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By email

6th April 2021

Dear James,

Re: 190647 – Land adjoining The Gables, Kelvedon Road, Tiptree

This letter accompanies a pack of updated information which is submitted for further consultation, following the comments received from statutory consultees as part of the last consultation.

Design

Following comments from CBCs Urban Design team the scheme has been revised to include the following:

- Pedestrian permeability enhanced through the site via additional footpath
- Open space relocated to more central location, also includes drainage/eco corridor. Indicative area for 400sqm LEAP has also been indicated within Open Space.
- Main road narrowed to 5.5m with 2no. footpaths either side, service roads have been removed enabling generous front gardens to adjacent plots. Road stops short of boundary enabling possible future connection.
- 3 Flat Blocks are located in generous amounts of space allowing for soft landscaping particularly Flat Block C at the sites entrance. Additionally, each Block is now provided with its own Communal amenity space to make up for the shortfall each has with private amenity space. (Although most units are provided with in excess of 12sqm of Private Amenity space)
- Car parking to the rear of Plots 108-130 has been rationalised to include landscaping and planting within.
- Private fence has been offset from northern boundary by 2m to enable the inclusion of the hedgerow in management company control to ensure its long term protection

In addition, the following changes have been made to the Housetypes:

- HT3.6 window positions and upper floor dormer position amended.
- HT3.11 redesigned, now side-facing as requested.
- String courses removed.
- No French/Double doors are located on public elevations with the exception of the flats over garages which is at first floor and overlooks the public open space.
- All 3 Flat blocks redesigned.

The proposed affordable housing mix has also been reviewed to accord with requests by CBC Housing Team through the Development Team consultation process. In respect of the above, **this letter is accompanied by a full revised architectural pack.**



Shadow HRA

Given the size of the site, and the need to provide a viable development, the site makes a combination of both onsite and offsite contributions to mitigate the potential impact of increased visits to and use of coastal SSSIs in and around Essex. These can be summarised as follows:

- 10% of site provided as public open space, centrally located, and well connected to circular pedestrian routes within the site
- Provision of benches/dog bins at key points around site to encourage use of routes within
- Proposal for crossing over Kelvedon Road for connection to existing footpaths
- Western and southern site boundaries maintained open to allow pedestrian through-routes
- Proposed contributions for improvements at Warriors Rest (Tiptree Heath), and Highwoods Country Park. Warriors Rest would be accessible on foot from the site, and Highwoods whilst Country Park would require car use, the purpose of RAMS is to relieve pressure on the 3 local SPAs, which this would therefore do. Visits have been made to these locations to establish the benefits that such improvements could make and **a note on this assessment accompanies this letter**, confirming the potential for improvements at Warriors Rest to reduce the need for local residents to travel to the coast in particular.

We trust that this information provides the appropriate support for CBC to undertake their Shadow HRA Assessment.

Landscaping

A number of the design updates outline above have come as a result of the comments received from CBCs Landscape officer. In addition, some of the comments also refer to requirements for future detailed landscaping proposals which are proposed to be provided at condition stage. All landscaping shown at this stage is indicative to demonstrate the opportunities afforded by the overall design. Nevertheless, the layout has been adjusted to:

- Ensure important hedgerows kept out of private gardens where they can be managed appropriately
- Demonstrate space available for a LEAP
- Review the use of parking courts, associated security/overlooking, and ensure space for landscaping

Figure 8 – Photographs of the previously submitted LVIA has been updated to include some visualisation annotation points as was also requested.

Arboriculture

The comments received from CBCs tree officer have been reviewed and the specific siting of built form adjusted to ensure that this is not in the root protection areas of any of the retained trees. Where comments related to the provision of hardstanding for car parking in close proximity to existing trees, it is proposed that this is managed through the use of no-dig construction and surfacing methods in these locations. **An updated arboriculture impact assessment has been undertaken on the new layout and accompanies this letter.**

Highways

An updated Transport Assessment accompanies this letter. The access road is proposed as 5.5m wide with a 2.0m footway on both sides. This has been discussed with ECC Highways and is appropriate to serve the development.

The current proposals ensure that the site is accessed safely from Kelvedon Road by vehicles. Given the current status of the Neighbourhood Plan and the issues that have been previously raised regarding the soundness of proposals to provide a link road/bypass around the west of Kelvedon, alongside the spatial requirements that would be required for such a road, we do not consider it appropriate for the site to provide the connection. To provide the substantial road infrastructure would be to the significant detriment of the scheme in terms of the other benefits it could provide, such as open space, overall design, residential amenity and financial obligations to other local and Borough-wide infrastructure needs. At the current time, it is considered that these benefits outweigh the provision of road infrastructure for which a need is not yet guaranteed in terms of deliverability.

There is space either side of the road and around the site access for infrastructure to be upgraded in the future if a need was identified, subject to a review of land ownership and road capacity requirements at the appropriate time. No development is to be constructed along the southern boundary of the site too so that the road may provide an onward connection. We understand that the current proposed road and access may also be suitable for an element of additional development without further work, albeit it would not have the capacity to meet the full link road/bypass requirements that have been previously considered.

Pedestrian connectivity is proposed to be enhanced through the provision of a crossing over Kelvedon Rd to ensure that the site connects safely to existing footpaths into the village. The design also ensures that the southwestern and southeastern boundaries are landscaped to be open to ensure connectivity to adjacent developments where possible.

Employment Land

We understand that CBC Policy team currently consider that “given the specific circumstances of this particular site and that the existing developed portion of the Tower End Business Park is to be retained it may be considered that the supply and availability of employment land is sufficient to meet the borough and local requirements”. This accords with our stated stance on the land given the fact that it is inaccessible and has not been developed despite a longstanding allocation, as detailed in the Planning Addendum submitted in November 2020.

Gypsy and Traveller Land

As also confirmed by CBC Policy team in January 2021, we understand that CBC do not object in principle to the relocation of the Pony Farm pitch to Colt Farm. We understand that the proposal is however for the current occupier of Pony Farm to relocate to The Paddock however. This is allocated for 2 pitches, however permission was granted in 2007 (F/COL/07/0113) for the use of this site by “no more than 4 mobile houses/touring caravans”. The permission is also specifically for the Taylor family – the owners of Pony Farm. Our assessment of site size and pitch capacity in respect of existing allocations in the area can also still be applied and we therefore assume that the Council’s acceptance of the proposal remains.

We trust that this additional clarification and supporting information will satisfy the queries raised by consultees.

Yours sincerely,



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Associate Director
Strutt & Parker