

DESIGN & ACCESS STATEMENT

Bedwell Road,
Elsenham, Essex



June 2024



Vision

- To create a high-quality landscape led development of appropriate density, to reflect the location and character of the context.
- To respect existing public Rights of Ways and provide opportunities for improved pedestrian connections.
- To create a residential scheme that integrates well with the surrounding residential area in terms of pedestrian connectivity access and character.
- To create spaces of good ecological quality that integrate into existing features.
- To create a strong landscape structure so that the development can be embedded within it.
- To create a network of open spaces that are conveniently located for new and existing residents.
- To create a varied but cohesive proposal in which 'accents' within the site help create a sense of place and identity.
- To create an 'integrated community' where affordable housing will be indistinguishable from open market dwellings.
- To propose opportunities for improving the living conditions (both for new and existing residents) based on sound research.
- To create a sustainable development.



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1.1 Introduction

The Brief

This Design and Access Statement (DAS) has been produced on behalf of Rochester Properties Ltd, Joan Anderson and John Sergeant in support of a reserved matters pursuant to the extent outline planning consent, approved by the planning inspectorate on 15th June 2023 (planning application reference UTT/20/2908/OP) for a residential development, comprising of 50 dwellings with associated landscaping, parking and public open space. The outline consent includes the means of access.

The Purpose of the Document

This document illustrates the way in which the proposal has evolved using good design principles, research of the conditions affecting the site and the LPAs guidance to underpin this outline planning application.

The format of this document follows National Planning Guidance for Design and Access Statements. It has also been produced within the context of CABE guidance entitled 'Design and Access Statements: How to Write, read and use them' (2006)

This statement should be read in conjunction with the technical plans/ drawings and supporting documents.

The Structure of this Document

This document has been structured as follows:

- Foreword - Vision: this section is an opening statement which sets out our ambition for the project, it's qualities and benefits.
- Section 1 - Introduction: introduces the document and gives an overview of policies and guidelines adhered to throughout the proposal.
- Section 2 - Local Context.
- Section 3 - The Site: describes and analyses the key features of the site and local area and the development constraints and opportunities.
- Section 4 - Proposals: explains how initial ideas for the site have been generated from analysis of the site a how these have been developed to produce a robust well tested, housing layout.

The Team

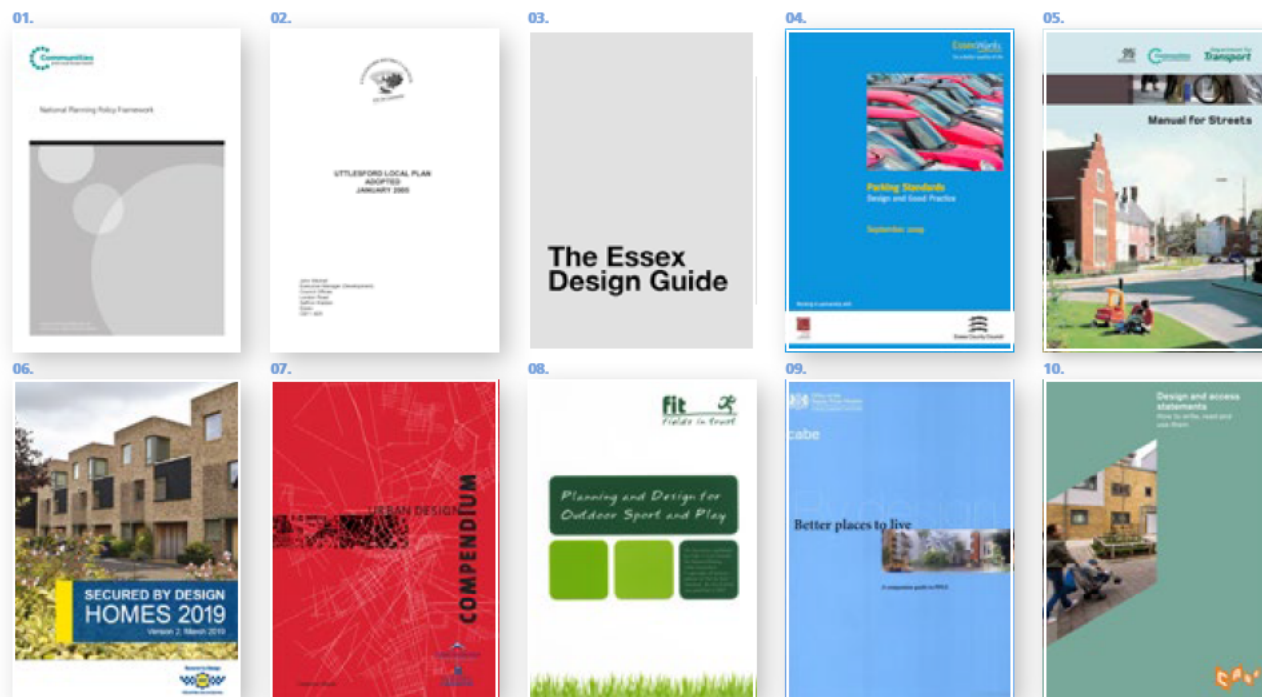
This DAS has been prepared in collaboration with the following design team:

- Applicant: Rochester Properties Ltd, Joan Anderson and John Sergeant
- Planning Consultant: Pegasus Group
- Architect/ Master planners: RUA Architecture & Urban Design
- Transportation: EAS Transport Planning
- Landscape Architect: Matt Lee Landscape Architecture Ltd
- Ecology: Geosphere Environmental and Hopkins Ecology Ltd
- Noise: WSP
- SES - Arboricultural and Ecology

1.2 General Development Principles

The development proposals reflect current government guidance and Uttlesford District Council's policies on creating high quality development and improving design quality of the urban environment, and draw upon guidance within the following documents.

01. National Planning Policy Framework
02. Uttlesford Local Plan Adopted January 2005
03. Essex Design Guide
04. Parking Standards Design and Good practice (September 2009)
05. Manual for Street (Department of Transport)
06. Secured by Design Guidance
07. Urban Design Compendium
08. Planning & Design of Outdoor Sports & Play (FIT)
09. Better Places to live. A companion guide (DTLR and CABE publication)
10. Design & Access Statement (CABE)



The above set out the objectives to create sustainable, well designed places, planned to respond to its context and promote environmentally friendly activity patterns. There is an opportunity to create a sustainable new development at the North Western edge of Elsenham. The new scheme will respect the existing context and enhance local character and identity; create a safe, secure attractive environment and provide wider community benefits in terms of securing new pedestrian links, creating play area, a trim trail and providing sustainable drainage. The intent for the new development is to create an attractive development that will enhance the character of the village and create a sense of place that will reinforce civic pride and promote a community spirit. A well designed, sustainable neighborhood follows these principles:

- **Character** – a place with its own identity.
- **Continuity and enclosure** – a place where public and private spaces are clearly distinguished.
- **Quality of the public realm** – a place with attractive and successful outdoor areas valued by people who use them.
- **Ease of movement** – a place that is easy to reach and move through.
- **Legibility** – a place that has a clear image and is easy to understand.
- **Adaptability** – a place that can change with time.
- **Diversity** – a place with variety and choice.
- **Security** – a place where the users feel and are safe.
- **Sustainable Movement** – a place that encourages walking and cycling, using public transport to reduce social exclusion.
- **Energy Conservation** – a settlement designed to reduce resource consumption and promote the use of environmentally friendly materials.
- **Sustainable Drainage** – a development where SUDS is designed to blend with the existing landscape and townscape features.
- **Ecology and Landscape Enhancement** – a protected and enhancing existing landscape of the site and its context, and mitigated impact upon existing wildlife.

1.3 Planning History

Prior to the submission of the outline application (ref: UTT/20/2908/OP – the application) on 2nd November 2020 there was no planning history for the site. The application went before the Council’s planning committee on 8th June, where it was deferred. The application then went back before the planning committee on 6th July 2022. On both occasions the application went with an officer recommendation of approval. The committee report of 6th July (the committee report) outlines the planning balance carried out by officers. The application was refused by the planning committee at their July meeting. The decision notice that was issued on 7th July 2022 included the following reasons for refusal:

1. Due to the location of the development being in close proximity to the M11 Motorway it will result in a significant noise disturbance to the occupiers of the development, giving rise to significant adverse impacts on health and the quality of life. This is contrary to Paragraph 185 (a) of the NPPF, ULP Policies ENV10 and GEN2.
2. Due to the location of the development being in close proximity to the M11 Motorway it will result in the future occupiers being exposed to poor air quality. This is contrary paragraph 186 of the NPPF and ULP Policies ENV13 and GEN2.
3. The proposed development fails to deliver appropriate infrastructure to mitigate any impacts and support the delivery of the proposed development. The proposal is therefore considered contrary to the implementation of Policies GEN6 - Infrastructure Provision to Support Development, ENV7 - The Protection of the Natural Environment - Designated Sites, and Policy H9 - Affordable Housing, of the Adopted Uttlesford Local Plan 2005, and the National Planning Policy Framework 2021.

The refusal of the application was subsequently appealed (ref: APP/C1570/W/22/3311069) with a public inquiry being held on 21 March 2023. Prior to the public inquiry the Council had agreed through the SoCG that it had no grounds on which to defend the second reason for refusal. And that, subject to the S106 agreement submitted with the appeal being agreed, the third reason for refusal would no longer apply.

Following the public inquiry the Appeal Decision of 15th June 2023 allowed the appeal, granting outline permission for the detailed access arrangements and up to 50 market and affordable dwellings. The Appeal Decision included twenty-nine conditions. Some of these conditions, and sections of the S106 agreement, set out requirements for this and subsequent reserved matters applications.

2.1 The Site Location

Elsenham is located 2.5km east of Stansted Mountfitchet, 3.5km north of Stansted Airport, and 7km north-east of Bishop's Stortford, placing it within proximity of people and jobs within this part of Uttlesford. Elsenham is a village of just over 2000 people (just over 850 households).

Elsenham enjoys a strategically important location being served by a station on the West Anglia rail line adjacent to Elsenham Station District. With services to Bishop's Stortford, Harlow, Stratford, Stansted Airport and London Liverpool Street to the south, and Cambridge to the north. Elsenham is linked to these centres by bus, rail and road links.

Elsenham enjoys a range of amenities including a primary school/nursery, a pub, a doctor's surgery, community rooms, shops, a convenience store, hairdressers, takeaway, coffee shop and a recreation ground.

The site is located at the north west corner of the village of Elsenham approximately 450m from the mainline station. The boundaries are naturally formed by the M11 on the western boundary and Bedwell Road defining the entire northern boundary. Part of the Bedwell Road Frontage is screened by trees.

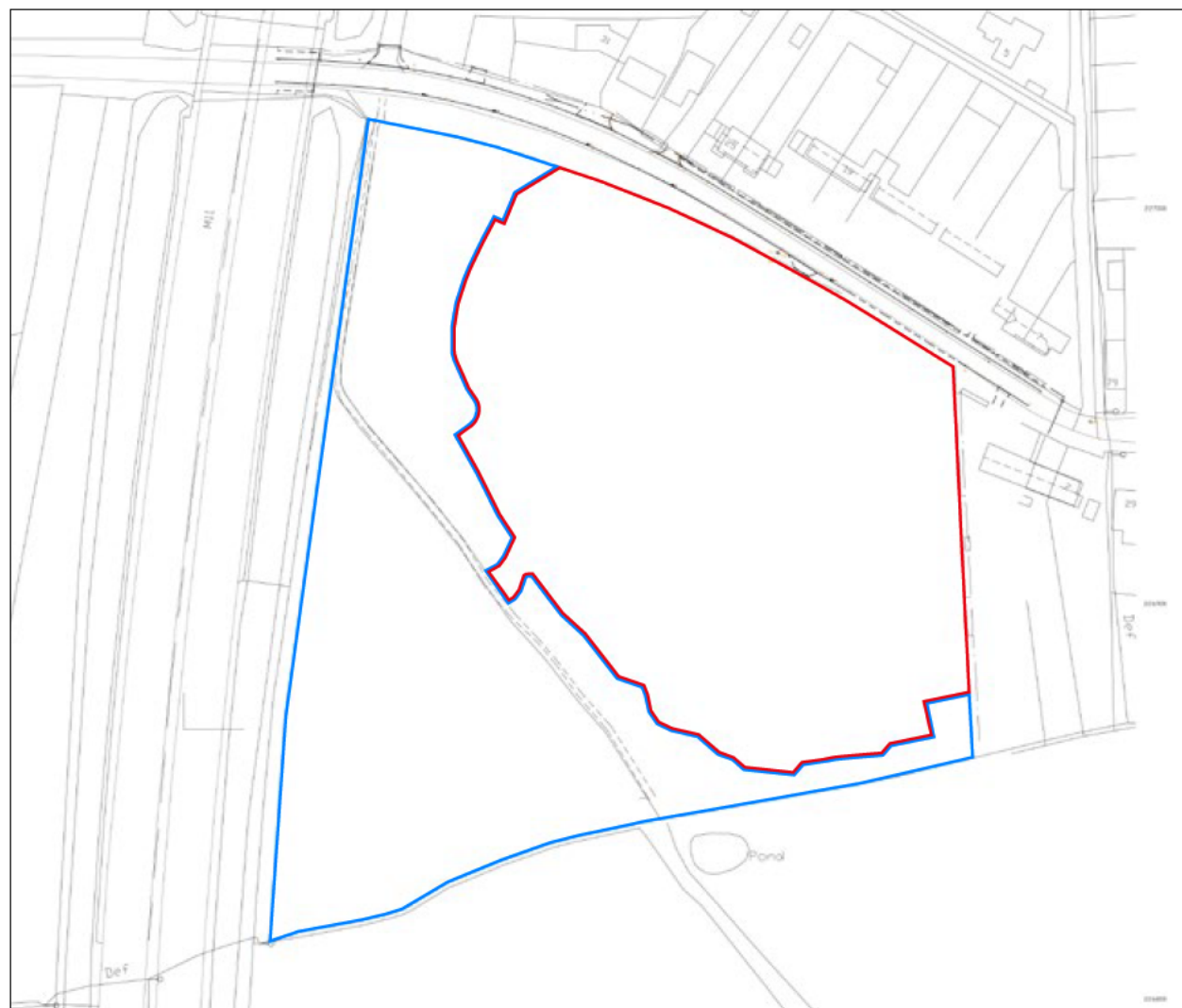
Within the site there is a large grassed area as well as dense vegetation comprising of shrubs and small trees.

A public right of way (PROW) is located along the western boundary running north to south, beyond this there is more dense vegetation and the M11.

The southern boundary comprises of more dense vegetation, part of the PROW and beyond lies Alsia Wood.

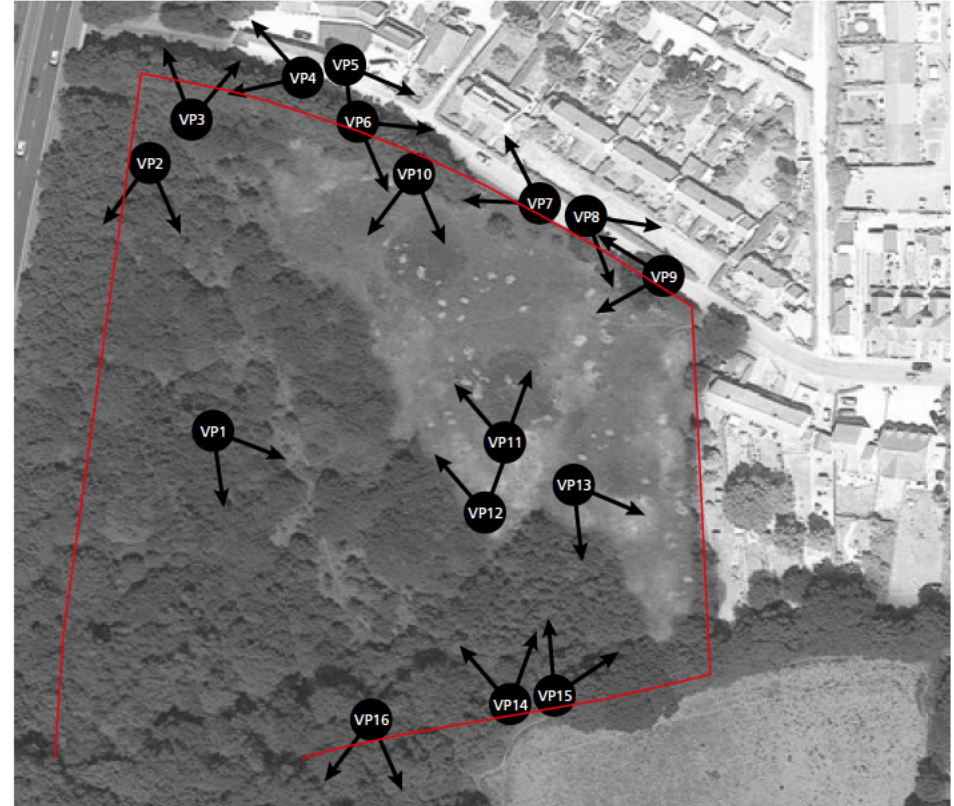
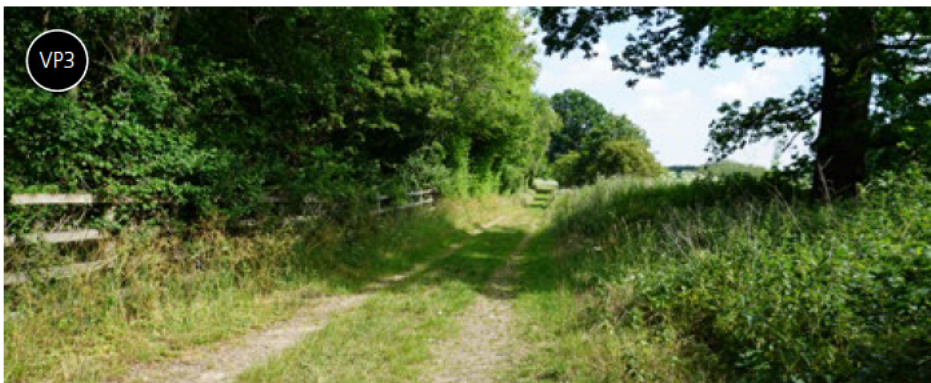
The Eastern boundary is defined by gardens of existing properties.

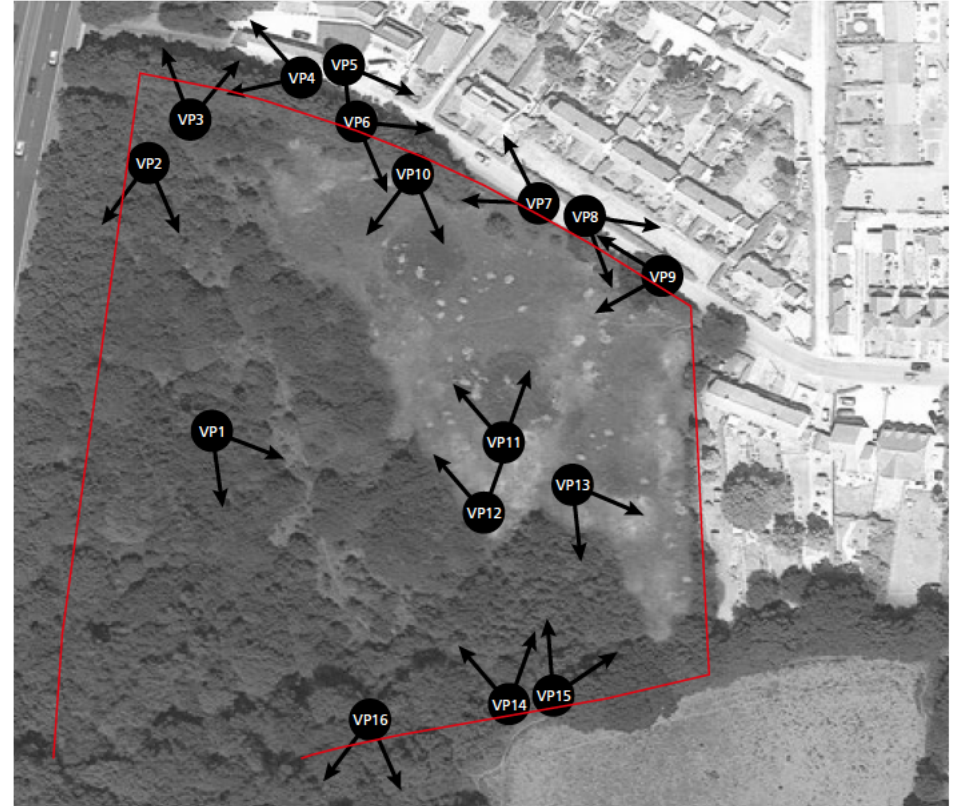
The site is a former agricultural field currently scrub land comprising of 1.42ha. The site gently falls towards the north eastern part of the site.

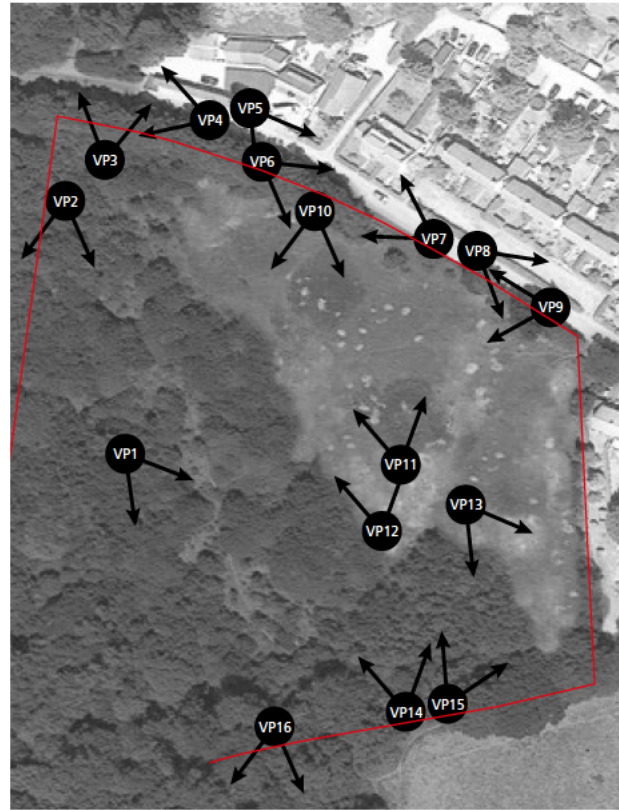


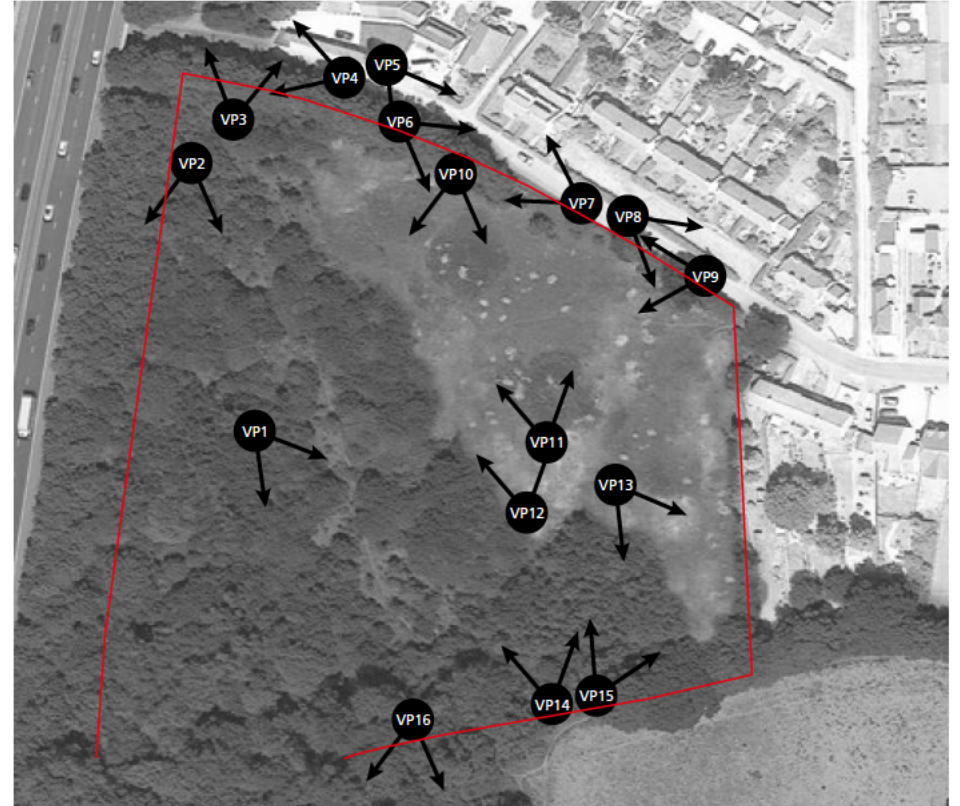
KEY	
Site boundary	—
Other land within control of applicant	—

2.2 Site Photographs



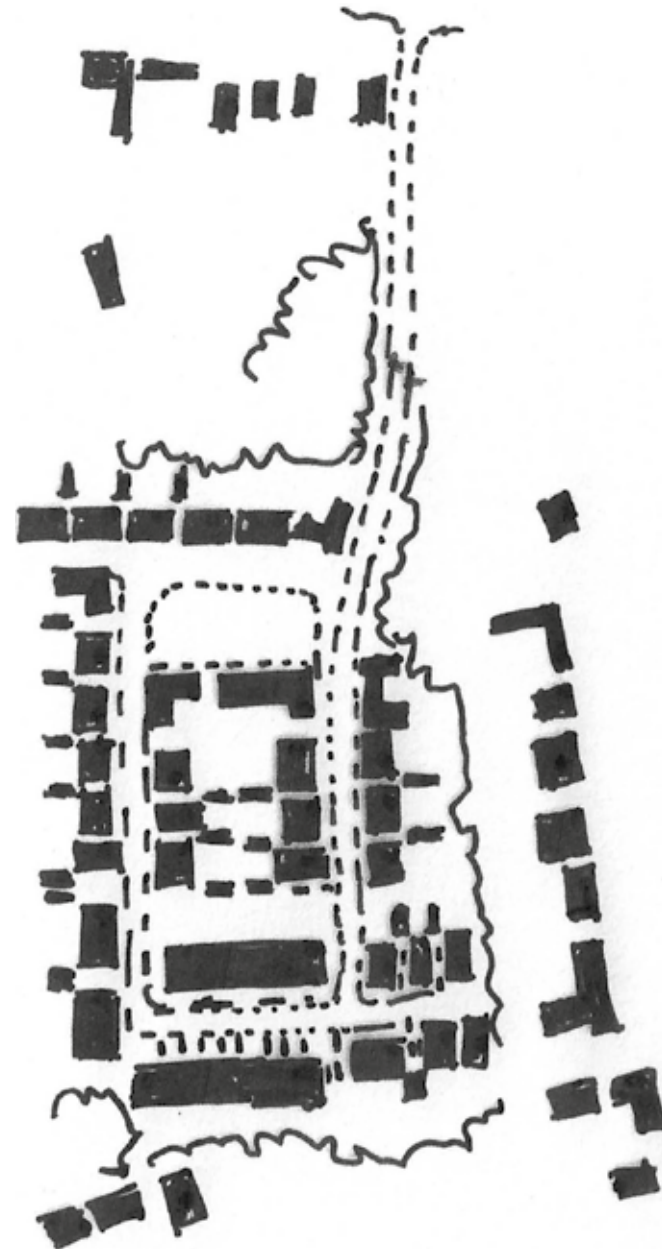






3.1 Context Appraisal

An assessment of the existing local context of Elsenham has been completed in order to understand the urban form and architecture within the local area. This context appraisal will be utilised to show how the proposed development has been influenced by the forms and arrangement of dwellings within Elsenham.

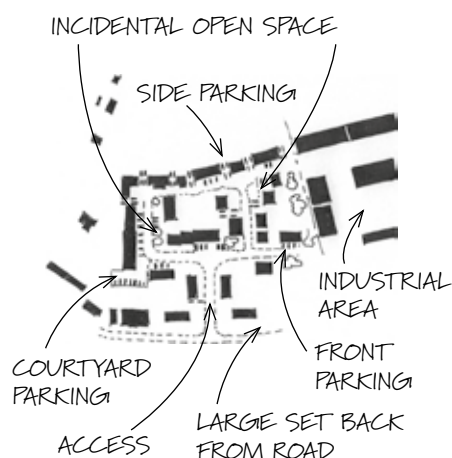


3.2 Urban Grain Study and Density

The adjacent figure shows the urban grain of the local area and with each colour highlighting how different areas of the settlement have evolved and developed over time. A distinction in typologies, frontage and density can be seen between each area.

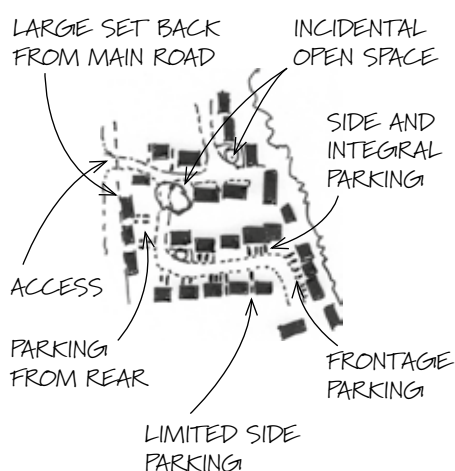
Gold Close

- Early 20th century terraced cottages to late 20th century bungalows
- Predominantly terraced units
- Large front gardens with front and side parking
- Cottages and Bungalows
- Single and 2 storey dwellings
- Brick and some rendered facades
- Plain and grey tiled roof



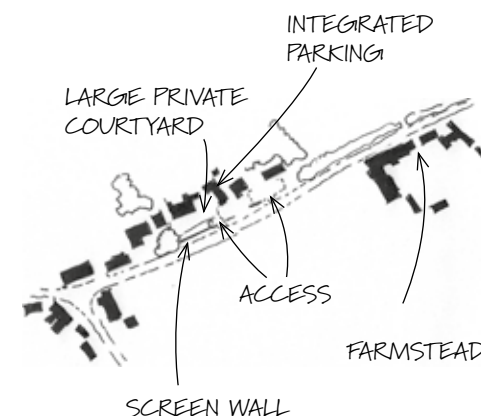
Elm Close

- Suburban mid to late 20th century
- Detached bungalows/houses and semi-detached houses
- Frontage parking and integral garage parking naturally providing large setbacks from edge of pavement
- Informal suburban grain
- Single and 2 storey dwellings
- Mainly brick facades
- Plain and grey tiled roof



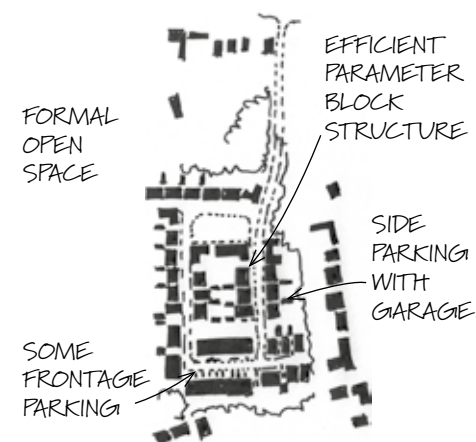
Henham Road

- Rural Character along the main road out of Elsenham
- Historic cottages
- Detached Villas
- Ribbon typology
- Brick wall and hedgerow frontages with deep setback from Henham Road
- Single and 2 storey dwellings
- Brick and rendered facades with some vertical boarding
- Plain and grey tiled roof
- Farmstead



Orchard Crescent

- New Build
- Early 21st century developments
- Perimeter block character with frontages onto open spaces
- Back edge of pavement to small front garden
- 2 storey dwellings
- Brick and rendered facades
- Plain and grey tiled roof
- 2 storey dwellings



3.3 Architecture and Typologies

A variety of architectural approaches exist within Elsenham and the surrounding area.

Gold Close

- Early 20th century terraced cottages to late 20th century bungalows
- Predominantly terraced units
- Large front gardens with front and side parking
- Cottages and Bungalows
- Central green incidental open space
- Single and 2 storey dwellings
- Brick and rendered facades
- Plain and grey tiled roof



Elm Close

- Suburban mid to late 20th century
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3.4 Context Study: Details

Walls and Details

- Mainly red brickwork
- Mainly white render and some painted walls
- Black and white timber boarding
- Brick heads and cills, some stone and limited tiled cills



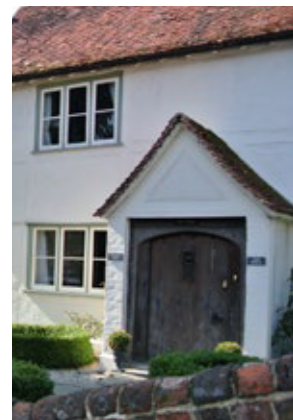
Roofing Details and Materials

- Pitched with some gable end fronting the street
- Plain tiles and slate roofing
- Gabled buildings have deep eaves and decorative bargeboards painted black
- Ornate dormer window (limited)
- Brick chimneys



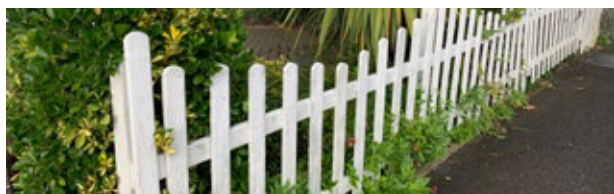
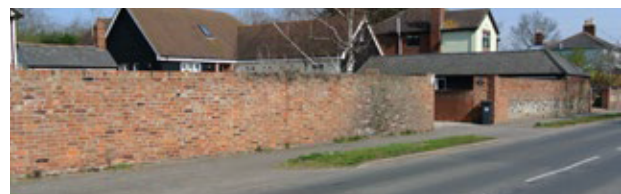
Windows and Doors

- Timber sliding sash and side-hung casement windows
- All window joinery painted predominantly white with glazed panes
- Doors are timber and solid in design painted dark in colour or white
- Doorway with transom and recessed doorway
- Some bay windows



Porches

- Mainly flat lead roll and some with a tiled pitch roof
- Stone door surround



Boundary Treatment

- Screen wall
- Railing
- White picket fence

4.1 Facilities

The site is sustainably located with good access to a range of facilities within the village and nearby settlements of Stansted Mountfitchet and Bishop's Stortford.

- ① Primary & Nursery school
- ② Sports Pitches
- ③ Tennis courts
- ④ The Crown Inn
- ⑤ Train station
- ⑥ Post office
- ⑦ Convenience Store
- ⑧ Golf Course
- ⑨ Guest House/Lodge
- ⑩ Daisy Mays Farm
- ⑪ Alsa Woods
- ⑫ Village Hall
- ⑬ Health Centre
- ⑭ Bowling Green and Clubhouse
- ⑮ Hairdressers and takeaway
- ⑯ Coffee Shop



4.2 Connectivity: Roads

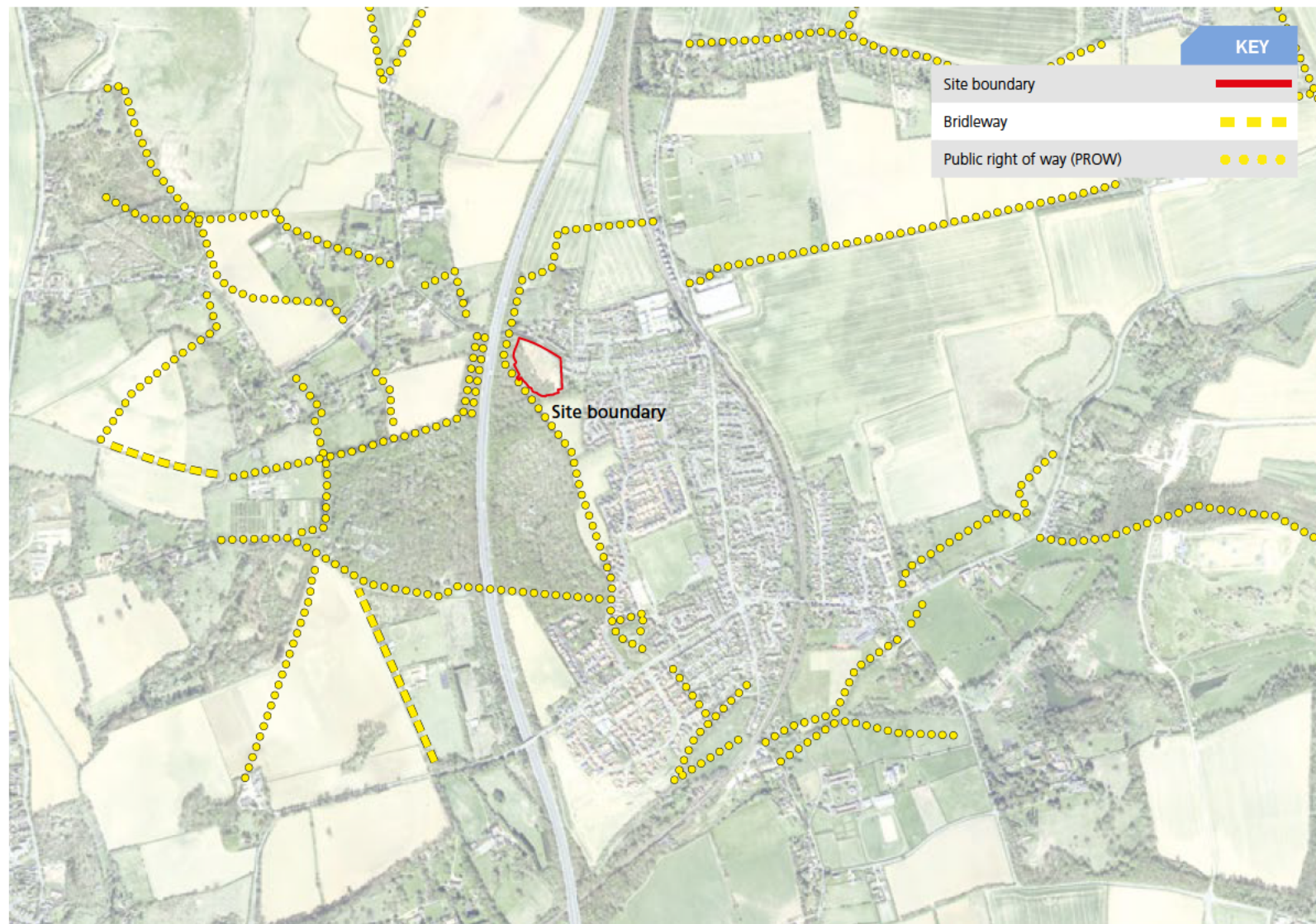
The site is well located for access to the strategic road network. The M11 is located to the west and can be accessed further south at Stansted Airport. The M11 connects to Cambridge and London, Stansted Airport is 5.5km south of the site.

The B1051 to the south of the site connects to Stansted Mountfitchet and Bishop's Stortford.



4.3 Connectivity: Walking and Cycling

The site benefits from connections to a wider network of public rights of way (PROW). There is a PROW situated west of the application site providing north to south pedestrian link to wider Elsenham and beyond.



4.4 Connectivity: Public Transport

The site enjoys a strategically important location being served by a railway station to the east. Anglian rail line serves Elsenham station with services to Bishop's Stortford, Harlow, Stratford, Stansted Airport and Liverpool Street to the south and Cambridge to the north.

Elsenham is also within easy reach of J8 of the M11 motorway providing an easy connection by road to Stansted Airport.

The village is also served by local bus services to linking it to Heham, Stansted Airport, Takely, Standsted Mountfitchet and Bishop's Stortford.



5.1 Design Evolution

Outline Application

The outline application demonstrates how this land can be developed. The details of the access arrangement from Bedwell Road, the extent of developable land and noise mitigation strategy has been identified by the outline application site layout.



Reserved Matters Application

The reserved matters are compliant with approved drawing nos. BEE.SLP.000 (site layout plan) and BEE.IPL.001.

The consent is to developed up to 50 residential dwellings public open space and associated infrastructure.



6.1 Layout

The layout reflects the illustrative site layout plan accompanying the outline planning application, reconciling the site constraints and opportunities identified at that stage. The access is as approved: single access point onto Bedwell Road.

The layout retains the comprehensive design principles highlighted at the outline stage:

- Built form set back from Bedwell Road
- Respect the building line from the eastern boundary.
- Sensitive response to the back gardens of existing properties along the eastern boundary.
- Sympathetic response to landscape assets along the western edge.
- Continuous 3 storey-built form to provide noise migration from the M11 at the north western part of the site
- Incorporate the desire lines of the existing public footpaths.
- Provide connectivity across the site through provision of additional link to the PROW
- Linear natural play running along trim trail path along the western boundary and an incidental pocket park located at the heart of the development.

The layout structure is focused on the adoptable boulevard street extension from the Bedwell Road running east to west, culminating in a turning head. The layout incorporates a shared surface street and a courtyard neighbourhood. The shared surface street is formed from the main boulevard street, leading to the south eastern part of the site, creating informal feel, the incidental 'pocket park' provide visual interest to the living environment in this area. To the north west there is a well contained private courtyard providing an intimate feel.

The position and orientation of buildings clearly delineate the plots that they command. The highway arrangements provide permeability within the scheme. The roads are varied to aid navigation. Car parking is conveniently located within plot curtilage and street planting softens the dominance of street parking.

The layout ensures that all areas are well overlooked by dwellings. The design features, which are dual aspect buildings provide active frontages so that they are overlooked on both elevations. Public space in the development feels safe because:

- Roads are designed to keep vehicle speeds below 20mph.
- Foot and bicycle traffic are encouraged.
- A high level of overlooking has been designed into the scheme.
- The highway network has been designed to meet 'Essex Design Guide' standards.



6.2 Traffic Access

Access into the site is to be taken from Bedwell Road and the access junction would be constructed to adoptable standards, to include footways connecting the site to the surrounding pedestrian network.

6.3 Streets

The layout of the local residential streets within the new development has been designed to be safe for pedestrians and cyclist, with road surfaces raised, paved or coloured to keep drivers aware of the residential surroundings and a 20mph zone.

Within the site a clear hierarchy of streets is proposed, as illustrated by the accompanying plan with the primary street running through the heart of the scheme, opening out centrally in rectangular form, with a standard arrangement of highway, footpath and front garden space.

The secondary streets are anticipated to be shared surface streets to illustrate a change in the hierarchy with these streets orientated towards the pedestrian, with the narrow private drives being the lowest order streets which ensure that the green spaces/edges are not overly dominated by the highway.



6.4 Height and Massing

The height and massing respond to the context and the requirement to provide noise mitigation from the M11. The north-western corner of the site comprises of continuous built form of 3 storey massing to achieve the require sound levels for the private amenity space. Otherwise the development is mainly 2 storey housing comprising of short terrace, semi-detached and detached properties.



6.5 Housing Mix

The development includes a mix of linked apartments, terraced, semi-detached and detached houses comprising of 1, 2, 3- and 4-bedroom properties.



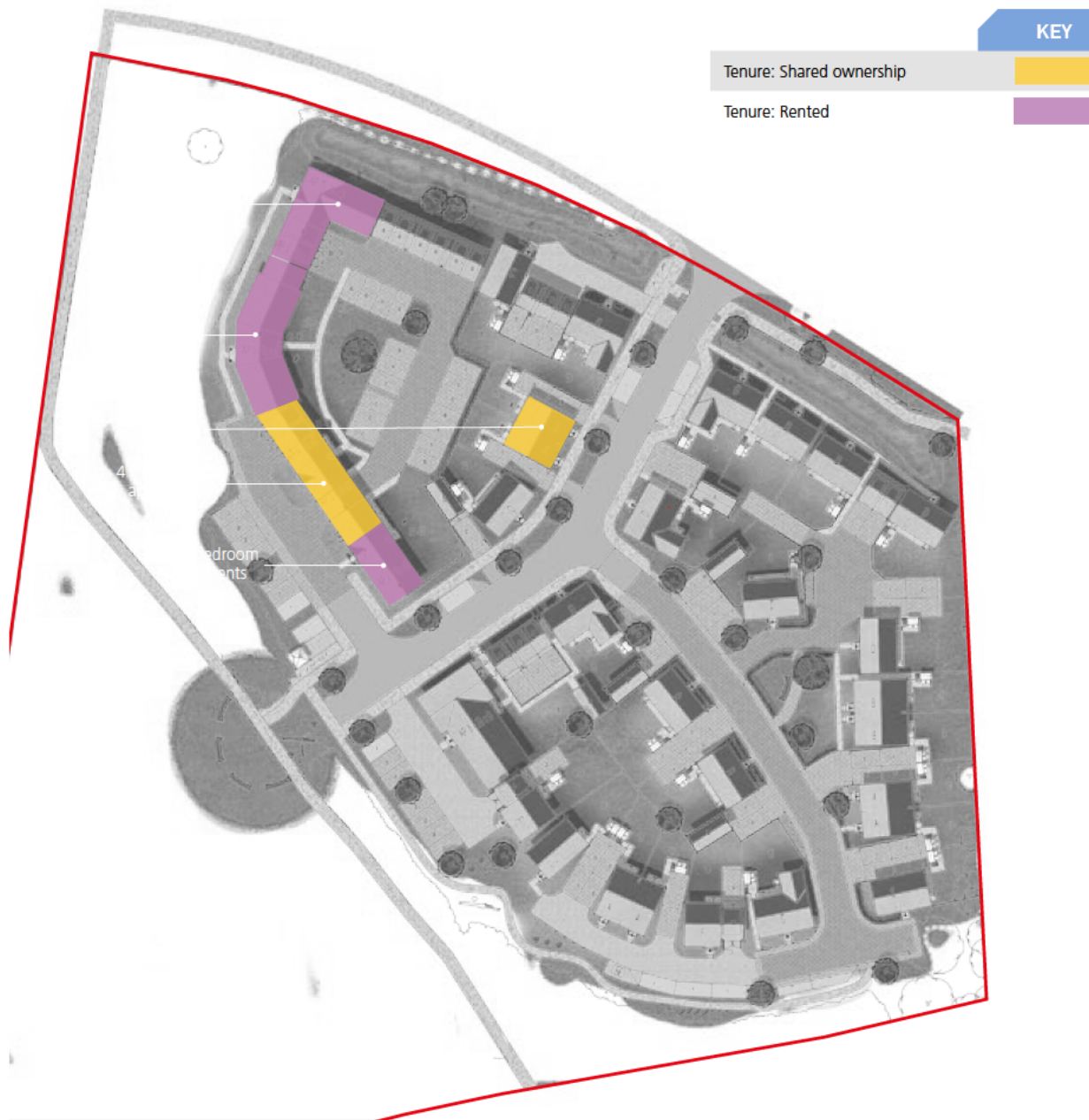
6.6 Affordable Housing

40% of the development will be affordable with 30% as shared ownership and 70% rented. All affordable units have been designed to meet NDSS requirements.

- Shared ownership comprises:
2 x two-bedroom houses and 4 x two-bedroom apartments.
- Rented comprises:
3 x 1-bedroom apartments.
11 x 2-bedroom apartments.

As agreed at the outline application stage maximum of 18 apartment has been grouped in one location.

Included in the above will be a proposition of 'First Homes'.



6.7 Car and Cycle Parking

The layout is designed so that car parking is conveniently located to the side or in front of properties. A balanced parkway strategy is employed in order to create an attractive street scene defined by the buildings, boundary treatments and hard landscaping for each plot.

Fig 1, below shows the quantum of parking and cycle storage provisions required to meet the guidance contained within the 'Parking Standards Design and Good Practice' (September 2009).

	Parking Spaces	Cycle Spaces
1 bed	1	1
2/3 bed	2	2
4/5 bed	3	2
Visitor	0.25 per dwelling	1 space per dwelling

Fig 2, below illustrates the amount of parking and cycle storage that has been accommodated in the scheme.

	Amount	Parking standards	Amount per dwelling	Cycle standards	Amount per dwelling
1 bed	3	1	3	1	3
2/3 bed	42	2	84	2	84
4/5 bed	5	3+	16	3	15
Visitor	50	0.25	12.5*	1	50
Total			115		152

Large garages will be 3m x 6m in order to accommodate a car within them. Visitor parking will be mainly parallel to the road in order to avoid the build-up of cars parked in unplanned locations which can disrupt the street scene.

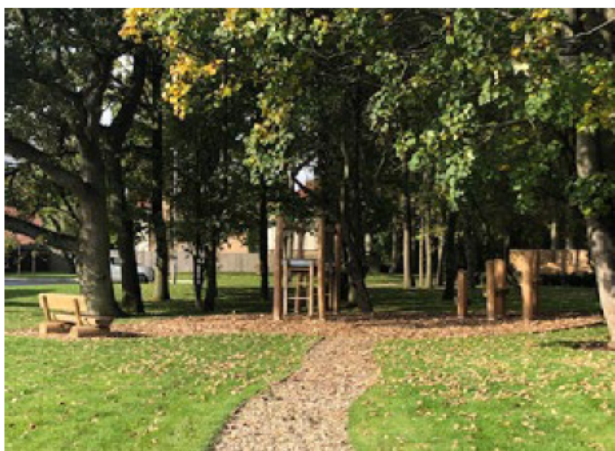
Parking bay size for car are 5.5m x 2.9m and 6m parallel parking bay length.



6.8 Public Open Space and Private Amenity

Public open space

An area of natural play running along a trim trail path is provided along the western boundary the residents will also have access to sizeable woodland within the application boundary. The PROW will be enhanced as this provides direct pedestrian link to Alsa woods which is situated a short walk from the site.



Private amenity

The design proposal is in accordance with the 'Essex Design Guide' minimum garden size and privacy standards. Minimum of 25m 'back-to-back' separation has been achieved.

The quantum of private amenity provide are as follows:

- 1 bed apartment (25 sq. m)
- 2 bed apartments (25 sq. m)
- 2 bed houses (50 sq. m)
- 3/4 bed houses (75 – 120 sq. m)



6.9 Refuse Strategy

Houses (semi detached and detached)

Houses will have individual waste storage provision where possible, these will be located close to driveways, for roadside waste collection.

Terraced Houses

Areas have been identified for bin storage at the rear of the plots. There will be a path at the side of the property to provide rear garden access. Refuse will either be collected from the front of the property or from a collection point.

Apartments

Bin stores have been provided with appropriate capacity for storage of rubbish and recycling waste. The bin store has been conveniently located to facilitate easy access for waste collection.



7.1 Character Areas

The proposed scheme has been designed following place making principles to create a neighbourhood with a strong identity and integrates well within the existing context. There will be two-character areas in the site. These are 'Formal centre' and 'Neighbourhood' character areas.

The two-character areas will exhibit have the following characteristics:

Formal Centre

Sets the scene for the 'Heart' of the development, centred around the main tree lined boulevard street.

Neighbourhood

This is located on the eastern part of the development facing part of Bedwell Road (south – east) and the green open space to the south-west of the site. This area is designed to be a Looser grain with large detached & semi-detached plots.

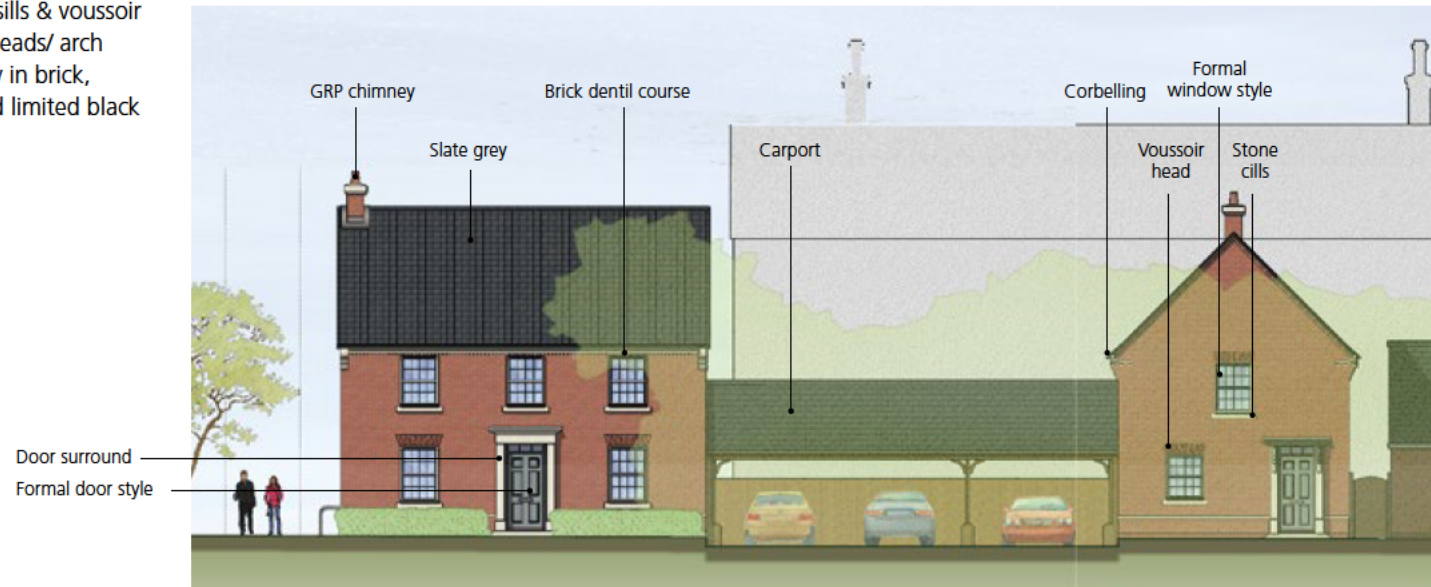
See adjacent character area plan.



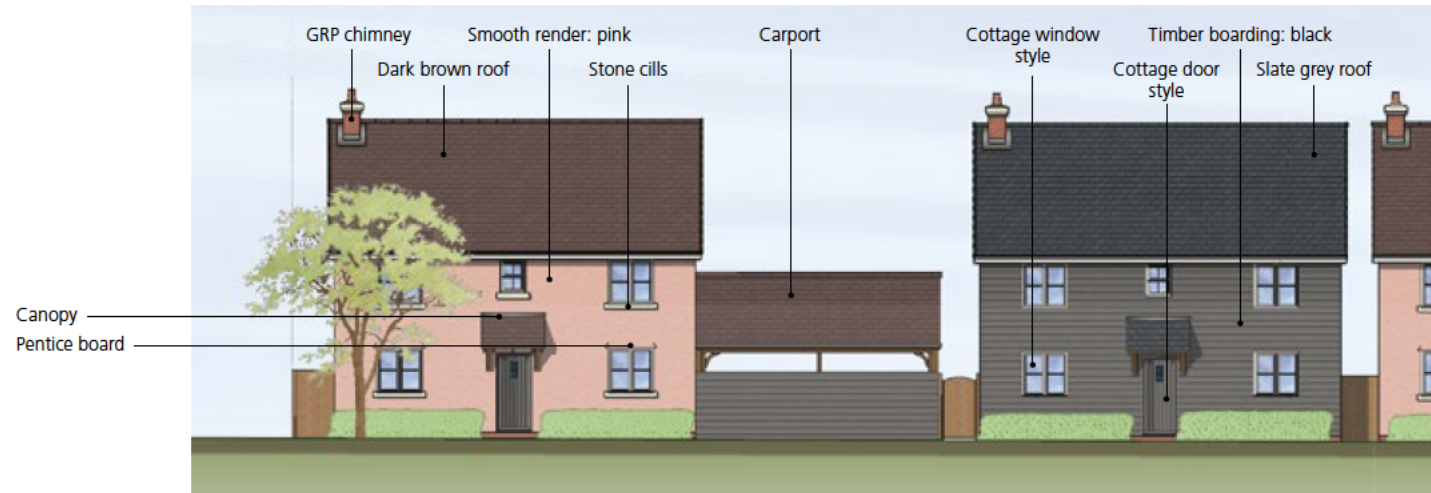
7.2 Architecture

Architecturally the houses will exhibit formal, cottage vernacular design, which will include; stone sills & voussoir brick window heads, gauged arch window heads/ arch ways, gable feature. They are finished mainly in brick, ashlar/ smooth through colour rendering and limited black timber boarding.

Front Elevation Formal Centre



Front Elevation: Neighbourhood types



7.3 Elevations and Details

Materials

In order to inform the scheme design, regard has been had to the materials use. The palette of materials proposed will include:

- Brickwork - using local red bricks (orange red)
- Render – white and colour render
- Plain tiles - either dark brown or slate grey.

The colour scheme is largely provided through the natural colours of the materials selected and takes its cue from the surrounding village.

Facing and Roofing Materials



8. Landscape Strategy

1. Overall, the Sites landscape resource is considered to be positive and it is recognised that it will also have ecological value. The Sites ecology is described in detail in the **Preliminary Ecological Appraisal** prepared by SES (October 2020) which is available under separate cover. The development proposals will require much of the existing semi-improved grassland/ young scrubland / ruderal vegetation and 0.6 hectares of the young woodland within the centre of the Site to be removed to facilitate a meaningful development layout. If the existing 0.6 hectares of young woodland were to be removed at present (without any associated development), the close distance, partial views looking into the Site from Bedwell Road through the gaps in the intervening boundary hedgerows would remain fairly similar to the present situation, i.e. close, partial views of an open field with a backdrop of mature trees (in fact it would open up views of the fine mature line of trees on the southern site boundary, which would be positive from a purely visual amenity perspective). The area of woodland proposed for removal is not seen on the horizon from any of the existing public viewpoints. As such, the visual amenity of the existing 0.6ha of young woodland that would require removal to facilitate a meaningful development layout is not considered high, because a background of mature existing trees would remain in those views were it to be removed. Nevertheless, whilst the 0.6 hectares of young woodland is only recently established, the **Preliminary Ecological Appraisal** report explains that... it (the young woodland) is listed in the Priority Habitat Inventory for England and Local Authorities must give due regard to the presence of priority habitats on a proposed development site in its consideration of any planning proposals. To accord with current planning policy, development plans should seek to deliver a measurable positive residual effect on habitats – i.e. biodiversity net gain. The DEFRA 2.0 biodiversity calculator is a standardised metric that has been developed to quantitatively assess whether development proposals can achieve net gain in accordance with policy. Biodiversity offsetting (off site solutions) will need to be considered.



Clearly, regardless of its visual amenity value the 0.6 ha of young woodland that would be lost will negatively impact the sites existing landscape resource. The **Sensitivity to Change**, and the **Proposed Landscape Strategy Objectives** and the suggested **Land Management Guidelines** within the published documentation for the **B10 Landscape Character Area** within which the Site is located (refer to the Key Characteristics section above & in **Appendix B** of this report) and its loss will require adequate mitigation.

The Preliminary Ecological Appraisal makes a number of recommendations to help mitigate for the loss of existing landscape/ecological features including the suggested provision of off-site mitigation to ensure that biodiversity gain is achieved for the development proposals. Our primary landscape recommendation for the Site is that consideration is given to replanting an area of woodland off-site (but only providing that this landscape recommendation aligns with the overall biodiversity objectives to achieve net biodiversity gain for the Site).

2 The existing mature trees on the Sites boundaries and the majority of the young woodland within the Site is to be retained in accordance with the Tree Constraints Report (June 2020) and the subsequent Arboricultural Impact assessment (July 2020) both prepared by SES and available under separate cover.

3. A surfaced footpath is proposed on the southern side of Bedwell Road along & behind the Sites frontage (where there is currently none) and this surfaced path will link with PRow 51_29 through the Site. We would recommend that the Stile is removed and metal kissing gates (to be accessible for the mobility impaired – whilst preventing access for motorbikes) are installed at the entrances to the Sites retained woodland area. This will provide better access to the retained woodland area for existing residents. It is proposal to link with surfaced paths into the existing public footpath network to both the East and the West of the Site.

4. The Preliminary Ecological Appraisal makes a number of other recommendations which also align with our landscape recommendations including creating a series of new grassland areas as open glades within the retained woodland within the Site, thereby providing some compensatory habitat for the grassland that will be lost through developing the Site. This will also provide some usable open space around PRow 51_29. This approach will also make the PRow feel less enclosed. Selective thinning and management of the retained woodland area to promote a better understory in areas away from the PRow and graded edge habitat (transitioning from trees, to scrub to tall ruderal and long sward grass) along the PRow and associated new glades will be beneficial for biodiversity and visual amenity. This will also accord with LCA objectives.

5. A trim trail will be introduced along the edge of PRow 51_29 within the Site.

6. The existing boundary hedgerow along the Sites frontage with Bedwell Road is to be gapped up with Hawthorn to accord with LCA guidelines.

7. Create an inclusive public realm that promotes feelings of safety and security. The public realm will be designed to address the needs of the whole community including the disabled and elderly.

8. A key objective is to create a high quality, accessible, legible, interconnecting public realm. The streetscape will feature a very simple palette of macadam & block paving surfacing materials. The hard landscaping has been designed such that it will complement the surrounding buildings, with the use of kerbs and soft landscaping helping to define zones to assist pedestrians, cyclists and vehicles navigating through the public realm. New houses on corners of the public realm will for the most part feature corner turning houses, thereby minimising the amount of rear garden that abuts the public realm. A Detailed Development Layout featuring details of surface finishes and fences is submitted as part of the application for full planning permission on the Site.

9. Street trees should largely comprise of 'streetwise' varieties of indigenous trees. A single line avenue of street trees and a hedgerow will provide a positive new landscape feature along the main access road into the Site. Different species will be planted within different parts of the Site in order to both help with legibility and also to help to define the different character areas that are being created.

10. Ornamental planting to front gardens will provide a defensible edge to the built form. Defined planting palettes, responding to the orientation of groups of houses within the development will create a consistent high-quality planting design across the development. Front gardens will play an important role in the overall landscape strategy for the new development. Ornamental planting to the front gardens of the new homes will be in the cottage garden style, comprising of a mix of flowering evergreen shrubs and evergreen herbaceous plants. This new planting will be designed to provide a pleasing contrast of colours and textures and prolonged seasonal interest throughout the year, with some architectural accents to help define front doors. A high percentage of these garden plants will be selected to be bee and butterfly friendly ensuring that front gardens contribute to biodiversity gain as well as the general visual amenity of the scheme. Low, flowering, informal evergreen hedgerows will be planted in some parts of the development in order to define garden frontages and reinforce sense of place. Detailed planting proposals along with plant schedules will come forward once the layout design has been approved.

11. Ongoing management actions will come forward within a long-term woodland management plan (WMP). The latter would be appended to the overall Landscape & Ecological Management Plan (LEMP) for the Site, setting out the long-term management objectives for the new public realm landscape to ensure that these important structural landscape elements can be retained for the long term and that the sites biodiversity potential is taken into account. This could be conditioned as part of any forthcoming planning permission.



9. Secured by Design Principles

1. Vehicular and Pedestrian Routes

- Routes are visually open, direct and will encourage maximum use.
- Road hierarchy, key buildings and feature spaces will aid intuitive way finding.

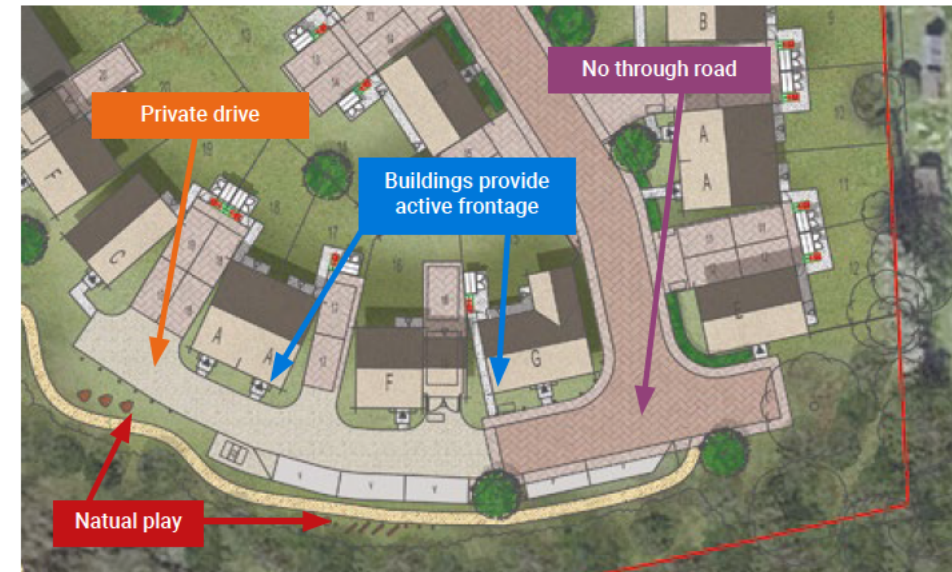
2. Defensible Space

This approach allows the residents to control their private boundaries.



3. Through Road and Cul-de-sacs

Access to rear and side is minimised throughout the development.



4. Footpath design promotes

- Intuitive way finding
- Integrated streets
- Feature spaces/'events'
- Focal building and key groupings
- All paths are overlooked by properties to aid natural surveillance
- Foot paths are wide and open
- All public spaces will be maintained by a management company

5. Planting next to foot paths

Comprehensive landscaping strategy is proposed throughout the development. This will provide enjoyable routes through the development and help to encourage people to walk and cycle. A balanced approach has been taken here to achieve an enhanced landscape and bio diversity potential while applying secured by design guidelines where achievable. All public spaces will be maintained by a management company. The aim is to limit overgrown shrubs becoming a potential cover for crime.

6. Seating next to footpath

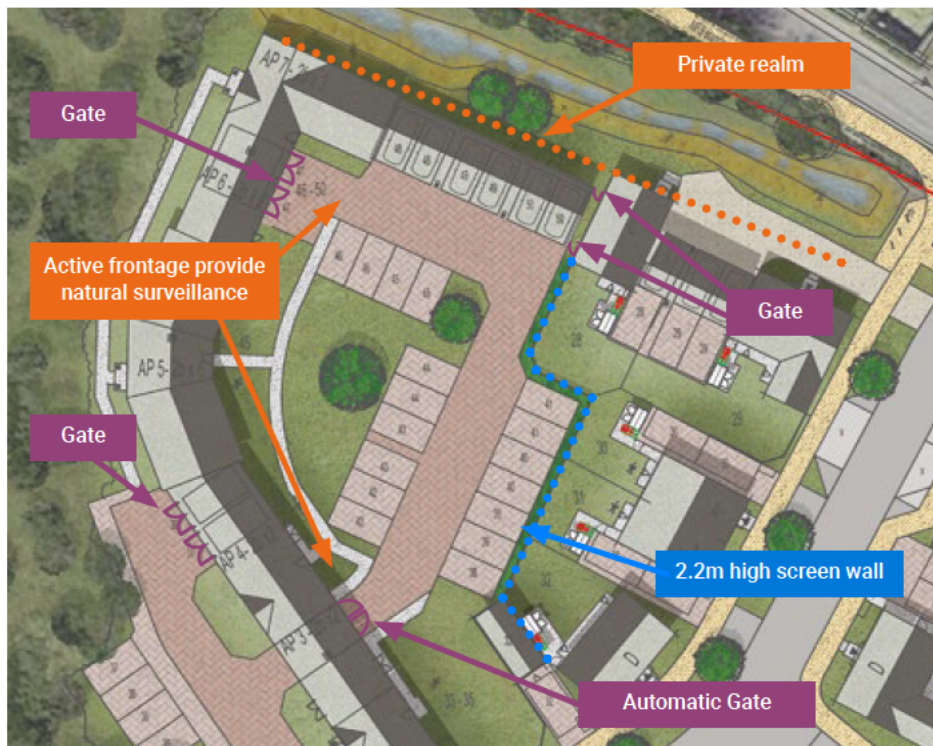
This has been limited to the central green spine. This space is overlooked by properties along the entire route.

7. Communal areas and play space

- The play spaces are overlooked by properties to achieve natural surveillance, safe and accessible routes are also provided for the users.

8. Dwelling Boundaries

- Public and private boundaries are well defined
- Robust rear access gates are provided, they are 1.8m in height and where possible the gates are located close to front entrance of the house.
- Side and rear boundaries garden walls and fences are 1.8m in height.
- Within large parking courtyard 1.5m fence plus 300mm trellis is proposed to provide greater natural surveillance.



9. Layout and orientation of dwellings

- Guidance 1** - Dwellings should be positioned facing each other - This has been achieved throughout the development
- Guidance 2** - Large scheme should incorporate a mix of dwellings - The development provides a good mix of houses (see page 42 of Design and Access Statement for further information)
- Guidance 3** - Avoid blank gable end walls - Generally side walls are active with either doors or windows provided.

10. Rear access footpath

This is limited to the rear courtyard parking areas. Gates are placed at the entrance to the foot path, All gates are 1.8m in height.

Guidance note 4:

Provide clear signage (naming and/or numbering) of properties

Guidance note 5:

Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs, carports or balconies should be designed to remove climbing aids to gain access into the property

Guidance note 6:

Vehicles should either be parked in locked garages or on a hard standing within the dwelling boundary.

Overall the vehicles are either parked on a driveway or garage within dwelling boundary.

Guidance note 7:

All street lighting for adopted highways and footpaths, private estate roads and footpaths and car parks must comply with BS 5489-1:2013



Reference Guidance

10. Sustainability Principles



Sustainable development has entered a new phase, one that goes beyond building performance and energy use. More demanding standards for sustainable development have been established as part of mainstream housing development, and the current challenge for sustainable development is to meet these standards in a more holistic manner driven by a desire to create great places that can encourage sustainable lifestyles.

Integrating the built form and landscape design into a cohesive whole, this vision opens up new opportunities to reduce environmental impact at the same time as improving the quality of life for residents of the completed development and surrounding area.

This integrated approach to sustainable development at Bedwell Road takes into account health and well being, resource use, habitat creation sustainable movement and community development to deliver a scheme with a smaller environmental footprint.

A strong landscape framework will put buildings and the community in touch with their environment. The landscape will become a valuable asset, providing a range of recreational opportunities that will enhance the health and wellbeing of residents.

The comprehensive approach retains flexibility to explore strategies at detailed design stages but provides a strong framework that responds to the challenges facing new development and new communities, addressing the environmental, social and economic themes of sustainable development.

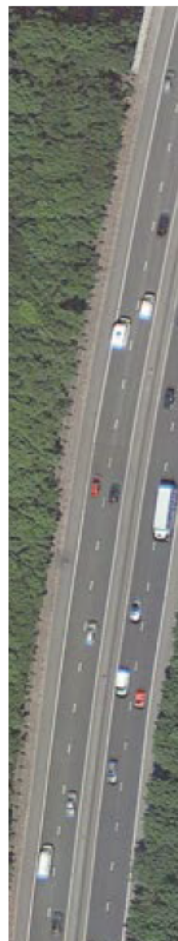
Energy Efficient Buildings

Energy Efficient Buildings The proposals make a commitment to achieving the appropriate requirements under Building Regulations. The construction will adopt the best practice “fabric first approach”, rather than the use of renewable energy generation to improve the thermal performance of the building elements; walls, roof, floor and windows to reduce energy consumption. In addition, the specification will incorporate several energy efficiency measures including:

- The boiler will be ‘A’ rated.
- Cylinders, if specified, will be highly efficient.
- Any appliances provided with the dwelling will be at least A-rated in terms of energy performance.
- Lighting will be designed to incorporate low energy light bulbs.
- Buildings will be delivered to high levels of airtightness through good detailing and workmanship.

Sustainable Transport

The layout promotes a sustainable transport network to ensure people can move around the site and get to and from community facilities close to the site by a range of transport options including walking, cycling and by public transport. Charging points for electric vehicles will be provided to every dwelling.



Water Efficiency

The proposed dwellings will achieve high levels of water efficiency to comply with the Building Regulation requirements. Water efficiency measures will be incorporated into the design including:

- Water meters to be provided
- Flow restricted showers
- Flow restrictor fitted to taps
- Dual flush wc’s restricted 4 + 2.6 litre capacity
- Reduced capacity baths

Health Lifestyles

The layout created the physical fabric within which new residents can pursue a variety of healthy lifestyle choices available to them. These range from enjoyment of proposed habitat areas and use of recreational facilities, through to travel choices that present realistic alternatives to private car use for journey to facilities in Elsenham village centre and beyond.

11. Building For Life Overview

The proposed designs have evolved and been assessed under the Building for Life 12 criteria, Third Edition, published in January 2015. This edition specifically includes new design prompts for urban schemes and explains how the associated Built for Life quality mark award operates.

Building for Life 12 aims to help designers create better places to live and is based upon the assessment of the proposals against 12 key questions. It uses a traffic light system rather than a point score. A well-designed scheme should perform well against all 12 of the new questions – the top score being 12 Greens.

Green shows the design of the scheme has responded positively to the question.

Red elements identify aspects of proposals that need to be changed and where the scheme design at the time of assessment fails to respond to the question positively.

Amber is used where there is clear evidence of local constraints on the scheme beyond the control of the design team that prevent it from achieving a green.

We have set out as follows a summary of the assessment under each of the Building for Life criteria and the accompanying evidence to justify the conclusions. The proposals been assessed to be in full compliance with the standards and achieved twelve 'greens and as such the scheme is suitable to be considered for a Built for Life, Quality Mark.

<p>1. Connections Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, whilst also respecting existing buildings and land uses along the boundaries of the development site?</p>	<p>The proposal integrates the scheme with the surrounding area by creating/improving footpath and cycle links beyond the site boundary. These will also connect to public right of way which pass close by the site to the north, west and south.</p> <p>The principle vehicular access is proposed from Bedwell Road.</p>
<p>2. Facilities and services Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</p>	<p>The development is close to many facilities and services, including primary schools, community Hall, Nursery, youth and community centre, post office, convenience store, surgery and pharmacy.</p>
<p>3. Public Transport Does the scheme have good access to public transport to help reduce car dependency?</p>	<p>2 Bus stops are located along Bedwell Road and Elsenham railway station is situated within short walking distance from the site.</p>
<p>4. Meeting local housing requirements Does the development have a mix of housing types and tenures that suit local requirements?</p>	<p>The scheme includes a good mix of dwellings types and size ranging from 1 & 2 bed apartments to 3 and 4 bed family housing.</p>
<p>5. Character Does the scheme create a place with a locally inspired or otherwise distinctive character?</p>	<p>The development responds to the local context and responds to the site characteristics, particularly the sites landscape assets. The development looks outwards, and is surrounded by open space and mature landscape character.</p>
<p>6. Working with the site and its context Does the scheme take advantage of existing topography, landscape features) including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?</p>	<p>Development is heavily screened by mature landscape which allows the development to be imbedded within a mature green setting.</p> <p>The topography and existing ditches along eastern boundary in considered for a robust SUD's strategy. The development is a natural extension of the villages north-western development envelope.</p>

<p>7 Creating well defined streets and spaces Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</p>	<p>The layout is structured around a central primary road, shared surface streets and lanes. The design of the buildings and spaces create its own identity. 'Events' are provided across the development to reinforce the character and sense of place. Dual aspect units, shared space streets and lanes are well overlooked with the maximum amount of active frontage to enhance the sense of security.</p>
<p>8. Easy to find your way around Is the scheme designed to make it easy to find your way round?</p>	<p>Positioning and orientation of buildings clearly delineate the plots that they command. The highway arrangements provide permeability within the scheme. The roads are varied to aid navigation; road principally black top.</p>
<p>9. Streets for all Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</p>	<p>The incorporation of a shared surface approach, as recommended by the 'manual for streets', using bends, road narrowing and occasional changes in road surface keeps speeds to below 20mph. The scheme achieves varied street scenes, Pedestrians/cyclists are encouraged to walk and cycle, this will increase social interaction.</p>
<p>10. Car Parking Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</p>	<p>The layout adopts the core principles of allowing the building groups and spaces to dominate and determine the street layout. Car parking is conveniently located within plot curtilage and street planting softens the dominance of street parking.</p>
<p>11. Public and private spaces Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?</p>	<p>The layout ensures that all areas that are accessible to the public are well overlooked by dwellings. The design features, which are dual aspect housed provide active frontages so that they are overlooked on both elevations. Public space in the development feels safe because:</p> <ul style="list-style-type: none"> • Roads are designed to keep vehicle speeds below 20mph • Foot and bicycle traffic are encouraged • A high level of overlooking has been designed into the scheme
<p>12. External storage and amenity space Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?</p>	<p>There is adequate level of private space for amenity/storage:</p> <ul style="list-style-type: none"> • refuse is stored in the private gardens of individual properties • individual dwellings store cycles in the garage