



LAND SOUTH OF HENHAM ROAD

3.0 CONTENT

- 3.1 Development Parameters
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 - 3.3 Access and Movement Parameters
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Revision History

Rev.	Description	By	Date
01	Following client comment	RM	31.03.22
02	Completion of sections	RM	27.07.22

This section covers RIBA Stage 3 and details the nature of the proposal, how it will function and how it might look and feel. It also explains the technical approach and how people will move around the development.



**LAND SOUTH OF
HENHAM ROAD**

SPATIAL COORDINATION

COUNTRYSIDE PARTNERSHIPS

27.07.2022

1669

340.2



RIBA STAGE 3

Spatial Coordination

3.1 DEVELOPMENT PARAMETERS

USE

This application proposes residential use with associated garages, car parking, private garden space and landscaping. A number of varying types of public open space, incorporating children's play and SUDS features, are proposed to support the development.

AMOUNT

The development proposes a mix of housing, bungalows and apartments, thus creating a varied and sustainable development. The proposed number of dwellings is 130dw, with market housing equating to 60% of the total (78 dwellings). The affordable housing provision equates to 40% of the total (52 dwellings). A final mix will be determined at the reserved matters stage. This amount will yield a gross density of 24dph and a net density of 38dph.

LAYOUT

The layout has been formulated to respond to site-specific opportunities and constraints and adhere to best practice urban design principles. A strategy has been adopted to place development blocks and building frontage behind a series of green buffers to achieve the following:

- Address Henham Road and Hall Road
- Respect the setting of St Marys Church, Elsenham Cross and the barns at Elsenham Place and create key vistas towards these historical landmarks
- Create a welcoming entrance green and an 'Arrival Point' feature
- Define and overlook the existing public footpath
- Consider the existing water pipe easement along Hall Road
- Allow space for existing vegetation and watercourses
- Provide public open space and SUDS
- Offer surveillance over a circular pedestrian route

The site is divided into three broad areas, separated by the existing public right of way and existing ditch which cross from east to west. This natural division helps to break up development and adds to the character of the proposal.

The area to the north of the right of way is particularly constrained and has been designed to address the surrounding roads and the public footpath, whilst maximising the continuity of this pedestrian route. For this reason, vehicular access is limited to one road crossing the footpath and accommodating a mix of on-plot or rear courtyard parking away from the right of way.

The central area of the proposal is split into four blocks with low density development around the outer edges and more compact forms in the middle. Northern frontages here address the public footpath and the southern edges overlook the retained ditch. To the east, frontages provide the setting to a swathe of green open spaces and the eastern edge faces Hall Road. To the south, two further blocks provide frontage overlooking Stansted Brook, Hall Road and the retained ditch.

Each development block is designed to optimum dimensions allowing for policy compliant garden sizes and back to back distances. Frontages are located to enclose streets and define the public realm. Car parking is predominantly on-plot and located behind the building line. Communal parking areas are arranged in small courtyards and located mainly to the rear of blocks.



KEY













- SITE BOUNDARY 
- LISTED BUILDINGS 
- PUBLIC RIGHT OF WAY 
- RESIDENTIAL DEVELOPMENT 
- PRIMARY ROADS 
- SHARED SURFACE 
- PRIVATE DRIVE 
- FOOTPATHS 
- GREEN OPEN SPACE 
- SUDS 
- RETAINED TREES 
- NEW LANDSCAPING 



Fig 3.11 - Illustrative Layout Plan

3.1 DEVELOPMENT PARAMETERS

SCALE

The scale strategy has been design to consider the following:

- Adjacency to nearby existing buildings and features
- Site topography
- Potential for landmark features

The proposal comprises predominantly 2 storey dwellings with ridge heights of up to 9.63m. This is considered to be suitable based on the sites location and context.

An area to the north-west of the site, adjacent to Elsenham Cross, was identified early in the design process as a location that would require sensitive treatment. As many of the buildings that sit within this historic cluster are single storey (some with rooms in the roof), it was felt that bungalows would be responsive and sympathetic. Ridge heights would be a maximum of 6.73m

Throughout the design process, it was considered that there was an opportunity to introduce some 2.5 storey homes, with rooms in the roof. The southern end of the site, which is where the levels are at their lowest, was identified as a location to incorporate 2.5 storey buildings. In addition to this, a 2.5 storey dwelling has been placed on the corner plot upon entering the site to act as an entrance landmark. These buildings would have ridge heights of up to 10.15m.

A further consideration made in relation to building height and placement was the adjacency to existing roads, buildings and features. The northern half of the site is surrounded by listed buildings and part of the design rationale includes setting buildings back and offering space to important heritage assets, such as the nearby listed barns (see Fig 3.1.2 below). The design also ensures that development respects but positively addresses and encloses the on-site public right of way (see Fig 3.1.3) and retained tree-lined ditch.



Fig 3.1.2 - Proposed Section between Development and The Barns (see Fig 3.1.4 for location)

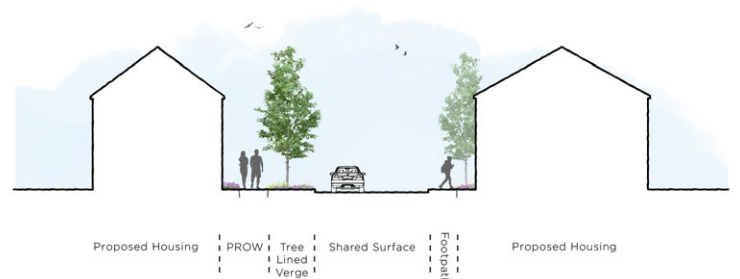


Fig 3.1.3 - Proposed Section along Public Right of Way (see Fig 3.1.4 for location)



KEY

SITE BOUNDARY



POTENTIAL FOR SINGLE STOREY



2 STOREY



POTENTIAL FOR 2.5 STOREY



GARAGES AND UNDERCROFT PARKING



Fig 3.1.4 - Scale Parameters Plan



3.1 DEVELOPMENT PARAMETERS

CHARACTER AND APPEARANCE

A number of character areas have been developed within the proposal that are designed to respond to site context and play a specific role within the layout. These defined areas seek to respond to local landmarks and be sympathetic in design and material choice. The character areas are as follows:

1. Village Streets
2. Henham Green
3. Church View
4. Elsenham Hill

Village Streets

This character area is located centrally and includes most of the enclosed streets within the proposal. This area is the least sensitive location within the site and therefore includes more compact forms and the highest densities within the proposal. This character area would therefore be suitable for apartments.

This area is served by a mix of access road, shared surface street and some private drives along green edges. Some buildings are arranged around and served by parking courts. These would be split into small runs of spaces and broken up by landscaping.

Buildings are arranged to enclose streets and spaces with frontage set behind short front gardens containing low-level planting. Buildings will be designed and located to turn corners and offer landmarks / vista-stops.

To the south, this character area has some green edges, creating a corridor between the retained ditch (see Fig 3.1.5 below) and overlooking Stansted Brook. These areas will be served by shared surfaces and private drives, offering a low-key treatment to these edges. New landscaping will be specified to soften these sensitive areas.

Materials

Materials will comprise a simple mix of contrasting bricks and roof tiles. Combinations will have a consistent rhythm with a contrast in key locations.



Red Stock Brick



Cream Multi-Stock Brick



Grey Plain Tile



Red Plain Tile

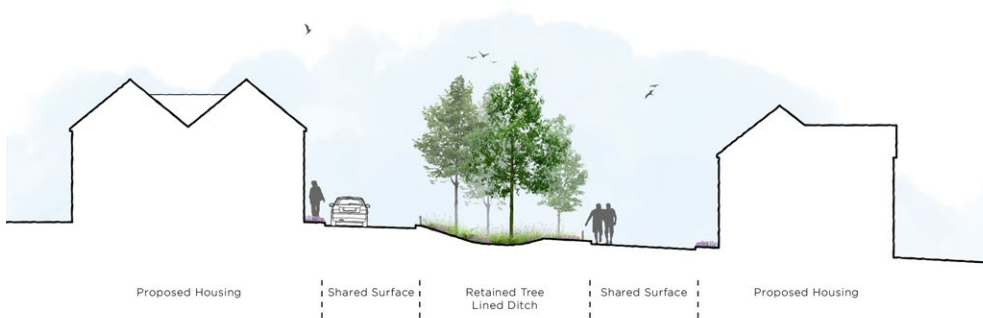


Fig 3.1.5 - Section through Retained Ditch (see Fig 3.1.7 for location)

Fig 3.1.6 - Village Streets Material Palette



KEY

SITE BOUNDARY 

VILLAGE STREETS 

HENHAM GREEN 

CHURCH VIEW 

ELSENHAM HILL 

Fig 3.1.7 - Character Areas Plan



3.1 DEVELOPMENT PARAMETERS

CHARACTER AND APPEARANCE

Henham Green

This character area encompasses the setting to Henham Road and the existing listed barns at Elsenham Place. Currently there are views towards the western elevation of the barn building looking east across the site from Henham Road and the public right of way. This area has been designed to respond to these factors.

Development has been set back from the western end of Henham Road to ensure that views to the barn are maintained from the Road. This approach also gives space to the mature tree midway along this boundary. An entrance green has been located between the tree and the far eastern end of the boundary which creates an attractive feature on entry to the proposal whilst enabling the views to the barn.

This character area has also been designed to offer views from the retained public right of way. Development to the west forms a corridor through this footpath route, but at the eastern end the frontage opens up to reveal the view to the barns, as seen in Fig 3.1.11.

As well as the retained right of way, a circular pedestrian route is proposed from Henham Road, heading down the hill and around the development.

To the east of this character area, an orchard is proposed. This natural feature will help to emphasise the visual separation between the barns and the proposed new development.



Fig 3.1.8 - Existing Barns



Fig 3.1.9 - Character Area Plan, View and Section Location

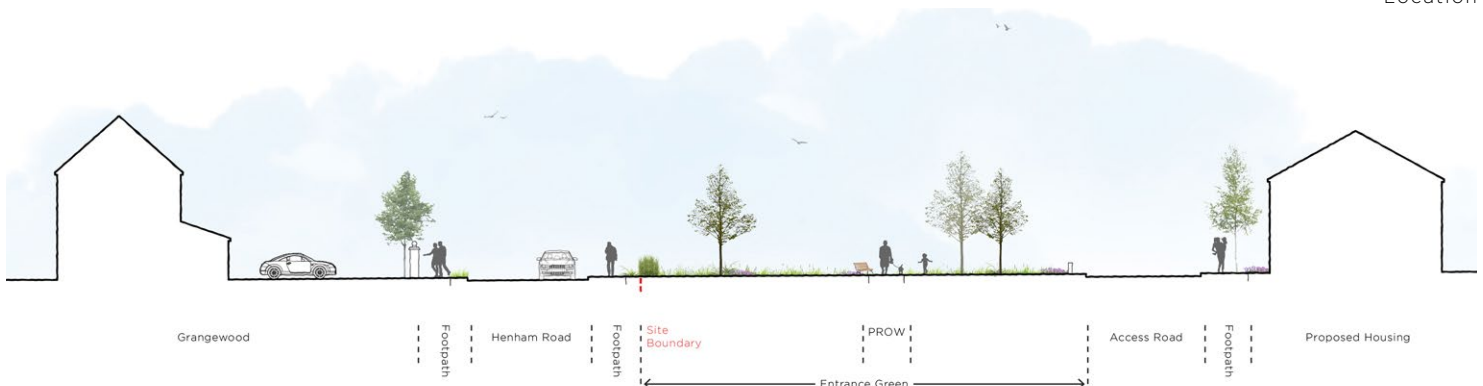


Fig 3.1.10 - Proposed Section between Development and Henham Road



Fig 3.1.11 - Proposed View to the Barns at Elsenham Place

Materials

Materials will be specified to respond to the context of this area of the development. The main influences will be the barns at Elsenham Place and the buildings on the opposite side of Henham Road.

The barn is constructed of typical rural materials including red clay tiles and dark weatherboarding with some white render. The nearby residential properties, which include The Lodge (grade II Listed), display more dark boarding, light coloured render, red brick and a mix of red / brown tiles and grey slate. The front boundary walls are also constructed of red brick.

This has been reflected in the material choice in this area.



Rustic Red Brick



Dark Weatherboarding



White Render



Red Plain Tile

Fig 3.1.12 - Henham Green Material Palette

3.1 DEVELOPMENT PARAMETERS

CHARACTER AND APPEARANCE

Church View

This character area covers the lower eastern side of the proposal and is centred around views to St Marys Church. Historically, although the church is not physically within the village, there has always been a visual link across the valley.

Early assessments identified a specific view along the eastern side of the site where the church tower can be seen through a gap between off-site trees. The proposal has been designed to maximise this view and create an 'Arrival Point' from where this view can be appreciated, see Fig 3.1.16.

To assist and emphasise the view, development frontage has been set back and helps to lead the eye down the hill and towards the church. Development at the southern end sits within the viewing corridor, but due to the site levels and high ground on which the church stands, views are not interrupted.

This character area also features part of the retained ditch and areas for SUDS and children's play. Part of the circular pedestrian route travels through this character area, passing through the arrival point and forming a heritage trail which takes in points of historical interest around the site.



Fig 3.1.13 - Existing View to St Marys Church



Fig 3.1.14 - Character Area Plan and View Location

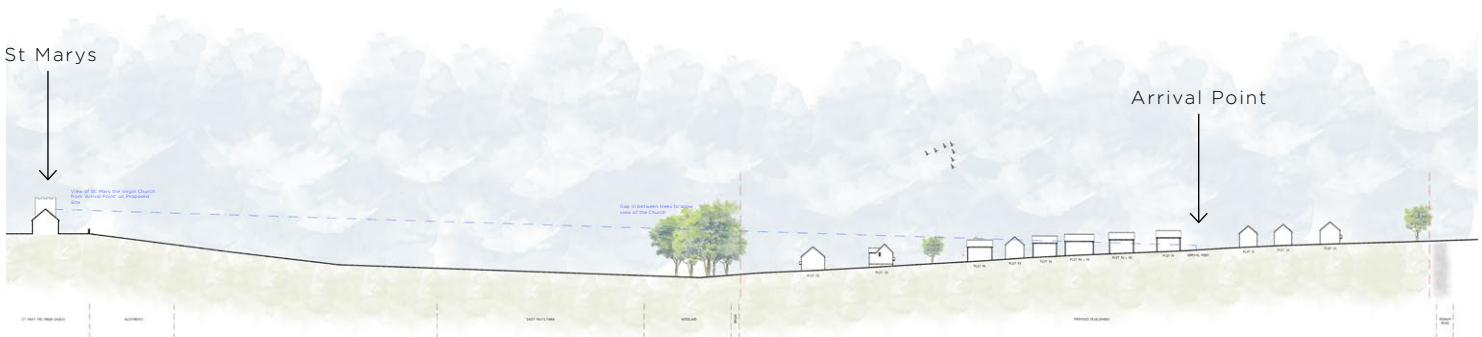


Fig 3.1.15 - North-South Long Section Towards St Marys



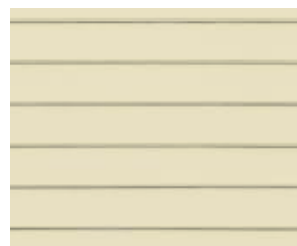
Fig 3.1.16 - Proposed View to St Marys Church

Materials

Materials within this area will reflect village vernacular, responding to its green setting and the view to the church.

A variety of materials is recommended here with no fixed pattern. A mix of brick can be applied, mainly red with a contrasting brick colour such as cream. Render can also be incorporated including white, cream and green colours with potential to add some light coloured boarding.

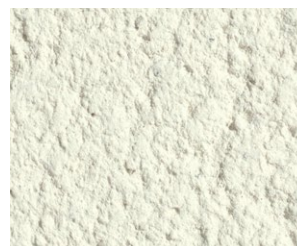
Roof treatments could include a mix of red, brown and grey roof tiles.



Pale Weatherboarding



Cream Multi-Stock Brick



Cream Render



Red Plain Tile

Fig 3.1.17 - Church View Material Palette

3.1 DEVELOPMENT PARAMETERS

CHARACTER AND APPEARANCE

Elsenham Hill

This character area runs parallel with Hall Road, leading up the hill to Elsenham Cross. This area also incorporates most of the existing public right of way.

This area has been designed to offer frontage development addressing Hall Road. Frontage facing the road is set back to provide an easement corridor for the existing water pipe. This has the effect of creating a green buffer between development and the road. It also allows for a green buffer to wrap around the rear of 1 and 2, The Cross.

The existing public right of way has been retained within this area, with frontage placed to define this movement corridor and emphasise its importance. Development to the south is served via shared surface roads. Development to the north has been designed so that there are building fronts addressing the route, but with no frontage parking. These dwellings are served by rear parking accessed via a single road which crosses the footpath to the east. This strategy seeks to offer good surveillance over the footpath whilst limiting the number of vehicular crossing points.

One of the key features of this character area is the view towards Elsenham Cross, see Fig 3.1.21. This view was identified early in the design process and several design decisions have been made to facilitate this and respond to nearby context. Firstly, the upper building line has been pulled into the site to open up views towards Elsenham Cross. This also mirrors the historic street pattern on the opposite side of the road. Secondly, bungalows have been placed closest to the cross to respond to the low ridge heights within this historic cluster.



Fig 3.1.18 - Existing View to Elsenham Cross



Fig 3.1.19 - Character Area Plan, View and Section Location

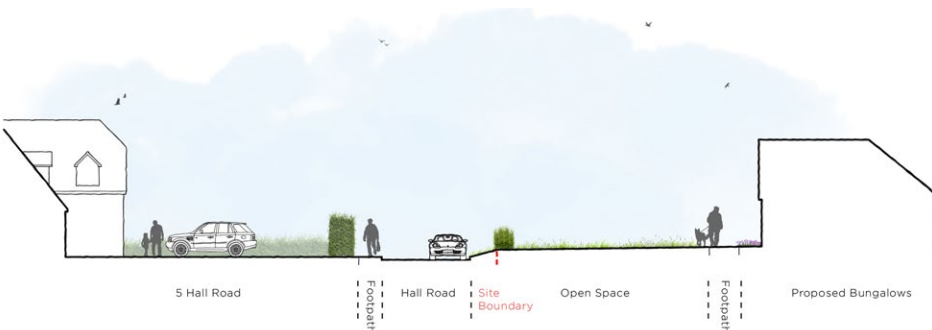


Fig 3.1.20 - Proposed Section Between Development and Hall Road



Fig 3.1.21 - Proposed View to Elsenham Cross

Materials

Material choice will be informed by nearby built form, particularly around Elsenham Cross. The main influences will be 1 and 2, The Cross, 5, The Cross and Village Hall Cottage.

Buildings around Elsenham Cross and along Hall Road include pale render facades of cream, green and white. Red plain tile and pantile are applied to roofs in the area along with some use of red brick. Features such as half hips are also common.

This has been reflected in the material choice in this area.



Red Stock Brick



Pale Render



Red Pantile



Red Plain Tile

Fig 3.1.22 - Elsenham Hill Material Palette

3.2 LANDSCAPE AND DRAINAGE PARAMETERS

Soft Landscaping

A soft landscape strategy will be implemented to soften the proposal and help development integrate in its landscape setting. All existing trees and hedgerows will be retained where possible with root protection areas considered to ensure longevity of on-site trees.

New trees will be specified within streets and open spaces with size, shape and species considered based on location. For example, the orchard area in the north-east corner will comprise a grouping of apple or pear trees. Lining the public right of way, smaller, upright trees would be required such as *amelanchier arborea*. Other species might include *acer campestre* (Field Maple), *carpinus betulus* (Hornbeam) and *betula pendula* (Silver Birch).

Typical native hedge planting will include species such as *cornus sanguinea* (Common Dogwood), *corylus avellana* (Common Hazel) and *sambucus* (Elder). These can be utilised along the site boundaries where required.

Streets and courtyards will include integrated tree and shrub planting. Front gardens to each property will be treated with low-level native and ornamental planting. Drainage basins will be planted with appropriate marginal species.

Hard Landscaping

Primary vehicular areas and footways will be surfaced with bitmac. Other shared surface and parking areas will have block paving treatment.

Pedestrian routes around the periphery of the site will be treated with a naturalistic material such as hoggin or gravel with timber edging. Green spaces and areas of landscaping will be protected by low-level timber bollards or knee rail fences.

Open Space and Play

The development will be surrounded by green open spaces and pedestrian routes for residents to enjoy. Open spaces will comprise amenity grassland for informal recreation with some areas of wildflower meadow planting. Selected trees in open spaces will include bulb planting beneath them.

Seating will be provided at points along the circular footpath with several clustered around the 'Arrival Point'. An equipped play area has been proposed in the south-western corner of the site.



Fig 3.2.1 - Proposed Tree and Hedge Planting



KEY








SITE BOUNDARY	
RETAINED TREES	
NEW LANDSCAPING	
SEATING	
CHILDREN'S PLAY AREA	
KNEE RAIL FENCING	
TIMBER BOLLARDS	



Fig 3.2.2 - Landscape Plan
75

3.2 LANDSCAPE AND DRAINAGE PARAMETERS

Flood Mitigation Measures

The vast majority of the site is located within Flood Zone 1 and there is low/negligible risk of flooding from other sources. Finished ground floor levels of the proposed properties will be set 300mm above the 1 in 100 year, including climate change, flood level. The maximum flood level is 81.6m AOD. Therefore, finished floor levels will be set at a minimum of 81.9m AOD.

To allow access to the watercourse for maintenance, no development is proposed within 8m of the Stansted Brook.

SUDS

The surface water drainage strategy for the proposed development will mimic the existing greenfield drainage, with gradual release of surface water runoff to Stansted Brook to the south of the site. This is achieved through flow restrictions prior to discharging to the brook. Attenuation will be provided upstream of the flow control devices by a combination of swales and attenuation basins and an underground storage tank. Discharge will be restricted to the greenfield rates, with surface water attenuation provided up to the 1 in 100 year climate change event.

Foul Water

There is currently a 150mm diameter foul sewer running through the southern half of the development. It is proposed that this existing sewer will be diverted through the development. It is proposed that foul flows from the development will discharge into the diverted Thames Water foul sewers within the development boundary.

For more information, please see the Flood Risk Assessment and Drainage Strategy submitted with this application.



Fig 3.2.3 - Drainage Swale



Fig 3.2.4 - Drainage Basin



Fig 3.2.5 - Existing Stansted Brook



- KEY**
- SITE BOUNDARY
 - BASINS
 - STORAGE TANK
 - SWALE
 - DRAINAGE PIPES

Fig 3.2.6 - Proposed Drainage Strategy



3.2 LANDSCAPE AND DRAINAGE PARAMETERS

Ecology

Through appropriate mitigation including sensitive layout design, a wildlife friendly landscaping scheme, sensitive practices/management during construction and occupation and precautionary methods, it is considered that all significant impacts on biodiversity, including any potential adverse impacts upon specific protected species and habitats will likely be able to be wholly mitigated in line with relevant wildlife legislation.

Mitigation and enhancement measures could include:

Nationally Designated Sites - financial contribution to Hatfield Forest SSSI strategy. Provision of semi natural open space. Linkages to offsite PRow.

Habitats - use of native species and species offering a value to wildlife across the site. Protection of boundary habitats including retained trees, tall ruderal and hedgerows using heras fencing and signage. Creation of semi natural habitats such as species rich grassland, hedgerows, ponds and species rich scrub. Achieved through the use of native, species-rich plants and seed mixes which offer a benefit to wildlife.

Badgers - standard precautionary measures. Planting species of known wildlife benefit.

Bats - provision of bat boxes and planting species of known wildlife benefit. Retention of boundary habitats and avoidance of light spill. Sensitive lighting strategy. Planting species of benefit to bats.

Birds - habitat to be removed outside bird nesting season (March to August inclusive) or once an ecologist has checked and confirmed absence of active nests. Bird boxes to be installed on retained trees and within the fabric of the new building respectively. Habitat creation including grassland, scrub, trees, shrubs and plants which offer a value to nesting and foraging birds within the soft-landscaping plans.

Common Reptiles - provision of hibernacula and log piles, habitat creation such as grassland, scrub and ponds using species-rich seed mixes and use of plants offering a value to wildlife.

Hedgehog, Polecat and Toad - as for badger and reptile mitigation, to include precautionary measures and clearance of sensitive habitats by hand. Enhancements include the provision of hedgehog gaps and a hedgehog highway in fence lines and the provision of log piles and hibernacula.



Fig 3.2.7 - Integrated Bat Box



Fig 3.2.8 - Integrated Bird Box



Fig 3.2.9 - Hedgehog Highway

Biodiversity Net Gain (BNG)

As part of the biodiversity net gain strategy, land adjacent to the application site that is within the applicant's ownership (see below), will be made available to compensate for any shortfall in BNG that can't be achieved within the application site.

This could typically mean enhancing the grassland from a moderate to good standard, and enhancing habitats from poor to moderate / good condition.



Fig 3.2.10 - Land Identified for BNG

KEY

APPLICATION SITE BOUNDARY



LAND WITHIN APPLICANT'S OWNERSHIP



LAND AVAILABLE TO ACHIEVE BIODIVERSITY NET GAIN



3.2 LANDSCAPE AND DRAINAGE PARAMETERS

Lighting

A compliant lighting scheme will be designed and installed with a low impact on the heritage assets surrounding the site whilst also minimising the impact on wildlife and residential properties. The likely cumulative effect of artificial lighting may be a slight increase in sky glow.

The likely impacts include the introduction of artificial light sources as part of the proposed development, which will result in changes to the current baseline conditions. The proposed lighting scheme will comply with all relevant British Standards and the Institution of Lighting Professionals lighting guidelines and will serve to ensure that the safety and security of all areas of the development can be effectively maintained.

The effects on sensitive receptors will be mitigated through the implementation of a stringent lighting design, which will include the use of low light pollution fittings which retain light spill within the development area, minimising the loss of light to the night sky and glare discomfort to on-site or neighbouring receptors.



Fig 3.2.11 - Lightspill Plan

Sustainability

The applicant adopts an approach to sustainability that will help to tackle some big challenges, like the shortage of affordable homes, becoming a low carbon society, the significant loss of biodiversity in the UK, and much more.

Net Zero Carbon

Operations - a commitment to setting Science-Based Carbon Targets (SBCT). This means that any emission reduction targets set will be in line with what climate science says is necessary to keep global warming to below 1.5 degrees Celsius.

Future Homes Standard & Net Zero Carbon Ready Homes - working towards a transition to net zero by 2030.

Modern Methods of Construction & Our Factories

An investment in manufacturing facilities that use modern methods of construction to build homes. Modern methods of construction can significantly reduce the amount of waste created during construction, in part due to the factory environment where weather doesn't play a role in damaging materials as well as the precision of the machines being used in the factories to reduce off-cuts.

Construction Waste

A Waste Policy and procedures set out the core requirements for minimising and managing waste on site. In 2020, 98.5% of the waste created on the applicant's sites was diverted away from landfill.

Biodiversity

The site has undergone an ecological assessment to better understand local habitats and what species exist within those habitats, and make sure that all necessary measures are taken to protect and, in some cases, enhance those habitats, to encourage biodiversity to prosper. An approach to sustainability includes setting a target to achieve at least a 10% net biodiversity gain across all new developments by 2025.



Fig 3.2.12 - A Sustainable Approach

3.3 ACCESS AND MOVEMENT PARAMETERS

VEHICULAR ACCESS

Access

A highways compliant junction has been designed along Henham Road which achieves 2.4m x 70m visibility splays in both directions (see Fig 3.3.X).

Road Hierarchy

The proposal is designed with three levels of vehicular movement. The main access road (type E) narrows from 6m at the junction to 5.5m with two 2m footways. Where there is development on just one side of the road, such as on the eastern side of the proposal, a footway is not required. This road type travels into central and southern areas of the site. Typical treatment would be tarmac.

From the access road, shared surface streets (type F) serve further development. These streets are 6m wide and serve up to 25 dwellings. On peripheral parts of the site, private drives (type H) serve up to 5 dwellings. In central areas, courtyards will offer small areas of car parking. Typical treatments include tarmac or a mix of block paving.

Speed bumps and raised tables will be used around the road network to slow vehicle speeds.

Turning Heads

All type E and F roads will terminate in size 3 turning heads. Courtyards will incorporate size 3 or 5 turning heads (depending on requirements). Private drives will include size 5 turning heads if required.

Parking

All dwellings will have policy compliant allocated car parking spaces. Each bay will measure 5.5m x 2.9m. All garages that form part of the allocation will have internal measurements of 3m x 7m and include provision for cycle storage. Any dwelling without a garage will be provided with secure cycle storage.

Visitor car parking (1 for every 4 dwellings) will be distributed around the site and integrated into the highway design.



Fig 3.3.X - Access Road

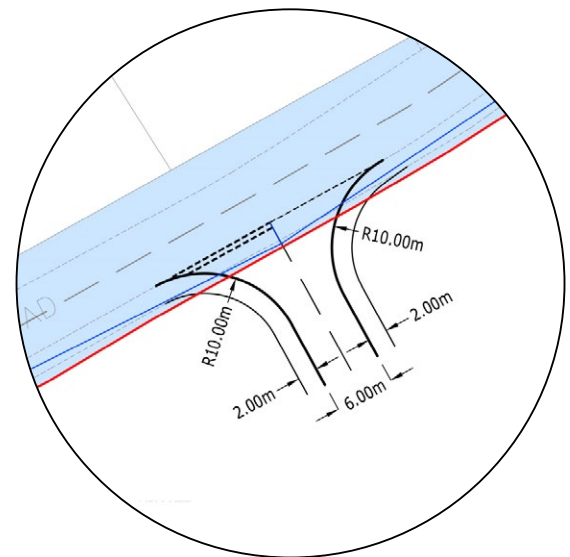
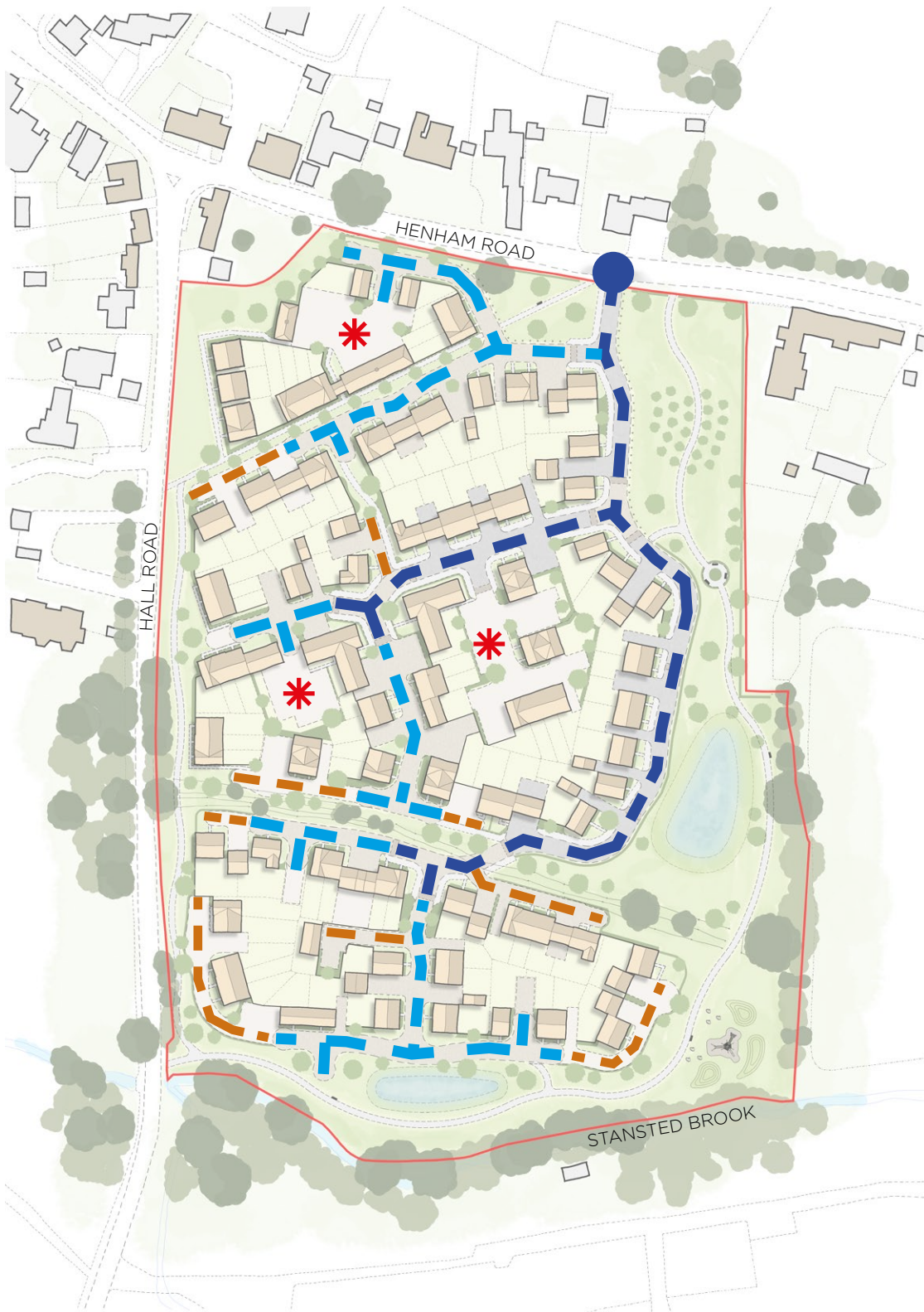


Fig 3.3.X - Junction Design



Fig 3.3.X - Integrated Visitor Parking



KEY

SITE BOUNDARY



ACCESS JUNCTION



ACCESS ROAD



SHARED SURFACE



PRIVATE DRIVE



COURTYARD



Fig 3.3.X - Vehicular Circulation Plan



3.3 ACCESS AND MOVEMENT PARAMETERS

PEDESTRIAN AND CYCLE MOVEMENT

Public Rights of Way

The on-site public footpath will be retained and integrated into the design of the proposal. The route could be formalised, but with a naturalistic material such as hoggin or left as a mown grass track.

New Pedestrian Routes

New pedestrian routes will be designed to link with existing on and off-site rights of way to enhance the local movement network.

A circular route has been proposed that loops around the site along the eastern boundary from Henham Road, past the southern boundary and up the Hall Road frontage to meet the existing public footpath. In the south-western corner, walkers can continue down Hall Road to meet the footpath that runs to the south of the brook.

The circular route takes the form of a heritage trail, travelling past or offering views to the barns at Elsenham Place, St Marys Church, The Old Vicarage and Elsenham Cross. Like the right of way, this route could be treated with a naturalistic material such as hoggin or left as a mown grass track.

Shared surface streets will help to facilitate safe pedestrian movement, with a central route proposed from north to south.

Cycling

Traffic calming measures and shared surface treatments will help the proposal become a cycle-friendly development.



Fig 3.3.X - Shared Surface Road



Fig 3.3.X - Existing Right of Way from Hall Road



Fig 3.3.X - Hoggin Path



KEY

- SITE BOUNDARY
- PUBLIC RIGHT OF WAY
- CIRCULAR WALK
- PEDESTRIAN ROUTE
- LINKING FOOTPATH
- SHARED SURFACES

Fig 3.3.X - Pedestrian Movement



3.4 CONCLUSION

This document demonstrates that the site has been carefully assessed and the final design has been informed by a number of opportunities and constraints unique to the location. Specialist consultants have been appointed to advise on a range of matters and the public have had an opportunity to comment on the proposal.

The proposal has been designed to consider site conditions and constraints, respect neighbouring heritage assets and landscape features, creates a development which relates well to the vernacular of the village and applies good urban design and townscape principles, provides net biodiversity gain and a bespoke SUDS strategy.

On this basis, it is considered that the development represents a sustainable and responsive proposal which relates to its physical and environmental context and reflects the requirements of local and national planning policy and guidance.





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