



## Woolf Bond Planning

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28<sup>th</sup> February 2024

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Dear Sir/Madam,

### **LAND WEST OF THAXTED ROAD, SAFFRON WALDEN (Uttlesford District Council)**

**OUTLINE PLANNING APPLICATION FOR THE ERECTION OF UP TO ERECTION OF UP TO 55 DWELLINGS, ASSOCIATED LANDSCAPING AND OPEN SPACE WITH ACCESS FROM THAXTED ROAD VIA KNIGHT PARK.**

**PINS REF: S62A/2023/0031**

**LPA REF: UTT/23/3112/PINS**

### **UPDATED PLANS AND PARTICULARS: POINTS CLARIFICATION**

#### **1.0. Introduction**

1.1. This submission is made on behalf of the Applicant (our client), Kier Ventures Ltd, and responds to the consultation response to the planning application received from Essex County Council ("ECC") Highways and the ECC Development and Flood Risk Officer.

1.2. Plans and particulars are enclosed as follows:

- (i) Sketch Layout Plan No. 3119-C-1005-SK-L
- (ii) Framework Plan No. 3119-A-1004-PR-F
- (iii) Access Plan No. 3119-A-1202-PR-E
- (iv) Transport Statement (Feb 2024 Update) (Milestone)
- (v) Framework Travel Plan (Feb 2024 Update) (Milestone)
- (vi) Letter from Kier Ventures Ltd (28 Feb 2024)

- (vii) Technical Note Response to the LLFA's Comments (Feb 2024) (Rolton Group)
- (viii) Flood Risk Assessment & Drainage Strategy (Feb 2024) (Rolton Group)

1.3. The information provides points of clarification of the Applicant's position, such that it does not comprise 'new' information.

## **2.0. Highway Considerations**

2.1. The Transport Statement ("TS") has been updated following receipt of the consultation response received from Essex County Council (ECC) Highways and Transportation officer dated 9 February 2024 that provided a review of the TS submitted alongside the S62A application in November 2023. A copy of the ECC consultation response is included within Appendix 1 to this document.

2.2. A meeting was held with ECC on Friday 16 February 2024 to review the consultation response and agree a course of action to respond to the matters raised.

2.3. The Updated TS addresses the points raised by ECC and is supported by an update to the Framework Travel Plan.

2.4. Updates to the TS are highlighted in red. They respond directly to the points raised by ESCC.

2.5. As the accompanying plans demonstrate (see (i) to (iii) at paragraph 1.2 above), the indicative connections across the bridleway have been omitted on the Sketch Layout, with corresponding changes made to the Framework and Access Plans.

2.6. As the TS Update explains, in the context of the guidelines within para. 111 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding road network and therefore planning permission should not be withheld on transport grounds.

2.7. The supporting letter prepared by Kier Ventures (28 Feb 2024) clarifies the rights of access to the Site boundary have been secured. This position will inform the content of the legal agreement (to be prepared and submitted by 8 March, with a signed and dated copy to be submitted to PINS by 15 March 2024).

## **3.0. Drainage and Flood Risk Considerations**

3.1. The supporting Technical Note has been prepared by the Rolton Group in response to the Consultee Response issued by ECC as the Lead Local Flood Authority dated 8 February 2024.

3.2. The LLFA's consultation response sought clarification in relation to (i) discharge flow rates; and (ii) the calculations for cellular storage tanks.

3.3. As set out in the Technical Note, the discharge flow rate has been reduced in line with the requested rate to 1l/s. Accordingly, the accompanying Flood Risk Assessment and Drainage Strategy Report has been updated to reflect this reduction, including an increase in the attenuation required. These changes have been reflected within the text of the assessment report and on the proposed drainage layout drawing appended to the report.

- 3.4. The cellular storage tanks are provided within the rear gardens of plots located in the area where infiltration was deemed feasible. These were previously indicated on the layout; however, these have been made clearer on the updated version of the drainage layout drawing for clarity.

#### **4.0. Conditions**

- 4.1. We are generally satisfied with the draft schedule of conditions proposed by the LPA. However, we suggest the imposition of a further highway condition to read as follows:

*“No part of the development hereby permitted shall be occupied until the access works shown on drawing 23075/001 Rev B have been completed.”*

- 4.2. We welcome the opportunity to liaise with PINS and the LPA on the final schedule/list of conditions.

#### **5.1 Summary and Conclusion**

- 5.1. The application proposes a residential development scheme, in outline form, for up to 55 dwellings, associated landscaping and informal open space, with access from Thaxted Road.
- 5.2. The spatial policies for the supply of housing do not meet current housing needs; and the Council has been granting planning permissions for the development of sites for housing beyond the settlement boundaries as defined in the Local Plan.
- 5.3. Accordingly, the settlement boundaries defined under Policies H1, S2 and S7 are not sufficient to meet current housing need and the weight to be given to the conflict with this policy is reduced.
- 5.4. Although the application site is within the countryside, it is not a valued landscape nor are there any other constraints on site that would preclude such a development as proposed.
- 5.5. The Application Site provides a sustainable location for housing, within walking distance to local services and facilities in Saffron Walden town centre.
- 5.6. It represents a sustainable location for housing development to meet identified needs and development of the site in the manner proposed would result in a well-designed scheme that would contribute positively to residents' social well-being.
- 5.7. The scheme includes the provision of 40% affordable housing, helping to meet the identified need for new homes in Uttlesford District.
- 5.8. The scheme satisfies the economic, social and environmental roles of the NPPF and has been advanced following pre-application consultation with the Council and Essex Highways and clarifications are submitted in response to the consultee comments received upon the application.
- 5.9. There are no adverse impacts that could even be considered to significantly and demonstrably outweigh the many benefits arising from the proposal.

5.10. For the reasons set out above, the Application represents a sustainable form of development and should be supported, and planning permission granted.

If there are any queries, please do not hesitate to contact the writer.

Yours faithfully,

*Woolf Bond Planning LLP*

Steven Brown BSc Hons DipTP MRTPI  
*for Woolf Bond Planning LLP (Kier Ventures Ltd).*

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