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| Site Boundary | Local Centre | Scheduled Ancient Monument | Sustainable Transport Route |
| Residential Development | Education Facility | Ancient Woodland | Vehicle Access |
| Committed Development | Heritage Asset | Woodland Extension | Pedestrian & Cycle Access |
| Safeguarded Land (Education) | Mobility Hub | Open Space/Green Infrastructure | PROW |
| | Habitat Network | Sports Pitches | |

Framework Plan 3A - Takeley

Please note: This plan is for illustrative and indicative purposes only. Any proposals that come forward under this framework will be subject to full scrutiny by the local planning authority.



- This will require a mix of commercial units with residential above for the core and initial Local Centre offer with 'grow-on' space in the form of residential dwellings designed to be easily converted into mixed-use / commercial / retail space with ground floor ceiling heights sufficient for commercial / retail operation. This strategy should be part of a considered adaptability strategy, in line with good design principles considering the future use within the lifespan of buildings and their carbon footprint.
- The school is a significant element of the allocation and has been located to minimise potential impact from school-generated traffic. Minimising disruption from vehicle traffic and the use of alternative means of transport should be a key consideration in the school's location and design.
- The location in the south-eastern corner of the site will create a long flank edge to the school addressing the new road, which will likely be the location for sports pitches. Whilst these pitches will be publicly accessible, on arrangements agreed with the school, the long edge facing the new road should be attractively landscaped and screened, creating a suitable and attractive outlook for new housing to the west of the new road.
- The new road through the allocation will form a sustainable and active travel corridor (see further detail below, in 'Transport'), with private vehicles only accessing the eastern leg of the road, with buses, pedestrians and cyclists utilising the entire length of the new route. As such, the movement hierarchy for this route should be conceived as an active travel route with occasional bus usage and restricted private vehicle usage.
- The western part of the site is within the revised Countryside

Protection Zone (CPZ) so the CPZ policy will apply to this area.

Transport:

- Stortford Road (B1256) will provide vehicular access to the eastern parcels of the site and link to the sustainable travel transport corridor.
- An access point linking to the existing new roundabout junction at Parsonage Road.
- The public transport route should be a no-through route for private vehicles between the eastern and western parcels on either side of Smiths Green Lane and not permit private car access along the route west of Smiths Green Lane.
- Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.
- In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.
- Provide a centrally located multi-modal mobility hub in accordance with the IDP that is near bus stops and the new Local Centre.
- Improvement of bus services, allowing for an increased frequency of services along existing routes and along the new sustainable travel route; financial contributions towards service improvements will be required.
- Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- Provision of discounted bus services for new residents to ensure sustainable transport habits are established.



- Delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including connections to and enhancements of the existing Public Rights of Way network as well as improvements to the walking infrastructure from the residential areas to the two existing schools.
- New and improved off-site active travel routes providing connections to key service centres or facilities, such as Stansted Airport, a multi-modal transport hub near the site.
- An active travel and public transport spine should be provided connecting the new neighbourhoods to a new local centre within the eastern parcel.
- New active travel route adjacent to north of Priors Wood.
- Active travel route crossing Stortford Road and linking to Fritch Way.
- Active travel routes east-west across the sites and linking to existing communities.
- Provision of new cycling/walking links through the existing bund to Gilders Road and Saffron Way.

Heritage:

- Enhance the landscape and heritage setting with a new green space to the south, east and west of Warish Hall moated site and remains of Takeley Priory (Scheduled Monument) and Warish Hall and Moat Bridge (Grade I Listed building).
- Smiths Green is an ancient and wide green space and Protected Lane designated as a Conservation Area in 2023, and whose open and rural character along with the setting of several listed buildings along the edges must be respected in

new built form, uses and layout.

- Views from the south along Smiths Green Lane towards Warish Hall and looking southwards from Warish Hall should be retained.
- The remains of the non-designated moated site and its setting should be preserved in situ.
- Trees, hedgerows, banks ditches and verges associated with the lane should be preserved within any new development. The Protected Lane should retain its rural setting.
- Development should be located away from Smiths Green Lane to preserve the open, rural views from the road.
- Adequate provision should be ensured to facilitate access between the B1256 and areas to the north of Takeley and the A120 without recourse to the Protected Lane.
- Access from the site should be focused to the south-east.
- Sensitive design could be used to fit buildings into the character of the historic settlement.
- Planting could be used to provide separation between the Ancient Woodland and new development. The Ancient Woodland should be preserved within any development proposals.

Landscape:

- Open space and woodland should provide a buffer to the A120, accommodating part of the Harcamlow Way.
- Green amenity space to be provided adjacent to the proposed bus / active travel route to the south of Warish Hall. This will be designed in accordance with Natural England SANG principles and will be maintained and managed on behalf

of the community by an organisation in accordance with a management plan to be agreed before commencement of the bus route and/or the SANG/open space works, whichever is the earlier.

- Estimated SANG requirements are 29.7 ha which should be the target provision within this allocation.
- Proposed new woodland or hedgerow planting to be provided to the south-east of the site providing a buffer between new development and adjacent agricultural land.

Green Infrastructure and Biodiversity:

- A large portion of the Takeley site is within the Natural England Amber Risk Zone for Great Crested Newts, meaning that it has Great Crested Newt populations, habitats and dispersal routes where developers must use District level licensing in these zones to accommodate the species. The creation of suitable wetland and terrestrial habitat to support Great Crested Newts will be encouraged.
- The site is within the B-Lines National Pollinator Network. Landscaping, active travel routes and road verges should be enhanced to benefit pollinators.
- The whole site is within the Natural England National Habitat Network Expansion Zone around Priority River Habitats.
- Watercourse enhancements should be appropriate and developed in consultation with the relevant catchment partnerships; the Lea Catchment Partnership and the Roding, Beam and Ingrebourne Catchment Partnership. No building should occur within 15m of watercourses of >5m in width and within 10m of watercourses <5m in width (widths measured

from bank shoulder to bank shoulder).

- Local Wildlife Site Ufd146 Priors Wood Ancient Woodland is within the site boundary. New woodland will be planted to enlarge and enhance the existing woodland. A planting, public access and management plan will be prepared and agreed as part of a planning application following an agreed masterplan.
- A 15m buffer must be maintained around the Priors Wood Ancient Woodland. The buffer must be free of all built form development including hard surface routes, roads, and accessways. Any building adjacent to this buffer must demonstrate no detrimental impact on the Ancient Woodland through light pollution.
- Throughout the site, connectivity to the Ancient Woodland should be enhanced through the planting of connected native species-rich hedges and woodland.
- Provide a multi-functional open space designed for formal sports use and informal uses in the location indicated on the Framework Plan. The space for formal sports provision should be at least 2.23 hectares and should be designed to accommodate youth football and cricket pitches. An ancillary pavilion building, and car & cycle parking will need to be provided. Playing pitches and ancillary facilities will need to accord with Sport England and sports governing body design guidance.

Flood risk and drainage:

- Developers will be required to submit detailed hydraulic modelling where there is no model data to refine fluvial flood risk at the site-specific flood risk assessment stage.



- Steer development away from the areas at risk of fluvial and surface water flooding.
- Demonstrate safe access and egress can be achieved in the surface water plus climate change event, particularly in the south-eastern part of the site which is susceptible to surface water flooding.
- Sections of the Takeley Stream culvert (outside site boundary) are below required condition. New development in the vicinity of the culvert must not compromise assets downstream, and if there is scope, then improvements should be sought to bring the assets up to condition.
- Refer to Level 2 SFRA site summary tables for detailed flood risk requirements.

Infrastructure:

- Health: New health facility of circa 1,000 sq.m. (NIA) to be provided in the proposed local centre to an appropriate design and specification as agreed with the Council and relevant health organisation.
- Education: Up to 10.5 ha secondary school site (with further safeguarded land of 4 hectares for longer term expansion, if needed) and one 2.1 ha primary school & District site, co-located and potentially to create an all-through school. To be located in a traffic free 'school zone' in accordance with County education department principles, well connected to walking, cycling routes and bus routes. New primary school, adjacent or near to new local centre and on public transport corridor. School to be located along the south-eastern boundary of the site, close to new local centre and on a public transport corridor;

sports areas to be designed and located to facilitate community use out-of-school hours. Early Years accommodation to be co-located with the primary school. The development will require 2x56 place and 1x30 place EYCC facilities of which one 56 place facility should be co-located with the primary school and the other two as stand-alone facilities if an 'all through school' is provided.

- All educational provision must be in line with guidance contained within The Essex County Council Developers' Guide to Infrastructure Contributions.
- Other: Creation of a new local centre in the eastern parcel positioned to maximise its catchment of residents but complement the uses in the existing local centre at Priors Green.
- Community use will need to be secured through the completion of a formal community use agreement. The shared-use indoor sports facilities will need to include a 4-court sports hall, activity studio and fitness suite designed in accordance with Sport England's design guidance. The shared-use outdoor sports facilities will need to include a floodlit full size 3G artificial grass pitch designed in accordance with Football Association design guidance and a floodlit multi-use games area with at least 4 courts suitable for tennis, netball and basketball and accord with Sport England and sports governing body design guidance.
- Undertake a Minerals Resource Assessment.
- Undertake a Waste Infrastructure Assessment given its proximity to Crumps Farm.
- Undertake a Mineral Infrastructure Assessment given its proximity to Crumps Farm.