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**BLOOR HOMES**<sup>®</sup>

# Land East of Station Road, Elsenham

**Design and Access Statement**

**September 2022**



“

*A variety of village events are held each year: a village fete; the Flower Show Society's Annual Show; an Arts & Craft Fair and a firework display in the autumn; and Santa and Gift Galore in December. Elsenham also has a number of small clubs as well as tennis courts, a bowling green, a cricket field, a youth football club and 2 pool teams. The village has a number of small businesses, a pub and a primary school.*

”



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Carter Jonas



Land East of Station Road, Elsenham, Essex | **Design & Access Statement**

## Our Vision



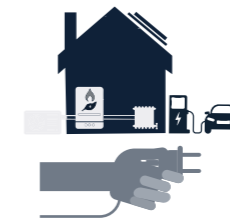
The Land East of Station Road presents an excellent opportunity to **sensitively extend Elsenham** and create a **high quality new residential neighbourhood** which **responds to its setting**. Short **walking and cycle links** to existing and planned transport and social infrastructure will allow a sustainable **new community to flourish**, set in a network of **biodiverse open spaces**.



## Key Benefits



New walking and cycling routes



Low carbon homes - including air source heat pumps and EV charging



On site car club vehicle



Local construction jobs



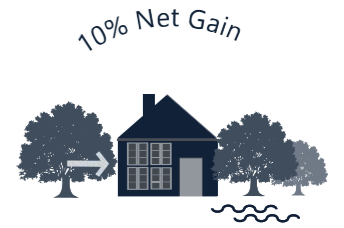
A range of homes catering for all including bungalows



Self build and custom build homes



Market homes



minimum 10% biodiversity net gain



40% Affordable homes



Direct access to a new primary school



New woodland and natural space



Recreation space and children's play



# 1.0 Introduction

1.1 Purpose of the Document

1.2 Document Structure





## 1.1 Purpose of the Document

This Design and Access Statement has been prepared by Carter Jonas LLP on behalf of Bloor Homes in support of an outline planning application for a residential development at Land East of Station Road, Elsenham.

The purpose of this document is to explain the process that has led to the masterplan proposals and in particular, the extent to which local context, planning policy and public consultation has informed the masterplan.

The key role of the document is as follows:

- To illustrate the process that has led to the Land East of Station Road, Elsenham development proposal and explain the design principles and concepts that have been applied to the proposed scheme.
- To introduce the masterplan and explain the rationale behind its development.
- To set out design guidelines.
- To set out parameters for the proposed development through Parameter Plans. These form a part of the planning application.
- The Design and Access Statement is intended to serve as a common source of information and guidance for all those involved in the future development of the Land East of Station Road site. It is not intended as a detailed account of all parts of the site nor a source of ready-made design solutions. Rather, the Design and Access Statement sets out a range of general issues and principles concerning design.

## 1.2 Document Structure

### Section 1: Introduction

Describes the purpose of the document, content and scope.

### Section 2: Context

Provides an overview of the Site in the context of Elsenham, as well as identifying the key physical characteristics which inform the design process.

### Section 3: Site and Considerations

Presents the technical considerations for the masterplan.

### Section 4: Design

Sets out the underpinning design rationale for the masterplan.

### Section 5: Masterplan

Introduces the concept masterplan and illustrative proving layout.

### Section 6: Parameters

Presents the proposals in a series of clear parameters dealing with land uses and scale/mass.

### Section 7: Illustration

Provides an artists impression of the proposals.

### Section 8: Conclusion

Summarises the information presented in the document and identifies the key benefits associated with the proposals.

### Photo descriptions

1. View along the public right of way (ref: 25\_15) close to the Site's northern boundary
2. The Gilbey Memorial (Grade II listed former water pump) on Henham Road
3. Elsenham C of E Primary School on Henham Road
4. Local road sign on the junction of New Road / Old Mead Road / Station Road
5. Elsenham Village sign
6. Jeff & Eddie's cafe on New Road

Fig 01: Photos of Elsenham village context





## 2.0 Context

- 2.1 District Context
- 2.2 Planning Background & Policy Context
- 2.3 Sustainability Drivers
- 2.4 Growth of Elsenham
- 2.5 Townscape Character & Heritage
- 2.6 Architecture and Materiality





## 2.1 District Context

### Existing Context

**The Site is located to the north east of Elsenham, Essex, and extends to 9.80 Ha (24.22 acres). It is currently in use as arable farmland.**

The Site is approximately rectangular in shape, and is bound to the west by the West Anglia Mainline railway, Elsenham Station car park and existing commercial uses accessed from Old Mead Road.

The area of land to the south of the Site is currently also characterised by arable farmland, however an appeal decision (ref: APP/C1570/W/19/3243744, dated 22nd December 2020) allowed for planning permission to be granted for up to 350 dwellings and a One Form Entry Primary School on this Site.

The Site's northern and eastern boundary is comprised of arable land, running towards Mill Pond Farm. A public right of way (ref: 25\_15) runs east-west 100 metre north of the northern Site boundary.

The topography on the Site is relatively level, with a slight fall from the north east towards the railway line in the west.

The wider context of the Site to the east and south east is characterised by Elsenham village, which will over time extend to the area south of the Site as development progresses.

The Site's wider context to the east and north is farmland, with the village of Henham approximately 1.5km beyond.



Fig 02: Location of Elsenham in Uttlesford District

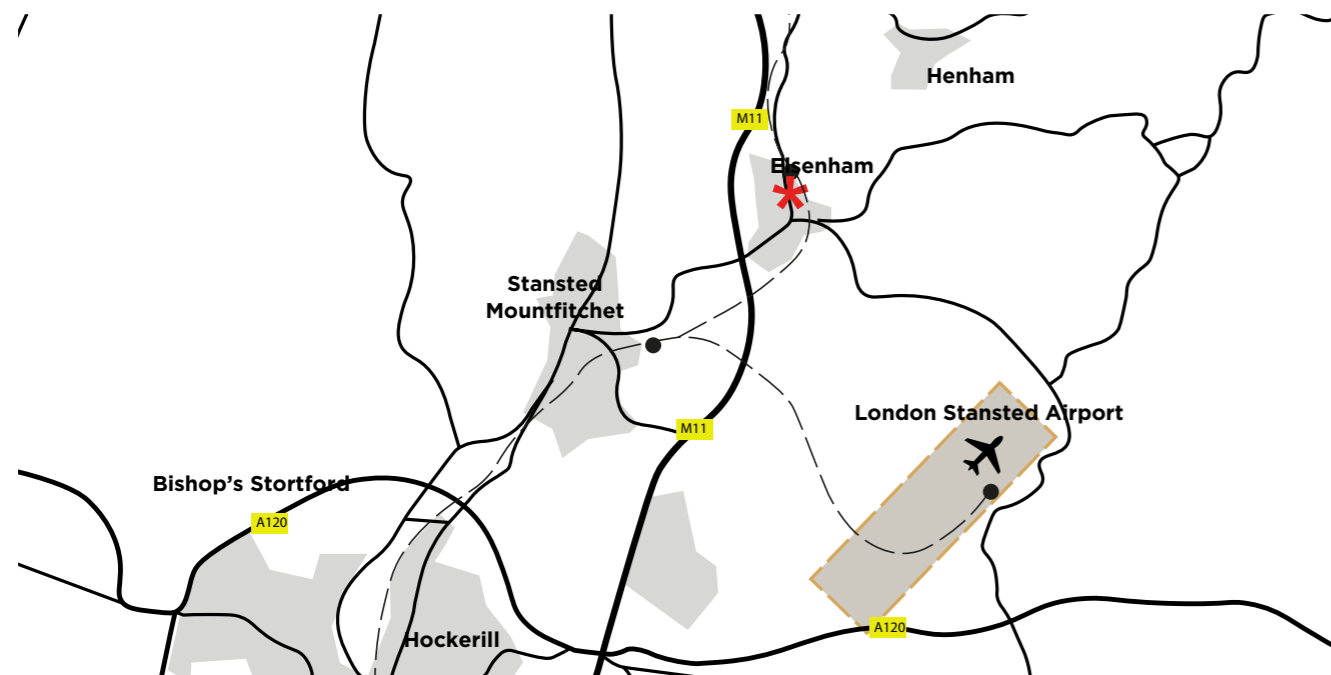


Fig 03: Elsenham in context showing the key surrounding settlements, road network and railway lines

0 500m



Fig 04: The Site in Elsenham



## 2.2 Planning Background & Policy Context

### Development Plan

The Site falls within the jurisdiction of Uttlesford District Council. The Development Plan for Uttlesford District currently comprises of the Adopted Uttlesford Local Plan, Adopted Essex Minerals Local Plan and Adopted Essex and Southend-on-Sea Waste Local Plan.

#### Uttlesford Local Plan (2005) saved policies (2007)

The Uttlesford Local Plan was adopted in January 2005. The Plan showed how at least 4,620 homes would be provided over the period 2000 to 2011.

Chapter 2 of the Adopted Local Plan considers where development will take place. Elsenham, together with Great Chesterford, Newport, Takeley and Thaxted are all identified as Key Rural Settlements. These key settlements are all located on main transport networks, as well as being able to provide local employment

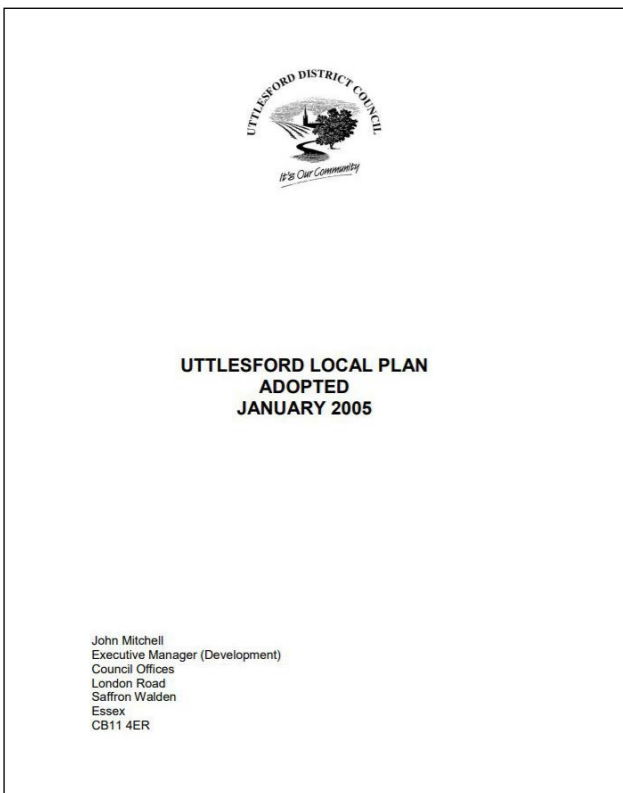


Fig 05: Uttlesford Adopted Local Plan, 2005

opportunities. The Plan’s intention is to protect or strengthen the role of these communities where there is potential to encourage people to live and work locally. Local affordable housing and community facility needs may be met on “exception sites” outside development limits.

#### Emerging Uttlesford Local Plan

The Adopted Local Plan will be at least 20 years old before any replacement Plan is able to be adopted.

The Council’s two most recent Draft Local Plans had to both be withdrawn at the Examination stage, at the direction of Inspectors.

An Issues and Options consultation in respect of the new Uttlesford Local Plan closed in April 2021.

The Council’s Local Development Scheme (LDS) published in October 2020 identified that its ‘Preferred Options’ Regulation 18 consultation, involving the publication of a detailed draft plan, would take place in “early 2022”.

The latest LDS published in July 2022 subsequently identified that the ‘Preferred Options’ consultation would take place during November-December 2022. The timetable estimated that Local Plan adoption would occur in March 2025.

In September 2022, the Council announced that the November 2022 consultation had been cancelled. Instead, the Council will be preparing a new timetable for the preparation of its new Local Plan.

Accordingly, it is apparent from the above that the adoption of any new Local Plan for Uttlesford is now some years away.

### Planning Policy

**Uttlesford District Council is in the process of preparing a new Local Plan, and has issued a call for sites and is consulting on issues and options.**

The Land East of Station Road, Elsenham has been promoted through the call for sites process. Representations have been submitted on behalf of Bloor Homes to the following issues and options themes that are relevant to the promoted development:

- Theme 4 Transport;
- Theme 5 Leisure, Culture and Healthy Lifestyles;
- Theme 6 Biodiversity;
- Theme 8 Homes; and
- Theme 9 Creating New Places and Communities.

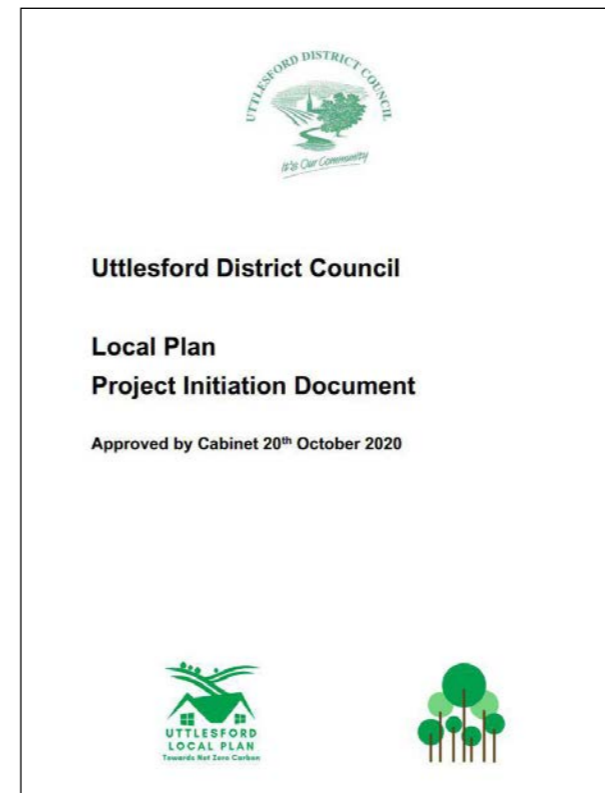


Fig 06: Uttlesford District Council Local Plan Project Initiation Document, 2020

### Five Year Housing Supply

Uttlesford’s Five-Year Housing Land Supply Statement (December 2021) states that the Council’s housing trajectory and 5-year housing land supply calculation has now been reviewed and updated. It represents the housing land supply position as of 1 April 2021 and demonstrates that the district only possesses 3.52 years of housing supply for the 2021-2026 five-year period.

ONS data published in March 2022 shows that Uttlesford’s property price to income ratio rose to 13.4 in 2021, up from a ratio of 12.8 in 2020.

At present, there is a substantial shortfall of market and affordable housing within the district. As such, the scheme would make a very important contribution towards this housing need.

The results from the 2021 Housing Delivery Test (HDT) for Uttlesford (published in January 2022) indicated a HDT measurement of 99%. This result was calculated for the period 2018-19 to 2020-21, with 1,830 net homes delivered against the HDT housing requirement of 1,848 dwellings. As a consequence, the Authority faced no consequences.

Whereas at face value, Uttlesford’s current HDT score looks reasonable, the tables below shows that the figure masks serious declines in housing delivery within the district over the two most recent monitoring years:

### Neighbourhood Plan

Uttlesford District Council have designated a number of Neighbourhood Plan Areas. However, no such designation has yet been sought in relation to either Henham or Elsenham.

## 2.3 Sustainability Drivers

**Elsenham is well served by a range of community facilities, all within a short walk or cycle from the Site.**

Key local facilities shown in Fig. 08 are as follows:

1. Elsenham Railway Station
2. Jenkins Drive industrial area
3. Old Mead Road industrial area
4. Jeff & Eddies cafe/takeaway
5. Elsenham Playground and recreation ground
6. Elsenham Memorial Hall
7. Elsenham C of E Primary School
8. New one form entry primary school (planned) and early years childcare
9. Elsenham Post Office
10. Elsenham Surgery
11. New sports pitches (planned)
12. The Crown Inn, Elsenham
13. Tesco Express

Elsenham is also served by local bus route 7, from stops along Station Road. The service connects Elsenham with Stanstead Airport, Henham, Bishop's Stortford and Takeley.



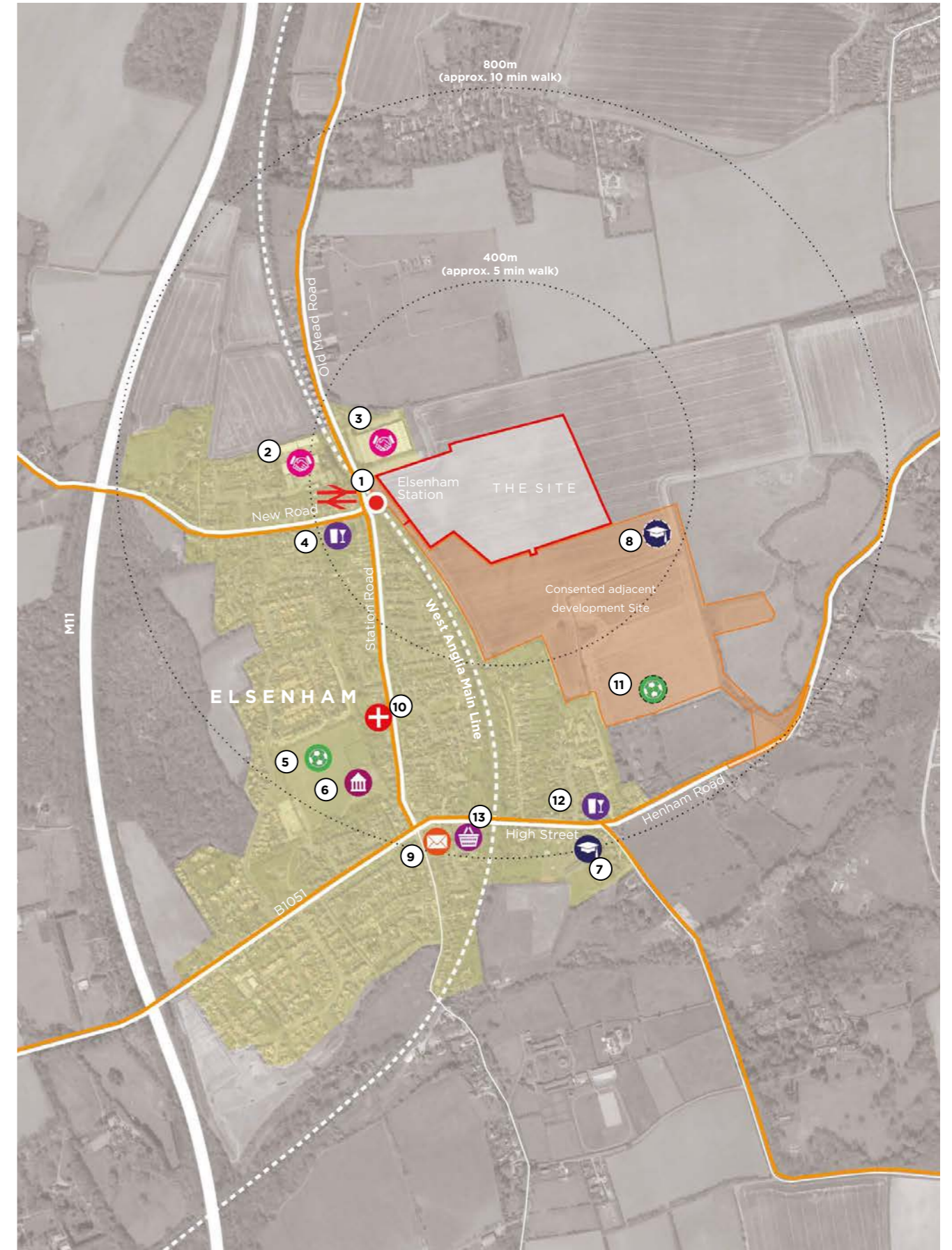
**Fig 07:** Elsenham C of E Primary School



**Fig 08:** The Crown Inn, Elsenham

### LEGEND

- The Site
- Bus routes
- Railway Station
- Community Hall
- Primary School
- Local Shop
- Post Office
- Medical Centre
- Sports / Recreation
- Public House / Cafe
- Employment Uses



**Fig 09:** Elsenham community facilities plan





## 2.4 Growth of Elsenham

**Elsenham has developed relatively slowly over the past century. Development has expanded from the High Street and Henham Road, which was the main location for development in the 19th century.**

In 1870-72, John Marius Wilson’s Imperial Gazetteer of England and Wales described Elsenham as follows:

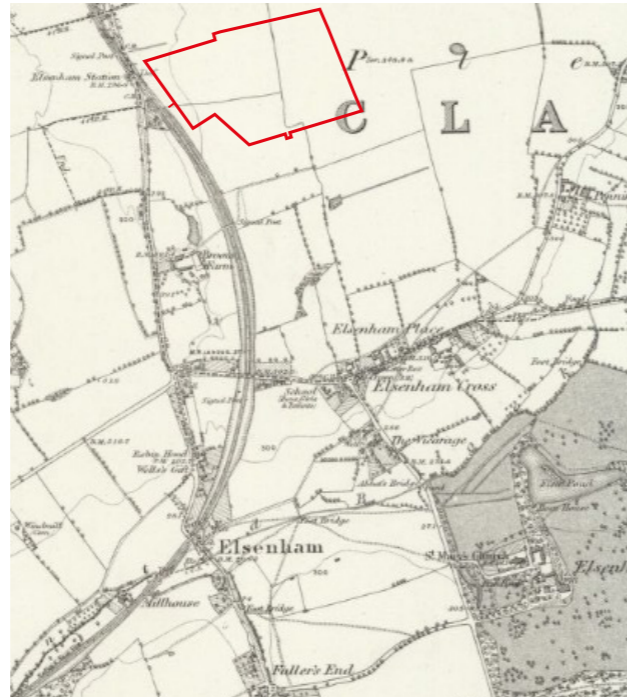
*ELSENHAM, a village and a parish in the district of Bishop-Stortford and county of Essex. The village stands adjacent to the London and Cambridge railway, 5 miles NE by N of Bishop-Stortford; and has a station on the railway. The parish comprises 1,829 acres; and its post town is Stanstead, under Bishop-Stortford. Real property, £2,685. Pop., 480. Houses, 102. The property is divided among a few. Elsenham Hall is a chief residence.*

Originally, the village consisted of two small settlements, one in the area around Elsenham Cross and the other around Robin Hood Road.

Historic maps show the village of Elsenham to be centred around the church at Elsenham Hall, growing from a population of 34 households in 1086, (recorded in the Domesday Book) putting it in the largest 40% of settlements recorded in Domesday.

Elsenham Station was originally built beyond the village’s edge, away from residential development. Residential development remained focused around the church and school on what is now named and referenced as ‘High Street’ and Henham Road.

Development on Henham Road is evident from the early to mid 19th century. More recently, the form of the village has been driven by new infill development along Park Road. Station Road is an example of Later “growth” off the High Street, with a modest amount of development evident now.

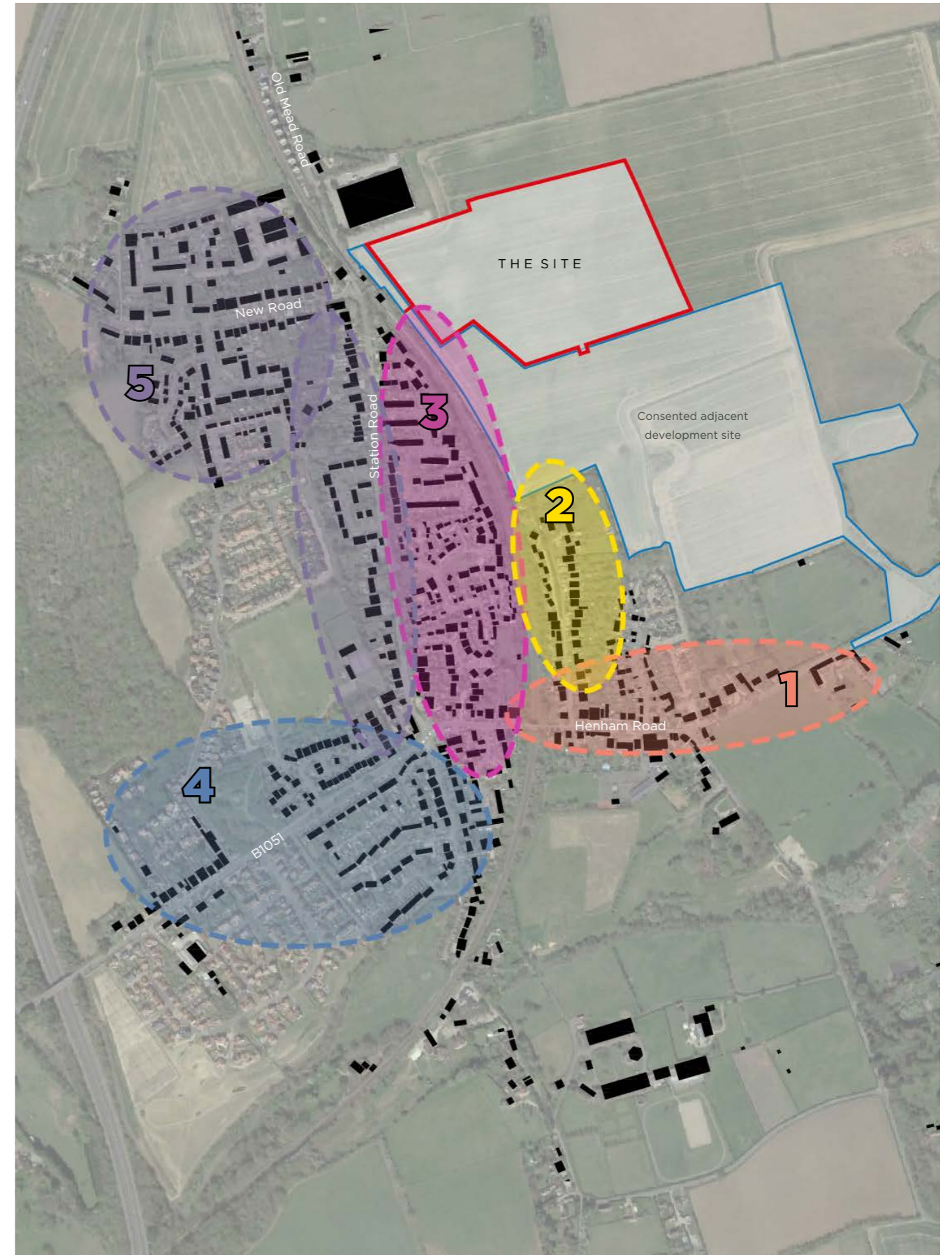


**Fig 10:** Historic Map of Elsenham c. 1875

What the development of the village has demonstrated over time is that it has developed in both a lineal fashion but also with infill development off Station Road, expanding north and west, with homes built well beyond the traditional village core, pushing the form of the village in the north, east and west directions.

### References on Plan

1. Historic core of the village centred around the school and church
2. Elsenham continues to grow along the High Street, north onto Park Road
3. Development then grows along the Great Eastern Railway Line and Elsenham Station
4. Later development to the west of the Railway Line along the B1051.
5. Infill development grows to the north of Elsenham along New Road, and south onto Isabel Drive and Oak Drive.



**Fig 11:** Elsenham urban form and historic growth





## 2.5 Townscape Character & Heritage

The following provide a brief analysis of the existing built form of Elsenham.

A range of residential densities can be found within Elsenham from as low as 20 dwellings per hectare (dph) to more dense areas at around 35 dph. In terms of masterplan layout, development in Elsenham is largely represented by cul-de-sac layouts from the late 20th C. Much of this development comprises detached and semi-detached homes with gardens and drives and garages.

The High Street in Elsenham has a varied character along its length with older, more traditional built form at its easterly end and more recent house forms, including development completed in the last few years, at its westerly end. In terms of the shape and form of Elsenham, more recent residential development has expanded the built form of Elsenham westwards towards the M11 and Alsa Wood. Houses within new developments to the north and south of Stansted Road comprise detached and semi-detached houses and smaller terraced or link houses. The Spinney provides an attractive area of woodland with trails bisecting same and connecting new streets in the west end of the village.

In terms of heritage, Elsenham consists largely of more recent 20th Century development however there are several heritage assets and listed buildings along Henham Road. The rail station located to the north-west is also listed. Listed buildings are also found on Robin Hood Road and Tye Green Road, running south of Elsenham. Some of the more notable Listed Buildings in Elsenham include the Gilbey Memorial on the High Street and The Crown Inn, both Grade II Listed Buildings.

Elsenham has a varied street character corresponding to the location of the street and historic development of the village. Station Road runs north-south through the village and has a predominant urban/sub-urban feel with mixed frontage development, green edges/ verges with trees and on-street parking. The High Street (B1051) has a slightly denser, urban character with building fronts closer to the back of pavement. Henham Road (B1051), running east of Hall Road and beyond the village has a semi-rural feel with fields and green edges on either side and less building

frontage together with footways on both or one side of the road.

In summary, some of the key features of the townscape of Elsenham are:

- A varied residential character along the key roads of High Street, Henham Road and Station Road
- A linear settlement pattern that has gradually expanded over the years westward
- Low-rise, mostly 2-storey buildings with accommodation in roof zones in some locations
- Increased densities around the village centre (along the High Street close to Hall Road)
- Varying depths of building setbacks and informal and irregular layouts in most areas
- Boundary treatments represented by a variety of materials including hedges, planting, brick walls and timber fences.

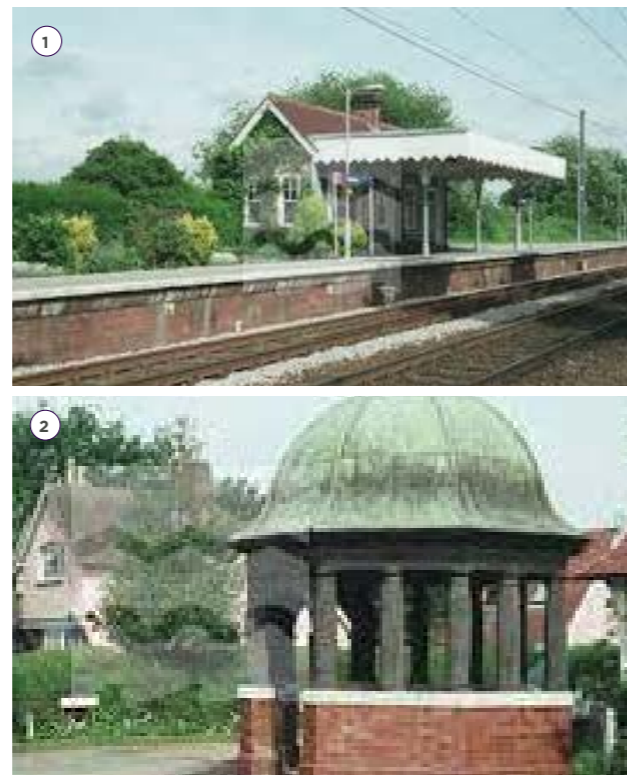


Fig 12: Heritage assets in Elsenham:

**Photo Descriptions**

1. Waiting room on the east side of the railway line at Elsenham Station (Grade II Listed)
2. Gilbey Memorial on the High Street (Grade II Listed).





	The Site - 9.80 Ha		Listed Building (Grade II)
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Fig 13: Plan of Elsenham showing key heritage considerations



## 2.6 Architecture and Materiality

### Elsenham

Given much of Elsenham is represented by more recent development, there is a more limited palette of traditional building materials. However overall there is a range of building materials that can help inform this next phase of development east of Station Road. Existing building materials in the village include:

The main building materials within Elsenham include the following:

- Red brick work and render, specifically pink/salmon colour, for external wall cladding together with timber framing of some buildings
- Clay tiles and hanging tiles
- Chimneys
- Gable roofs, hipped roofs
- Black eaves/barge boards and decorative barge boards
- Bay windows and dormer windows



Fig 14: Elsenham photograph location plan



Fig 15: Key building features in Elsenham

#### Photo Descriptions

1. Pink rendered dwellings on High Street.
2. Pink/salmon render facing the street, with timber framing and clay tiles together with a chimney set back
3. Houses on Cranmoor Close showing red brick work, gable roofs and chimneys, fronting the road
4. Red brick dwellings on Station Road with gable windows and chimney detail
5. Three storey dwelling with decorative barge boards, salmon/pink rendering with timber framing and a bay window, set back from the road
6. Two storey building on the High Street with gable fronting and the traditional pink rendering with timber framing and clay tiles

## 3.0 Site and Considerations

- 3.1 The Site
- 3.2 Site Photographs
- 3.3 Technical Summary
- 3.4 Considerations







### 3.1 The Site

**The Site is located to the north east of Elsenham, Essex, and extends to 9.80 Ha (24.22 acres). It is currently in use as arable farmland.**

The Site is approximately rectangular in shape, and is bounded to the west by the West Anglia Mainline railway, Elsenham Station car park and existing commercial uses accessed from Old Mead Road.

The area of land to the south of the Site is currently also characterised by arable farmland, however an appeal decision (ref: APP/C1570/W/19/3243744, dated 22nd December 2020) allowed for planning permission to be granted for up to 350 dwellings and a One Form Entry Primary School on this Site.

The Site's northern and eastern boundary is comprised of arable land, running towards Mill Pond Farm. A Public Right of Way (ref: 25\_15) runs east to west approximately 100 metres north of the Site's northern boundary.

The topography on the Site is relatively level, with a slight fall from the north east towards the railway line in the west.

The wider context of the Site to the east and south east is characterised by Elsenham village, which will over time extend to the area south of the Site as development progresses.

The Site's wider context to the east and north is farmland, with the village of Henham approximately 1.5km beyond.



Fig 16: Red line plan



### 3.2 Site Photographs

The following are a series of Site photographs taken in mid-summer, which highlight the key characteristics of the Site and its immediate context. Photograph descriptions are provided as follows:

1. View east along the Public Right of Way (definitive route to opposing side of hedgerow) adjacent to the Site's northern boundary
2. View of the existing Elsenham Station car park to the west of the Site
3. View south through existing vegetation from the existing public right of way towards the Site
4. View south west towards Old Mead Road and the existing commercial uses to the north west of the Site
5. View across the Site looking east from Old Mead Road
6. View of existing employment uses at Old Mead Road
7. View towards Elsenham Station showing the pedestrian overbridge and Grade II listed waiting room
8. View south west across the Site from the public right of way showing the commercial uses and the vegetation along the West Anglia Mainline railway



Fig 17: Site photographs



## 3.3 Technical Summary

### Landscape

In respect of Regional Landscape Character, the Uttlesford Landscape Character Assessment (2006) identifies that the site falls within the B10 Broxted Farmland Plateau Character Area.

The landscape type's key characteristics are identified as being;

- Gently undulating farmland on glacial till plateau, dissected by River Roding.
- Large open landscape with tree cover appearing as blocks on the horizon or as scattered trees along field boundaries, with intermittent hedgerows.
- Higher ground where plateau broadens and flattens is expansive and full of big sky views.
- Dispersed settlements and few villages of any size.
- Some sunken lanes.
- Moats, halls and historic farmsteads scattered over the area.

Stansted Airport is acknowledged as being a major influence on the southwestern part of this area.

The area contains 17 sites of nature conservation value including Elsenham Woods SSSI.

The following Proposed Landscape Strategy Objective is identified:

“Conserve - seek to protect and enhance positive features that are essential in contributing to local distinctiveness and sense of place through effective planning and positive land management measures”.

The following Suggested Landscape Planning and Management Guidelines are highlighted:

- Conserve the rural character of the area.
- Ensure that any new development responds to historic settlement pattern, especially scale and density, and that use of materials, and especially colour, is appropriate to the local landscape character; such development should be well integrated with the surrounding landscape.
- Encourage the appropriate use of colour as well as deciduous tree planting to mitigate the visually intrusive effects of large modern farm buildings; avoid coniferous screen planting.
- New farm buildings such as sheds should be sensitively located within the landscape to respect local character and avoid the skyline.
- Small-scale development should be carefully sited in relation to existing farm buildings.
- Encourage sensitive conversion of barns which respects traditional materials, built fabric and landscape character.

The following Land Management Guidelines are suggested:

- Strengthen and enhance hedgerows with hawthorn where gappy and depleted.
- Conserve and manage ecological structure of woodland, copses and hedges within the character area.
- Conserve and manage areas of ancient and semi-natural woodland as important landscape, historical and nature conservation sites.
- Conserve historic lanes and unimproved roadside verges.

A Landscape Strategy has been prepared for the site. It seeks to shield development from being visible from Henham village to the north-east. It aims to achieve this by woodland creation, which will also enhance the local landscape character of the area, which is well wooded. This, together with proposed vegetation, would create a new green infrastructure for wildlife.

One of the key design moves with the landscape strategy is the creation of a central area of open space aligned to views from within Elsenham into the site. By locating open space in this location, it maintains the village's visual connection with its valley landscape setting and allows views back towards the village from within the site. The central park can be multi functioning open space with a myriad of uses from increasing biodiversity, creation of swales, providing play, leisure and community uses to create an attractive communal hub to the site.

Access and permeability into the site can be maximised by creating links to the adjacent development to the south, the public footpath to the north and the railway station and the village to the west. These routes will encourage people to walk or cycle rather than getting in the car.

The Design and Access Statement explains in detail how the principles for the site have been met by the submitted proposals.

**Ecology**

This application is accompanied by an Ecological Assessment to assess any potential ecological impacts of the proposal. The Assessment reports on a phase 1 habitat survey undertaken at the site in August 2021.

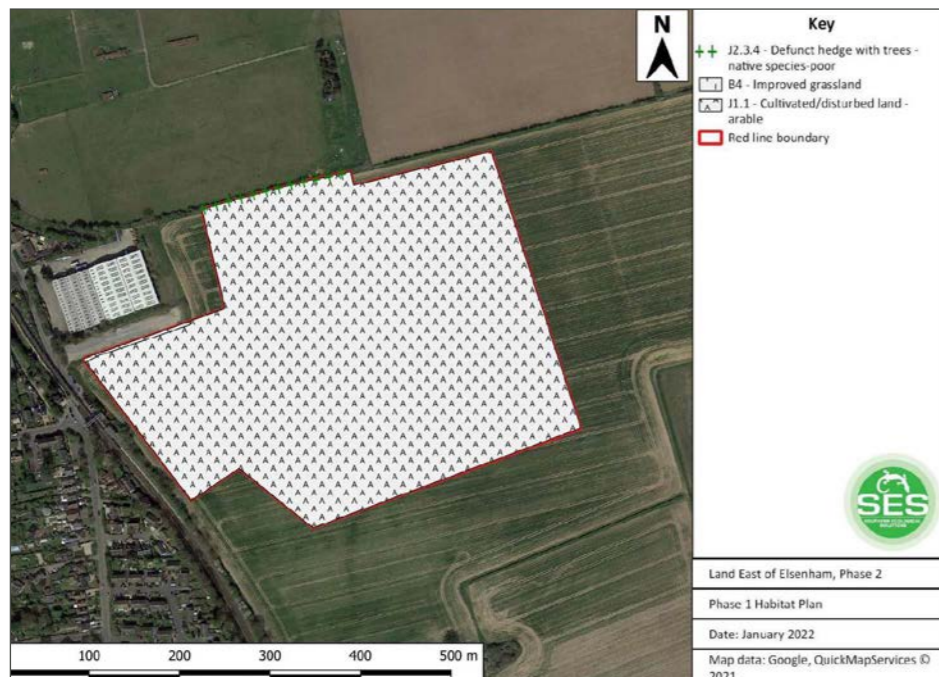
The site consists arable land, boundary hedgerow to the north (which will be retained), and improved grassland. The majority of the site is considered to be of low ecological value (arable land), with the hedgerow being the most ecologically valuable habitat.

The assessment identified the potential for foraging/commuting bats, nesting birds, foraging/commuting badgers, common reptiles and European hedgehog, with mitigation and compensation measures recommended.

The proposed mitigation measures include a lighting plan to avoid disturbing bats; the enhancement of the retained tree buffers along the northern, western and southern

boundaries; and native species planting throughout the scheme. wildlife sensitive lighting, sensitive clearance of vegetation for nesting birds, hedgehogs and reptiles; and precautionary measures during construction for hedgehog, brown hare and badgers. A reptile exclusion fence is recommended for installation to prevent nearby populations of reptiles entering the site during the construction phase.

Overall, the site was considered to be of low ecological value, and through implementing the recommended measures detailed in this report, it is considered that all adverse effects from the proposed development on the habitats and species on site will be fully mitigated. With suitable enhancement of the habitats on site, the Assessment found that there could be a net gain of 28.81% for local biodiversity in line with relevant wildlife legislation and national planning policy (MHCLG, 2021), and the Councils planning policies related to biodiversity.



**Fig 18:** Habitat plan

**Agricultural Land Quality**

The application is accompanied by an agricultural land classification report.

Under the Provisional Agricultural Land Classification for England and Wales (MAFF 1986) the area of the site is shown as grades 2 (21.6%) and 3 (78.3%). The Provisional Land Classification was only ever intended for strategic use, not being sufficiently accurate for the assessment of individual fields or sites. Therefore, the report seeks to confirm the site-specific land grades present.

The site inspected was found to comprise:

	Hectares	%	Main Limitations
Grade 1	4.21	29.5	-
Grade 2	8.58	60.1	Wetness/Droughtiness
Grade 3	1.48	10.4	Wetness/Depth

**Table 01:** Agricultural land quality

It is evident from the above that just over 60% of the entire Site is Grade 2 agricultural land. This particular agricultural land classification is prevalent in respect of land surrounding Elsenham, and also across the district as a whole.



### Flood Risk and Surface Water Drainage

The application is accompanied by an Outline Flood Risk Assessment and Drainage Strategy.

The report concluded that:

- The development site is located entirely within Flood Zone 1.
- The development site is not located within a groundwater source protection zone or protected drinking water area.
- Following site-specific ground investigation, infiltration is not expected to be a viable means of surface water discharge due to the abundance of clays throughout the site.
- The site is at low or negligible risk from all sources of flooding.
- The proposed development drainage arrangement will comprise of a SuDS treatment train consisting of permeable pavement, piped network and attenuation

basin to provide source control, water quality treatment and biodiversity enhancement, prior to discharging surface water via attenuation basins to existing nearby ditch located north-west of the site.

- Surface water runoff will be attenuated via on-site basins for all events up to and including the critical 1 in 100-year storm rainfall event plus a 40% allowance for climate change.
- The proposed foul water drainage strategy will include an adoptable gravity network and pumping station that will discharge all foul flows via the proposed Phase 1 gravity network into the Thames Water foul sewer network south-east of the site.

Consequently, it concluded that the site is presented as sustainable in terms of flood risk and compliant with the criteria set out in the NPPF.

### Noise

The application is accompanied by a noise impact assessment.

A baseline noise survey has been conducted to establish the existing noise levels on the site. The results of the noise survey have been used in the assessment of ambient noise affecting the proposed development once built and occupied.

An assessment of commercial noise from Tuplin, to the north-west of the site, has been carried. The result of the assessment provided an indication of a low impact for the worst affected dwellings in the north-west corner of the proposed development.

Appropriate acoustic performance requirements for glazing and ventilation have been identified, to achieve the adopted internal noise criteria for the proposed residential dwellings. Reasonable internal conditions can still be achieved in habitable rooms with windows open to manage overheating and the majority of gardens are expected to achieve the external noise criterion of 55 dB LAeq,16hr.

A small number of gardens are expected to exceed the criterion by no more than 1 dB in a portion of the garden area which is not considered a significant in terms of noise impact. Several gardens in the south-east of the proposed development will achieve the 50 dB criterion LAeq,16hr.

On this basis the site is considered suitable for residential development and will meet the objectives set out in the Council's Development Plan.

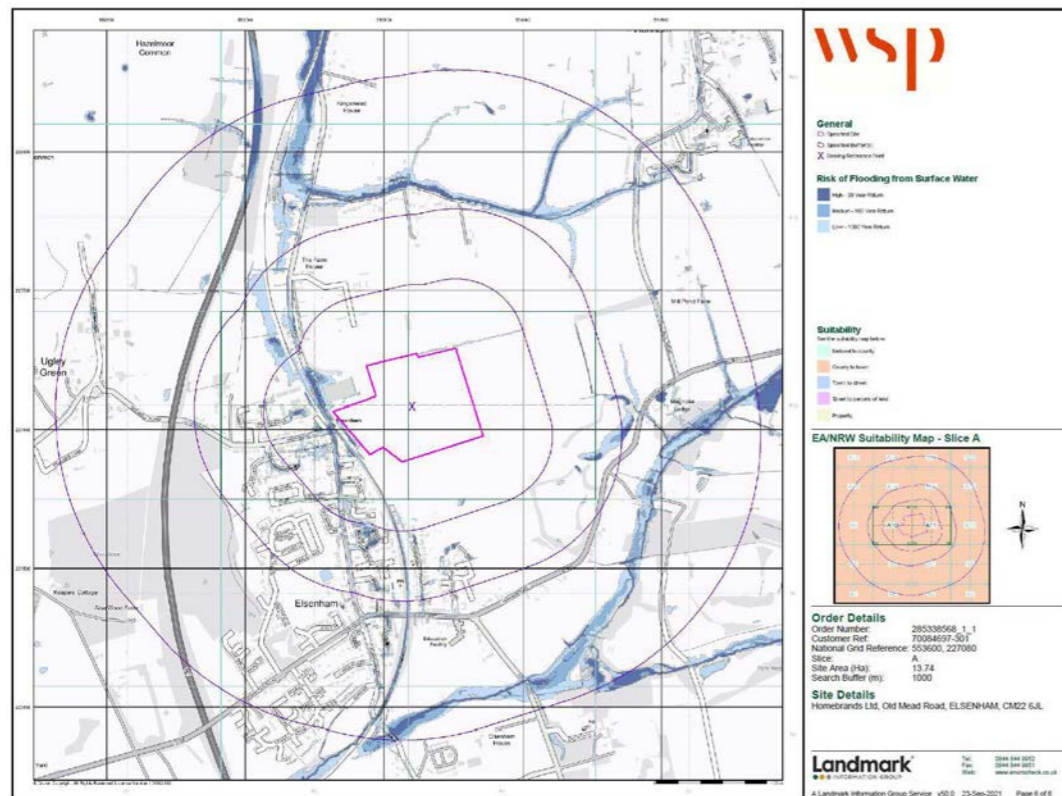


Fig 19: Flood zone map



### Archaeology

The application is accompanied by an archaeological desk-based assessment.

In terms of relevant designated archaeological heritage assets, the assessment concluded that no Scheduled Monuments, World Heritage Sites, Registered Battlefields, Registered Parks and Gardens or Historic Wreck sites lie within the Study Site or its immediate vicinity.

The Study Site is considered to have a moderate to high potential for evidence of Bronze Age, Iron Age and Medieval cultivation. A moderate potential is identified for evidence of Mesolithic activity and all other evidence relating to the Bronze Age and Iron Age, and also in respect of evidence of Roman agricultural use.

Overall, the evaluation found that any archaeological evidence present within the

Study Site is most likely to be of low (local) significance only, similar to that identified in the immediate vicinity.

It considered that an archaeological evaluation, comprising geophysical surveying and trial trenching represents an appropriate and proportionate response to the archaeological potential identified. It concluded that any such archaeological works could follow the granting of planning consent and be secured by an appropriately worded archaeological planning condition.

In conclusion, the Assessment considered it highly unlikely that the proposed residential use of the Study Site will have a significant archaeological impact.

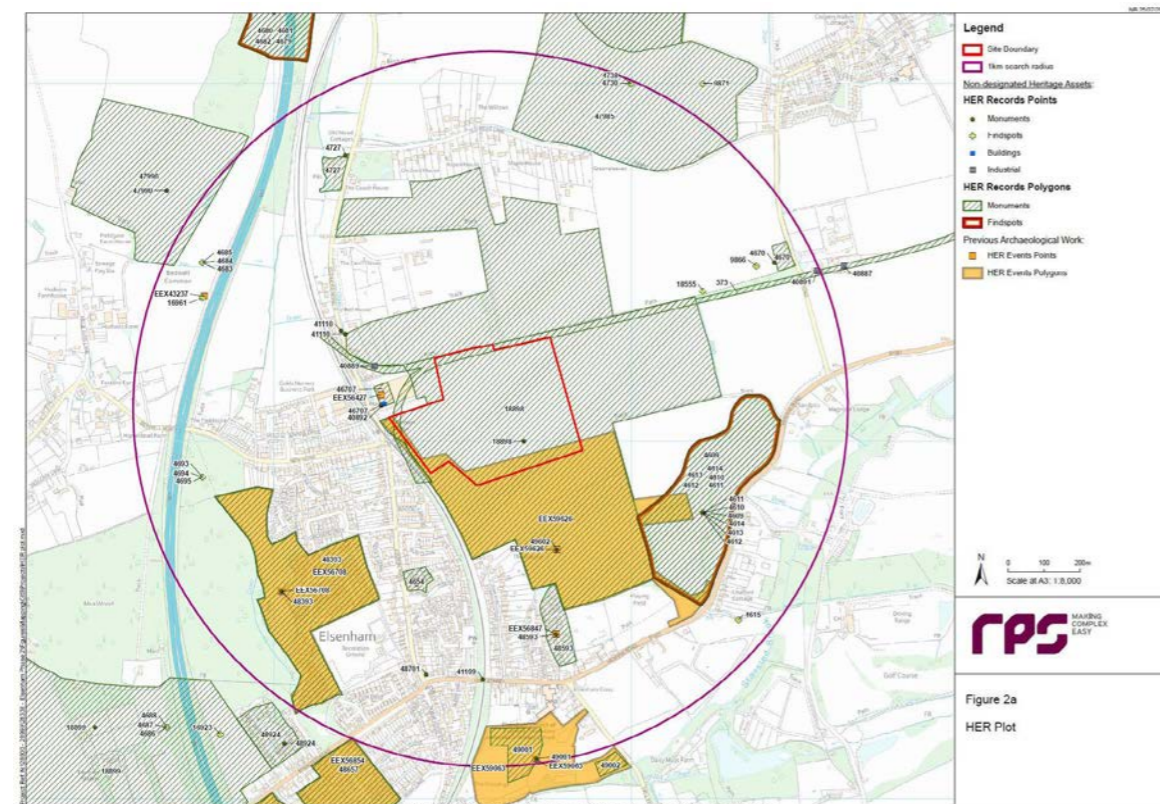


Fig 20: Heritage assets and archeological work map

### Built Heritage

The application is accompanied by a Built Heritage Statement, which assesses the potential impact of the proposed development on the significance of relevant built heritage assets.

It identifies that there are no designated or non-designated built heritage assets within the Site. The Grade II listed "The Waiting Room", on the East Side of Line at Elsenham Station lies approximately 5m to the west of the Site and has the potential to be affected by the proposed development through the alteration of its setting.

The proposed development would result in a low level of less than substantial harm to the significance of the listed building. This harm would arise from an erosion of the historic rural setting of the listed building, which allows for an understanding of its historic context.

This level of harm is considered low as the proposals would develop an area of its historic rural context, but only form the backdrop of views to the listed building. It would engage paragraph 202 of the NPPF, which states the low level of harm will need to be weighed against the public benefits of the scheme in the planning balance.

Given the extent of intervening distance, planted boundaries, and surrounding modern built development there are no other designated built heritage assets, buildings identified on Uttlesford District's local list, nor any other non-designated built heritage assets within 500m of the Site, that will be affected by the proposed development.

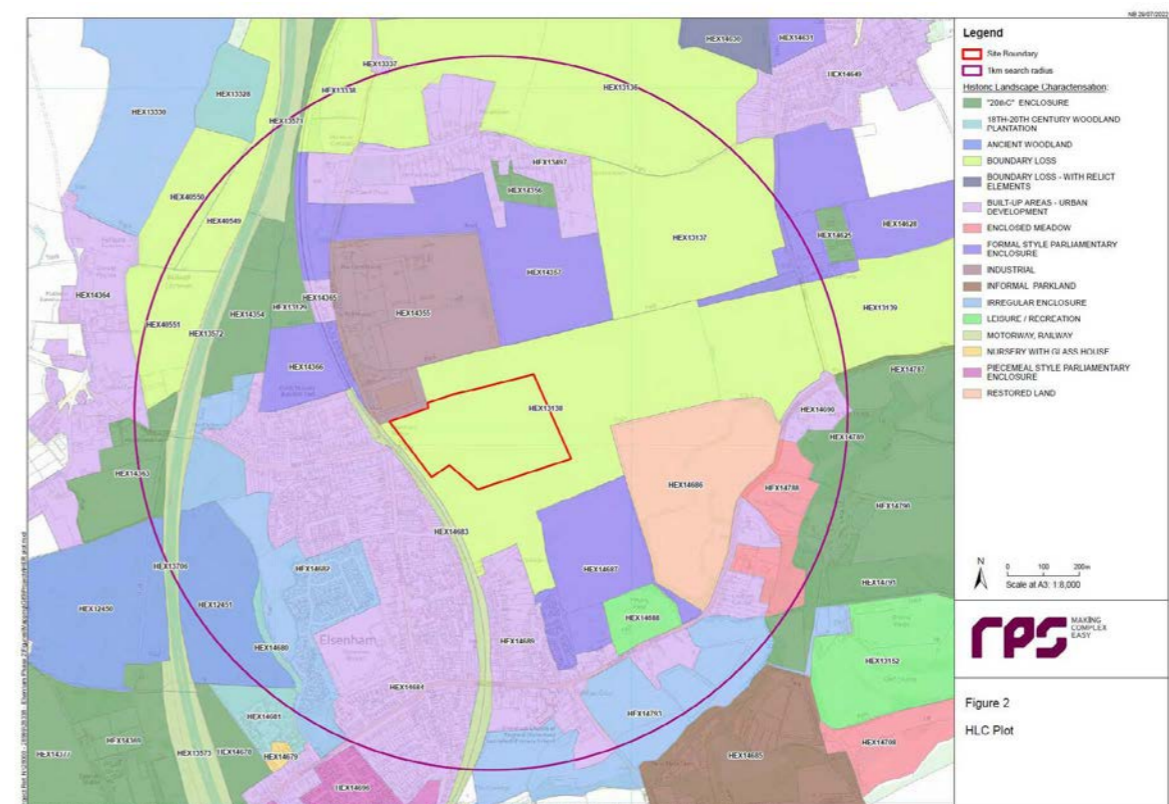


Fig 21: Historic landscape characterisation map



## Utilities

The application is accompanied by a Utilities Statement.

To determine the feasibility of bringing in new supplies to the site, an assessment of the load profile has been undertaken to predict the anticipated utility demands for the development, and approached the incumbent utility providers with new supply enquiries to determine the points of connection and where provided, the budget costs to service the site.

The estimated costs for UK Power Networks to provide infrastructure to the proposed development will be £950,000 Plus VAT.

The estimated costs for Affinity Water to provide infrastructure to the proposed development will be £131,410 Plus VAT. A further review will be required during the detailed design stage to confirm any anticipated works associated with existing

assets affected by any alterations to existing highways, footways, and landscaping (i.e., proposed tree planting) layouts including changes to line and level.

It will be necessary to undertake intrusive/non-intrusive surveys in key areas to validate record information obtained from affected utility stakeholders at an appropriate time during the development of the masterplan. For example, surveys may be required where new highway and footway alignments are proposed in the vicinity of buried apparatus.

## Contamination

The application is accompanied by a Preliminary Risk Assessment in relation to contamination.

The Assessment found that on-site sources of potential contamination are associated with the current and historical uses of the site, including agricultural land use, and ground associated with the disused railway line. Potential off-site sources of contamination include the surrounding current and historical land uses including the adjacent former sand and gravel extraction and associated infilling of the pits, agricultural land and surrounding residential and commercial development.

In conclusion, the Preliminary Risk assessment indicates generally a Low to Moderate risk to human health, controlled waters, and site structures.



## Air Quality

The application is accompanied by an Air Quality Assessment (AQA) which seeks to examine the impact of development traffic road emissions from the proposed development upon existing and future sensitive receptors (operational phase) and the construction phase.

The assessment was undertaken in accordance with current technical guidance published by the Department of Environment, Food and Rural Affairs (DEFRA) and other relevant guidance published by the Institute of Air Quality Management (IAQM).

Background NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations corresponding to the 1km<sup>2</sup> grid squares covering the Application Site were obtained from DEFRA's published national pollutant mapping data<sup>11</sup>. The background pollutant data were used for air quality assessment at the associated link roads and identified sensitive receptor locations.

Based on the available information and professional judgement, the local air quality impacts associated with emissions from construction vehicles and plant are expected to be negligible.

The AQS objective for annual mean NO<sub>2</sub> concentrations is 40µg/m<sup>3</sup>. The results of the assessment show that in the 2019 baseline case the highest predicted concentrations are as follows:

- Off-site 39.0µg/m<sup>3</sup> at R21 adjacent to the M11 and 27.2µg/m<sup>3</sup> at R44 on Grove Hill, Stansted Mountfitchet
- On-site 12.9µg/m<sup>3</sup> at P1 next to the railway line, Elsenham

- Countryside development 19.9µg/m<sup>3</sup> at A6 on High Street/Hall Road junction, Elsenham
- By 2027, the assessment year of the Proposed Development, the predicted concentrations at receptors both with and without the development are well below the 2019 base case. The highest concentrations are predicted as follows:
  - Off-site 21.8µg/m<sup>3</sup> at R21 (Do-Minimum) adjacent to the M11 and 18.8µg/m<sup>3</sup> (Do-Something) at R44 on Grove Hill, Stansted Mountfitchet
  - On-site 10.1µg/m<sup>3</sup> (Do-Something) at P5 in the approved Phase 1 development
  - Countryside development at 10.8µg/m<sup>3</sup> C6 on High Street/Hall Road junction, Elsenham

Further assessment by an ecologist has been recommended in terms of the impact of the proposed development upon Elsenham Woods SSSI.

The Proposed Development is not located within or near to any AQMA's. UDC operates an extensive network of continuous monitoring and passive diffusion tubes within the district. The data from Table 4-2 demonstrates that there are no pollutant exceedances from diffusion tubes located within 3.5km of the Application Site. Despite a lack of representative monitoring data close to the Proposed Development, monitoring conditions within the Application Site, and surrounding area, are estimated to be below the relevant air quality objectives.

DEFRA's background pollutants (Table 4-1) show that concentrations in the current year (2022) are predicted to remain below

their respective annual mean objectives. Furthermore, these concentrations are predicted to fall further in assessment year 2027.

The results show that the Proposed Development would cause a small increase in NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> concentrations but would not cause any exceedances of the statutory objectives. All impacts on human health are judged as negligible based on the magnitude of predicted increases. It is therefore judged that the development proposals comply with the NPPF and Policy ENV13 – Exposure to Poor Air Quality of the UDC Adopted Local Plan on the basis of human health. The judgement of significance of the ecological impacts of the Proposed Development will be provided by a specialist ecologist.

There are therefore no constraints to the development in the context of air quality.



### 3.4 Considerations

The plan opposite summarises the key considerations of the Site.

#### Topography

The topography of the Site is gently rising from the lower lying land, approximately 90m AOD, in the west closest to the railway line, to approximately 102m AOD on the Site's eastern boundary.

#### Existing Vegetation

A hedgerow runs along the existing Public Right of Way, approximately 100 metres north of the Site's northern boundary. A hedgerow marking a field boundary is located in the south-east corner of the Site. There is no woodland cover or hedgerow planting within the Site. The Site's current southern boundary is open, however the neighbouring consented Phase 1 Masterplan shows a line of buffer planting here.

#### Noise

There is the potential for noise disturbance from the existing railway line to the west of the Site. Any proposed development on the Site would seek to minimise the impact on future residents by fronting dwellings towards the noise source, using built form to shield sensitive rear gardens from noise.

#### Open Aspect

As mentioned above, the Site's eastern and northern boundaries are non-defined, and as such present a relatively open aspect. These edges require a sensitive treatment to present an appropriate boundary to the open land to the north and east.

#### Surrounding Land Uses

Existing commercial uses are located close to the north west corner of the Site, adjacent to Elsenham Station car park and accessed from Old Mead Road.

#### Access & Movement

The Site is located adjacent to Elsenham Railway Station, which currently provides 2 peak trains per hour and one off peak train per hour between Cambridge and London Liverpool Street. The Station is located on a level crossing, which is manually controlled.

A public right of way (ref: 25\_15) runs along the Site's northern boundary along the alignment of the former Elsenham and Thaxted Light Railway (closed in 1952). This links Old Mead Road in Elsenham to Mill Road in the east.

Vehicular access is proposed to be via the consented development to the south, which runs south east to connect to Henham Road. In addition to providing a potential access to the Site, a pedestrian and cycle link also formed part of the approved plans, linking the development to the train station. This link runs adjacent to the subject Site boundary.

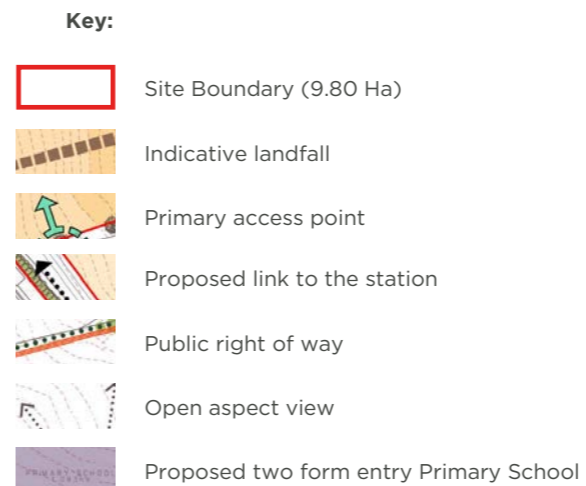
#### Heritage

The Site does not contain any designated heritage assets, such as scheduled monuments or listed buildings. As a result, there are no 'in principle' archaeological or heritage constraints to the future development of the Site.

There are a number of listed buildings located in Elsenham to the west of the Site, the closest being the Waiting Room at Elsenham Station, listed as Grade II. The potential impact of development on the Site is considered to be limited given the presence of the railway line and other separation features.



Fig 22: Site considerations plan



Primary street connection to Henham Road



## 4.0 Design

- 4.1 Existing Site - Design Drivers
- 4.2 Concept Masterplan
- 4.3 Masterplan Design Rationale





## 4.1 Existing Site Design Drivers

### Relationship with Neighbouring Development

Identify the proposed frontage and green corridor of the adjacent development, utilising the leisure route along the southern boundary.

The primary Site access point is proposed from the north of the adjacent, consented development. In addition to this, on the southern border, a pedestrian access is proposed to incorporate a new access to connect to the proposed Primary School. There is also opportunity to connect to Elsenham Station in the west using the pedestrian/cycle path of the adjacent development.

### Topography

Identify areas of the Site that have a steeper incline and recognise the primary views into and out from the Site from the highest and lowest areas.

Utilise the lower parts of the Site for drainage and open space, free of development. By keeping these areas open we can retain a soft, green edge to the Site and create a setting next to Elsenham Train Station.

### Existing Rail Line & Station

Identify the existing rail line and set a buffer which positions development away from the Railway lines and station; mitigating noise to development parcels.

The development areas and the overall masterplan must respect the setting of the Waiting Room (Grade II listed) adjacent to the Site on at Elsenham Rail Station.

The development area is set back from the Site boundary in this location, additional vegetation planting, and an appropriate palette of building materials and architectural features to complement the listed building.

### Green Edges

Create green edges to soften and screen proposed built form from sensitive views to the north-east that also enhance the wooded setting of Elsenham.

Provide a generous area for hedgerow, tree and woodland planting along the north and eastern edges of the site that not only screens the development from views, but also creates a varied and interesting amenity for proposed residents as well as the existing community of Elsenham to enjoy. The mix of tree, wood and grassland habitats will ensure nature and people thrive in the environment surrounding homes.



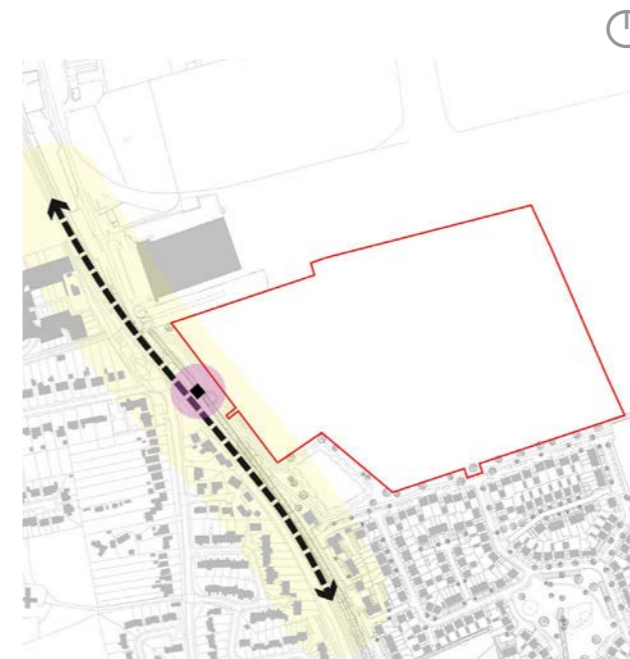
Key:

- Buffer to adjacent development
- Adjacent development/frontage
- Primary access point
- Pedestrian/Cycle link point



Key:

- Lowest area of site for drainage
- Contours (5m)



Key:

- Heritage asset location and offset
- Buffer to railways lines
- Railway line



Key:

- Soft green edge
- Screening open green edge

Fig 23: Existing site design drivers diagrams





## 4.2 Concept Masterplan

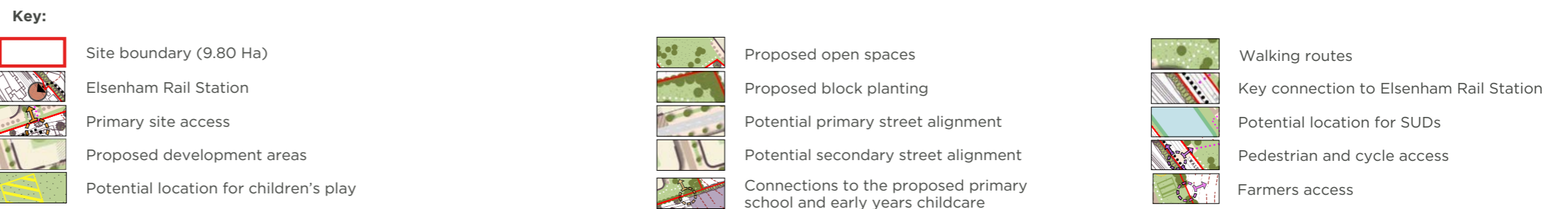
The emerging concept masterplan for approximately 200 homes shown on this page has been produced as a result of the technical work undertaken to date. The key principles of the plan are detailed as follows (Refer to numbers on plan):

1. Main highway access is achieved from the proposed primary street, connecting the Site to Henham Road via the consented development.
2. A primary, tree lined route, is proposed to be continuous from the main access at Henham Road into the subject site.
3. A key pedestrian and cycle route to connect to the planned dedicated non-vehicular route between the site to the south and Elsenham Station
4. A central open space, providing a focus for the development area, and potentially including areas for formal children's play
5. Areas of open space, with dedicated areas to increase biodiversity and habitats
6. A circular leisure route through open space, along the Site's periphery, with opportunities for a trim trail or nature trail
7. Potential dedicated pedestrian and cycle connection from the Site to the proposed Primary School and early years childcare
8. Block planting to soften the edge of development to the east
9. Potential SUDS basin situated in the lowest part of the Site

Development to not project beyond the eastern boundary of the consented development immediately south.



Fig 24: Emerging concept plan





### 4.3 Design Rationale

#### Movement Network

A legible hierarchy of streets are proposed on the Site, including:

- The primary loop arrangement, connecting the Site to Henham Road via the consented development
- Secondary streets and shared surfaces serving residential areas in central area of development
- Shared private drives serving dwellings around the boundary of the development

All streets will be designed to incorporate elements of street planting, as well as prioritising pedestrian and cycle movement.

#### Primary Street Frontages

The key frontage at the Site access will act a gateway into the development. From here, the frontage treatment along the primary street will help with legibility and definition, leading users through the development and open space network.

Landmark buildings will terminate internal views within the development, as well as being located on prominent corners.

#### Permeability & Overlooking Open Space

The block structure has been designed to create a permeable layout which is usable for walking and cycling. The structure enables pedestrians and cyclists to be prioritised.

The block structure also allows for development frontage to overlook open space, assisting with passive surveillance and a more attractive public realm.

#### Relationship with Elsenham Station

Development has been set back from the Listed Building and train line, with open space in between to mitigate any noise and views onto the Site.

The key area of public open space between the Station and the development will be overlooked by positive frontage and will create a setting for the Grade II Listed building.



Fig 25: Built form: design rationale diagrams



## 5.0 Masterplan

- 5.1 Illustrative Proving Layout
- 5.2 Accessibility
- 5.3 Blue Green Infrastructure
- 5.4 Sustainability





## 5.1 Illustrative Proving Layout



The plan opposite illustrates a proposed housing development of 200 homes which takes account of the parameters documented at Section 5.0.

The grain of development at the density proposed allows for streets to be tree lined, with a focal open space proposed. The masterplan achieves a NET density of 33 dwellings-per-hectare.

**Key:**











-  Site boundary (9.80 Ha)
  -  Primary highway network
  -  Secondary highway network
  -  Private road/drive
  -  Primary site access
  -  Pedestrian/cycle access
  -  Pedestrian access
  -  Children's play area (LEAP)
  -  Children's play area (LAP)
  -  Existing PROW
- 
- 1** Central green and play area
  - 2** Public open space
  - 3** SUDs and wildlife pond
  - 4** Boundary planting and green space
  - 5** Recreation trail to Site perimeter
  - 6** Wide, tree-lined primary movement corridor, including a loop for vehicles
  - 7** Cycle and pedestrian connection
  - 8** Screened pumping station location



Fig 26: Illustrative proving layout



## 5.2 Accessibility

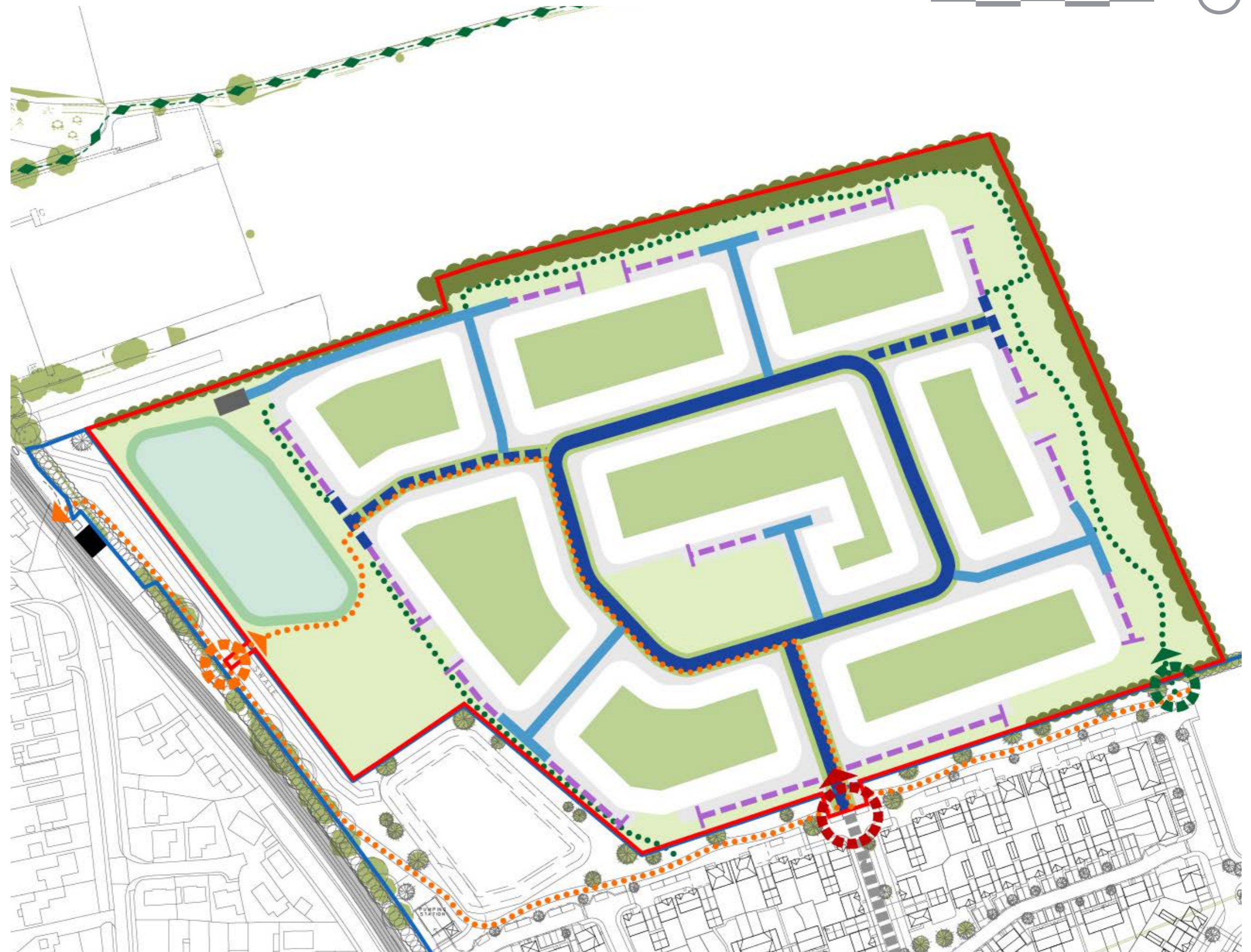
**A legible street network, comprised of an extension of the primary street from the approved development in the south. Secondary streets and private drives ensure that the development area is accessible and easy to navigate.**

The indicative road network shown works with the proposed development areas to create a permeable neighbourhood. The location of secondary streets or edge lanes at the periphery of the development area will allow dwellings positively respond to areas of open space, providing passive surveillance.

All streets would encourage walking and cycling. In addition, connection points are proposed to the primary school in the south east, and a dedicated pedestrian and cycle link to Elsenham Station in the west. This route links to the proposed dedicated cycle path, part of the consented development to the south.



- Key:**
- Site boundary (9.80 Ha)
  - Primary street
  - Secondary street
  - Shared surface
  - Shared drive
  - Pedestrian/cycle route
  - Pedestrian route
  - PROW
  - Primary access
  - Pedestrian/Cycle access
  - Pedestrian access



**Fig 27:** Accessibility masterplan



## 5.3 Blue Green Infrastructure

**The arrangement of public open space creates a linked arrangement of formal and informal spaces, allowing for biodiversity increases and children's play.**

Green streets with street trees will link areas of open space to the central primary street and the central open space at the heart of the new development, ensuring that the open spaces are accessible to all. The areas of open space around the development provide opportunities for biodiversity enhancements and nature trails. Buffer planting on the Site's eastern and northern edge is proposed. A primary, tree lined route, is proposed to be continuous from the main access at Henham Road into the subject site.

### Photograph Descriptions

1. Could we replace this text with: New hedgerow, tree and woodlands along north and east boundaries of site to soften and screen views of built form from the wider landscape and create new and varied green corridors for people and wildlife
2. Utilising spaces on low speed streets to plant shrubs and other new vegetation to encourage biodiversity in the built areas of the masterplan
3. New areas for children's play
4. Creating areas for biodiversity with new native wildflower planting
5. Creating attenuation / wetland features on Site
6. Housing overlooking a surface water attenuation feature
7. Green streets with tree planting to break up car parking and built form
8. A primary, tree lined route, is proposed to be continuous from the main access at Henham Road into the subject site.

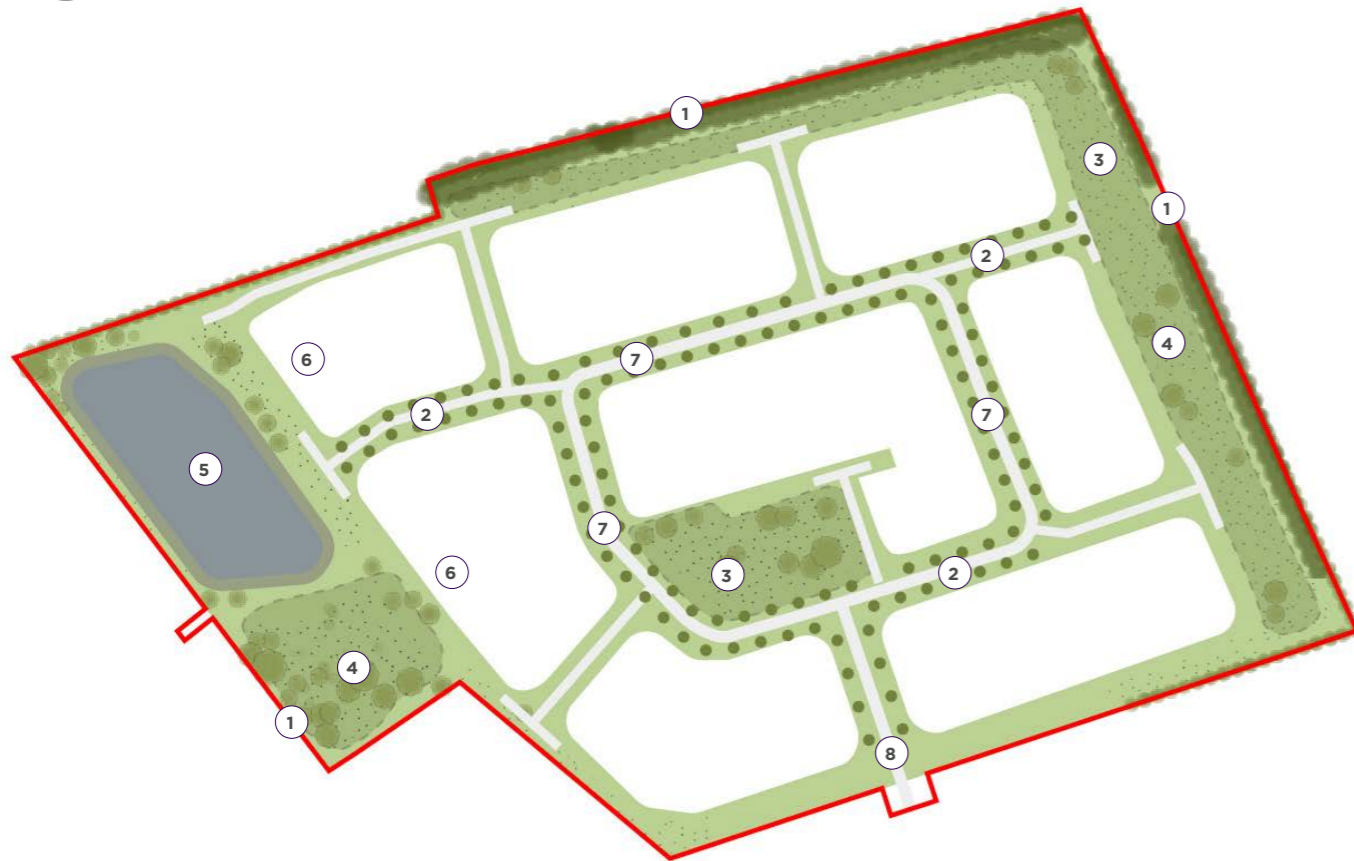


Fig 28: Landscape framework plan



Fig 29: Landscape framework features



## 5.4 Sustainability

**As noted earlier in this document, the Site’s location provides for ease of walking and cycling into the centre of the village, with the southern edge of the Site being located even closer to the village centre than homes located on the northern and eastern edges of the village. The new community of up to 200 residents will have direct access to public transport; Elsenham rail station adjacent to the Site and bus stops located on Station Road.**

Other key considerations in the design have taken account of drainage, ecology and biodiversity and existing trees and landscape and carefully integrated such existing natural features into the masterplan.

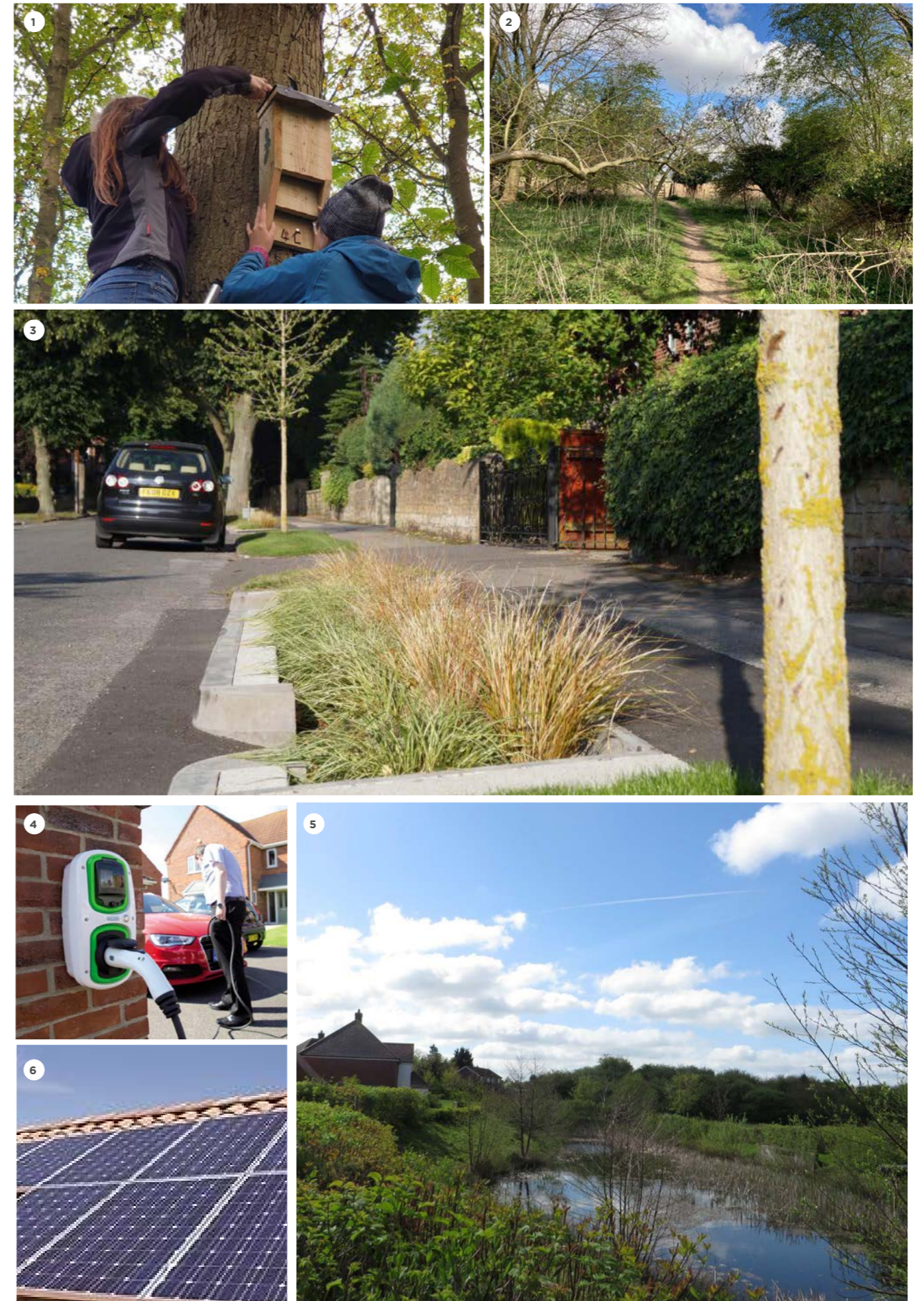
On-site habitats have the potential to support bats, nesting birds, badger and water voles.

All homes will be low carbon, built to exceed Part L building regulations requirements. New homes will include work hubs, 5G internet capability, and air source heat pumps. Bloor Homes are keen to do their part to both comply with Uttlesford District Council’s planning policy but also to play their part in tackling climate change.

In relation to heritage matters, mitigation measures will include screening the development along the western boundary where the railway line runs, in-order to reduce any visual impact on the Grade II listed ‘Waiting Room’ building. Careful design in terms of the new proportions and mass of new buildings in this location in order to preserve the aesthetic value and setting of the listed building. The proposed development will not physically impact the Listed Building.

### Photograph Descriptions

1. Biodiversity net gain
2. Native woodland
3. Sustainable Urban Drainage Systems
4. EV charging
5. Flood attenuation basins
6. Approach to energy generation/savings



**Fig 30:** Environmental and Biodiversity Net Gain (BNG) features



## 6.0 Parameters

6.1 Land Use & Access

6.2 Building Heights





## 6.1 Land Use & Access

The land use parameter plan opposite sets out the proposed land uses for the Site. The primary use is Residential (Use Class C3) with a large area of open/green space, including areas for drainage and childrens play areas.



- Key:**
- Site boundary (9.80 Ha)
  - Vehicular access
  - Pedestrian/cycle access
  - Pedestrian access
  - Strategic boundary planting
  - Potential pumping station location (to be located within open space)
  - Developable area including services and utilities (7.10 Ha)
  - Public open space (2.70 Ha)

Fig 31: Land use & access parameter plan



## 6.2 Building Heights

The building heights parameter plan opposite shows the proposed range of storey heights for dwellings across the Site.






- Key:**
-  Site boundary (9.80 Ha)
  -  Development area - up to 2.5 storey (10m above FFL)
  -  Development area - up to 3 storey (12m above FFL)

Fig 32: Building heights parameter plan



# 7.0 Illustrations

## 7.1 Axonometric View





## 7.1 Axonometric View

The view below shows an artists impression of the proposed housing scheme set within context of the consented Phase 1 development and the edge of Elsenham village.



Fig 33: Axonometric view



Fig 34: Key plan (axonometric view)



# 8.0 Conclusion

## 8.1 Conclusions & Benefits





## 8.1 Conclusions and Benefits

### This Design and Access Statement has set out the vision and emerging proposals for Land East of Station Road, Elsenham.

In light of the initial design and technical work undertaken to date, it is considered that the Site can deliver a high quality new residential neighbourhood which positively responds to its surroundings.

The key benefits can be summarised as follows:

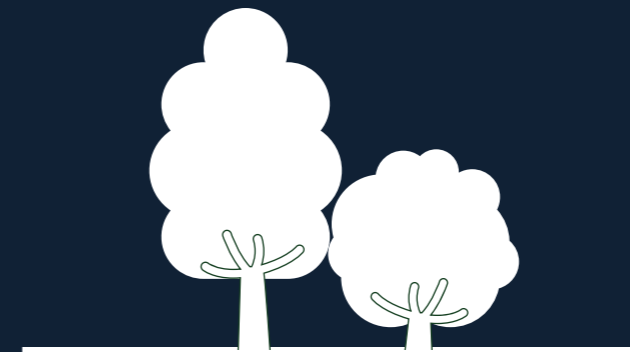
1. **Deliver 200 new homes**, including a mix of market and affordable housing to meet local identified need
2. **Create a development layout which seeks to maximise the use of existing and planned infrastructure** - direct pedestrian and cycle connections to the station and to the primary school to the south
3. **Sensitively extend the built up area of Elsenham** whilst retaining a landscape setting for the public right of way to the north and a soft, green eastern edge to the Site
4. **Create a distinctive new place**, which links to Elsenham and the planned development to the south
5. **Include areas for children's play**, including formal play areas and opportunities for informal doorstep play
6. **Create a range of multi-functional streets** including different characters which prioritise walking and cycling
7. **Create a high quality neighbourhood** with open space for play, leisure, recreation and biodiversity
8. **Low carbon homes** through the use of air source heat pumps and EV charging



**A mix of approximately 200 new homes to suit local needs**



**Affordable housing**



**Land safeguarded for a potential extension to Elsenham Station car park**



**Enhanced boundary vegetation and biodiversity improvements**



**Creation of easy walking and cycling links to community and transport infrastructure**



**Create new areas of accessible open space for leisure, recreation and play**

Fig 36: Key benefits infographics



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- Table 01:** Agricultural land quality table



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