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Vision

66 A high quality scheme that complements and enhances the character of Elsenham village and its surrounds.

A scheme which provides high quality new homes, including greatly needed affordable housing; ecological enhancements with biodiversity benefits, provision of informal areas of public open space and enhanced pedestrian links.





Public Open Space



Enhanced Pedestrian Links



Ecological Enhancements & Habitat Creation

Introduction

1. Scope and Content of the DAS

1.1 This Design and Access Statement (DAS) has been prepared on behalf of Rosconn Strategic Land, and forms part of a comprehensive pack of information submitted with an application for Outline Planning Permission on land off Rush Lane, Elsenham, Essex.

The pack of information includes the following:

- Location Plan;
- Proposed Masterplan;
- Topographical Survey;
- Planning Statement;
- Ecological Appraisal;
- Landscape and Visual Appraisal;
- Flood Risk Assessment and Drainage Strategy;
- Transport Statement;
- Access Design and Vehicle Swept Paths;
- Arboricultural Impact Assessment and supporting drawinas:
- Historic Environment Desk-Based Assessment:
- Noise and Vibration Survey;
- Air Quality Assessment.
- 1.2 The collective information provides an analysis of the site and its context to support the application for outline planning permission as set out in this DAS. 1.5 This document has been structured as set out in Table This statement and the proposed scheme as a whole is presented as an update to the existing outline planning permission, granted under reference UTT/19/0437/OP on 04 September 2020, which only differs from the approved scheme by relocating the access point from Rush Lane to Robin Hood Road: all other elements of the approved scheme are unchanged and this statement is presented in the same format and using the same information that was previously found to be acceptable, updated to reflect the revised access, changes to planning policy and alterations to the context of the application site.

- 1.3 This DAS has been prepared to explain the design concepts and principles behind the proposals as well as dealing with issues of access as required by the Town and Country Planning (Development Procedure) (England) Order (DMPO) 2015, along with the guidance given in the Department of Communities and Local Government documents: National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).
- 1.4 The document also serves the following functions and purpose:
 - To provide a concise description of the key issues and the evaluation that informed the design decisions that have led to the current form of development;
 - To provide comprehensive information on the development in terms of composition, urban design, access and circulation, open space and landscape:
 - To set design standards which promote high quality design and ensure a coordinated and coherent development.
- 1.1 in response to the requirement criteria for a DAS as set out by the DMPO (2015) in article 9(2) to reflect:
 - The design principles and concepts that have been applied to the development; and
 - How issues relating to access to the development have been dealt with.

Introduction	Outlining the content and function of this document, including a description of the site and its location and the planning application description.
Contextual Analysis	Providing a summary of the assessment and evaluation of existing constraints, opportunities, context and character of the site that will inform the scheme design.
Design Parameters	Key design specifications underpinning the masterplan relating to use, amount and scale, as well as the approach to green space, access, land form and drainage.
Scheme Proposals	Providing design principles relating to layout and appearance and illustrations of how such principles may come forward at reserved matters stage, including an illustrative masterplan.
	Table 1.1 Chatanagas Charatana

Table 1.1 Statement Structure

2. Site Location and Description

2.1 Site Location

The application site is located on land in Elsenham, Essex in the district of Uttlesford.

Elsenham is a large village which lies around 7km northeast of the historic market town of Bishop's Stortford and approximately 3km north of London Stansted Airport.

The village is directly served by the M11 motorway (junction 8 located around 5km to the southeast) and the West Anglia Main Line which has a station in Elsenham. To the south lies London Stansted Airport.

The village benefits from a range of local services and facilities, including a primary school, post office, places of worship and a public house. Local amenities are analysed in Section 5.1 of this document.

2.2 Site Description

The application site is 2.25 hectares of open grassland, divided roughly in half by a timber post and rail fence.

The site is bounded by Rush Lane, Robin Hood Road and residential development to the northern boundaries.

The southern boundaries of the site are adjoined by the railway line, residential properties, further open grassland and Stansted Brook, a water course that runs along the southern boundary.

The site contains no existing built structures save for a small stable in the south west corner. A Public Right of Way crosses the site to the south, connecting the site to the surrounding area.

Topographical survey information shows the site to fall from north to south. Existing established trees and hedgerows line the site boundaries.

The site is not located within or adjacent to a Conservation Area or Area of Outstanding Natural Beauty. The site is also not within the Metropolitan Green Belt, although the site is part of a Countryside Protection Zone which encircles the Airport.

The location, setting and topography of the site allow for open views southwards, although established tree planting around the site boundaries obscures distance views. The adjoining railway line is on a raised bank above the lowest part of the application site, further obscuring views south.



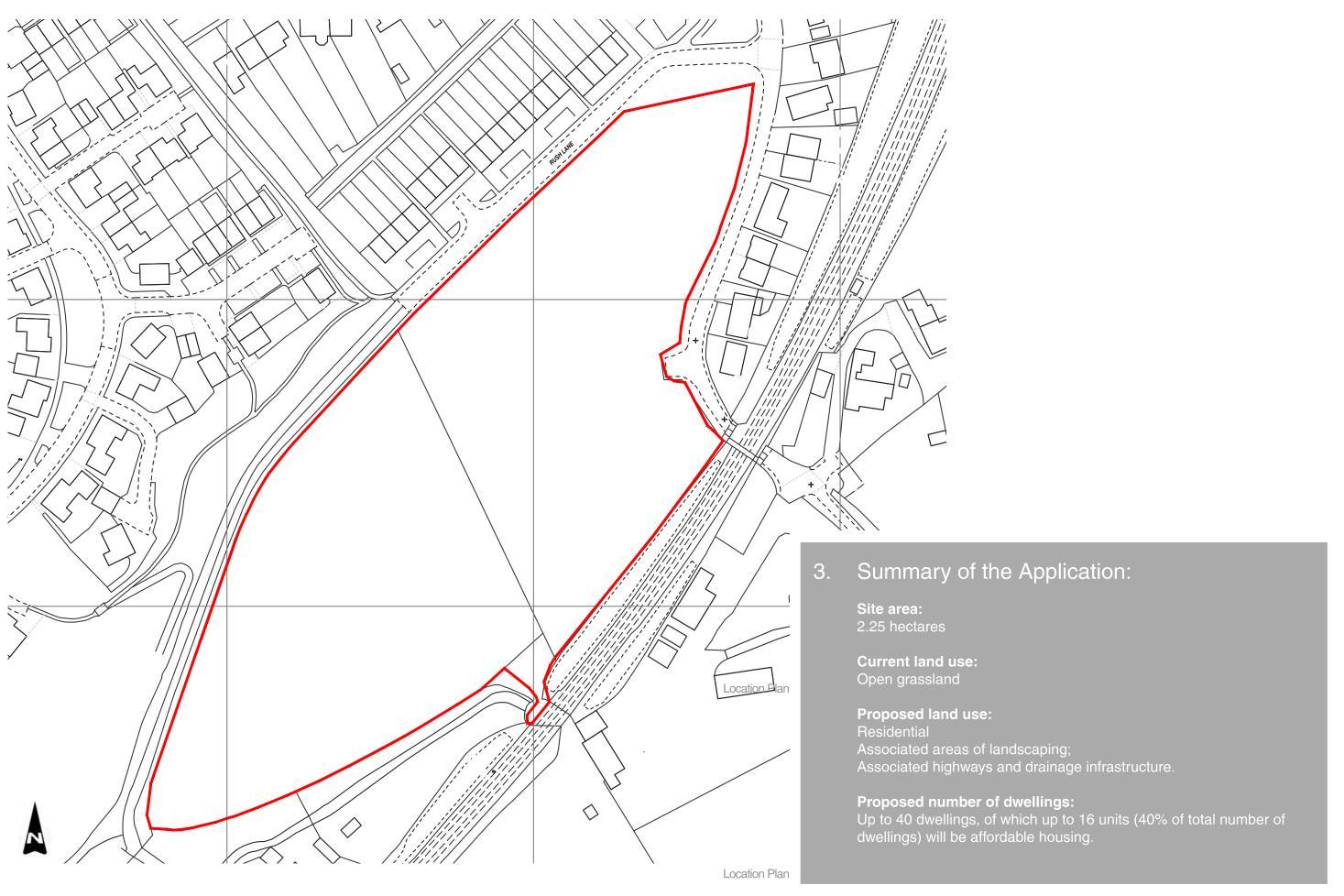
Site Location (OS Map: Bing Maps)



Site Context (Aerial View: Google Earth)



Site Context (Aerial View: Google Earth)



4. Planning Application Description

4.1 The application is made in outline form, with all matters reserved save access, layout and siting, for:

Up to 40 residential dwellings (Class C3) with;

Vehicular access off Robin Hood Road, together with associated highway infrastructure and utilities (including gas, electricity, water, sewerage and telecommunications), and landscaping enhancements;

Associated open space and landscaping to include: habitat creation including new hedgerow and tree planting and green corridors; informal public open spaces; sustainable drainage systems and associated engineering works.

- 4.2 A co-ordinated and iterative approach to design, planning and technical input has enabled the development proposals to respond in a positive and sustainable way to the site and its context.
- 4.3 Development of the site will bring forward the following benefits:
 - The creation of up to 40 high quality, well-designed new homes of mixed size and tenure, in a sustainable location;
 - New homes which will contribute to addressing local demand;
 - Provision of up to 40% (16) of the total number of homes as affordable housing;
 - Significant new landscaping around the development, including the provision of public open spaces creating attractive features within the scheme design;
 - Ecological enhancement of the site, along with increased biodiversity, through the creation of an attenuation pond, resulting in new habitats;
 - Pedestrian routes including formalised and enhanced Public Rights of Way and points of access through the site;
- 4.4 The proposed development of the site has been designed to accord with National and Local Planning Policies as fully addressed in the Planning Statement submitted in support of this application.







Application site

Contextual Analysis

5. Site Context

A series of contextual and site-specific assessments have been undertaken. The findings from this analysis have been evaluated and inform the design response to ensure that the proposals complement and integrate with the adjacent uses and local facilities.

5.1 Facilities Analysis

located in the historic areas of the village and within short walking

Public house; Cafe;

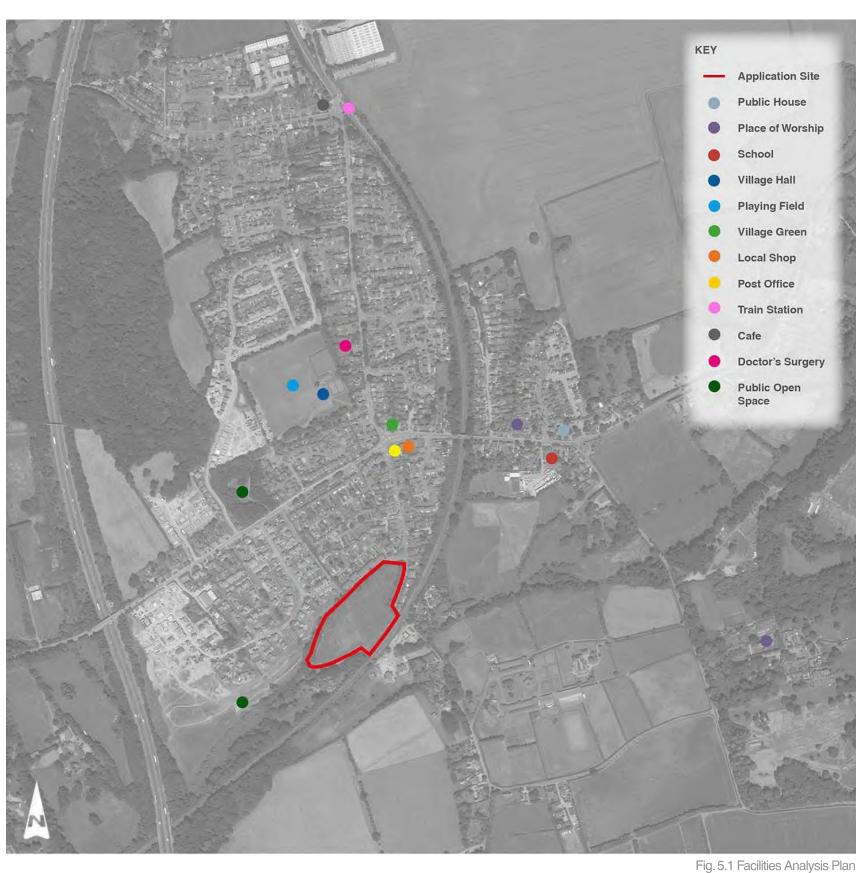
Post office; Village hall;

In Summary, Elsenham has:









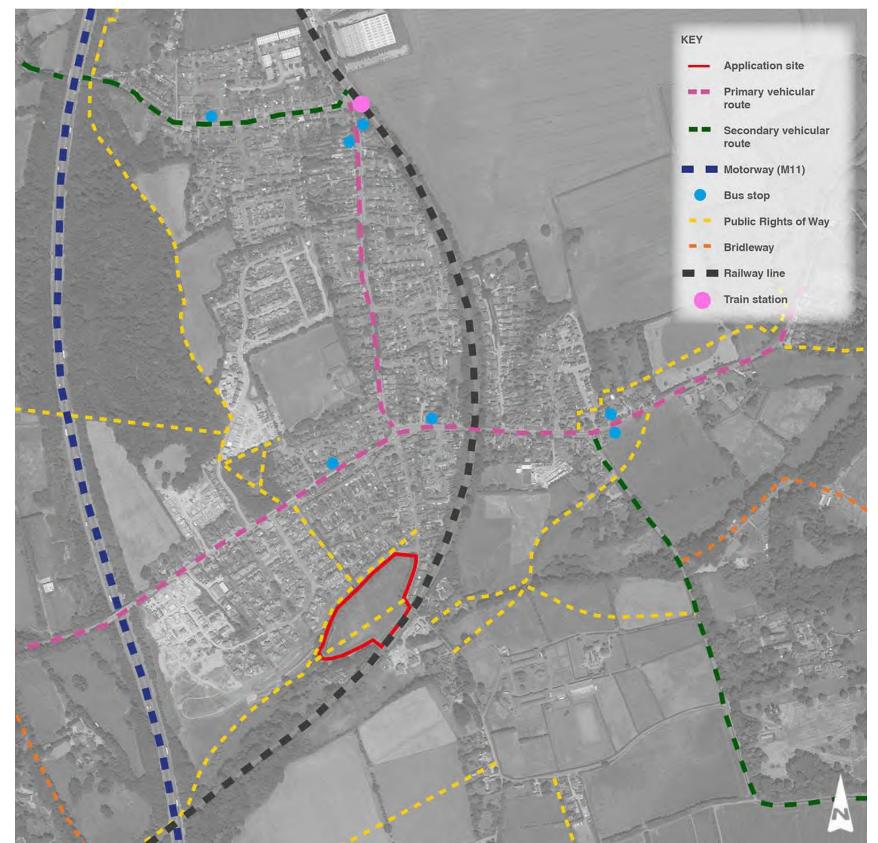


Fig. 5.2 Movement Analysis Plan

5.2 Movement Analysis

public transport services accessed from High Street and Stansted

- connections to Bishop's Stortford, Cambridge and London

The village is also serviced by the M11 motorway, with junction 8 located around 5km to the southeast.

The surrounding highway network is suitable for safe walking and cycle journeys providing sustainable access around the village.

including Public Rights of Way crossing the application site. These existing footpath links offer routes for pedestrians to the

In summary, Elsenham has:

- Sufficient public transport facilities providing good access with
- A highway network suitable for safe walking and cycle journeys.



Existing PRoW access onto the application site



Existing pedestrian route adjoining the site

6. Local Built and Landscape Character

6.1 Local Built Character

This section examines local character in terms of urban form, building form, external finishes and details, and landscaping to identify references for the new development.

The development site, like many edge-of-settlement proposals, has the responsibility of balancing both urban and rural characteristics.

As such, design references within this section of the DAS will be considered from the best and most appropriate examples of local character that can be found within the surrounding context.







Examples of urban form and built form around the village

6.2 Urban Form

The village is essentially linear in form, with residential development generally following the main spine roads of High Street, Stansted Road and Station Road. The townscape is characterised by a mix of buildings of varying age, height and situation.

Historically, Elsenham existed as a series of small settlement clusters. These areas have since merged together through 20th Century development and expansion to form the village of Elsenham seen today.

The historic areas of the village centre along Robin Hood Road to the south and along High Street to Elsenham Cross and Elsenham Place to the east. 20th Century expansion led to residential development west of Robin Hood Road and around the train station to the north. By the mid-1990's the separate settlement clusters had become the single village settlement we see today.

The historic areas of the village feature a number of attractive properties, including several listed buildings. These areas are characterised by the linear arrangement of detached and semi-detached dwellings along the streetscene, with properties forming a continuous frontage and typically set back from the footpath, some with frontage gardens.

Properties are generally 2 storeys, but ridge heights vary, ranging from 1 - 2 storeys.

Later residential estate houses typically follow the form of the historic areas, being semidetached and detached properties of low density, set back behind frontage gardens and private driveways.

6.3 Built Form

Residential dwellings in the historic areas of Elsenham are typically low-lying, consisting predominantly of two storey detached houses and cottages. In most cases these dwellings are of a modest form and scale, with traditional detailing and a variety of eaves heights.

Some dwellings are sited gable end onto the highway, whilst most are set with the principle elevation fronting the highway. This provides visual interest together with the containment of vistas along streets which in turn limits views across and out of the village. Variation of land levels also gives rise to interesting views of different roof lines.

Typically the dwellings in the later expansion of the settlement are of a similar modest form and scale to the historic village, with simple detailing and a mixture of detached and semi-detached housing.

















Examples of external finishes, detailing and boundaries around the village

6.4 External Finishes

The prevailing local materials are red brick and render, with whitewashed properties and the use of timber boarding in the mix. Roofs are predominantly clay tile, with some examples of thatched roofing to cottages in the historic areas of the village. Exposed rafter and clipped eaves are typical in the historic areas of the settlement.

Architectural details include porches, brick chimneys and window lintels.

Modern houses within Elsenham are predominantly red brick and render, with some use of timber boarding.

6.5 Building Details

There are a limited number of different styles present in Elsenham, each with their own characteristics. Some later additions to the village detract from its character, so analysis has been focused on the historic areas of the village.

- **Roofs** roofs are typically pitched with eaves generally clipped or exposed rafter. Properties have brick chimneys.
- **Lintels** Lintels to brick properties include flat soldiers and brick arches. Lintels on rendered and whitewashed properties have largely been covered.
- **Windows** Windows are typically casement, in scale and proportion with the size of the house. Some windows have been replaced from the original.
- **Doors & Porches** Porches are typically quite simple and modest in design. Porches are generally gabled or lean-to.

Note:

The development proposals seek to create an attractive 21st century place for modern living. The illustrated examples opposite provide a series of design clues that will help inform contemporary design, to ensure that the development is well related to its setting.

6.6 Landscaping and Boundaries

Within the historic areas of the village there is typically limited landscaping facing the public realm, other than small cottage gardens fronting onto the street. These are typically modest in planting beds or nominal frontages enclosed by low level brick walls, low fences and hedgerows.

Further away from the village core, properties are set further back from the highway. Frontages are more commonly lawned with driveways, enclosed by brick walls and fences, with tree planting and hedgerows become a stronger feature.

Within the public realm there are pockets of traditional open space, including the village green, open space off Stansted Road and the playing fields by the village hall.

7. Planning Policy Context

This application for outline planning permission has been prepared within a comprehensive policy and guidance framework provided at both national and local authority level and is discussed in full within the Planning Statement submitted as part of this application. The application also reflects the scheme granted outline planning permission under reference UTT/19/0437/OP on 04 September 2020 and both this statement and the wider suite of supporting information are written in the context of the approved scheme and the details that were previously found to be acceptable – the relocation of the access point from Rush Lane to Robin Hood Road is the only change to the approved scheme and this alteration is no directly related to national or local planning policy.

This section of the DAS does not attempt to repeat the policy review contained within the Planning Statement but identifies those policies specifically relevant to design.

7.1 National Planning Policy Framework (June 2021)

Achieving Well-designed Places

Paragraph 130 states:

"Planning policies and decisions should ensure that developments:

- of the area, not just for the short term but over
- effective landscaping;
- (such as increased densities);
- using the arrangement of streets, spaces, building types and materials to create attractive,
- e. optimise the potential of the site to accommodate and sustain an appropriate local facilities and transport networks; and
- f. create places that are safe, inclusive and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and

7.2 Local Planning Policy

Uttlesford Local Plan 2005

The adopted Development Plan for the District is the Uttlesford Local Plan 2005.

Of the policies in the Local Plan, the following are relevant in terms of design:

Policy GEN2 - Design

- "Development will not be permitted unless its design adopted Supplementary Design Guidance and
- a. It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;
- b. It safeguards important environmental features in its setting, enabling their retention and helping structures where appropriate;
- c. It provides an environment which meets the reasonable needs of all potential users;
- d. It helps to reduce the potential for crime;
- f. It has regard to guidance on layout and design
- encourages recycling and reuse;
- h. It minimises the environmental impact on neighbouring properties by appropriate mitigating measures; and
- i. It would not have a materially adverse effect on loss of privacy, loss of daylight, overbearing impact

Policy GEN8 - Vehicle Parking Standards

"Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location,

Policy H9 - Affordable Housing

"The Council will seek to negotiate on a site to site basis an element of affordable housing of 40% of the total provision of housing on appropriate allocated and windfall sites, having regard to the considerations."

Policy H10 - Housing Mix

or of 3 or more dwellings will be required to include small properties."

8. Site Constraints and Opportunities

As part of the comprehensive review of the site, a series of existing site characteristics and resulting development constraints have been identified. These have been illustrated in Figure 8.1 and summarised below. A more detailed analysis of each matter can be found in the pack of technical reports submitted in support of this application.

8.1 Topography

The highest point of the site is located at its north-eastern corner. From its highest point of 88m AOD, the site falls approximately 12m towards the lowest point of 76m AOD at its south-western boundary.

8.2 Flooding

A Flood Risk Assessment (FRA) has been carried out by Travis Baker in support of the application. Flood mapping information supplied by the Environment Agency indicates that the site is located in Flood Zone 1. The FRA concludes that the proposed development is at a low risk of flooding from tidal, fluvial, overland flow, drainage flooding, groundwater flooding and flooding from artificial sources.

The FRA sets out flood mitigation measures to ensure the proposed development does not increase the flood risk to the site.

8.3 Drainage

The existing drainage network in the area includes both foul and surface water, with easements, crossing the site and along parts of it's boundaries. The FRA prepared by Travis Baker includes a drainage strategy to cater for the proposed development and taking the existing drainage system into consideration.

The topography of the application site falls generally from north to south. Surface water run-off arising from the development will be routed and collected, through a gravity driven drainage network, towards a proposed surface water attenuation basin, which is to be strategically located in the south-west corner of the site.

The attenuation basin is a sustainable drainage system (SuDS) which will provide an attractive environment with green features and biodiversity enhancements. The attenuation basin is to include a permanent pond and the development drainage system is to outfall to Stansted Brook, located along the site's south western boundary.

Foul water will be connected to the existing sewer network as set out in the Drainage Strategy within the FRA.



Fig. 8.1 Constraints & Opportunities Plan

8.4 Ecology

An Ecological Appraisal has been prepared by Cotswold Wildlife Surveys in support of the application.

The Appraisal evaluates the site and concludes that it is of generally low wildlife interest. The Appraisal also considers that none of the designated sites or species recorded in the data search will be impacted by the proposed development, excluding reptiles as set out in the document.

Mitigation measures, including a reptile habitat area and building works timed appropriately to avoid bird nesting periods, are set out in the Appraisal document and will be complied with as part of the development.

8.5 Landscape and Visual Amenity

A Landscape and Visual Appraisal has been prepared by FPCR Environment and Design Ltd in support of the application. The appraisal assesses the landscape character and visual amenity and the resulting landscape and visual effects of the proposed development.

The assessment concludes that, despite the inevitable adverse effects of built development upon the local landscape character, and on a limited number of visual receptors immediately adjacent to the site, it is considered that there would be no unacceptable adverse effects that should preclude the proposed development in landscape and visual terms.

The site does not lie within, or in close proximity to, any nationally designated landscape such as National Parks or Areas of Outstanding Natural Beauty. The site is also not within the Metropolitan Green Belt, although the site is part of a Countryside Protection Zone (Policy ref: SP10) which encircles the Airport.

Corridors of planting will be maintained around the northern boundaries where possible, whilst open space and established tree planting will be maintained to the southern boundaries, providing a 'soft edge' to the neighbouring open fields and countryside.

8.6 Arboriculture

An Arboricultural Assessment has been prepared by B.J. Unwin Forestry Consultancy in support of the proposals. The report and associated drawings show that the application site is largely clear of trees and hedgerows, with established tree and hedgerow planting identified to the site boundaries.

Implementation of the proposals would necessitate the removal of some trees and hedgerows to the site boundaries as set out in the supporting documents and drawings. This loss will be mitigated by significant new tree planting across the development which will additionally benefit visual amenity enhancement.

8.7 Highways

The application site provides vehicular access directly from Robin Hood Road. A new road with footpaths will lead halfway into the development, with a shared surface road providing access to the remaining site. Shared surface drives and private driveways branching off the adopted highway to the new dwellings.

The site is close to bus stops located on High Street and Stansted Road, providing direct access to Bishop's Stortford and Stansted Airport. The surrounding highway network is suitable for safe cycling and walking journeys.

8.8 Public Rights of Way and Pedestrian Links

There are several existing pedestrian routes and Public Rights of Way (PROW) in the area, with one crossing the site to the south. This PROW will be realigned and formalised within the new development to ensure existing pedestrian connectivity is maintained.

Proposed new pedestrian access points onto the site from Rush Lane link adjoining pedestrian routes and will connect the site to the wider village and countryside.

8.9 Heritage

A Historic Environment Desk-Based Assessment (HEDBA) has been prepared by Orion Heritage Ltd in support of the application. The assessment drawings together available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of the site.

The proposed development would protect the setting of the listed buildings on Robin Hood Road by retaining and reinforcing the existing hedge and by setting properties close to the buildings back from the boundary.

It is considered that the proposed development would have negligible effect on the significance of the listed buildings on Tye Green Road.

The other listed buildings in the wider area would be unaffected by the proposed development.

The non-designated Mill House and Railway Bridge to the south of the site were also considered. The assessment concludes that the proposed development would result in a change to the wider setting of these local assets, but that this change would not result in any harm or loss to their significance.

The construction of the proposed development would remove any archaeological remains which may be present. However the assessment concludes that the study site has a low potential for any remains of high archaeological significance.

The loss of any limited potential archaeological interest of the site could be mitigated by a programme of archaeological investigation, secured by condition.

Design Parameters

This section of the DAS provides a comprehensive description of the masterplan for the site, and provides information on use, amount, scale, layout, appearance, landscape, drainage, access and circulation.

9. Masterplan Parameters

Figure 9.1 illustrates a simplified design parameters plan, indicating the approximate siting of buildings, together with existing and proposed landscaping, including SuDS provision, and pedestrian routes.

The design methodology achieves the following key attributes:

- The creation of up to 40 high quality, well-designed new homes of mixed size and tenure, in a highly sustainable location;
- New homes which will contribute to local demand;
- Provision of up to 40% (16) of the total number of homes as affordable housina:
- Significant new landscaping in and around the development, including the provision of attractive informal areas of public open space, creating an attractive setting for the development;
- Ecological enhancement of the site, along with increased biodiversity through the creation of a new attenuation pond, resulting in the creation of new habitats;
- Retention and enhancement of existing established tree and hedgerow planting which, together with the location of SuDS and open space to the south of the site, will create a 'soft edge' to the development and the countryside beyond;
- Retention of formalising of existing PRoW and introduction of new pedestrian routes and access points to link the new development with the surrounding local area;
- Compliance with the Essex Design Guide in terms of architectural detail, layout design, street and road design, parking design, landscape and green spaces.



Fig. 9.1 Design Parameters Plan

10. Essex Design Guide

Compliance with the Essex Design Guide (EDG) is a requirement of the application and the proposed scheme does so in terms of architectural detail. layout design, street and road design, parking design, landscape and green spaces.

For the purposes of this Outline Application, the relevant points whereby the proposed masterplan responds to the requirements of the EDG are summarised here.

Further compliance with more detailed aspects of the EDG will be carried forward in a Reserved Matters application.

10.1 Architectural Details

Building Form

Rectangular plan forms generally with pitched

Garden Size

- 100sq.m minimum garden size (50sq.m possible for 1-2 bed plots)
- Long narrow gardens avoided

Rear Privacy

- 25m min. back to back distance
- 15m min. distance where properties face each other at an angle greater than 30°
- 15m min. distance to side and flank elevations containing habitable room windows

10.2 Layout Details

Permeable layout

 Walking and cycling encouraged with a wellconnected layout offering a choice of direct

Edges

- countryside and public open spaces
- open spaces
- Use of boundary treatments to link houses into a

10.3 Parking Design

Private Parking and Garages

- Car parking is sited between buildings or within garages to the rear to reduce the visual impact of parked cars
- Parking provided on-plot or in small parking
- Dedicated parking spaces for bicycles provided within on-plot garages
- Parking areas include tree and shrub planting to

Essex Parking Standards:

2+ Bed Dwellings 2 spaces per dwelling* *excluding garage if less than 7m x 3m internal

Visitor Parking

the Essex Parking Standards:

nearest whole number)

Parking Spaces

- Parking space size: 5.5m x 2.9m. Where located in front of a garage, the long dimension increased to 6m
- Vehicle and pedestrian sight-splay of 1.5m x
- Lay-by parking on a highway: 6m x 2m where adjoining a footway or 6m x 2.4m where no footway is provided
- 7m x 3m Min. garage internal dimensions

Electric Vehicles

For dwellings with garages, each new dwelling

10.4 Streets and Roads

Refuse Collection

- Refuse collection will be made directly from
- that distance (Max. 30m for residents to carry
- Shared bin-collection points to be screened by an above-eye-level wall located within 25m of

Shared Surfaces

- Where a shared surface forms an incident along a conventional road, its approaches will be ramped so that the whole shared surface is treated as a plateau
- Demarcations and materiality to be a sufficient with dementia

10.5 Highways Technical Manual

Street Types

• Type E Access Road

5.5m and 2 x 2m footways, single footway with low footfall)

Type F Minor Access

of 6m

Type G Mews Court

appropriate

• Type H Shared Private Drive

width

- located less than 0.5m from the carriageway
- Vehicle and pedestrian sight-splays of 1.5m x
- No obstruction over 600mm high placed within any vehicle or pedestrian sight-splay
- All drives longer than 18m have a turning head equivalent to at least size 5 and passing places
- turning head of at least size 3

Driveways to Individual Dwellings

- 3m min. width for a driveway serving a single
- Drives in front of double garages are the width of the garage or a min. of 5.5m for a length of at
- Speed Tables, table Junction and turning heads to be compliant with the EDG

10.6 Flooding

Sustainable Drainage Systems

• The use of an appropriate sustainable drainage system providing the benefits of water quality, public amenity and biodiversity

10.7 Landscape and Green Spaces

Landscape - Key Requirements

- A landscaping scheme which provides visual built environment
- Wildlife corridors linking public open space to nearby countryside
- Paths and cycle ways routed through green spaces

11. Land Use and Amount Parameters

The scale and arrangement of the development has been guided by the evaluated opportunities and constraints. The following provides further detail relating to residential density, height and dwelling mix.

11.1 Residential Density, Mix and Tenure

Residential use will be the sole land use within the site. The total residential area amounts to 1.34ha, excluding the areas required for green infrastructure, public open space and SuDS. This developable area provides a site density of 30 dwellings per hectare, based on 40 units.

The proposals can deliver up to 40 dwellings in an indicative mix of house types and sizes as follows:

	Total	%
2 Bed	11	28%
3 Bed	16	40%
4 Bed	13	32%
Total	40	100%

Table 11.1: Amount & mix of proposed dwellings

This indicative mix has been generated in response to a number of factors including local demand, existing house stock analysis and identified affordable housing need.

11.2 Affordable Housing

The development will provide 40% of the development as affordable housing. This results in up to 16 dwellings, proposed in the following indicative mix:

	Total
2 Bed House	9
3 Bed House	7
Total	16

Table 11.2: Amount & mix of proposed affordable housing

11.3 Open Space Areas

The scheme proposal provides a total of 0.8ha of green infrastructure which includes a range of uses including public amenity space, habitat creation, SuDS attenuation pond feature and pedestrian and cycle routes.

The green infrastructure accounts for approximately 35% of the total site area.

11.4 Amenity Open Space

Space for informal recreation, such as dog walking and other forms of quiet recreation will be provided. This space will be designed to provide the experience of nature within a safe and accessible environment. New trees and hedgerow planting will be provided along the boundaries, with areas of public open space. The landscape and ecological enhancements will make this an attractive and interesting place to use.

The siting of public amenity space on the site layout further allows for a 'soft edge' of the development to the countryside beyond.



Figure 11.3: A concept of an informal recreation area, providing the experience of nature within an accessible environment.



Figure 12.1: view looking through the centre of the site, showing potential for two storey houses to enclose the main street and for bungalows to be placed behind where they sit close to existing trees.

12. Scale Parameters

12.1 Building Heights

The site is proposed to consist of dwellings of 2 storeys in response to local context and vernacular, and informed by the topography of the site.

The site falls gradually from its highest point in the north towards the south. New dwellings will be sited to respond to the existing topography and a range of eaves and ridge heights will reflect the character of the historic areas of Elsenham, helping to create dynamic street scenes around the proposed development.

12.2 Building Form

While it is envisioned that the proposals will consist of a varied mix of housetypes and designs, typically these will seek to respect the characteristics of traditional homes and building types found in the local area.

In terms of built form, while not exclusively, this can generally be seen to be simple building forms of relatively shallow gable depths. Larger dwellings would be configured in L/T plan forms to retain this characteristic. Building form will follow the principles set out in the Essex Design Guide.