

Land North of Shenfield

Officers' Meadow, Shenfield



Design Evolution Document

December 2024

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Initial Site Layout - 02/06/2022

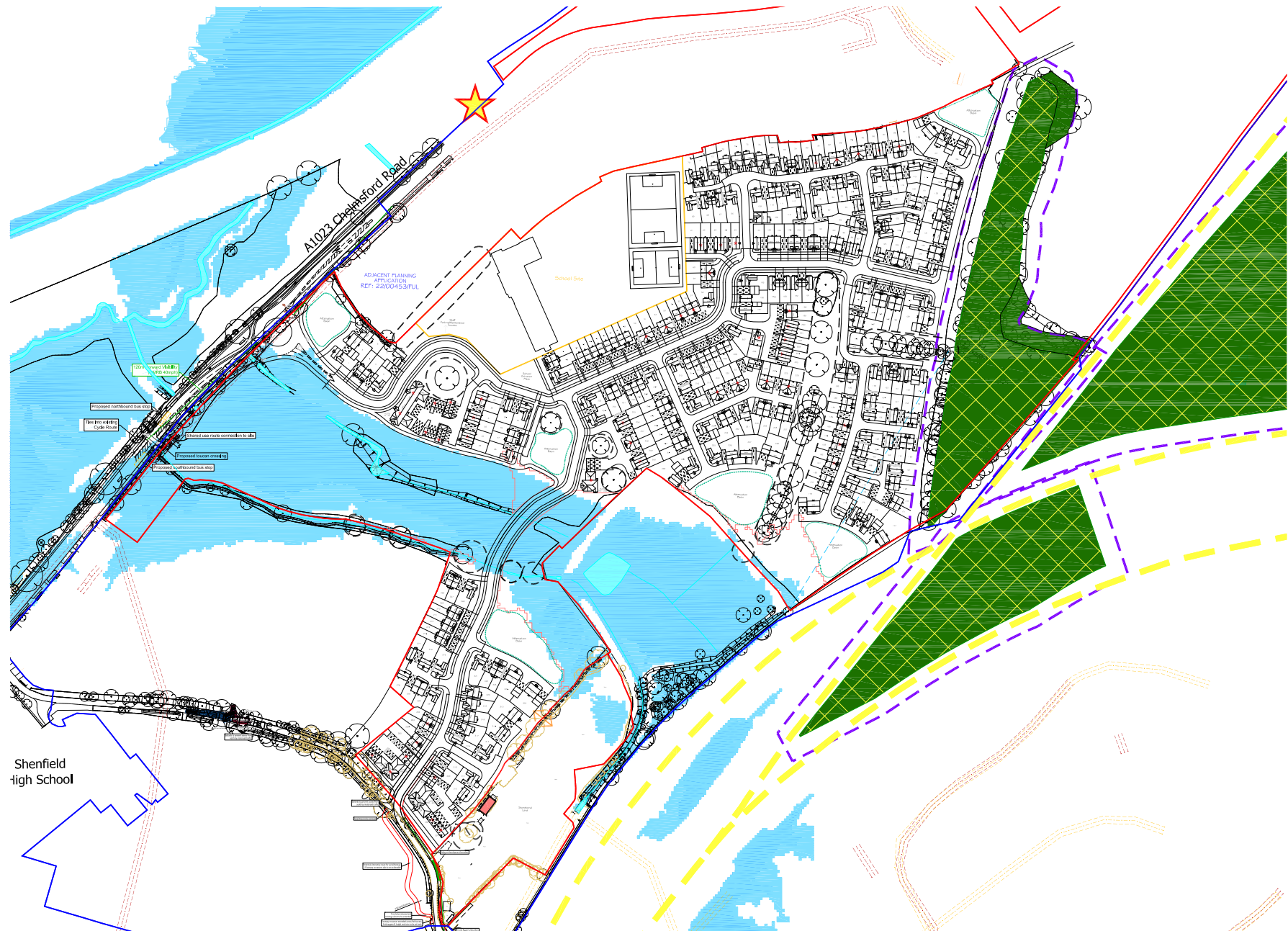


Figure 1: Site Layout Rev (_)
Source: FINC Architects

Site Layout Rev A - 29/11/2022



Comments on previous rev ()

- We have been waiting for a revised topo and AIA to test this layout, as many trees were not shown nor were the extent of hedges. There has been a further delay in getting this information (with knock effects to the PPA programme – see separate email). This is likely to reduce the housing numbers further.
 - The school is located within one of the areas of search previously agreed with ECC in the SoCG, but pushed to the boundary to optimise developable area for housing. This has not been discussed with ECC, as you know
 - Given when it was drafted, it has not taken into account any comments given in response to the Development Framework document or any subsequent comments (re: POS in attenuation basins)
 - The POS is based on the strategy set out in the Development Framework (e.g. older children's play on BBC land and younger to the south of Redrow's site to optimise number of new homes on this site)
- Post Tree survey observations

School Land

- The hedges are a bit smaller than previously plotted, but they still cause us an issue. They are only shown as CAT C on the survey. They need to be removed.
- There are some CAT C trees within the hedge/along the boundary. These should be removed.
- There are 4no CAT B trees along the boundary. We can retain these. They are all on the boundary and shouldn't cause the school too much of an issue. If needed, I'd suggest removal of the 2 smaller CAT B trees (shown in blue on the plan)

The southern field

- The trees here don't actually affect the current layout that much. I'm pretty confident we can resolve any minor clashes in this part of the site without too much fuss.

Other clashes around the site

- Generally there aren't many other big issues caused by this new plan. See my mark-up for some suggested removal/thinning of trees/hedges etc – all CAT C, so should be fine. I have suggested the removal of a group of trees/hedges at A010, which are shown as CAT C (grey) but on reflection these have a buffer attributed to veteran trees. We need some clarity on this because we will lose a plot.

The Ancient Woodland

- This is the big issue that has arisen... The location of the ancient woodland, and therefore its protection zone, has moved further west into the site. This is circa 15m in places and will cause the loss of a significant number of plots (I estimate 15–20 plots could be lost). In addition, the tree belt that runs east west from the woodland is also shown with the 15m exclusion zone (it wasn't previously). We need to discuss this in detail

Changes

- The layout has picked up all of the agreements regarding the trees/hedges as per Landscape's email/mark-up. I spoke with the Landscape team today and have removed everything from the layout that we are intending to remove (rather than show these on the layout as items to be removed). I have also removed all tree references and notes, to tidy this version of the layout up. There are some trees shown that I've had to manually plot RPA's for, based on the tree schedule. These need to be checked on site, but for ease I've shown these RPA's in orange.
- The layout includes Croudace's new HT pack, with the enlarged external walls
- Stonebond's Site Layout has been added in for reference. The trees on the boundary between our site and Stonebond are shown with different canopies/RPA's on Stonebond's Survey, so I've removed these from their drawing and am showing ours on this layout. These aren't an issue with our layout, but worth noting.
- I have drawn the school site entrance and parking arrangement.
- I've been able to add in a few extra plots in and increased the coverage across the site with a number of larger plots. We've also made a better feature of the landscaping on site in a few places



Figure 3: Site Layout Rev A Tree Survey Markup
Source: FINC Architects

Site Layout Rev B - 06/12/2022



Comments on previous rev (A)

- We are proposing a ped/cycle access here to provide access to the bus stops. I think, but am not sure, Finc are showing a link below which we should connect to the stump.
- Do we need to consider how pick up/drop off will work at the school? Will it be primary or secondary?
- I am not entirely sure what side of the road is the cycleway towards Alexander Lane so we may need to review how cyclist cross where it switches.

Changes

I've now shown the pump station and reshaped the basin around it.

I've connected the cycleway to the trunk at Chelmsford Rd on Vectos plan. This resulted in a couple of minor amendments to the cycleway in front of the apartment blocks.

I've shown a dashed purple line where the Cycleway is proposed. This makes the most sense for connecting the school to the rest of the site, connecting the north/south parts of the site and connecting to Redrow's site.

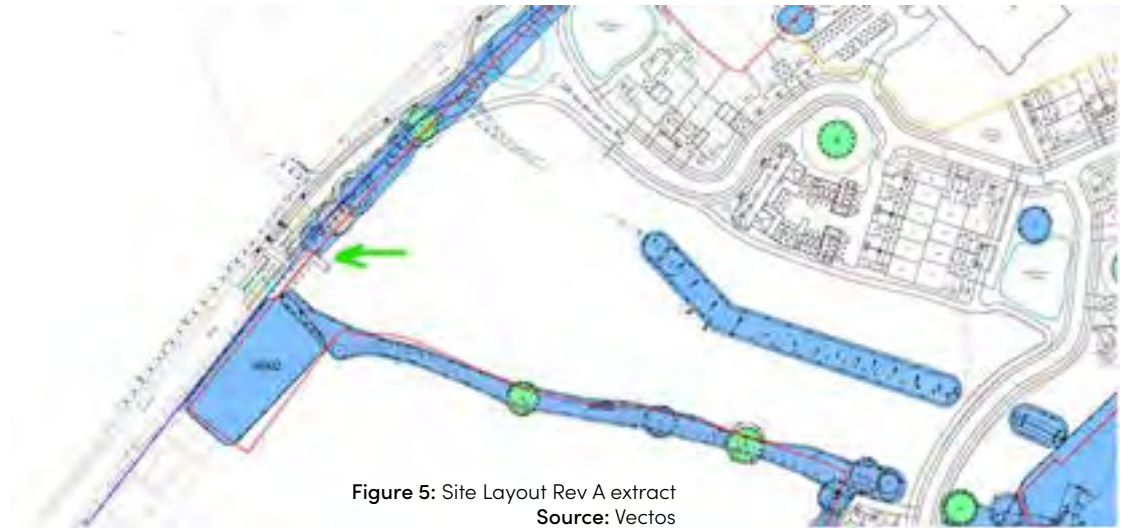
With regards to access/drop-off at the school, we need to discuss this with the councils school team and ECC because there are 2 schools of thought.

1. We don't want to encourage vehicular drop-off (sustainable transport etc), so we don't provide a facility for this.
2. People will drive regardless, so we should provide a drop-off facility.

There are some problems with both of these options (and hence the need to discuss with the relevant people);

- a. The drop-off facility encourages vehicular drop-off and therefore anything we propose will inevitably end up being insufficient (unless it is oversized, which would be land-hungry).
- b. The location of the school is close to the site entrance. Any back-up from waiting cars could affect the roundabout.
- c. How big does the drop-off facility need to be (i.e how many cars/how much additional land will be lost?).
- d. Should this be a carpark or a layby arrangement? You wouldn't want to leave primary aged children on the side of the road, so you need to provide the facility for parents to park up and get out. This is a bigger issue/more land-hungry!
- e. The implications of vehicular drop-off are wider than the school entrance. How do cars get in/out of the site? The constraints of the site don't allow for a loop, so you will get parents doing u-turns.

For example: If a parent comes off of Chelmsford Rd to drop off their children. The natural route would be to head out of the southern end of the site onto Alexandra Lane. What if that parent is going to the A12/Chelmsford? They aren't going to head south out of the site... The drop-off facility would likely have to also allow for car's to turn back the way they've come, whilst remaining in forward gear...



Site Layout Rev C - 17/01/2023



Comments on previous rev (B)

General comments:

- Stronger road hierarchy required. Secondary & Tertiary roads could be more informal with a variety of deeper set back distance.
- Layout is too uniform. Limited areas of interest. Heavily reliant on long cul-de-sacs.
- Pedestrian permeability can be improved.
- All gold units require double garage.
- 2m minimum required between dwellings.
- 3019M used widely as corner plot, consider S3022M or S4026M with longer leg.

See marked up drawings for reference on the below:

- Stronger entrance required. Consider Gold unit on corner plot with studio (can be used as marketing suite) with Bronze 3 bed and Silver unit in adjacent plots to act as show homes.
- Greater frontage to open space from habitable buildings.
- Retained tree can be more of a feature. Consider removing footpath from edge of road and running to south of tree. Also consider better building frontage South of the tree to hide parking.
- Swap access and cycle route to avoid private drive crossovers.
- Affordable plot parking against private dwelling.
- No turning space for end parking.
- Large amount of frontage parking will create poor streetscene.
- S4029M needs two parking spaces to front.
- Exposed parking to side boundary. Stronger vista building should be considered.
- S4025M needs two parking spaces to front.
- Poor termination of road.
- Overlooking front to back.
- Retained trees need to be made a feature, with housing fronting them.
- Long exposed rear boundary not acceptable.
- Woodland edge can be more of a feature, with more housing fronting.
- Frontage required to all sides of open space.
- Single 3 storey dwelling, would not work here.
- Building very isolated.

Changes

Updates to clients comments

Site Layout Rev D-E - 3-7/02/2023



Comments on previous rev (C) (Internal)

I’ve made the final tweaks following the meeting today and rebalanced the layout, so we’ve got the correct number of affordable units.

The layout has 316 plots (111 affordable and 205 market).

- Looking at the policy, we are a little off on the affordable mix, but not by miles.
- Based on 111 affordable units;
- Policy requires 62 x 1&2b units. We are showing 71.
- Policy requires 22 x 3b units. We are showing 25.
- Policy requires 27 x 4b units. We are showing 15.
- We are a little heavy on 2 beds and a little light on 4 beds. Looking at the layout, I think I could probably swap 6no 2B for 6no 4B quite easily, but this might only be required when you look at the wider site?
-

The Market housing mix is a little further off;

- Based on 205 market units;
- Policy requires 81 x 1&2b units. We are showing 41.
- Policy requires 62 x 3b units. We are showing 91.
- Policy requires 62 x 4b units. We are showing 73.
- The current mix has lost some units, but the overall coverage is up.
- We are light on 2B’s and heavy on 3B’s. There are 2 solutions to this; 1) Create a variation of the 3bed B3017M house type, so that it shows 2 bedrooms or 2 bedrooms + study and count this towards the 2b units. There wouldn’t be the loss of any sqft and Croudace could get revenue for 3b houses (assuming the LPA buy into this) or 2) swap out some B3017M house types for B2009M house types. Assuming we swap out 30no, this would result in the loss of circa 6500sqft of coverage.

Changes

Updated the site layout and SOA.

This includes 30no B3017M changed to the newly created B2017M. Footprint remains the same to keep coverage.

Affordable 35%		
Bedrooms	Number	%
1B	23	21%
2B	48	43%
3B	25	23%
4B	15	14%
Total	111	100%
Sales		
Bedrooms	Number	%
2B	41	20%
3B	91	44%
4B	73	36%
Total	205	100%

Figure 8: Site Layout Rev C Mix
Source: FINC Architects

Affordable 35%		
Bedrooms	Number	%
1B	23	21%
2B	48	43%
3B	25	23%
4B	15	14%
Total	111	100%
Sales		
Bedrooms	Number	%
2B	71	35%
3B	61	30%
4B	73	36%
Total	205	100%

Figure 9: Site Layout Rev E Mix
Source: FINC Architects

Site Layout Rev F - 14/05/2023



Comments on previous rev (E) (First Pre-app presentation comments)

- KEW wants higher density through more terraced houses, and through gateway locations. They estimate its currently 31dph. A detailed calc is needed next time and comply with Policy HP03 which has a minimum of 35dph
- The Gateway needs to be 'substantially redesigned' and should consider 2-3 landmark apartment blocks with rear parking
- Consider it 'excessively car-dominated' – particularly front parking along the Boulevard (and consequential lack of landscaping and verge) – this is not supported
- Separate school car park entrance and for whole of school frontage to address the public open space
- Too many driveways and private roads connecting Chelmsford Road to the School – conflict with Policy BE09 walkable streets
- Gardens of plots 63,64, 192 and 193 should be reconsidered
- A detailed schedule of accommodation needs to be submitted next time
- Ped link to Stonebond between plots 301 and 306
- Next layout should show Stonebond and its relationship
- Green Street Mews character area should have a tighter building footprint to distinguish it from Green Edge Woodland character area
- Next submission should clearly set out how Masterplan character areas have been applied
- Car parking spaces should be reduced and reconsider parking strategy
- Remove school drop off area
- Particular ref should be made to Policies BE09 (Sustainable means of travel and walkable streets), BE11 (Electric and Low Emission Vehicles), BE12 (Mitigating the Transport Impacts of Development) and BE13 (Parking Standards).
- There are no landscape, tree or ecology issues but an initial Landscape Strategy should be submitted next time
- Detail of tree planting along the Boulevard should be submitted next time
- They recommend a CEMP accompanies the application
- Next submission should be accompanied by a covering letter setting out how the changes address the above points.

Changes

- Unit numbers increased from 316 to 340
- 3 storey gateway building added to the front entrance of the site
- More planting added along the boulevard street to make it less car dominated
- School car park and entrance moved to be separate from residential area
- Pedestrian link to Stonebond site added in by plot 340, with Stonebond site added in for context
- FOGs added in to break up parking for flatblocks

Site Layout Rev G - 22/05/2023



Comments on previous rev (F)

Internal design team comments made, with the housing mix needing amendment

Changes

The affordable plots have been rebalanced and made some amendments around the apartment blocks. This has enabled another 8 plots onto the site (within the apartments), so the site is now at 348 plots total. The SOA was updated, in which the affordable plots and %'s were rebalanced to fit as close to the target mix as possible.

Site Layout Rev H-J - 12-17/07/2023



Comments on previous rev (G) in response to EQRP & Pre-application Presentation 2

Both the EQRP and 2nd Pre-application presentations took place in June 2023, with the written response of the EQRP being received the 11th of July 2023. The response was extensive, with input from KEW and conflicting requests from either EQRP officers or Urban Designers. During the next revision we had to take the most important points and weigh up what would be the most beneficial way of tackling all of the responses we had up to this point. To see the full EQRP response, please see document "EQRP Report_R03_LandNShenfield_23_06_28". The changes made to achieve Rev J on the left are as follows:

Changes

KEW, EQRP, Place Services

- The building on the western gateway has been amended, to suit a brick/gabled arrangement similar to the Brentwood School. Designs for this building are ongoing, but the floor plans are mostly fixed.
- The entrance into the site has been formalised, with a long terrace of houses leading into the development.
- The plaza has also been rationalised with terraces of townhouses, including the houses to the eastern side of the plaza
- Frontage parking has been removed from the entire boulevard street. There are a couple of instances where frontage parking exists on the secondary roads.
- The road that cut through the north/south tree belt has been removed. Access to the houses west of the tree belt come from a new estate road to the west.
- A new section of ped/cycle route has been added. This extends the route along the ancient woodland further south, heads west along the tree belt that juts out of the woodland, crosses the north/south tree belt and then heads directly south towards the LEAP. There is also a new ped/cycle route that picks up the new estate road, heading west, providing another layer of connectivity.
- The Private Drive north of the veteran tree has had the visitor spaces removed and been reorganised in an attempt to discourage parking from parents on the school run.

Croudace/Stantec

- The mix has been amended to suit the target mix (or thereabouts) that Jane/Ben I agreed separately. A copy of the current SOA is attached.
- The northern boundary, backing onto the houses facing Chelmsford Rd has been amended to suit on-ground conditions. In turn, this has resulted in the school boundary being amended and the knock-on effect to the housing layout. The current school site is 2.08ha...
- Access to the existing PRoW to the east has been shown. We can highlight the desire line here via a parameter plan or within the DAS.
- We've picked up all of Chris' comments from Croudace.
- School Building updated to suit noise-mitigation strategy
- Affordable clusters have been reduced to 12 when these are all houses. The clusters are larger where there are apartments.

Highways

- The road network has been updated to suit SLR's drawing issued to us, although we have made some amendments where the layout has changed.
- The full length of the ped/cycle route has been increased to 3.5m in width (also to align with the DF details). Houses/front gardens amended across the site to suit.
- As per our recent meeting, there are a couple of places where we are going to push back on forward visibility splays clashing with buildings due to minimal vehicular movements/road geometry. We are also pushing back on a couple of sections of shared surface being too long and/or including too many houses due to the design/nature of these parts of the site.

Landscape

- The new footpath arrangement around the NEAP has been updated to suit David's drawing.
- The new ped/cycle route to the western side of the north/south tree belt is located outside of the RPA's, as discussed.

Site Layout Rev K - 01/08/2023



Figure 13: Site Layout Rev K
Source: FINC Architects

Comments on previous rev (J)

Internal minor comments

Changes

- Footprints to FOGs and Flatblocks updated to suit Croudace houses

Site Layout Rev M - 14/08/2023



Comments on previous rev (K)

Internal minor comments

Changes

- Footprints to FOGs and Flatblocks updated

Site Layout Rev N - 25/08/2023



Comments on previous rev (M)

Internal minor comments

Changes

- Balconies of Flats added onto the site layout

Site Layout Rev P - 08/09/2023



Figure 16: Site Layout Rev P
Source: FINC Architects

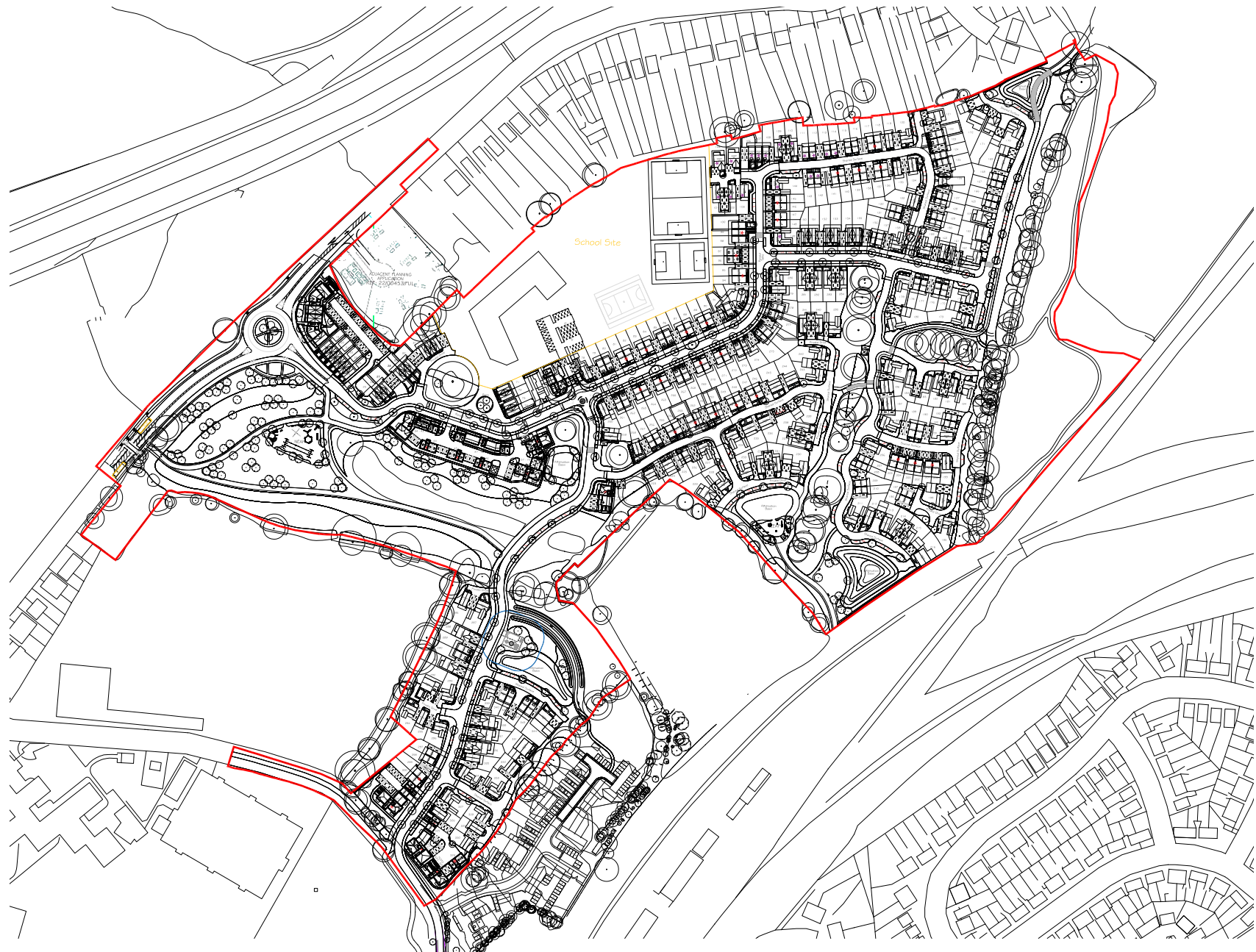
Comments on previous rev (N)

Landscape was missing from the site layout

Changes

- Landscape information incorporated into the site layout

Site Layout Rev Q - 31/01/2024



Comments on previous rev (P) in response to planning feedback

Place Services comments –

- The Primary Street (Boulevard) still lacks an organic flow as recommended by the EQRP.
- The interface with the School from the School Plaza remains unresolved and an opportunity to open up the Plaza to the north could help improve the relationship with the boundary to the school site.
- The landscaping and lighting of the School Plaza requires further review to ensure safety and security and so that the space functions successfully as the heart of the development.
- Could plots 31 – 33 be slightly re-arranged into a semi-detached and detached arrangement so that the car parking can be tucked in between the plots?
- Recommend review of plots 26, 29, 92, 99, 107, 123, 251, 254 and 276 in relation to accessibility, garden sizes, and safety.
- Some of the materiality on some of the house types could be limited to avoid them being over-whelmed by lots of competing materials.
- The East-West connection is a missed opportunity.
- The additional pedestrian and cycle connection through to the Stonebond phase is a missed opportunity.
- Recommend review of the visitor car parking spaces so that they do not impact on trees and are not located on bends in the road.

Essex County Council comments –

- ECC officers stated that, as this is greenfield land, their strong preference would have been for a rectangular site with straight boundaries, as this would avoid surveillance blackspots, reduce maintenance costs (fencing and grass cutting) and allow for the best school layout.
- The private drive of plots 30 to 33 could be used by parents for pick-up / drop-off. It was agreed this could be addressed by having an entrance barrier.
- Because of the veteran tree buffer area, there is no pavement to allow pedestrians to walk along the northern side of the boulevard, and pedestrian flow is a priority. BBC officers stressed that the veteran tree requires a large buffer area, but it was agreed that Croudace and BBC officers would ask the ecology consultant and BBC ecologist to confirm what level of harm would be caused by extending the pavement.
- The round fence separating the school and the plaza has never been supported by ECC officers. Can an option be prepared showing what a straight fence would look like and how much education land would be lost as a result?
- Visual amenity and pupil safety would be enhanced if plots 30 to 33, along with plots 25-29, took vehicular access from the rear as part of a redesigned parking court for plots 18-24. This is not supported by BBC officers and should not be addressed.
- The main access to the education land must be adopted as Highway to its boundary and be suitable for delivery and refuse vehicles. Croudace to liaise with ECC Highways to discuss adoptability.
- An emergency and grounds maintenance access to the north of the education site should be identified – possibly between plots 101 and 104. Croudace to address.
- The school footprint and the parking are indicative, but parking and delivery access should take a more linear form along the southeast boundary. Access to the southern entrance, including the 4 arms roundabout, was discussed during the 9/11 meeting, Croudace to address comments raised by ECC Education and Highways.

Changes

- Terraces throughout the site broken up to have semi detached pairs rather than runs of 3 in multiple areas
- Mini roundabout amended to have 3 arms rather than 4
- School site entrance moved further west, building arrangements for plots 75-77 rearranged.
- Road breaking through plots 158 & 159 to replace the footpath there and creating a ring road to the north of the site.

Site Layout Rev R - 13/02/2024



Figure 18: Site Layout Rev R
Source: FINC Architects

Comments on previous rev (Q)

A response from Stantec and UKPN highlighted an issue with the substation.

"Purely as an estimate, I would allow for 3 x brick built substations, I would allow for 2 x 1MVA SUBS and 1 x 500 kVA for the school, - This is purely an estimate to help with your planning, which can of course change at any moment." - UKPN Project Designer. This was agreed by Stantec.

The site was tracked with some comments for areas to be amended for vehicle suitability.

Comments on the school site boundary.

Changes

- Enlarged the 2 no substations previously shown on the layout and added another substation just north of the pump station – all in accordance with the information Croudace sent over. The flooding information has been checked and the new substation sits outside of the flood zones.
- The school site boundary has been amended as per Jane's email. We've shown an extended area between the veteran tree and the school boundary to prevent small corners between the school fence and tree fence. Its suggested this is given over to the veteran trees protection area. The area north of here, running up to the side of plot 33 has been left clear to allow the landscape team to show some planting. This should help with comments from ECC regarding the parking spaces being against the school boundary. .
- Some changes made to suit tracking comments. This occurs in a number of places, but ultimately everything should now work fine. Turning area beside plot 195 to be tracked. We can overcome the bin store (as per your suggestion) if this turning head doesn't work, but we need the fire vehicle to use this turning area.
- Small change to the bin store/parking court to Flat Block F to help with refuse collection. This will be picked up in the apartment buildings as well as the site layout.

Site Layout Rev S - 28/02/2024



Figure 19: Site Layout Rev S
Source: FINC Architects

Comments on previous rev (R)

Internal comments made during a design team meeting

Changes

- Footpath added to southern side of Veteran Tree.
- Single access provided into apartments south of the Plaza, with minor amendments within the parking court for manoeuvring.
- Enlarged balconies shown to all apartment blocks on site, including additional balconies to some apartments (please see relevant pages in this schedule).
- Fourth spur from internal estate roundabout removed – plots 75–78 moved – school vehicular access moved.
- Terraces at 91–93, 250–252 and 275–277 replaced with semi-detached dwellings. Road in front of plots 250–259 changed to include footpaths in accordance with highways comments.
- Road between 158–159 extended to meet primary street in accordance with highways comments – redundant turning head at plot 126 removed.
- Cycle route from the front of plot 162, heading south, west and then through the tree belt reduced to a 2m footpath to suit realignment of PROW.
- Additional sub-station added opposite plot 287.
- Bins and Cycles removed from the side of 302–310 and located in the base of 301 to suit refuse collection strategy.
- Some minor layout tweaks/plot shuffling required to accommodate the comments above.

Site Layout Rev T - 30/04/2024



Figure 20: Site Layout Rev T
Source: FINC Architects

Comments on previous rev (R) in response to Place Services Comments

The SHMA 2022 update was sent to Croudace on 11 May 2022, and Croudace agreed this to be an appropriate benchmark for the site and the developed layout for Officers' Meadow. The SHMA sets out the need for the Borough as a whole.

The housing officer made a comment of "While it is noted that there is a requirement for 'Gateway Buildings' there is nothing to suggest that these should consist wholly of affordable housing...." as well as a comment of the percentage of flats within the affordable mix was too high, and should be no more than 40%. Not all the blocks of apartments were affordable within the previous revision with the main gateway block being private tenure, however we were at 56% flats within the affordable mix.

Affordable	Bedrooms	Nett (sqft)	Units	actual	Total Area (sqft)
1B AFF M4-3	1	678	7	7	4,786
1B Apt AFF	1	540	37	41	19,980
2B Apt AFF	2	678	14	14	9,492
2B FOG	2	751	7	8	5,257
A2708M	2	855	38	38	32,490
A3710M	3	1,001	9	9	-
A3712M	3	1,003	9	-	-
A3713M	3	1,097	17	-	18,649
A4714M	4	1,158	2	4	2,316
A4715M	4	1,206	0	2	-
Totals			122	121	92,990

68 total flats including the FOG at this stage, equalling 56% of 121.

To accommodate the flat percentage and SHMA, Croudace was willing to reduce the number of 1 and 2 bed affordable apartments and increase the number of affordable 2 and 3 bed homes.

Figure 21: Accommodation Schedule Test
Source: FINC Architects

Changes

- 299-300 swapped from A2708M to B2009M
- 207-210 swapped from B2009M to A2708M
- 256, 257 swapped from B2009M to A2708M
- 124 swapped from B2009M to B3017M
- 126 swapped from B3015M to A2708M
- 115, 116 swapped from B2009M to A2708M.
- 131, 132, 130, 129, 128, 127, 125 swapped from B2009M to A2708M.
- 156, 157 swapped from B2009M to A2708M.
- Flat Block F made private
- F2005M V1 plot 301 made private
- Flat Block E made private

This resulted in 47 flats in the affordable mix totalling 39% of the affordable mix, and the adjacent affordable split.

Figure 22: SHMA Compliant Affordable Mix
Source: FINC Architects

Affordable 35%		
Bedrooms	Number	%
1B	33	27%
2B	73	60%
3B	13	11%
4B	2	2%
Total	121	100%



Figure 23: Mix markup on Site Layout Rev S
Source: FINC Architects

Site Layout Rev U - 03/05/2024

STAGED SITE LAYOUT



Comments on previous rev (T)

Internal comment - Driveway missing from plot 75

Changes

- Parking to plot 75 amended to show driveway

Site Layout Rev V - 28/05/2024



Figure 25: Site Layout Rev V
Source: FINC Architects

Comments on previous rev (U) in response to Place Services and Urban Design Comments

Comments from Place Services and KEW. KEW comments in Italics.

- Confirmation of secured gated access to overcoming safety and security issues – *This applies to the western gateway (I think there is a gate shown on the latest layout) as well as access to the units to the west of the school plaza.*
- More detail around the school plaza landscaping to provide increased definition – *Will new landscape plans be issued? Otherwise, this is something we can condition*
- Addition of plots to provide active frontage and overlook the path and tree belt between plots 173 and 180. – *This is key priority and just one plot would suffice.*
- Removal of single aspect apartments to block C. – *Another key priority that must be addressed, even if we were to lose a couple of units.*
- Confirmation that all windows will be aligned. – *I believe this has been done, but could you please re-confirm*
- Revision of house type S4208M Variant 5 to introduce active frontage on the first floor and to produce a well-balanced elevation on the gable – *I will explain tomorrow which solution would be preferable, which would not entail any internal changes.*
- Revision of housetype G4031M to produce a less dominant porch and full height render or weatherboard. – *No internal changes required, we can discuss the front elevation tomorrow*
- Revision of the DAS to bring it up to date. – *This is very important, as it is one of the few documents that Members are likely to look at prior to any briefing and prior to committee.*
- Lack of active frontages to the left-hand side of the school vehicular entrance, to be resolved with increased landscaping – *This could be conditioned.*
- Reconsider building line of plots 336 to 338, which front primary street. – *Can a different house type be used there, with a strong frontage that the building line is not ragged? Place Services would be happy for you to move S4025M V1 and V2 somewhere else within the site (just not along a primary road), as long as a move appropriate typology is placed on plots 336, 337 & 338 (such as B2005M-V2 or S3020M-V3, or the other typologies with side car parking, located along the primary road).*

Changes

- Amended the run of houses from 334–338
- Added a garden room/summer house to the rear of plot 173. This will include Fraser doors overlooking the garden of plot 173 and a window overlooking the footpath adjacent.
- Amended the roof plan for Flat Block C to reflect the amendments made to this building.