan

This plan indicates how proposed density should match the building heights parameter plan in terms of the building typology within the site. A medium density of 25-25dph is proposed across the development area, consistent with the density of similar recent developments around the edges of Saffron Walden.

'The Old Kilns' opposite the site has a density of 39dph (not including apartments); 'Poppy View' (Bellway development on northern side of Thaxted Road) proposes a density of 32dph.



Density Parameter Plan

Design Parameters

5.5 Green Infrastructure Parameter Plan

This plan indicates the extent of public open space within the site, and indicates potential locations for different types of areas of play, locations for SUDs, existing and retained trees.



Green Infrastructure Parameter Plan

Section 6

Illustrative Proposals

Illustrative Proposals

6.1 Illustrative Masterplan

An illustrative masterplan has been produced that indicates how a scheme can be delivered that respects the constraints as outlined in section 3, meets the design parameters as set out in the previous section, and provides a development with good placemaking and urban design principles. Using the basis of framework masterplan as illustrated in section 4, and the parameter plans in section 5; the illustrative masterplan is set out as follows:

1. Arrival space from Knight Park - strong building frontage proposed to provide a contained environment and well overlooked space;
2. 2 ½ storey apartment buildings in key locations, to be designed as focal buildings to assist wayfinding;
3. Multi-functional landscaped corridor through scheme incorporating existing landscape features, proposed new planting, play facilities and drainage mitigation features as well as potentially providing acoustic screening to Knight Park;
4. New development orientated to overlook area of public open space to the west, which currently lacks many direct habitable windows overlooking the space;
5. Central open space forming green link between the proposed scheme and the existing development in progress to the north west;
6. New development outwardly facing towards southern edge of the site to form positive frontage with countryside and allow for new public routes to be overlooked;
7. Road alignment proposed to horizontally intersect site to address changing ground levels;
8. Development set back from southern corner of site to allow for new landscape and planting to help screen buildings from wider views, as well as mitigating noise levels.
9. Potential relocation of public right of way along northern edge of site to avoid root protection areas to trees and hedgerow;
10. Back to back distances of 25m minimum;
11. Rear garden sizes at a minimum of 50sqm for 2 bed houses and 100sqm for 3 bed houses and above;
12. Potential footpath connections between the new development and existing Public Right of Way around the site;
13. Informal pedestrian footpath routes through the landscape buffer areas;
14. Potential circuitous pedestrian footpath around new public open space area, with possible connections to existing public rights of way and new Poppy Fields development to the north.





LEAP Children's Play Area.
See MLLA drawing
PR162-02REVA

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84.8m

Illustrative Proposals

6.2 Indicative Dwelling Mix

The diagram adjacent and key below indicate the different dwelling types proposed within the illustrative masterplan. A good range of dwellings are proposed ranging from one/ two bedroom apartments, to three and four bedroom family houses.

The Illustrative Masterplan indicates a development of 55 new homes based on this mix of units, and offering a varied residential typology with small apartment buildings and some small terraces, but generally proposing semi-detached and detached houses across the development.

KEY

- 1 Bedroom
- 2 Bedrooms
- 3 Bedrooms
- 4 Bedrooms



Indicative Dwelling Mix

Illustrative Proposals

6.3 Indicative Heights and Scale

The illustrative masterplan complies with the Building Height parameter plan by proposing that all development should have a maximum height of 2.5 storeys across the site. Taller buildings are located to the southern edge to act against the noise from the adjacent recycling centre, screening the rear gardens as well as the rest of the development.

An artist's impression of the proposed scale and massing of the illustrative masterplan is provided on the following page.

KEY

-  1 Storey
-  2 Storey
-  2.5 Storey



Indicative Heights and Scale



Artist Impression of Illustrative Masterplan

Illustrative Proposals

6.4 Indicative Car and Cycle Parking

Car parking provision within the Illustrative Masterplan is in line with UDC Local Residential Parking Standards 2013 in addition to ECC Parking Standards 2009 with provision proposed as follows:

- 1 bedroom unit = 1 space per dwelling;
- 2 bedroom units = 2 spaces per dwelling;
- Over 2 bedroom units = 2 spaces per dwelling;
- Visitor parking = 0.25 spaces per dwelling unallocated.

All garages proposed as 3m x 7m internal dimension so they count as parking;

Triple tandem parking minimally used for 4 bed houses only;

Visitor parking provided in linear on-street arrangement at a ratio of 0.25 spaces per property.

Cycle parking should be provided at 1 space per dwelling. Cycle parking for houses should be provided within rear sheds or garages or a space within rear gardens. For apartments, communal cycle stores should be provided which are in a safe and overlooked location and lockable.

KEY

- On Plot Parking
- Courtyard Parking
- Visitor Parking
- Garages / Car Ports



Indicative Car and Cycle Parking

Illustrative Proposals

6.5 Landscape Strategy

The design for the layout and built form will adopt best practice and appropriate contemporary design solutions. These will be informed by Saffron Walden's local character including both the existing townscape and the Cam valley setting.

Proposed residential landscape and public realm should create a distinctive, high quality place, which is informed by best practice design guidance. A safe and enduring landscape should be established that will provide a rich and diverse setting for the development; encourage recreation and play; provide identity within the built form; deliver bio-diversity enhancements and encourage sustainability benefits such as Sustainable Drainage (SuDS).

Provision of public open space and private gardens should comply with the relevant standards. Based on the open space standards identified within Saffron Waldens Neighbourhood Plan, the overall quantum of open space proposed for up to 55 dwellings, would be 1Ha.

UDC recommend proposed development to meet the following minimum requirements for the provision of open space, based upon Fields in Trust 2020 guidance:

- Parks and gardens 0.01Ha
- Natural & Semi-natural Greenspace 0.77ha
- Amenity Greenspace 0.21Ha
- Provision for children and young people 0.01Ha

The proposed Framework Masterplan provides a generosity of open space totalling 2.28Ha, that will far exceed UDC's minimum requirements. There will be a range of open space provided for natural play and informal recreation along with the provision of an equipped children's play area.

In addition to the public open space, every home will provide some individual private garden or communal private amenity space in accordance with the Essex Design Guide guidelines.

The following guidance underpins the landscape strategy:

- The Cam valley setting and settlement context is respected with key views towards the site, informing the proposed scheme.
- Open space to the north of Tiptofts Lane will create an attractive interface with the Bellway Homes Poppy View residential development.
- Appropriate landscape buffers will be provided along the site's western boundary to the existing commercial developments and household waste recycling centre.
- Development will be set back from the northeast and southeast site boundaries to minimise the visual impact upon the public rights of way network situated adjacent to the site and elsewhere within the surrounding countryside.
- Existing hedgerow and trees along Tiptofts Lane would be retained and bolstered with additional planting to soften views of the proposed built development from the byway.
- Key areas of focal open space and greenways would be actively fronted onto by adjacent streets, lanes and residential properties.
- Where feasible existing hedges and trees by the site perimeter and along field boundaries will be retained within an enhanced green infrastructure framework. New planting will utilise a select planting palette including locally characteristic indigenous native tree varieties.
- Vegetation cover along the site boundaries will be strengthened, with additional trees and hedgerow planting which will soften and filter views of the proposed built development.
- Proposed footpaths will be provided to enhance opportunities for recreational uses. A choice of convenient and attractive routes will ensure connectivity both to the existing settlement and to the wider countryside.
- The proposed development provides a range of opportunities to create new public open space for the benefit of both existing and new residents. A high quality landscape is proposed, which would include a range of community facilities to provide a rich and distinctive character.



Illustrative Proposals

6.5 Landscape Strategy

Approximately 2.28Ha of open space would be provided across the development as part of a cohesive multi-functional green infrastructure. A high quality landscape is proposed, which would assist in creating a rich, distinctive place of varied character. The development includes individual character areas, each having their own identity and role within the landscape and public realm:

- Land to the north of Tiptofts Lane will provide 1.15Ha of informal open space. It will create an attractive interface with the Bellway Homes Poppy View residential development. The open space has been designed to be multi-functional providing for informal recreational uses as well as biodiversity enhancements and a SUDS attenuation basin. It would be well connected to the existing public rights of way network, with convenient access of Tiptofts Lane and also from a public bridleway.
- Land to the south of Tiptofts Lane will include 1.13Ha of open space. The Rural Edge creates an attractive interface with the Tiptofts Lane and the wider rural landscape situated to the north and east of the site. Proposed built development would be set back from the site boundary behind existing hedgerows. Convenient walking routes along greenways would be located along the edge of the proposed development.
- Landscape buffer along Knights Park Frontage would create physical and visual separation between the proposed residential development and the existing commercial developments and household waste recycling centre. It would include belts of native tree and shrub planting to create robust screening. Amenity open space would provide recreational routes and an equipped children's play area. A SUDs attenuation basin along with specimen trees should assist in creating an attractive green gateway into the Site.

Further details of the public realm principles for each of these character areas are provided within the Design Code.

The Thaxted Meadows area of open space has been designed as a fully accessible area that also has a dual function as SUDS, and can deliver a wide range of green and blue infrastructure to be used for walking, cycling, informal play, organised sports and games.

This Strategic area of open green space has been located on the flattest parts of the site rather than more steeply sloping areas central to the development.



Illustrative Proposals

6.6 Illustrative Character Areas

The Design Code document submitted alongside the Outline Planning Application identifies a series of character areas across the proposed development area. These areas have different parameters and design coding principles with the intention of creating a cohesive development, with a strong design principle for the buildings to reflect the setting of the site and its surroundings whilst referencing local character.

The Illustrative Masterplan demonstrates how implementation of the character area guidance along with other design coding principles can be achieved.

Character areas have been identified based on the street typologies as set out in the Design Code, as follows:

01 - Knight Park

02 - Internal Streets

03 - Rural Edge



Character Areas Plan

Illustrative Proposals

6.6.1 Character Area 1: Knight Park Frontage

Knight Park Frontage

The south-western edge of the site will comprise of an area of open space fronted by a development edge facing towards the site boundary. Buildings should form a strong building line, to ensure that private amenity on the opposite side of the building is shielded from the noise sources to the south. This frontage will also provide good surveillance overlooking the open space, and provide an interesting street scene upon entry to the site from the main vehicle access.

Frontage or rear parking should be explored, to minimise the amount of side parking and ensure any gaps between buildings are small and assist with the design principle of using building mass to screen noise.



Sovereign Gate, Cheshunt



Bolnore Village, Haywards Heath



Key Plan



Abode, Great Kneighton



The Avenue, Saffron Walden



Illustrative Proposals

6.6.2 Character Area 2:

Internal Streets

Internal Streets

Internal streets within the development will provide the only instances of double sided streets. Due to the relatively small nature of the overall development and the design principle of outwardly facing to all development edges. As such these internal areas will have a different character to elsewhere and the building design can enhance that through a specific use of different materials to those found elsewhere in the development.

The streets should be designed as a 'space' for the residents to meet, and therefore should include planting opportunities for street trees where possible, and a cohesive surface material across the space to highlight pedestrian priority and reduce vehicle speeds.



Upton, Northampton



Lawley Village, Telford



Horsted Park, Chatham



Key Plan



The Pheasantry, Crawley Down



Illustrative Proposals

6.6.3 Character Area 3:

Rural Edge

Rural Edge

This comprises the outer edges of the development, facing the landscape buffers and existing vegetation to the north-east and south-east. This character should also extend along the north-west edge facing the bridleway where the existing hedgerow is proposed to be retained to respect the setting of the bridleway.

Buildings in these areas should be of a lower density than elsewhere within the development, comprising detached and semi-detached properties and orientated to face outwards and form a positive relationship with the countryside edge.



Bolnore Village, Haywards Heath



The Frythe, Welwyn



Kiln Barn Road, Aylesford



Arborfield Green



Key Plan



29

Section 7

Building for the Future

Building for the Future

7.1 Energy and Sustainability Strategy

An assessment of the site’s sustainability and energy credentials has been carried out and reports submitted to support this planning application.

The energy strategy follows the energy hierarchy; avoiding unnecessary energy use, use energy more efficiently, use renewable energy, and offset emissions, as per the Energy Efficiency and Renewable Energy Supplementary Planning Document (2007).

The proposed energy strategy capitalises on passive design measures to maximise the fabric energy efficiency. The scheme will benefit from Mechanical Ventilation with Heat Recovery (MVHR) to minimise heating and cooling demand. The scheme will then make use of Air Source Heat Pumps (ASHPs) for space heating and domestic hot water. Heat-pump solutions for space heating and hot water will remove the need for on-site combustion.

The proposed energy strategy has been set out within this report and the scheme is currently demonstrating a combined on-site regulated CO₂ reduction of 59% (Part L 2021 Baseline).

The site-wide results summary for the carbon emissions are set out on this page. Further detail may be found in the body of the report.

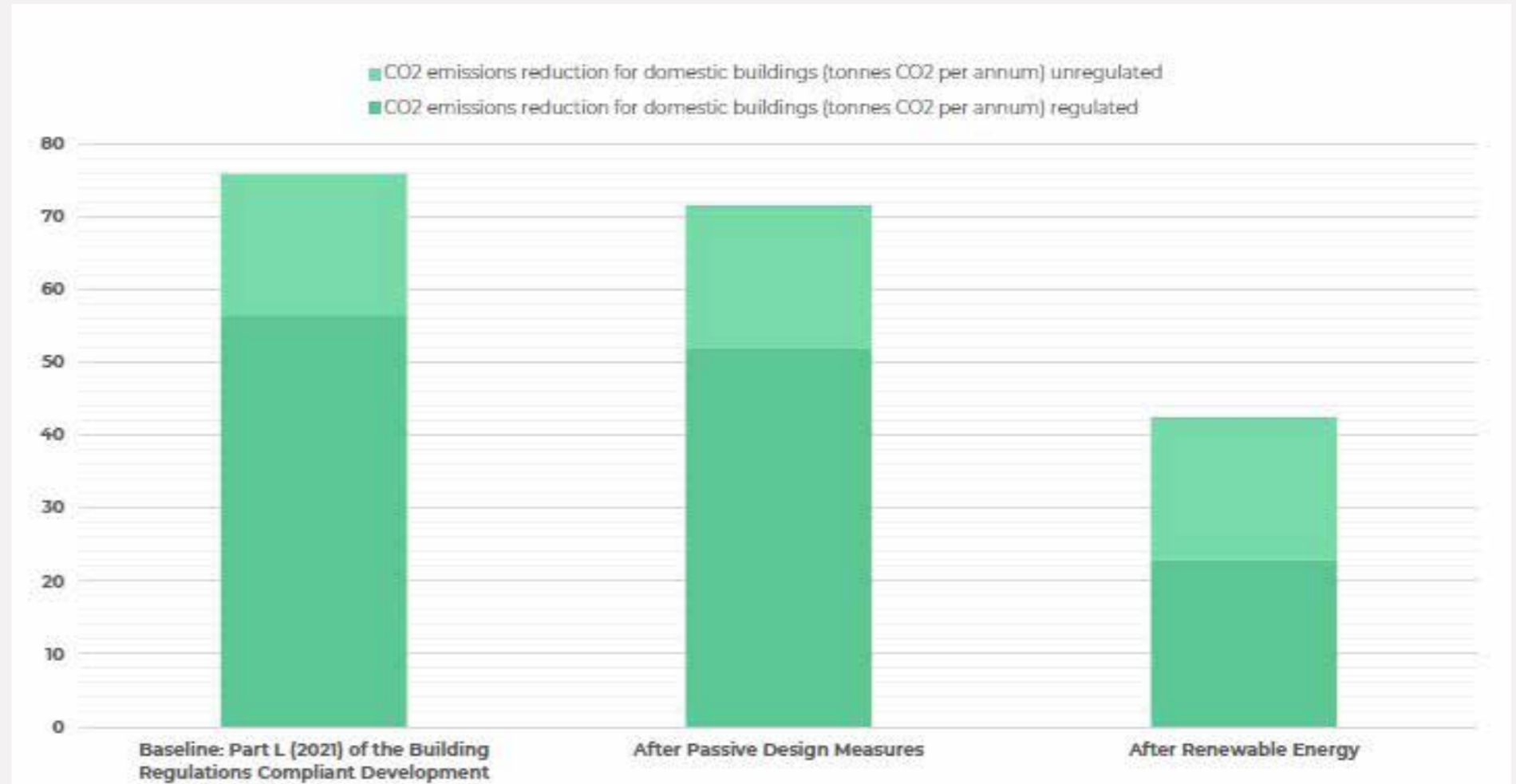


Figure 1: Total site-wide CO2 savings of the proposed development

Table 1: Total site-wide CO2 savings of the proposed development

	Regulated domestic carbon dioxide savings	
	(Tonnes CO ₂ per annum)	(%)
Savings from energy demand reduction	4	8%
Savings from renewable energy	29	51%
Cumulative savings	33	59%

Building for the Future

7.2 Framework Travel Plan

Milestone Transport Planning have produced a Framework Travel Plan to accompany the planning application.

The purpose of the Framework TP is to set out a long-term strategy for the management of trips generated by the Site, based on hierarchical principles where emphasis is placed upon the order of priority outlined below:

- opportunities to reduce travel demand and the need to travel
- meeting the needs of vulnerable road users, i.e., pedestrians and cyclists
- facilitating access by passenger transport
- accommodating the requirements of two-wheeler users, i.e., mopeds and motorbikes
- facilitating the safe and efficient movement of emergency vehicles, essential deliveries and refuse collections
- accommodating the requirement that, for some, access by motor vehicle, will still be required and in such instances seeking to minimise, where possible, single occupancy car trips.

The performance of the TP will be judged against defined targets and will be regularly monitored and reviewed.

Effective measures will be identified through the preparation of the TP to achieve an overall goal of reducing the impact of traffic generated by the development and to improve accessibility. As a consequence, residents of the development will have:

- Better access to essential services and jobs
- Improved travel options
- Opportunities for a healthier lifestyle

Aims

The overarching aim of the FTP is to reduce the need to travel and to affect a reduction in the reliance upon car borne travel for essential and non-essential journeys to and from the Site. This will reduce the impact of such travel on the local environment as a whole by:

- Minimising travel by private car where practically possible, to achieve fewer trips from the development than would otherwise have been the case.
- Encouraging safe and viable alternatives to the private car that minimise the environmental impact on the surrounding community as well as those living at the development through the promotion of attractive, safe, viable and efficient modes.
- Achieving a reduction in overall private vehicle mileage resulting in an associated reduction in congestion on surrounding roads and effect of development-related traffic on emissions, noise, visual intrusion and road traffic accidents.
- Ensuring people are aware of their travel options as well as creating a safe and accessible location for people to live and visit.
- Having a positive long-term impact on the environment and personal health.

Objectives

The aims of the FTP are underpinned by objectives that are in accordance with local and national policies. The key objectives are:

- Achieve fewer single occupancy vehicle trips to and from the development than would otherwise have been the case.
- Provide high quality infrastructure that encourages greater use of sustainable travel modes such as walking, cycling and public transport.
- To encourage car sharing thereby reducing the number of single occupancy trips.
- To promote the health benefits of walking and cycling with a broad ranging choice of formal and recreational facilities.
- To provide a safe cycle and pedestrian friendly environment within the proposed development linked to the existing and enhanced off-site cycle and pedestrian infrastructure.
- To maximise accessibility to public transport from the development for all journey purposes.
- To implement rigorous marketing of the TP and its measures through a range of media.
- To continually manage and implement sustainable travel practices throughout the lifetime of the TP.
- To continue to raise awareness of environmental issues, especially those which impact on personal health and involve transport matters amongst residents.

Building for the Future

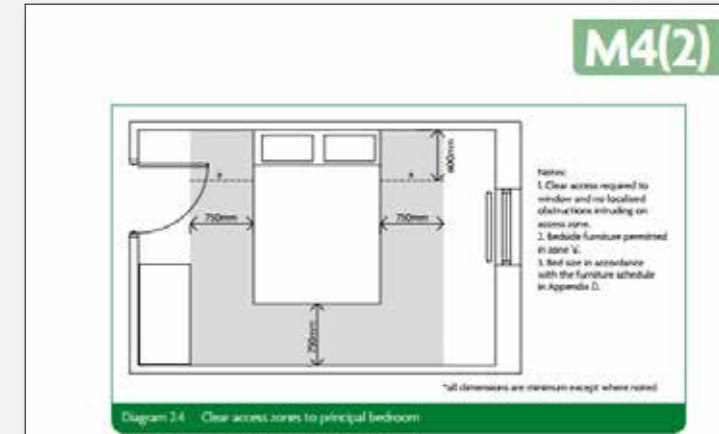
7.3 Access

With regard to accessibility within the site, road and footpath levels will be designed to meet required standards regarding maximum gradients.

Access between footpaths and parking spaces to access doors will be in full accordance with AD Part M. All external spaces serving the dwellings will be designed to accommodate ambulant disabled and wheelchair access.

The residential accommodation should be been designed to comply with Council Policy with regard to provision of dwellings meeting Part M4(2) (Accessible and Adaptable Dwellings) of the Buildings Regulations standards, along with any requirement for a proportion of dwellings designed to meet Part M4(3) (Wheelchair Use Dwellings) of the Building Regulations.

Alongside this, new dwellings will be designed to meet internal space standards as prescribed at national or local level.



M4(1)

Table 1.1 Minimum widths of corridors and passageways for a range of doorway widths

Doorway clear opening width (mm)	Corridor clear passageway width (mm)
750 or wider	900 (when approached head on)
750	1000 (when approach is not head-on)
775	1050 (when approach is not head-on)
800	1100 (when approach is not head-on)

NOTE: A standard 825mm door leaf up to 44mm thick will be deemed to satisfy a requirement for a clear opening width of 775mm.

Private stairs and changes of level within the entrance storey

116 To provide easy access between rooms on the entrance storey, a stepped change of level within the entrance storey should be avoided where possible. If internal steps or stairs on the entrance level are unavoidable, they should comply with the provisions of Part K.

Sanitary facilities

Sanitary facilities should be provided in accordance with the following:

- 1. If a WC is provided on the entrance storey, on the ground floor, it should be accessible from the entrance storey.
- 2. The width in accordance with the provisions of Part M4(2) and M4(3).

Notes:

1. All dimensions minimum unless otherwise stated.
2. * denotes minimum but 1000mm preferred.
3. Sinks should not project into access zones in such a way as to impede access.

HM Government

The Building Regulations 2010

Access to and use of buildings

M

APPROVED DOCUMENT

Volume 1: Dwellings

M4(1) Category 1: Visitable dwellings
 M4(2) Category 2: Accessible and adaptable dwellings
 M4(3) Category 3: Wheelchair user dwellings

2015 edition incorporating 2016 amendments – for use in England*

Building for the Future

7.4 Secured by Design

The utilisation of Secured by Design principles as a fundamental part of the design process ensures that the proposals meet best practice for crime prevention.

The proposals can be submitted to the local Crime Prevention Design Adviser during the application process to understand thoughts on the layout and 'macro' issues regarding community safety around the site, such as active frontage, natural surveillance, boundary treatments.

National Guidance

The attributes of sustainable communities are identified which are of particular relevance to crime prevention within Safer Places: The Planning System and Crime Prevention. These attributes and how the development of the site responds are set out below:

Access and Movement

The development will achieve safer access and movement by ensuring that primary routes for pedestrians, cyclists and vehicles are direct and lead to where people want to go, with as little segregation as possible. Where footpaths are required, they are as straight and wide as possible and overlooked by surrounding buildings.

The movement framework is based upon a pattern of streets and shared spaces, removing the need for underused alleyways, short-cuts, footpaths and a large number of minor access points that can become vulnerable to, or facilitate crime.

Structure

The development is structured to give careful consideration to the relationship between existing dwellings with the proposed new houses.

As few as possible sides of the buildings will be exposed to the public realm. Active frontages will be provided onto streets a movement framework that focuses people and vehicles on to well defined routes. Defensible space will be provided by private or communal gardens that can only be accessed from the surrounding buildings.

Continuous frontages will also reduce the opportunities for graffiti on blank façades, such as gable ends.

Surveillance

Spaces will be overlooked by buildings or uses, with windows and doors facing onto the street where possible to create an active frontage with surveillance.

Ownership

A clear distinction will be provided between public, semiprivate/communal and private spaces. This is achieved using appropriate demarcation such as fences walls or hedges. Careful selection of these demarcations is proposed in order to achieve the appropriate aesthetic and feel for an area.

High fences, walls and landscape treatment that actively impede access are most appropriate in places that are vulnerable to crime, such as the back

of dwellings, and have been provided accordingly. Railings and hedges will be used to signify the public / private divide.

Physical Protection

These security measures will be installed without compromising the quality of the local environment. Crime prevention measures that adversely affect the way a place looks and feels can undermine the aim of safe and sustainable communities.

Measures, such as grilles and barbed wire, are often unattractive and increase the fear of crime by suggesting that an area is unsafe.

The main aim for the development is to plan in security from the outset.

Activity

The public realm will be designed to ensure it is well overlooked by the surrounding properties, with habitable room windows ensuring surveillance throughout the day.



Building for the Future

7.5 National Design Guidance

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The National Design Guide sets out ten characteristics which are based on national planning policy, practice guidance and objectives for good design as shown in the National Planning Policy Framework.

The ten characteristics are described opposite.



THE TEN CHARACTERISTICS

OUR RESPONSES

Context

- Understand and relate well to the site, its local and wider context
- Value heritage, local history and culture

Section 2 of this DAS provides a detailed analysis of the surrounding context of Saffron Walden.

Identity

- Respond to existing local character and identity
- Well-designed, high quality and attractive
- Create character and identity

The Design Code submitted with the planning application proposes how the new development should reference the local character to provide the new development with a sense of identity.

Built Form

- Compact form of development
- Appropriate building types and forms
- Destinations

The Illustrative Masterplan in section 6 proposes buildings across the site that are suitable to the environment and the proposed new spaces that are being created. The Design Code also provides guidance on what types of buildings are suitable within each character area.

Movement

- An integrated network of routes for all modes of transport
- A clear structure and hierarchy of connected streets
- Well-considered parking, servicing and utilities infrastructure for all users

Section 2 of this DAS provides an overview of the existing routes around the site, and the proposals in sections 5 & 6 illustrate how a proposed movement framework can work through the development.

Nature

- Provide high quality, green open spaces with a variety of landscapes and activities, including play
- Improve and enhance water management
- Support rich and varied biodiversity

The Framework masterplan illustrated in sections 4 & 5 is set within a series of landscape buffers to the edges of the site. The Green Infrastructure parameter plan safeguards these buffers, which will define the extent and edges of the proposed development.

The northern field provides an excellent area of new, publicly accessible open space for use by not just the new development but the residents within the other adjacent developments.

Building for the Future

7.5 National Design Guidance

THE TEN CHARACTERISTICS

OUR RESPONSES

Uses

- A mix of uses
- A mix of home tenures, types and sizes
- Socially inclusive

The site is proposed for residential use only, however there are a range of local facilities in the adjacent Knight Park, including a supermarket, and on the opposite side of Thaxted Road is the local leisure centre and play facilities. A good range of new homes is proposed however the masterplan proposed in section 6 is illustrative only.

Homes & Buildings

- Healthy, comfortable and safe internal and external environment
- Well-related to external amenity and public spaces
- Attention to detail: storage, waste, servicing and utilities

The Framework masterplan ensures new development is set within the aforementioned landscape buffers, which will provide safe and well overlooked spaces by the new homes. Internal layouts will be assessed at Reserved Matters stage.

Resources

- Follow the energy hierarchy
- Selection of materials and construction techniques
- Maximise resilience

An Energy and Sustainability Strategy is provided with the planning application which outlines what options are available to the new development and how at Outline level the masterplan provides opportunities for sustainable ideals.

Lifespan

- Well-managed and maintained
- Adaptable to changing needs and evolving technologies
- A sense of ownership

Section 7 of this DAS and sections within the Design Code also submitted with the planning application provides some guidance on how the new buildings should be designed to allow for adaption in the future to meet local and national requirements.

Public Spaces

- Create well-located, high quality and attractive public spaces
- Provide well-designed spaces that are safe
- Make sure public spaces support social interaction

The open space strategy within the DAS and Design Code provides guidance on how the spaces could be designed as part of the illustrative masterplan, and ensure the spaces interact well with the surrounding new homes.




Building for the Future

7.6 Compliance with Uttlesford Building for Healthy Life

The masterplan has been design to advocate the aspirations set out in 'Uttlesford Building for Healthy Life' produced in 2021 by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. The considerations of this document have been at the forefront of the Vision for Saffron Walden as set out at the start of this DAS, and as such the design has acknowledged the aspirations of BfHL throughout its evolution.

An assessment of the 12 BfHL criteria has been conducted as follows:

Integrated Neighbourhoods

Integrating into the Neighbourhood	Evaluation	Evidence	Score
<p>1. Natural Connections</p> <ul style="list-style-type: none"> Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as Google Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place. Identify the places, facilities and services you need to connect to. Draw points of connection into and through your site - creating a strong and direct street, path and open space network. Create well-connected street and path networks, providing opportunities for these to be extended beyond the site boundary in the future. Research and respond to how water flows and nature moves across your site and the wider surroundings. 	<p>A detailed analysis of the surrounding context of Saffron Walden has been conducted and included with this DAS. This outlines local amenities, existing routes, and a character study of the local area. The proposals in the Framework Masterplan and Illustrative Masterplan seek to provide direct routes connecting with access points that link the surrounding local context.</p>	<p>Section 2 Site Context Section 4 Design Evolution Section 5 Design Parameters Section 6 Illustrative Proposals</p>	
<p>2. Walking, Cycling and Public Transport</p> <ul style="list-style-type: none"> Cycle and walk the neighbourhood to understand where off-site interventions will be most useful. Local residents and councillors can help you understand where investment in improvements to pedestrian and cycle infrastructure might have most impact. Invite people to cycle within the site and beyond to destinations within at least a three mile radius; with routes through green spaces, quiet streets alongside prioritised and protected routes on busy streets, junctions and roads. If there is an existing protected cycle network, connect to it. Alternatively, begin a new one by building or funding routes to key destinations. Ensure access for all and help make walking feel like an instinctive choice for everyone undertaking short journeys (such as the school run or older generations accessing local facilities and services). Streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient. Make sure that all streets and routes pass in front of people's homes rather than to the back of them – creating a well overlooked public realm. Exploit existing (or planned) public transport hubs, such as train stations and bus interchanges, to build at higher densities and channel a higher percentage of journeys to public transport. 	<p>The proposals in the Framework Masterplan and Illustrative Masterplan seek to provide direct routes connecting with access points that link the surrounding local context. A route hierarchy has been proposed within the Framework Masterplan and supported by the Design Code that places walking and cycling routes at the highest level of priority within the design of the site.</p>	<p>Section 2 Site Context Section 3 Site Assessment Section 4 Design Evolution Section 5 Design Parameters Section 6 Illustrative Proposals Design Code</p>	
<p>3. Facilities and Services</p> <ul style="list-style-type: none"> Developments that provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs. Locate any new facilities in the best location for those walking, cycling and using public transport. Consider whether improving existing facilities will add more value to the local community than adding new ones. Assess or identify what sport and leisure provision there is for people of all ages, paying particular attention to the needs of children, teenagers and older people. Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation. 'Play on the way' can make car-free trips more fun for children making them want to walk or cycle to school. Sustainable drainage schemes that contribute towards an attractive and accessible network of streets and public spaces. 	<p>As mentioned above, walking and cycling routes have been designed as the highest level of priority within the design of the site to promote use of healthy modes of transport. These routes allow for direct movement to/from the site to the surrounding existing local facilities; Knight Park retail park, Lord Butler Fitness & Leisure Centre on Thaxted Road and accessed via Tiptofts Lane.</p>	<p>Section 2 Site Context Section 5 Design Parameters Section 6 Illustrative Proposals Design Code</p>	


Building for the Future

7.6 Compliance with Uttlesford Building for Healthy Life

Integrated Neighbourhoods




Integrating into the Neighbourhood	Evaluation	Evidence	Score
<p>4. Homes for Everyone</p> <ul style="list-style-type: none"> • A mix of housing types and tenures that suit the needs of the local community. This may include first time buyer homes, family homes, homes for those downsizing and supported living. • Maximising the opportunities offered by supported accommodation, placing these homes at the heart of new developments above active ground floor uses such as shops, community facilities and pre-schools.¹¹ • Offering people access to at least some private outdoor space. This is particularly important for people's mental health and well being especially when social distancing and travel restrictions are in place. 	<p>The new homes will be designed in detail at Reserved Matters stage however the illustrative masterplan proposes a layout and mix of units that is felt appropriate for current local need and also to reflect the setting of the site. All properties would be provided with private outdoor space, including apartment blocks which are all set around the strategic open spaces and provide positive outlook onto these spaces.</p>	<p>Section 6 Illustrative Proposals Design Code</p>	

Distinctive Places

Creating a Place	Evaluation	Evidence	Score
<p>5. Making the Most of What's There</p> <ul style="list-style-type: none"> • Allow time for good design, walk the site and the surroundings with the local planning authority. Discuss, understand and agree opportunities and constraints building a shared vision that makes use of the topography and other existing assets on and beyond the site. • Explore conceptual ideas before settling on an agreed way forward and producing a site layout. For instance, if there are existing site features explore how these might be best integrated into a place. • Identify any visual connections into, out, through and beyond the site. • Work with the contours of the land. • Understand how water flows across and pools on the site. Explore how water can be used to enhance biodiversity, create character and improve people's sense of well being. • Draw all these considerations together to get the street, block and open space structure right from the start (a framework or concept plan). • Consider opportunities for natural lighting, cooling and ventilation. Take care not to compromise important urban design principles such as perimeter block structure. • Identify opportunities to integrate and reuse existing features of value, these might be natural or man made, on or beyond the site. • Be careful that hedges are not simply retained and prevent a sensible and practical new development layout. It may be more effective to create and plant new hedgerows and tree belts into development proposals than work around existing hedges. A well thought out approach may even increase habitat and biodiversity. • Be sensitive to existing development but avoid creating buffer spaces between existing and new back gardens. • Using the landform and ground conditions (soil) in a considered way. For instance, low-nutrient subsoils are ideal to put to one side if you wish to establish wildflower meadows rather than importing new topsoil. 	<p>A detailed study of the site has been conducted which fed into the development of a concept plan outlining the key aspirations for the new development. This then informed a series of Framework Plans which reviewed alternative ways to design the site, allowing the design team to come to a conclusion on which option was best to deliver the aspirations for the site. It is felt this plan provides a good base for future Reserved Matters applications to design the more detailed elements of the scheme.</p>	<p>Section 2 Site Context Section 3 Site Assessment Section 4 Design Evolution Section 5 Design Parameters Section 6 Illustrative Proposals</p>	

Building for the Future

7.6 Compliance with Uttlesford Building for Healthy Life

Creating a Place	Evaluation	Evidence	Score
<p>6. Memorable Character</p> <ul style="list-style-type: none"> • Create a place with a locally inspired or otherwise distinctive character. • Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, do not use this as a justification for more of the same. Inspiration may be found in local history and culture. • Understand where positive local character comes from: streets, blocks and plots (urban grain), green and blue infrastructure, land uses, building form, massing and materials often underpin the essence of the distinctive character of settlements rather than architectural style and details. • Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. This is often more achievable and credible than mimicking traditional architectural detailing which can be dependent on lost crafts. • Brownfield sites can offer sources of inspiration for new development. Greenfield and edge of settlement locations often require more creativity and inspiration to avoid creating places that lack a sense of local or otherwise distinctive character. • Character can also be created through the social life of public spaces. Create the physical conditions for activity to happen and bring places to life. 	<p>A character study of Saffron Walden has been conducted as part of the assessment of the local and surrounding context which provides an understanding on local character and identity. The Design Code then outlines how the local materials and features can inform the design and choice of colour and materials within the proposed new development.</p>	<p>Section 2 Site Context Section 3 Site Assessment Section 6 Illustrative Proposals Design Code</p>	
<p>7. Well Defined Streets and Spaces</p> <ul style="list-style-type: none"> • A strong framework of connected and well overlooked streets and spaces. • Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street? • Perimeter blocks with clearly defined public fronts and private backs. • Active frontages. Front doors, balconies, terraces, front gardens and bay windows are a good way to enliven and add interest to the street and create a more human scale to larger buildings such as apartments and supported living accommodation. • Carefully considered street corners. • Three dimensional models (physical or computer generated) and simple, hand drawn street cross sections can be particularly useful tools to understand and test the spatial qualities of a place. 	<p>A route hierarchy has been established within the Framework Masterplan that seeks to ensure a well thought out series of streets and spaces that have a hierarchy in order to convey differing character. All blocks around these routes have been designed as perimeter blocks with outward facing homes, except where there is reasoning for not doing this due to the sites current features. A 3D model and sketch vignettes have been produced to help design the key spaces around the development.</p>	<p>Section 4 Design Evolution Section 5 Design Parameters Section 6 Illustrative Proposals Design Code</p>	
<p>8. Easy to Find Your Way Around</p> <ul style="list-style-type: none"> • Streets that connect with one another. • Streets that are as straight and as direct as possible. • Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a 'mental map' of a place. • Streets with clearly different characters are more effective than 'character areas' in helping people grasp whether they are on a principal or secondary street. • For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around. 	<p>A clear route hierarchy that provides differing character to the streets has been set in place within the Framework Masterplan. The character areas proposed are directly related to the street typologies to create a clear set of principles for the design of each street and assist wayfinding for residents and visitors.</p>	<p>Section 4 Design Evolution Section 5 Design Parameters Section 6 Illustrative Proposals Design Code</p>	

Building for the Future

7.6 Compliance with Uttlesford Building for Healthy Life

Streets for All

Street & Homes

9. Healthy Streets

- Low-speed streets and neighbourhoods with pedestrian and cycle priority.
- The right balance between movement and place functions.
- Rethinking the way we distribute street space. At times of more relaxed social distancing, demand for better quality cycle provision is expected to increase as public transport capacity reduces. Congestion caused by motor vehicles will make it unattractive for people to switch from public transport to cars creating a unique opportunity to change the way we move around our cities, towns and villages.
- Healthy streets improve people's physical and mental health. Encouraging walking, cycling, outdoor play and streets where it is safe for younger children to cycle (or scooter) to school can create opportunities for social interaction and street life bringing wider social benefits.
- Street trees.
- Avoid streets that are just designed as routes for motor vehicles to pass through and for cars to park within.
- Boulevards and streets with active edges rather than distributor roads and bypasses with no (or limited) frontage access.
- Streets that are easy to cross; providing priority for pedestrians and cyclists across junctions and accesses.
- Well overlooked streets with front doors facing streets and public spaces.
- Provide conditions for cycling appropriate to the speed and volume of motor traffic.
- Inclusive design: think about how people with visual, mobility or other limitations will be able to use the street confidently and safely.

10. Cycle and Car Parking

- Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips.
- Integration of car parking into the street environment.
- Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
- Avoid confusing car ownership with car usage.
- Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings).
- Generous landscaping to settle frontage car parking into the street.
- Shared and unallocated parking

Evaluation

The parameter plans and street hierarchy within the Design Code are designed to match the local Essex Design Guide with regard to street design, and the intention being that all streets wither face outwardly towards a landscape buffer, or will have oblique views and direct access to the spaces.

Proposals for cycle parking will be dealt with at Reserved Matters stage, however the Design Code provides guidance on how this should be addressed. The Code also provides guidance on how car parking should be integrated within the design of the development, and the illustrative masterplan indicates how this can be achieved. In particular, the provision of visitor parking within linear spaces across the development designed sensitively within the landscape environment.

Evidence

Section 4 Design Evolution
Section 5 Design Parameters
Section 6 Illustrative Proposals
Design Code



Section 5 Design Parameters
Section 6 Illustrative Proposals
Design Code

Score



Building for the Future

7.6 Compliance with Uttlesford Building for Healthy Life

Street & Homes	Evaluation	Evidence	Score
<p>11. Green and Blue Infrastructure</p> <ul style="list-style-type: none"> • Create a strong landscape strategy that has impact from 'day one'. Don't 'layer' landscape onto a scheme at the end of the process. Landscape changes can offer opportunities to reintroduce lost habitats and species. • Create a network of different types of spaces. • Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity. • Create food growing opportunities such as allotments and orchards on larger developments. • Have a sustainable drainage 'treatment train' thinking about the 'four pillars'. Capture water as close as possible to where it falls. Be creative with rain gardens, ponds and swales and avoid steeply sided or fenced holes in the ground. • Well-designed multi-functional sustainable drainage will incorporate play and recreational opportunities. • Well-overlooked public open spaces with strong levels of natural surveillance. • Robust management and long term stewardship. 	<p>The landscape strategy for the development is clear and is the key driver for the design of the Framework Masterplan. The Framework masterplan is set within a series of landscape buffers to the edges of the site. The Green Infrastructure parameter plan safeguards these buffers, which will define the extent and edges of the proposed development.</p> <p>The northern field provides an excellent area of new, publicly accessible open space for use by not just the new development but the residents within the other adjacent developments.</p> <p>These spaces also cater for surface water attenuation in the form of basins or swales.</p>	<p>Section 5 Design Parameters Section 6 Illustrative Proposals Design Code</p>	
<p>12. Back of Pavement, Front of Home</p> <ul style="list-style-type: none"> • Clearly define private spaces through strong boundary treatments. • Manage changes in level in a way that does not compromise the qualities of the street. • Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) so their impact is reduced. • Avoid pieces of 'leftover' land that serve no useful public or private function. Homes with shallow street backs need careful thought as it is not uncommon to see these spaces poorly resolved with small pieces of grass turf or gravel. • Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes. 	<p>The detailed design of the streets and buildings will be undertaken at Reserved Matters stage, however the Design Code provides guidance on how these streets should be designed and the interaction with new homes.</p>	<p>Section 4 Design Evolution Section 5 Design Parameters Section 6 Illustrative Proposals Design Code</p>	



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