

**From:** Jack Bennett [REDACTED]  
**Sent:** 03 November 2022 17:46  
**To:** Planning <[planning@uttlesford.gov.uk](mailto:planning@uttlesford.gov.uk)>  
**Cc:** [REDACTED]  
**Subject:** S62A/2022/0012 - Land East of Station Road, Elsenham

Dear Planning,

Please see my comments below on the above scheme:

- A full application would be more appropriate than an outline for a scheme of this size, so that all design issues can be dealt with up front.
- Other land owned by the applicant to be shown as if there are plans for future applications it should be masterplanned together.
- Their list of relevant SPDs does not include the UDC building for a healthy life document which covers the points below.
- The parameter plan shows 3 and 2.5 storey buildings addressing open countryside which is not appropriate (3 storeys appropriate internally or adjacent to train line). Open countryside edges in Uttlesford are addressed with 1-2 storey buildings.
- Another LAP should be provided on the west of the site to enable all homes to be within 100m of LAP provision as per Fields in Trust guidance, and contribution to a MUGA should be obtained.
- Applicant should explore potential for reduced parking standards with Essex Highways, and potential for increased density given close proximity to bus and train and also primary school and local shops to south (design code will then need to cover how increased density can be well designed to avoid common pitfalls).
- Increased built fabric standards over and above building regulations strongly encouraged including provision of air source heat pumps and solar panels (or other renewable sources) - Uttlesford Interim Climate Change Policy
- Cycle routes to south and west need to be locked into outline permission and connection to PROW to north.
- NDSS need to be specified in design code.
- Could pumping station be better integrated with built form rather than protruding into open space?
- It needs a conditioned design code i.e. not an illustrative DAS (as per NMDC, NPPF, and PPG) locking in some of the good principles shown in the illustrative masterplan, and providing detail on:
  - Overall regulating plan showing key edges and their treatment, areas and types of open space and play, key street types and green corridors, densities/area types or other proposed method of defining approach to built form/heights/materials/character based upon location in site.
  - Strategy to enable good connections should future development come forward to the north and east.
  - Key street and junction types including surface materials, landscaping/trees, speed reduction including planted build-outs, raised tables, at-grade crossings etc to demonstrate pedestrian priority - all will be informed and compliant with Essex design guide (EDG), but the EDG is open to

interpretation and the code for this site will need to demonstrate pedestrian priority.

- Character analysis of area to inform building types that have been informed by local vernacular, look at listed buildings, farmsteads, buildings that front protected lanes, buildings that front open countryside, buildings that front main roads. Need to understand how quality and historic buildings work in Uttlesford, and how this can inform quality new designs. Don't reference poor quality or generic places.
- How will open spaces work, native planting, planting for biodiversity, planting for suds, how will suds we quality amenity and accessible where possible rather than deep fenced off unusable spaces, smaller amenity greens to break up the layout with LAPs within 100m of homes, etc.
- Amenity for apartments as per Essex Design Guide, how should this be designed? Diagrams showing potential layout options including balconies if part of the solution.
- Diagrams/principles showing how affordable homes can be tenure blind in terms of materials, detailing, but also form, layout, street type, street landscaping, parking type etc.
- Boundary treatment options, what can be used, what cannot (e.g. close boarded timber fencing addressing any public realm), outward facing development rather than timber fences facing open countryside, and how front boundary treatments can be used to create variety and support character areas.
- Diagrams showing how homes need to be used that create active frontages (particularly on corner) and don't present blank face to public realm.
- Electric vehicle charging, how does it work in on-street or rear courtyards?
- Cycle parking, how should it work (accessible, secure) and how shouldn't it (inaccessible, inconvenient, crammed in with the bins)?
- Encourage good principles of parking (overlooked, convenient, variety to respond to different needs, landscaping every 4 bays for on-street, etc) and control bad principles (on-street parking to be in squares rather than long streets, no over-reliance on triple tandem, etc)
- More detailed plans of key interfaces particularly where proposed meets existing to ensure new scheme can be successfully knitted into existing.

All the best,

**Jack Bennett ARB**

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