

# Land at Broadfields, Wivenhoe, Colchester

Response to Comments from CBC.

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## Response Comments from CBC

This document is to be read alongside the detailed letter prepared by savills in response to the comments raised by Alistair Day and Benjy Firth, recieved 28th July 2021.

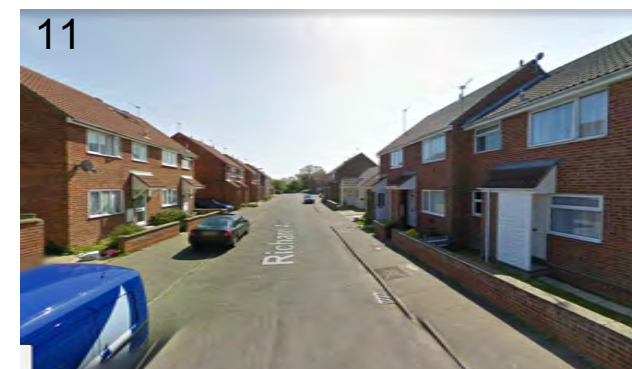
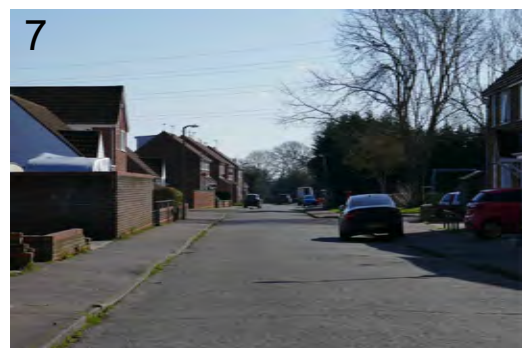
# Local Context Photos

CBC comment - Building Design

'the design of the buildings must reinforce the local distinctiveness of the area / to create a distinct sense of place'.

Applicant / JCN Response

The images below are from the development to the west of the proposed site, showing limited distinct or repetitive features, particularly those which are not considered to be fully reflective of the traditional Essex vernacular.



# Photo Location Key



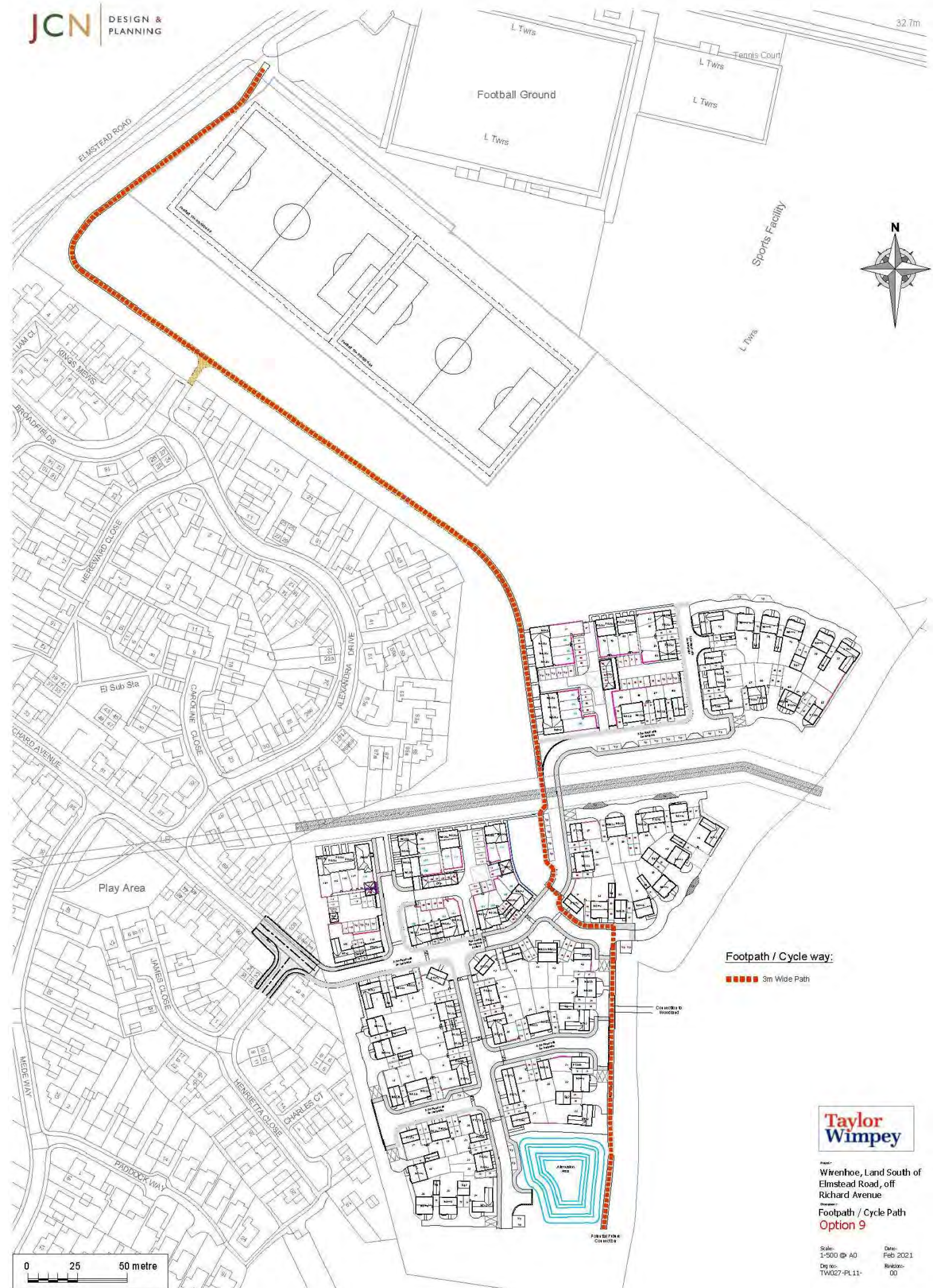
# Full Route of Cycle/Path

## CBC Comment

The provision of the north / south cycleway is a key piece of infrastructure that needs to be provided as a part of this development. This route should be realigned so that it serves plots 90-97 (avoiding the need for two paths and splitting this part of the POS by the cycleway). In addition (and as previously noted), the alignment of the cycleway (90 degree bend opposite pot 52-51) does not provide a convenient route for cyclists; it has previously been recommended that this section of road is a shared surface which would provide a safe and convenient transition between the two section of the cycleway. The Neighbourhood Plan also states that the cycleway should link the development to the facilities at Broad Lane Sports Ground to the public footpath to the south of the site, which is not currently shown.

## Applicant / JCN Response

New drawing prepared. Footpath has been re-aligned to run along frontage to plots 90-97. The cycle path connects with the sports ground and is delivered as close to the southern footpath as is possible under our ownership. With the Council owning the land between our site and the footpath, we can deliver it right up to the footpath should CBC grant a right to complete the works.



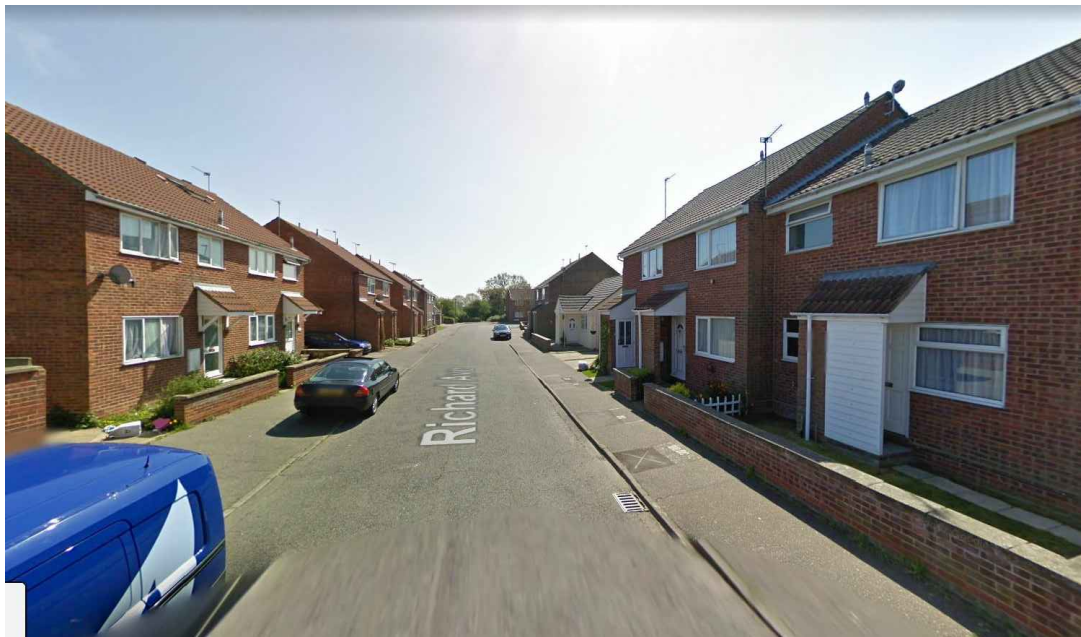
## Updated NPPF Tree lined Roads

### CBC Comment

The updated NPPF also specifically acknowledges the important contribution that trees make to the character and quality of urban environments and that trees can also help mitigate and adapt to climate change. The Guide requires that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments. It is important to ensure that the right trees are planted in the right places and that appropriate measures are in place to secure the long-term maintenance of newly-planted trees and that existing trees are retained wherever possible. To enable an informed decision to be made as to whether the right trees are being planted in the right place, the LPA will require details of the proposed tree species. The layout will also need to be amended to reflect the requirement that new streets are lined with trees.

### Applicant / JCN Response

The approach road leading into site is not tree lined as the image below, a full response on the NPPF is set out in 'savill's covering letter.



131. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined<sup>50</sup>, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

An extract from the existing proposal indicates trees along the main street, with consideration of sight splays and the overhead powerline easement.



# Parking Courts

## CBC Comment

The size / design of the parking courts remains a cause for concern. It has previously been stated that if larger parking courts are to be accepted (than that recommended in the adopted Parking Standards), then they need to be designed as distinct places, must be overlooked and that the dominance of the parked car mitigated. Various suggestions were made at our last meeting. The amended layout adds cartlodge structures to the larger parking courts which, whilst helping to screen some of the parked cars, cannot be described as contributing significantly to the creation of a distinct / attractive place nor do they improve natural surveillance of these areas. The National Design Guide requires car parking to be well-designed, landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. The Guidance states that car parking should incorporate green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity and that they should be secure and overlooked.

## Applicant / JCN Response

A sketched overview of one of the proposed parking courts has been shown to indicate the vision.

\* Side Windows.

Fire tender access is required, suitable vehicle turning has been included.

Fire Tender Tracking





## HT 2.5 Storey

### CBC Comment

The 2.5 storey units appear poorly proportioned and their scale is at odds with surrounding built form.

### Applicant / JCN Response

The house type proposed is shown in the opposite photograph, as recently used in a site in Essex. We believe the proportions are balanced and result in good design.



## Bungalow / Fire Access

### CBC Comment

The bungalow is at odds with the rest of the development and immediately adjacent built form. The tarmac area to the front of the bungalow appears unnecessary.

### Applicant / JCN Response

The bungalow was a requirement to meet the need for a wheel chair accessible unit, the local development has several bungalows randomly situated within the street. The site allocation allows for the provision of a bungalow.

The tarmac driveway was necessary to accommodate the Fire tender reaching all plots to meet the NHBC requirements.



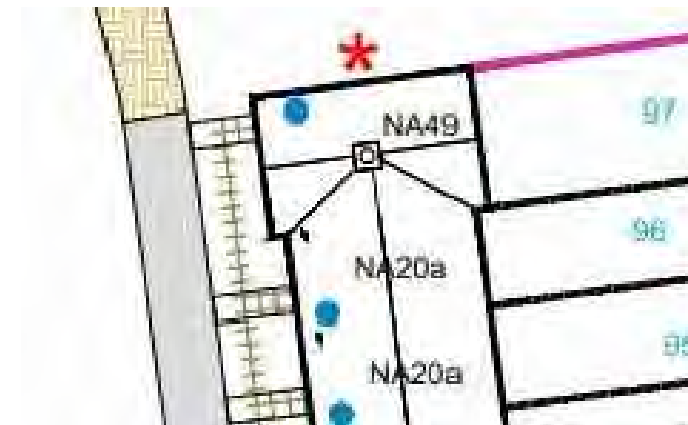
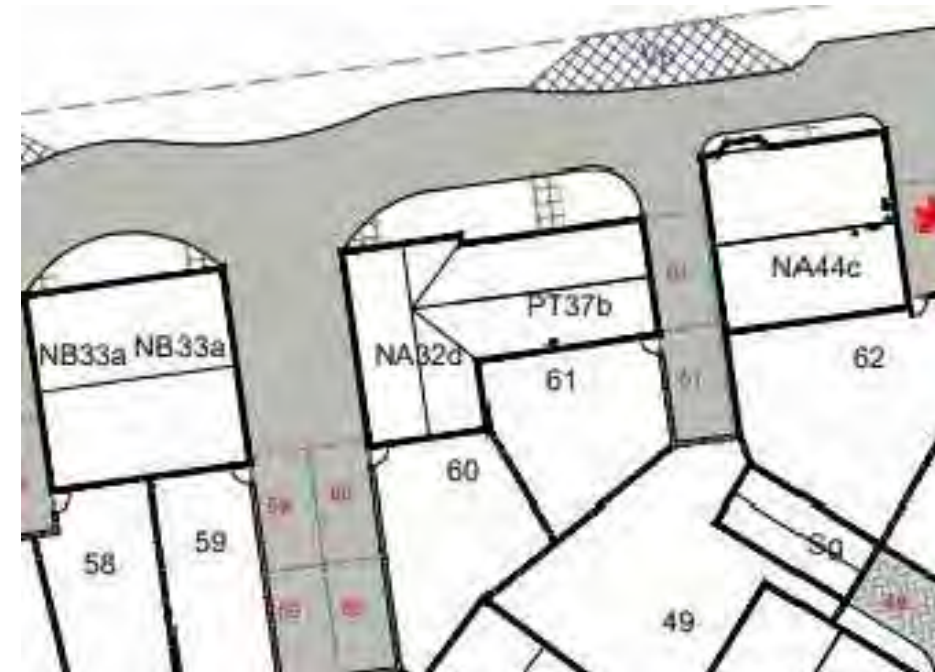
## Articulation (adjoining plots)

### CBC Comment

Where attached units adopt perpendicular roof ranges, visual articulation between the units should be apparent.

### Applicant / JCN Response

The extracts from the latest layout show the set back between attached plots with a minimum of 450mm, giving a distinct shadow line to the elevations to the adjoining plot.



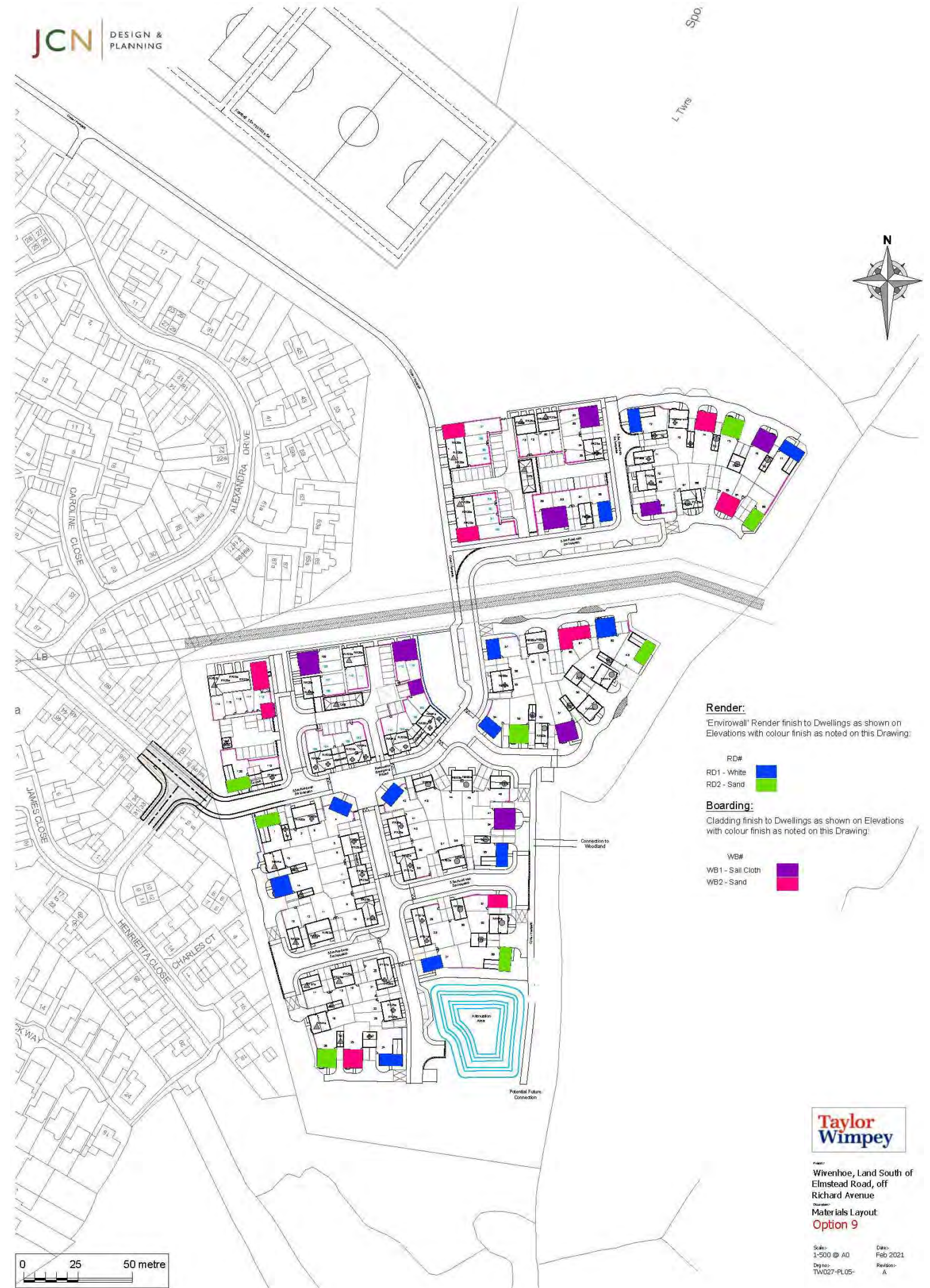
# Materials

## CBC Comment

The logical application of materials and appropriate detailing should contribute to the definition of distinct character areas and the identity of the site. Focal/nodal buildings should be included to enhance legibility within the site. Plans should specify which colour render/weatherboarding is to be utilised on specific plots.

## Applicant / JCN Response

An additional drawing prepared to help distinguish what plots will have render or weather boarding with a specified colour . The brick fabric materials are located to distinguish character zones, woodland edge, central and the developed edge, the placing of cladding material on specific plots gives legibility.



# Window Surveillance

## CBC Comment

Side elevations fronting public/semi-public spaces should provide natural surveillance and visual interest.

(20, 10, 17, 29, 38, 119, 82, 85, 98, 102, 101, 105, 113, 94, 93, 106, 111, 78, 112, 48, 26, 62, 4, 42, 54, 63).

## Applicant / JCN Response

Additional side windows (red) are to be provided as suggested above, The side windows shown in (blue) were additional side windows previously added to the proposed layout.

A new drawing has been prepared to show additional window surveillance location, providing ample natural surveillance over the parking courts



# Parking Spaces

## CBC Comment

The turning head adjacent to the attenuation pond (together with the two parking spaces to the south) still creates an overly engineered feature within an area dominated by landscaping. The road south leading to the south of plot 20 should be a shared surface and the turning head (adjacent to the southern land) remodelled (soften) so that it does not dominate the landscape. (The former field boundary (hedgerow and tree planting) should be reinstated along the southern boundary

As previously noted, the visitor parking to the south of plot 52 create an unnecessary intrusion into the open space and it has previously been stated that these spaces should be relocated. Various in-curtilage parking spaces also project beyond the front building line and/or are prominently positioned.

## Applicant / JCN Response

Layout revised 4 No VPs removed

25% VP required is still accommodated on layout.

NB: There are technical issues with providing shared surfaces related to lack of street lighting, provision of services and user safety.



# Render / Weatherboard

## CBC Comment

Superficial application of render/weatherboarding that terminates abruptly on side elevations should be avoided (NB33b, NA49, NA34b, PT36c).

## Applicant / JCN Response

Materials have been revised to avoid termination to side elevations as appropriate to layout position, new house type drawings have been prepared.

### PT36c EASEDALE



### NA34b COLTFORD



### NA49 JANFORD



### NB33b BENTON



## Non-generic Side elevations

### CBC Comment

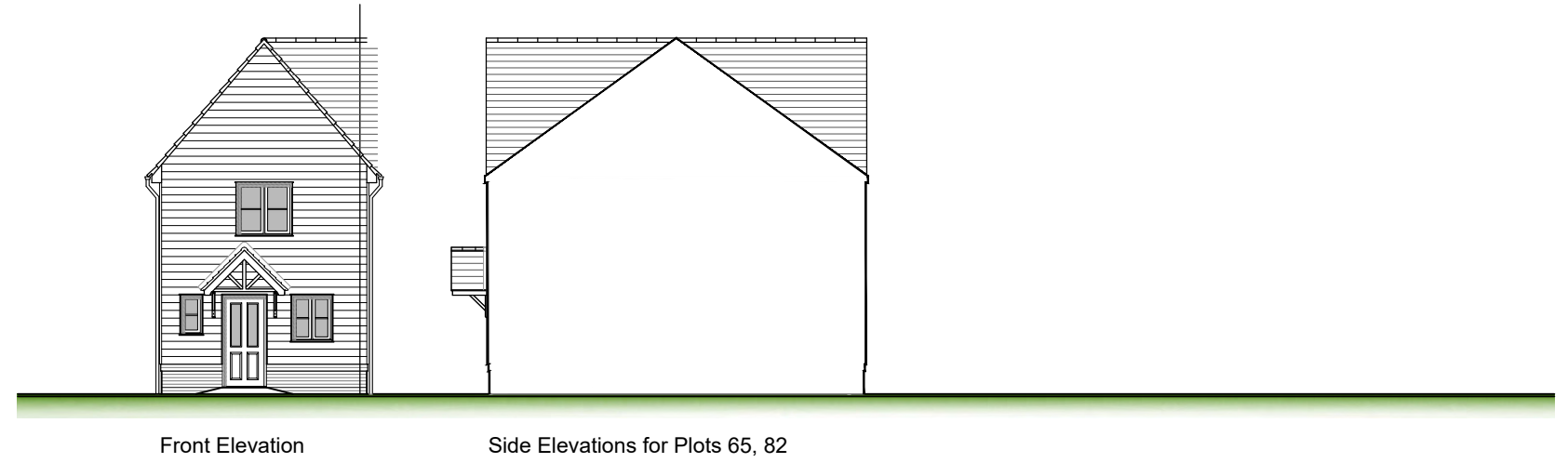
Plans for units NA32d and PA25d, misrepresents the attached unit and require articulation between units.

Plans for unit PA25b has a varying relationship with attached units and requires articulation between units (21, 66, 85).

### Applicant / JCN Response

Drawings have been revised to show correct elevation for attached units, PA25b units are attached to similar house types with mirrored floor plans as PA25d above.

### PA25d CANFORD



### NA32d BYFORD

