

13. Green Infrastructure

Design and mitigation measures are integral elements that have been adopted as part of the masterplanning process. This has responded to the site's landscape character and setting.

The principles of the green infrastructure include the following:

- To provide long term biodiversity and recreation benefits;
- Establish corridors of planting around the boundaries of the site, maintaining and enhancing existing trees and planting. These corridors will provide a biodiversity benefit through new habitat creation and net gains in tree cover. This will also provide a 'soft edge' to the site boundaries as well as screen, filter and frame views as appropriate;
- The removal of some negligible existing trees towards the northern boundaries as required;
- The creation of new areas of public open space creating attractive open environments;
- All green spaces will be functional, safe and attractive to use;
- The 'greening' of the residential environment, with the use of street trees and soft garden frontages to include native hedgerows, planting and garden trees;
- Surfaces, landscape materials and street furniture will be practical, robust and simple in their design;
- The future maintenance and long term management of the green infrastructure framework will either be adopted by the Local Authority or by a private management company;
- Compliance with the Essex Design Guide in terms of landscape and green spaces.



Fig. 13.1 Green Infrastructure Plan

14. Access and Movement

14.1 Highways

Access to the site is proposed directly off Robin Hood Road.

The roads, shared surfaces and driveways are compliant with street types as set out in the Essex Design Guide.

14.2 Accessibility

As previously analysed, the facilities and amenities of Elsenham are all within acceptable walking and cycling distance of the application site.

The site is serviced by established pedestrian routes linking the site to the village. These include Public Rights of Way connections through and around the site, which the proposed scheme will formalise and enhance.

New paths and cycle ways are proposed through and around the development, creating new links through green open spaces and encourage walking and cycling.

Access to existing public transport is considered sufficient for the proposed development, with bus stops located on High Street and Stansted Road, within close proximity of the site and providing access to Bishop's Stortford and Stansted Airport.



Figure 14.1 A view of the proposed space, depicting green open spaces to encourage walking and cycling.

Scheme Proposals

15. Layout Principles

To achieve a high quality development that is successfully integrated with, and complementary to, the character of the area and its wider context, the following principles are adopted:

15.1 Key Spaces

The position of the proposed public open spaces offers the potential to create high quality areas of green space. These new spaces will be defined by key frontages creating a strong built form of a character and style that reflects that of the village.

15.2 Key Frontages

Dwellings will generally face the streets or public open space in order to provide a strong continuous frontage and define/frame key locations and views.

15.3 Key Buildings

Key buildings are proposed across the site and should be designed so that they are distinct from the surrounding buildings by either their scale, architectural style, detailing or materials. These are generally located at the ends of key views or at corner junctions.

15.4 Key Routes

The existing Public Right of Way through the site is proposed to be formalised and enhanced within the new development. Additional new footpath routes will also help to connect the new development existing routes and the surrounding village.

15.5 Security

Buildings will face the public realm with front doors and/or windows to habitable rooms to give natural surveillance to streets.



Fig. 15.1 Proposed Masterplan

The background image shows a two-story white house with a red-tiled roof. The house has white horizontal siding and several windows. Two small red-tiled awnings are over the front doors. In the foreground, a man and two young children are walking on a paved path. The scene is set in a lush green environment with trees and bushes under a blue sky with light clouds.

Summary and Conclusions

The scheme proposes a high quality development of up to 40 dwellings with associated public open space, landscaping, parking and access. The new outline planning permission is broadly the same as the existing permission (reference UTT/19/0437/OUT) and recreates all parts of the approved scheme apart from the relocation of the vehicle access point from Rush Lane to Robin Hood Road.

Elsenham is a sustainable and desirable location to live, benefitting from a range of local amenities and transport links.

The scheme proposals will bring forward housing to meet local needs, including 40% affordable housing.

The proposal is of a scale that is proportionate to the size of the settlement, and will not have any adverse effects in terms of highway safety, amenity of neighbours, flood risk, heritage, ecology or any other environmental requirements. This is confirmed by the grant of outline planning permission in 2020 and no circumstances have changed: the scale of the scheme remains the same and no new adverse effects have been identified.

The scheme would formalise and enhance the existing Public Right of Way across the site, maintaining existing access points as well as creating new pedestrian routes and connections to the village.

The scheme complies with all relevant national and local planning policies. The scheme also complies with the Essex Design Guide in terms of architectural detail, layout design, street and road design, parking design, landscape and green spaces.



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