

REF: 01023/GA/DJ/L0007

06 October 2023

Sent by email to: section62a@planninginspectorate.gov.uk

Leanne Palmer
The Planning Inspectorate
3rd Floor, Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Dear Ms Palmer

S62A/2023/0021 Moors Field, Station Road, Little Dunmow, Essex

Approval of reserved matters for appearance, landscaping, layout and scale for 160 dwellings and a countryside park pursuant to conditions 1 and 2 of outline planning permission UTT/21/3596/OP

In response to your letter of 21 September 2023, we are pleased to submit revised proposals for the application above in response to the consultation comments received to the application.

In this letter we provide a summary of the comments received from different statutory consultees alongside an explanation of the changes made in response. Our client has made changes to the proposals in response to comments from Active Travel England, Essex County Council Highways and Uttlesford District Council Planning Department. We have also provided further information to clarify details in response to comments from Essex County Council Lead Local Flood Authority and Uttlesford District Council Housing Strategy.

Consultation Response Requiring Changes

Active Travel England

Active Travel England provided detailed comments on the design of the scheme, primarily focused on the proposed footpath/cycle connections through the countryside park. In response to these comments our client has made several changes to the proposal as set out below:

Consultation Comments	Response / Amendments
A pedestrian and cycle movement plan should be provided. This should provide direct, convenient pedestrian and cycle routes, including but not limited to links:	Amendments have been made to the proposed landscaping plans and an Access and Circulation plan prepared by MacFarlane+Associates is now submitted to highlight the key pedestrian and cycle routes proposed. These routes include:

<ul style="list-style-type: none"> a. From the pedestrian and cycle access to the north to the Flitch Way and the proposed residential areas including the play area and allotments. b. From the proposed residential area to the Flitch Way. c. From the proposed residential area to the existing residential area to the east. d. Consideration should be given to providing a direct link to the residential area to the north. 	<ul style="list-style-type: none"> 1. A north-south cycle and pedestrian shared path between the northern access from Station Road to the Flitch Way. 2. Two direct cycle and pedestrian shared paths are provided between the residential area and the Flitch Way. 3. A path along the route of the current public footpath that crosses the. This route would be provided as a cycle and pedestrian shared path from site from Flitch Way to the north-south route (see no. 1) and a pedestrian path from the north-south route to the western site boundary where the public right of way continues through adjoining fields. 4. A cycle and pedestrian shared path from the main vehicular entrance parallel to Station Road to link in with existing footway provision to the south. 5. Footpath routes through the northern part of the countryside park linking the orchard/allotments with play areas and the trim trail. 6. Links through the site on well-designed shared surfaces streets and roads with dedicated footways. <p>In addition to the above, mown footpath routes are shown through the areas of grassland.</p> <p>It is not possible to provide direct links between the site and the existing residential area to the east or the proposed residential area to the north as this would require land that is not in our client's control.</p> <p>The proposed routes shown accord with the outline application's Illustrative Masterplan (Ref: 3202 E) as required by Condition 25. The only exception to this is that a route is not shown running east-west through the woodland. This route is not considered necessary or beneficial as it follows the alignment of Flitch Way a short distance to the south and it would require tree removals in the wood.</p>
<p>Pedestrian and cycle shared use paths should have a minimum width of 3m in accordance with LTN 1/20 table 6-3.</p>	<p>The routes proposed are 3.5 metres wide.</p>
<p>Dropped kerbs should be provided where they link to the road network in the residential area and details of the accesses to the Flitch Way should be provided.</p>	<p>We consider that this level of additional detail could be conditioned.</p>
<p>The current proposal is to the surface the paths with self-binding gravel. LTN 1/20 (Section 15.2.1) states that surface quality affects the comfort and effort required when cycling. Loose surfaces such as gravel or mud can also present a skidding hazard, increase the risk of punctures and make cycles and clothing dirty in bad weather.</p>	<p>The proposed routes through the countryside park are proposed to be surfaced with self-binding gravel (i.e. hoggin). We consider that this approach balances the need for a wearable surface that is accessible all-year round with the aesthetic and environmental concerns regarding the impact of creating c.2km of asphalt paths through the proposed countryside park. Our client has discussed this approach with Little Dunmow Parish Council and this is their preferred surface type.</p>

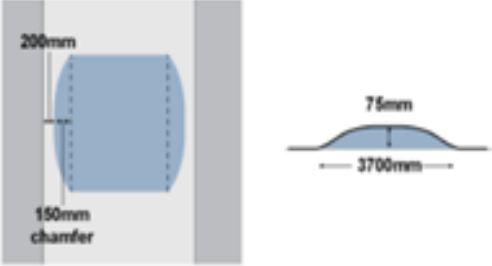
<p>Cyclists are also affected by ruts and potholes that can throw them off balance.</p> <p>Smooth, sealed solid surfaces offer the best conditions for everyday cycling. Loose surfaces are also not suitable for wheelchair users. Therefore, the paths should be surfaced with bound material to provide a smooth surface.</p>	<p>LTN 1/20 Section 15.2.5 states that "<i>Outside built-up areas, treatments such as crushed stone may be applied to off-highway routes for aesthetic, heritage or nature conservation</i>". We therefore consider that the proposed surfacing is appropriate.</p> <p>However, should the Inspector consider that some of the proposed routes would benefit from a sealed surface, our client would be willing to accept a condition requiring further details of surfacing to be submitted. In this case, we consider that spray and chip surfacing would be more appropriate than rolled asphalt in accordance with LTN 1/20 Section 15.2.14: "<i>Spray and chip surfacing offers a sealed surface with a more natural appearance than black bituminous surfacing</i>".</p>
<p>Principles of the lighting provision should be provided. Links to the northern access to the residential areas should be lit in order provide safe routes for pedestrians and cyclists. The form of lighting should be considered with reference to LTN 1/20 sections 8.7 and 15.3 alongside any ecological requirements.</p>	<p>Any lighting proposed on routes through the countryside park would need to comply with condition 25 regarding impact on bats. It is considered that it would be difficult to provide lit routes that would not have a negative impact in this regard. Should the Inspector consider that lighting on certain routes would be required, then we request that further details be secured by condition.</p>
<p>Where links coincide with public rights of way, Essex County Council's Public Right of Way Team should be consulted and the treatment agreed as required in condition 27 of outline permission UTT/21/3596/OP.</p>	<p>See ECC Highways comments below.</p>
<p>Hard landscaping plans should be updated to reflect the recommended changes.</p>	<p>See revised plans now submitted.</p>
<p>A number of changes should be made to the layout to improve access for pedestrians and cyclists. These include:</p> <p>a. Provision of a footway on the western branch of the access road to link the southern and northern footways and serve the visitor parking and play areas.</p> <p>b. Provision of a link between the private drive to the north of plot 132 and the footway proposed in a) on the western branch of the access road.</p> <p>c. A walking/cycling access should be provided from the private drive serving plot 47 to the adjacent road for convenience.</p> <p>d. There is potential to provide filtered permeability by creating a pedestrian/cycle access only in the vicinity of plots 132 and 29, providing priority for active travel and less traffic on the western arm of the</p>	<p>A footway is now shown on the eastern side of this shared surface street in front of plots 26-29. This links the two sections of footway on the western side of the road. It should be noted that this route is a low traffic and low speed shared surface route where walking is appropriate.</p> <p>This would now link to a footway on the eastern side of the shared surface as above.</p> <p>This has been added.</p> <p>This would not accord with the principles established on the approved Design Code and Illustrative Masterplan.</p>

access road. This should be considered in consultation with the local highway authority.	
<p>Cycle and vehicular parking:</p> <p>Cycle parking should be provided at the play areas as identified as best practice in Active Design (2023) Principle 7.1.</p> <p>No detailed drawing of the cycle parking could be located for the flats. Details are required to ensure the allocated bin/cycle store is of adequate size, areas are separated, and the stands are adequate.</p> <p>There appears to be a number of places where parking on drives is setback from the carriageway. The dimensions have not been provided to check but these could lead to the encroachment of car parking on the footways and verges if residents try to fit in additional cars. The details should be checked and ensured that they are in accordance with the guidance in the Essex Parking Standards (2009).</p>	<p>This has been added.</p> <p>Bin and cycle store details are now provided.</p> <p>See response to ECC Highways comments below.</p>
Landscape Maintenance and Management Plan 12. Maintenance of the lighting of routes in public open spaces should be included in the Landscape Maintenance and Management Plan.	As above, should the Inspector consider lighting to be required, we request that details of maintenance be conditioned.

Essex County Council Highways

Detailed technical comments and additional details requested:

Consultation Comments	Response / Amendments
Any vegetation should be planted at least 1m from the back of the visibility splays and the highways boundary.	The visibility splays required by condition 22 are now shown on the submitted landscape general arrangement plans. This demonstrates that all proposed planting is at least 1m back from the splay.
Visibility splays across the site should be hardened and preferably within the adopted highway.	All visibility splays are now shown on the adoptable highways plan as being adoptable highway land. We do not consider it to be appropriate to harden the landscape treatment within the visibility splays as the Design Code shows green verges between the highway and footways.
The estate road will need to be a 20mph zone. Further measures are likely to be required on the road serving plots 24-138 and 56-75.	A speed bump has been added outside plot 143. This is shown to Essex Design Guide standard for round-topped humps as shown below:

	 <p>A raised table has also been added outside plots 29-132 to ensure the road is reduced to 20mph</p> <p>Rumble strips have been added to between 56-75.</p>
<p>Highways verges should be a minimum of 3m wide and trees within those verges should be planted no closer than 1.5m from the carriageway.</p>	<p>This has been checked and we consider the layout to comply.</p>
<p>The Refuse Vehicle Tracking plan is poor quality and illegible. It is also not clear what vehicle has been used.</p>	<p>An updated tracking drawing showing vehicle details is now submitted. The vehicle used for tracking is larger than the Uttlesford District Council's Refuse vehicle dimensions (Length: 11.165m and Width: 2.50m) which allow some scope to upsize the vehicle in the future if required.</p>
<p>Pedestrian and cycle access:</p> <ul style="list-style-type: none"> - 3.5m wide pedestrian/cycle access needs to be shown from existing field access onto station road in accordance with Condition 23. - 2no. pedestrian/cycle accesses are required onto Fritch Way in accordance with the Illustrative Masterplan. - The footway along Station Road shown on the approved site access plan needs showing on the layout and confirmation needed that the path within the site that is shown is a cycle/pedestrian path as shown on the Illustrative Masterplan. - Confirmation needed as to which paths shown are pedestrian/cycle paths, their minimum width and surfacing material. - Detail of pedestrian crossing points needed, particularly at the raised table junctions. 	<p>This is now shown.</p> <p>These are now shown.</p> <p>This is now shown and plans show the path within the site as a 3.5m wide shared cycle/pedestrian path.</p> <p>Please see submitted Access and Circulation Plan.</p> <p>Please see submitted Pedestrian Crossing Points drawing.</p>
<p>Public Rights of Way:</p> <ul style="list-style-type: none"> - Footpath 10 (Little Dunmow 35) runs through the site. The path proposed along the public right of way route appears to be the widest on-site. As this is a PROW footpath, cycling is not legally permitted along it, so please confirm either: what measures would be put in place to discourage cyclists; or that it is intended for this route to be a shared cycle path/footway and, as such, the applicant will apply for a Cycle Track Order (Cycle Tracks Act 194). - The width and surface type proposed for the PROW footpath should be submitted for our 	<p>We can confirm that the applicant will apply for a Cycle Track Order.</p> <p>The width is shown as 3.5m with a self-binding gravel surface. If a cross-section drawing is required then we would recommend that this is conditioned.</p>

<p>review, preferably with a cross-section drawing.</p> <ul style="list-style-type: none"> - Any planting adjacent to the footpath needs to be set back at least 2m away from the edge of the path to prevent future encroachment/obstruction issues. 	<p>The Planting Plans show no planting within 2m of this route. It should be noted that there may be existing vegetation within 2m where the footpath runs adjacent to the woodland.</p>
<p>Highway design:</p> <ul style="list-style-type: none"> - We would welcome clarity on the proposed street types – to correspond with the street types in the Essex Design Guide. The Landscape Statement offers Main Street, Residential Street and Shared Surface Street but these do not appear to correspond with the Street Hierarchy Plan within the Design and Access Statement. - Shared private drives serve plots 1-3, 17-19, 30-37, 47-51, 91-94 and 149-156: <ul style="list-style-type: none"> o The maximum number of units served by a shared private drive should be 5. o The shared private drives for the flats (30-37 and 149-156) should have a turning head minimum size 5 (8m x 8m) o The shared drives for plots 1-3, 47-51 and 91-94 should have a clear size 5 turning head, 8m x 8m – all appear to be obstructed by ornamental shrub planting. - The road serving plots 24-138 is shown on some plans as a shared surface, but not all. This road is a through-route and should not be a shared surface, as such a 2m footway should be provided on both sides of the carriageway. - The road serving plots 56-85 is also shown as a shared surface, but not all. This road is a through-route and should not be a shared surface, as such a 2m footway should be provided on both sides of the carriageway. - A 0.5 margin is required on all shared surface roads proposed for adoption, this should be added and clearly marked. - We would welcome the provision of footways along both sides of most of the estate roads but would welcome clarity on pedestrian provision along the street of plot 24-138 and 56-75 	<p>The Street Hierarchy Plan is based on the approved Design Code which didn't reflect EDG terminology. For clarity, along with the shared private drives, the main roads are proposed to be Type E "Access" roads requiring 5.5m and 2x2m footpaths. However, the road serving plots 24-138 is serving fewer than 25 dwellings and therefore provides 1 x 2m footway as per the EDG. There is also a non-adopted shared surface road between plots 56-75.</p> <p>No more than 5 units are served by a shared private drive.</p> <p>We have added an 8m x 8m turning head for the flats.</p> <p>These have been provided and the planting plans updated to ensure they are not obstructed.</p> <p>This road is not the primary through-route and has been designed as a Type E road but serves fewer than 25 units (19 in total) therefore has been provided with 1 x 2m footway as per the Essex Design Guide. The footpath has been extended to the north to meet the raised table so that a footpath is then provided to serve plots 26-29.</p> <p>For clarification, we believe this comment applies to plots 56-75. Our intention is for this road to remain private and we have added rumble strips to serve as speed calming measure between plots 59/60 and 69/70.</p> <p>We are not proposing any adoptable shared surfaces.</p> <p>Hopefully, the further clarity above helps answer this query. For 24-138 a single footpath is provided in accordance with the Essex Design Guide. For 56-75, this is an unadoptable road, but is has been designed with block paving to help ensure the character of the road is as a shared surface and rumble strips will</p>

<ul style="list-style-type: none"> - We would welcome details of the feature in the south-east corner of the site, opposite plots 47-31. It would be preferable for the adopted footway to be adjacent to the adopted carriageway or for the footway to instead lead to the shared private drive. - Please consider the position of the raised table at the access to plots 149-156 as the ramp is very close to the access. - There are some discrepancies in relation to highway materials – the Hard Landscaping plan indicates all roads will be 'black HRA' (hot rolled asphalt) but within the Landscape Statement the 'Residential Streets' and 'Shared Surface Streets' are marked as block paving (Burnt Oak and Autumn Gold respectively) – we would welcome clarity on this matter. 	<p>service to slows vehicles making it appropriate for pedestrian use.</p> <p>We presume this comment relates to plots 47-51. The feature is a swale. We have re-located the footpath so it adjoins the carriageway as requested.</p> <p>We have amended the location of the raised table, moving the position to north of plot 38/148 and in front of plot 43 to ensure it is offset from the access to parking areas.</p> <p>We have rationalised the materials and these are shown on the revised hard landscaping plans. All roads will be black HRA with the exception of the private shared drive outside plots 56-75 which will be block paved and the shared private drives which are also permeable block paving. We have also included raised tables in block paving as speed calming.</p>
<p>Parking Design:</p> <ul style="list-style-type: none"> - Each parking place needs showing individually on the parking strategy plan. - At a number of plots the 'private drives/parking to dwelling houses' extends across the public footway (e.g. plots 75, 90, 100, 118-122, 157-160), this could lead to indiscriminate parking across the footway. - Consideration should be given to providing private drives that serve the front of the property (e.g. at plots 14, 24, 52, 75, 90, 96 and 109, parking is some distance to the side/rear which may lead to indiscriminate parking on the highway for convenience). - It is unclear around plots 71-75 whether there is sufficient parking provision. - Parking at plot 88 is not marked on the Parking Strategy Plan. - Parking spaces should be immediately behind the footway or the 0.5m maintenance strip (if shared surface) and certainly no more than 1m from the footway/strip to avoid indiscriminate parking of vehicles overhanging the highway. 	<p>They have been added with plot numbers showing each space.</p> <p>This accords with details shown in the Design Code. Each drive is long enough to accommodate the required number of vehicles to meet the parking standards without extending across the footway.</p> <p>Parking directly to the side/front of dwellings located on corners can be difficult to achieve and these few examples of dwellings with parking directly to the rear or adjacent to side gardens are not considered to be unusual in their design. To mitigate for any increased risk of indiscriminate parking, the revised proposals show additional visitor parking bays in close proximity to plots 14, 75, 90 and 96.</p> <p>We trust the revised parking strategy plan makes this clear.</p> <p>This has been corrected.</p> <p>See above. Each drive is long enough to accommodate the required number of vehicles to meet the parking standards without extending across the footway.</p>

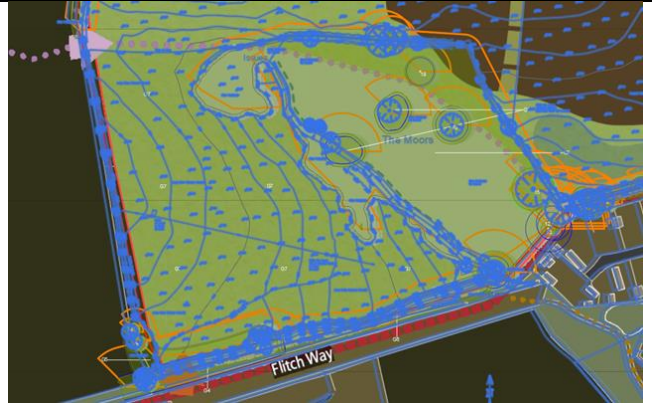
<ul style="list-style-type: none"> - The position of the 'public visitor parking bays' should be reconsidered to be more spread out across the development site. - The proposed cycle parking for the flats should be clarified – will the communal bin/cycle stores be secure and what parking facilities will be provided. - Furthermore, the cycle stores should be conveniently located adjacent to entrances to buildings, enjoy good natural observation and be easily accessible from roads and/or/cycle routes – it is not clear that this is the case. - Details of the sheds to be provided for cycle storage should be submitted. 	<p>An effort has been made to provide additional visitor parking bays across the layout.</p> <p>See new Bin and Cycle Stores drawing.</p> <p>The location of the cycle stores has been amended on the revised plans to improve natural observation and access from parking areas and front of buildings.</p> <p>See new Bin and Cycle Stores drawing.</p>
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Uttlesford District Council Planning Department

Detailed comments on the design and layout:

Consultation Comments	Response / Amendments
<p>Pre-Application Engagement: UDC's comments raise a concern regarding the lack of pre-application consultation and they are highly critical of our client's approach in this regard.</p>	<p>It is necessary to respond to the criticism regarding the lack of pre-application consultation. UDC's comments fail to mention that our client did try to engage in pre-application discussions. On behalf of our client, we submitted a pre-application advice request in May 2023 and were told that the Council's fee for providing advice would be £24,000. This is almost two thirds of the reserved matters application fee. We responded to officers that we considered this fee to be excessive and we requested a fee more commensurate with the level of advice sought, but were told that the only option was to pay the £24,000. Our client's desired approach to pre-application consultation is demonstrated by the positive engagement and response to the application from Little Dunmow Parish Council. It is unfortunate that a similar level of dialogue was not possible with UDC.</p>
<p>Building for a Healthy Life: The Moors Fields Design Code sets out detailed principles for the reserved matters application which aims to create a high-quality design and place making for future residents taking into consideration building for healthy life criteria and climate change.</p>	<p>Please see submitted Building for a Healthy Life Statement.</p>
<p>Design:</p> <ul style="list-style-type: none"> • As required by the approved 'Design Code' there is a lack of key nodal buildings at the end of vistas or on corner locations within the development and thus failing to create a memorable character with strong legibility and visual interest. 	<p>The Design Code doesn't actually mention nodal buildings or terminating vistas. All it says is: <i>"5.3.5 Buildings on street corners must have windows on both elevations to provide overlooking to both streets. Bay windows could be appropriate here to provide additional interest to the side elevation."</i></p>

<ul style="list-style-type: none"> • The Design Code stipulates that all dormer windows facing the street frontage must contained gable roofs. The dormer windows proposed on the 2.5 storey building have flat roof types and should be revised to accord with the Design Code. • Nine bungalows are proved as part of the development. The location of the bungalows has not been easily identified on the 'Building Heights Plan contained within the supporting Design and Access Statement. The bungalows should form an integral part to the street scene and ensure that appropriate space is provided around them to ensure that they are not heavy dominated by adjoining built form. • Ensure that all the new homes within the development comply with the Nationally Described Space Standard (NDSS). • Ensure that all new homes within the development conform to the requirements of the approved Design Code by ensuring that all new homes are adopted to provide appropriate mitigation to climate change as outline within the Design and Access Statement submitted in support of the proposals. • The layout of the built form of the dwellings should provide a greater buffer zone or separation distance from Moores Wood to avoid any loss of important trees/vegetation. It is also suggested that appropriate tree protection measures are put in place to ensure that the woodland and the root protection zones are not damaged during construction works. 	<p>In keeping with the site's edge of settlement location, the proposal has been design with green vistas terminating views and that corner turners are provided. All corner plots have side windows and 4 additional house-type variations are now proposed for feature buildings with brick plinths and fully boarded/clad elevations. Two of these new variations (for the Frogmore and Gosford house types) have bay windows to add variety and interest at corner plots.</p> <p>These have been amended.</p> <p>A separate storey heights plan is now submitted to show the location of the bungalows more clearly. They are provided at key locations fronting Station Road, near to the existing woodland and in a location that is in close proximity to existing dwellings at Ainsworth Drive.</p> <p>We can confirm that they do. Floor space figures are shown in the schedule of the Technical Layout.</p> <p>Sustainability and energy efficiency measures are already secured by Condition 37 which requires compliance with the Sustainability and Energy Statement (November 2021) prepared by Turley for the outline application.</p> <p>This issue would appear to have been raised because the submitted plans give the impression that our client's proposals have moved closer to the wood than shown on the outline application plans. This is not the case. The image below shows the tree survey overlaid on the Framework Plan which shows that the woodland extends right up to and in fact over the proposed built form.</p>
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Highways and Parking:

- No clarification as to the number of off-street parking spaces has been provided in detail. Based on the accommodation mix provided, a minimum of 348 off street parking spaces would be required. The submitted Parking Management Drawing indicates that approximately 371 off street parking spaces are provided including those with integral of detached garages.

- However, no drawings have been submitted of the proposed garages and as such in it is not known as to whether the proposed garages would comply with the minimum internal dimensions to constitute as an off-street parking space. As such it is not known as to whether there is sufficient off-street parking across the site to meet the needs of future residents.

- The development provides a high proportion of triple tandem parking across the scheme. Tripple tandem parking tends to lead to an overspill of vehicles onto the highways which ends up resulting in unwanted traffic congestion and detrimental to the function of the highway which is main priority is form movement from point A to B and reduces the visual qualities of the street scene contrary to good place making.

- Inappropriate provision and location of visitor parking across the site.

The revised parking strategy plan indicates the number of parking spaces provided for each plot (see plot number written on driveway or garage for each parking place). We can confirm that the proposals meet the Council's standards and provide at least: 1 space per 1 bedroom dwelling; 2 spaces per 2/3 bedroom dwelling; and 3 spaces per 4+ bedroom dwelling. By our count the total number of on-plot spaces is 399 which is a significant overprovision. In addition 40 visitor spaces are provided to comply with the 0.25 per dwelling standard.

Garage plans are now submitted which show that they comply with minimal internal dimensions of 7m x 3m.

We disagree that there is a high proportion. The Design Code refers to parking standards complying with the Essex County Council requirements which requires 2 spaces per dwelling for 2+ bedroom units, therefore any triple spaces are above the required standard. In the Essex County Highways Parking Standards there's no restriction on triple tandem parking. We appreciate that Uttlesford require 3 spaces for 4+ bedroom dwellings, but even against this standard only 35no. 4+ bedroom dwellings split quite evenly across the site have triple tandem parking and the majority of these dwellings are located in close proximity to visitor bays. We do not consider this to be a high proportion.

We have re-distributed visitor parking bays around the site. To ensure the Design Code aspirations are met, with landscaped verges and green corridors, we have limited the number along the main streets. However, to compensate we have overprovided allocated parking to a significant number of the

<ul style="list-style-type: none"> - No off-street parking is provided for the community allotments. - No details have been provided for secure cycle storage for apartment buildings or those dwellings without garages. - Although indicated in the 'Pedestrian and Movement Plan' within the supporting Design and Access Statement, there is no indication or reference to a pedestrian/cycle link within the southern eastern corner of the site leading onto the Flich Way. This is required as indicated on both the approved Development Framework Plan attached to the outline permission, Condition 25 of the outline permission, and within the approved Design Code. To promote active travel, social inclusion, and sustainable travel beyond the site to local services and facilities within Flich Green, the Councils requests that such a link is provided. - The refuse tracking drawings submitted in support of the proposals shows in some instances that large refuse or emergency vehicles will hit and overstep some of the kerbs in the development. 	<p>dwellings on site which would enable visitors to those properties to park off-street within their curtilage.</p> <p>Five visitor bays are now proposed close to the orchard/allotment area. It is also worth noting that this area isn't necessarily proposed as formal allotments. There's nothing in the decision notice or S106 requiring them to be allotments and whilst we have labelled them as allotments we see them more as a community growing area which would be less labour intensive and require less parking. Notwithstanding that, additional parking has been added and this area has been discussed with the Parish Council and they're happy with it.</p> <p>See new Bin and Cycle Stores drawing.</p> <p>This has been added as set out above.</p> <p>See amended drawing.</p>
<p>Boundary Treatments: The approved Design Code requires an 8m landscape buffer from the existing housing along Ainsworth Drive and the proposed housing and that this area must be fenced off so that it is not publicly accessible, and that gates must be provided so the space can be maintained as part of the management regime for the public open space. No such fencing or gates has been indicated on the boundary treatment plan and thus results in secure by design issues.</p>	<p>This is now shown as fenced with gated access.</p>

<p>Residential Amenity: The back-to-back distances between dwellings including those at an angle should conform to the relevant setbacks within the Essex Design Guide to avoid unwanted overlooking, visual blight and ensure adequate privacy.</p>	<p>These have been checked and we can confirm that the layout complies with the required standards.</p>
<p>Play Space: Although examples of potential play and exercise equipment are provided within the supporting 'Landscape Statement' the finer details of what equipment is to be provided for the LEAP, LAP and Trim Trail have not been finalised. Prior to works commencing on the site, details of the Play areas should be provided.</p>	<p>We agree that further details should be conditioned.</p>

Consultation Response Requiring Changes

Lead Local Flood Authority

In response to the LLFA's holding objection requesting a more legible plan, this is now submitted. We would like clarify that the drainage plans submitted with the application are provided for information to demonstrate the technical suitability of the proposals. A separate application has been submitted to discharge Condition 7 as follows:

UTT/23/2033/DOC | Application to discharge condition 7 (Surface Water Drainage Scheme) attached to UTT/21/3596/OP for residential development of up to 160 dwellings | Land At Moors Fields Station Road Little Dunmow Essex

We responded to detailed comments from the LLFA to this condition discharge application on 8th September 2023 and we are awaiting their further response.

Uttlesford District Council Housing Strategy

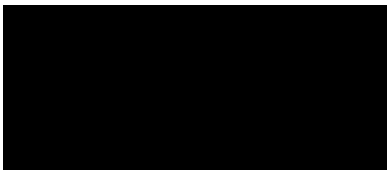
In response to the request from UDC Housing Strategy for a schedule of accommodation to confirm the size of dwellings in square metres and the numbers of persons each can accommodate, we can confirm that this is now provided on the Technical Layout. The Technical Layout also shows the location of the affordable plots as requested.


Conclusion

We trust that this letter provides a useful summary of how the proposed development has been amended in response to the consultation comments received to the application and provided additional clarity where required.

If you require any further information at this stage please do not hesitate to contact me.

Yours faithfully



Geoff Armstrong 
Director
Armstrong Rigg Planning
 Direct Line: 