



11th May 2026

Our Ref: 24.5075

120 Bermondsey Street
London
SE1 3TX

T 0203 268 2018

Dear Peter,

Re: Land at Talbot Way, Letchworth - 25/03084/RM (LG3)

We write on behalf of our clients, BDW North Thames, regarding the Reserved Matters Planning Application (Ref:25/03084/RM) for residential development at Land a Talbot Way, Letchworth.

In response to the productive in-person workshop held with Officers on 11th March 2026, Officer feedback received in an email dated 13th April 2026, and feedback in an email dated 7th May 2026 following the recent Virtual Meeting held with Officers on the 30th April 2026, we have prepared a revised submission pack addressing key items discussed. Particularly, the revised submission pack addresses Officer and Consultee comments regarding the following matters:

- Affordable Housing Distribution;
- Rural Edge Lane carriageway width;
- Visitor Parking Strategy;
- Flood Retention Pond in southeast corner; and
- Landscaping;

The revised submission pack contains the following updated documents and drawings:

Title	Prepared By:
Updated Rural Edge Design Code	HTA Design LLP
Updated House Type and Apartment Drawings	HTA Design LLP
Updated Photo Book	HTA Design LLP
Updated Site Drawings	HTA Design LLP
Updated Schedule of Accommodation	HTA Design LLP
Updated Landscaping Drawings: • Detailed Public Open Space Landscape Proposals • Detailed Soft On-Plot Landscape Proposals • Detailed Hard Landscape Proposals • Landscape Masterplan • Play Space And Green Street Details	Pegasus



Updated Drainage Technical Note, Drainage Strategy and Level Strategy	Ardent Consulting Engineers
Updated Transport Documents	Ardent Consulting Engineers
Updated Ecology Reports	CSA Environmental
Updated Aboricultural Reports	Mulberry Tree Management Consultancy
Updated Sustainability Statement	Turley

Affordable Housing Distribution

The location of affordable housing balances parameters including height and the distinctive characters allocated to specific areas of the development, with the mix and typology requirements from policy, as well as the requirements of affordable housing providers.

The proposal allocates affordable housing across three distinct character areas:

- **Allotments Edge:** The Allotment Green Streets are where the majority of the smaller, semi-detached and terraced houses are located which contributes to the character of these Green Streets. The Allotment Green Streets contain around two thirds of the affordable houses.
- **Avenue and Gateway Green:** One third of the affordable houses are distributed along the Central Avenue running through the Site.

Additionally, two of the apartment blocks containing affordable units are situated in prominent locations. One fronts open space at the southern entrance to the site, the other has key frontage onto the Avenue and Gateway Green, and they are separated by the Private apartment block.

The Rural Edge Lane (Woodland Boundary Character Area) does not include any affordable housing. The Design Code for this area precludes smaller house types in this location. Instead, it demands larger detached homes that do not suit affordable housing provider's requirements.

Overall, this distribution ensures that affordable housing is integrated throughout the development, consistent with planning policy, while respecting the specific character of each area and the practical needs of housing providers.

Rural Edge Lane and Visitor Parking

During the workshop held on the 11th March, it was requested by Officers that the feasibility of reducing the width of the Rural Edge Lane be assessed. It was also agreed that a revised visitor parking strategy would be assessed.

Two distinct options were prepared by HTA design and submitted on the 26th of March for the Councils consideration. One involved a reduction in the rural edge lane to three metres along its length and the other maintained a 5m shared surface as originally proposed. Both options included 30 on-street visitor spaces across the site which is the minimum that complies with NHDC's standards (0.25 per dwelling). These options included 5 additional visitor spaces compared to the originally submitted scheme.



In an email 13th April 2026, Officers outlined their preference for the narrower edge lane option. Accordingly, within the updated Site Layout prepared by HTA Design, the Rural has been reduced in width to 3m. This width is increased only where necessary to accommodate the manoeuvring of refuse and emergency vehicles. The amendments to the Rural Edge Lane are incorporated into an updated Rural Edge Design Code. This Design Code should replace the code submitted as part of the original Reserved Matters submission, as well the Discharge of Condition application for Outline Condition 16.

Regarding the Visitor Parking Strategy, also in the email dated 13th April 2026, Officers requested the relocation of certain spaces to mitigate an over-provision on the Rural Edge Lane and an under provision in the western part of the Site. This has been addressed within the Updated Site Layout submitted within the revised pack.

Flood Retention Pond in southeast Corner

In accordance with the agreement reached with Council Officers during the meeting on 11th March 2026, the client team prepared a comparative analysis of an alternative arrangement for the Flood Retention Pond located in the southeast corner of the Site. The alternative arrangement involved an increase in the levels of the basin.

Plans prepared by Ardent showing this were submitted to the Council for their review on Friday 27th March 2026, alongside an assessment of the pros and cons of raising the levels.

In the email dated 13th April 2026, Officers confirmed their review of the proposed raised retention pond, concluding that it would result range of adverse ecological, arboricultural and visual impacts. On this basis, it was set out that the Council would not support this revised proposal, and the existing arrangement should be retained, with the additional requirement that a maximum gradient of 1:3 be confirmed for the side slopes.

In light of this feedback, as part of the updated Drainage Strategy within revised submission pack, the retention pond in the southeast corner aligns with the arrangement originally proposed. The design has been adjusted to ensure the maximum side slopes are 1:3 as requested by Officers. As part of the updated strategy, the development estate roads and FFLs have been optimised to remove the need for a foul pump without lifting the basin as previously proposed. This revised drainage strategy was agreed in principle with Officers in the Virtual Meeting held on the 30th April.

A technical justification for the updated drainage strategy is provided in the updated Drainage Technical Note prepared by Ardent. The updated Drainage Technical Note also incorporates a response letter (Appendix K) to comments received by the Local Lead Flood Authority regarding the following outline conditions:

- Condition 3 (Drainage SWMDDS) - 26/00514/DOC
- Condition 4 (Drainage Management and Maintenance) - 26/00602/DOC.
- Condition 6 (Drainage excavations) - 26/00604/DOC
- Condition 7 (Foul Drainage) - 26/00605/DOC



Refuse Strategy

In the email dated 13th April 2026, Officers requested a revised refuse collection strategy showing a new optimised route and any proposed adjustments to bin collection points to reduce drag distances.

Accordingly, as part of the revised submission pack an updated Refuse Strategy has been prepared by HTA design. The strategy ensures that all individual households present their bins kerbside except where there is a refuse collection point at highlighted on the refuse strategy drawing and these are always within 30m of resident's refuse storage locations and within 25m of the refuse vehicle. The movement of the refuse vehicle include one large loop and fully tracked manoeuvring to services side streets as shown on the plan. The apartment bin stores are sized according to NHDC requirements and as close as possible to the 10m drag distance for eurobins, as shown on the drawing.

In an email dated 7th May 2026 Officers confirmed they had consulted with the Council's Waste Services on the updated Refuse Strategy. They commented that they were not supportive of the revised arrangement identifying that domestic collections should be kerbside.

Kerbside collection for all households would directly conflict with the principles of good placemaking and design embodied in NPPF, local planning guidance and the Letchworth Garden City Heritage Foundation Design Guide. Accommodating this would necessitate the routing of large refuse collection vehicles in a way that would unavoidably alter the character and scale of development. To mitigate this outcome, the proposed layout maximises kerbside collection wherever possible. Refuse collection points, all within 25m of a refuse collection vehicle as per standard guidance, are used strategically only where their inclusion is essential to maintain the design intent. The approach therefore provides a necessary balance between operational requirements and high-quality urban design.

In addition to the above, the Waste Officer commented that the pulling distance for communal properties should be no more than 10m. Accordingly, within the updated Site Layout, the highways has been extended in the southwest corner of the Site to accommodate the apartment communal store being 10m from a refuse collection point.

An updated Refuse Strategy plan, prepared by HTA Design, has been prepared and submitted and replaces the plan originally submitted as part of the discharge of condition application under reference: 26/00368/DOC to discharge outline condition 22.

Landscaping

Updated Landscape Drawings have been prepared and submitted, and this accommodates the revisions of the Updated Site Layout, whilst also addressing comments received by Officers.

Specifically, the amended landscaping design incorporates a new pedestrian footpath at the northern end of the Rural Edge Lane, additional tree planting, and revised play area features. Key adjustments include consolidating green spaces, altering road and cycle way alignments, and enhancements to boundary treatments.



Other Matters

Lighting Strategy

Further to the Case Officer's email received on the 7th May 2026, we acknowledge the concerns raised regarding the lighting design for the Rural Edge Lane. We note that a bollard lighting solution is the Council's preferred approach on ecological grounds.

Accordingly, an updated lighting strategy is being prepared that incorporates this solution. This will be submitted in due course to discharge outline condition 23 (ref: 26/00359/DOC).

Please note that the updated Rural Edge Design Code now incorporates this bollard lighting solution.

Arboriculture

An updated Arboricultural Method Statement and Impact Assessment is being prepared by Mulberry Tree Management Consultancy in light of the updated Site Layout. This will replace the documents originally submitted.

Ecology

A revised Biodiversity Enhancement Plan (Condition 15) is being prepared by CSA Environmental and will be submitted within the updated submission pack. This should replace the original Plan submitted as part of the discharge of condition application for Condition 15 under reference: 26/00362/DOC.

Additionally, please note that CSA Environmental are also progressing updates to the Biodiversity Net Gain Reports which will be completed shortly and subsequently submitted.

Sustainability

An updated Sustainability Statement is also being progressed in response to the revised Site Layout and will be submitted shortly. This should replace the Statement submitted as part of the original Reserved Matters submission, and also the discharge of condition applications for outline conditions 19 (26/00363/DOC) and 20 (Ref: 26/00364/DOC).

Yours sincerely

Jordan Davies
Planner

Tel: 07704 687540

Email: JordanDavies@boyerplanning.co.uk

