Annexe 3

Appendices 2 to 4 Site Development Templates

Uttlesford Local Plan 2021-2041

March 2026

Table of Contents

Appendix 2 - 4: Introduction **2**

Appendix 2: North Uttlesford Site Development Templates **6**

Appendix 2A: Saffron Walden Site Development Template 6

Appendix 2B: Chesterford Research Park 11

Appendix 3: South Uttlesford Site Development Templates **14**

Appendix 3A: Takeley 14

Appendix 3B: Great Dunmow 20

Appendix 3C: Land North of Taylor's Farm, Takeley Street 28

Appendix 3D: Land South of A120 and North of Stortford Road, Great Dunmow 31

Appendix 4: Stansted Mountfitchet and Elsenham Site Development Templates **34**

Appendix 4A: Stansted Mountfitchet 34

Appendix 4B: Elsenham 39

Appendix 4C: Water Circle Estate, Elsenham 42

Appendix 2 to 4

Introduction

This document contains the Site Development Templates for the allocated strategic development sites in the Uttlesford Local Plan.

The Site Development Templates should be read with the corresponding Framework Plan. The templates identify issues that should be addressed by any design proposals and provide an indicative layout of uses on the site.

By identifying these strategic development sites, the Council anticipates high quality developments, in accordance with the National Planning Policy Framework and the Uttlesford Local Plan to create new, sustainable communities that will integrate well with the existing settlements and provide the homes that the area needs in the right locations.

The Council will expect every application for the strategic sites to be accompanied by:

- A Masterplan which identifies the type and character of development proposed and sets out a clear vision for the place and how it will integrate with its context
- A site-specific Design Code or a detailed Design & Access Statement that demonstrates how the proposals comply with Uttlesford's own Design Code (Uttlesford Design Code – July 2024 or its successor) and how the proposed development will create a successful and well-considered place with high quality homes and supporting infrastructure
- An Infrastructure Schedule that sets out the proposed site infrastructure and how it will be delivered

- A Development Delivery Agreement which illustrates the proposed programme of housing delivery, and demonstrates the number of homes the development will contribute to the District's five-year housing land supply, and
- A Statement of Community Involvement that sets out how the Town and Parish Council and other local organisations have been involved in developing the masterplan.

In addition, the Council will expect schemes for strategic sites to use the pre-application process and Planning Performance Agreements (PPA) where appropriate to work collaboratively with applicants to develop schemes of appropriate high quality. The Council will also expect schemes for these sites to make use of the Uttlesford Quality Review Panel (UQRP) to gain third-party design advice to assist with overall placemaking quality.

The Council has prepared its own District-Wide Design Code which it has adopted as a Supplementary Planning Document (SPD) and adherence to this code will be expected for all strategic sites, as described above. The Design Code will be treated as a material consideration in the assessment of all future strategic site planning applications.

Community engagement and consultation are essential to bring forward appropriate development that will meet the needs of local people and create new communities that will integrate well with existing ones.

The Council will seek to be flexible in how the sites are delivered, if there is agreement between the local community and site promoters, and providing the strategic housing requirement, urban design principles and infrastructure provision are met.

Development must comply with all relevant policies in the Local Plan, unless material considerations indicate otherwise. The Site Development Templates identify the key requirements for development of each site at the time of writing but do not preclude other requirements being identified in the future. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the Site Templates. Where there is conflict, the IDP will be taken to set out the most up-to-date requirements.

Essex County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be investigated and proposals agreed with the County Council and Uttlesford District Council.

All sites will be expected to make adequate provision and facilities for emergency services as appropriate.

General Requirements for all strategic sites

Development will be required to meet the following, subject to viability testing:

Core Requirements:

- Contribute to the delivery of necessary education services and facilities
- Contribute to the delivery of strategic transport infrastructure, where necessary

- For residential and mixed-use sites, provide affordable housing and a suitable mix of housing in line with Core Policy 56
- Respond to the aims and objectives of any made Neighbourhood Plans
- Investigate potential noise and air pollution impacts and ensure that the land is safe and suitable for the intended use.

Design Principles:

- Design of development should enable good connectivity between new and existing communities, promoting active and sustainable travel
- Housing should be designed to create sustainable communities using best practice placemaking principles
- Housing should be designed to a density that is appropriate for the location and that promotes walkable neighbourhood principles
- Development should make a positive contribution towards local character and distinctiveness and integrate well with its context.

Transport:

- Create a permeable road network within the site with clearly defined route hierarchies
- Contribute towards public transport
- Connect to existing footpaths, cycleways and Public Rights of Way (PROW) wherever possible to enhance pedestrian permeability and connectivity
- Create a network of pedestrian and cycleways within the development with meaningful onwards connections
- Safeguard and improve PROW
- Promote active travel principles through the design (Core Policy 28)
- A Transport Assessment should be submitted with any planning application to identify the measures that will be taken to mitigate any transport impacts (Core Policy 26 & 27).

Heritage:

- Heritage assets should be conserved and enhanced, where appropriate
- Development should respect Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens and their settings and explore opportunities to enhance or better reveal their significance
- A programme of archaeological evaluation would need to be carried out to confirm the significance of any archaeological remains present on the site
- The results of the evaluation should be used to inform a suitable archaeological mitigation strategy
- Heritage Statements, Impact Assessments and Conservation Area Appraisals should be undertaken to establish the local character and distinctiveness, and the significance of heritage assets and their settings.

Landscape:

- Landscape and Visual Impact Assessments or Appraisals (LVIA) must be undertaken. The LVIA will inform the site design, layout, capacity and mitigation requirements
- A Landscape Strategy must be submitted as part of any planning application

- Provide public open space and recreational facilities in accordance with the requirements of the Infrastructure Delivery Plan (IDP) and SANG where appropriate
- Provide a naturalistic landscape environment including natural play and play-on-the-way, street trees, species features such as bug hotels, log piles, bat and bird boxes wildlife bricks, and naturalised SuDs features such as rain gardens, swales and ponds.

Green Infrastructure & Biodiversity:

- Biodiversity corridors are required throughout the site along key active travel routes and alongside the public transport corridor
- Habitat and species surveys should be carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance
- Important ecological or landscape assets should be retained where possible. If loss is unavoidable then appropriate mitigation or, as a last resort, compensation measures should be provided
- Development must achieve a net gain in biodiversity, in line with Biodiversity Net Gain requirements (Core Policy 40)
- Environmental Impact Assessments should be carried out to establish baseline conditions and impact of proposals and these should form part of any planning application
- If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of sports, green infrastructure and play space
- A Green and Blue Infrastructure Plan, and Biodiversity Gain Plan, and/ or for significant BNG a Habitat Management and Monitoring Plan, must be prepared and submitted to the Local Planning Authority.

Infrastructure:

- Liaise with utilities providers to ensure that appropriate works are delivered. Contributions to maintaining the sewerage system and measures to reduce flood risk are required. Developers will be expected to engage with water and wastewater undertakers early in the planning process and phase development to ensure that any necessary upgrades to local water infrastructure are in place before the first occupation
- Contribute towards education capacity (early years, special education needs (SEND), primary and secondary), where appropriate, in accordance with the requirements of the IDP
- Contribute towards health care and leisure provision, where appropriate, in accordance with the requirements of the IDP.

Flood risk and drainage:

- Prepare a site-specific flood risk assessment as set out in the Level 2 Strategic Flood Risk Assessment (SFRA)
- Prepare a surface water drainage strategy to support any planning application
- Incorporate naturalistic SuDS into the site design, in line with the guidance in the SFRA and in accordance with Sustainable Drainage Systems Policy (Core Policy 37)
- Liaise with the Environment Agency and Lead Local Flood Authority to ensure that flood risk has been appropriately considered and mitigated.

Appendix 2:

North Uttlesford Site Development Templates

Saffron Walden – Refer to Framework Plan 2A

Site Area: 71.4 hectares

Proposed Uses: Residential (c.879 homes) / Employment (2.5 Ha) / Retail / Community / Education / Potential Country Park

Design Principles:

- Deliver a high-quality mixed-use development that is sympathetically integrated with and connected to the surrounding new development and existing communities in Saffron Walden
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development
- Deliver 2.5 hectares of flexible employment use, prioritising general industrial (B2) and/or light industrial (E(g)(iii)), subject to market viability and in the location indicated on the Framework Plan plus other supporting uses including ancillary retail in accordance with Core Policy 47
- Deliver a mixed-use local centre providing a range of uses including retail, community and education use. It should be centrally located in an accessible location that is well connected by all modes of transport
- Maximise key views towards the town centre, the Grade I listed Church of St Mary the Virgin and Pounce Wood
- Explore the potential for increasing density within the heart of the development, particularly along the spine road and around non-residential uses.

- Site Boundary
- Residential Development
- Community/Employment
- Education/Community
- Committed Development
- Open Space/Green Infrastructure
- Open space or potential school expansion
- Woodland
- Vehicle Access
- Pedestrian & Cycle Access
- PROW
- Sustainable Transport Route
- Mobility Hub
- Habitat Network
- Sports Pitches
- Potential Country Park

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Framework Plan 2A - Saffron Walden

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.

Proposed Spine Road:

- Deliver a spine road linking Radwinter Road and Thaxted Road which will serve as a distributor road (Type B highway) while providing direct connections for pedestrians, cyclists, buses and vehicles (including HGVs) to access the site
- The development South of Thaxted Road should deliver a Spine Road to the same specification with an onward connection Safeguarded in the South-West of the site in the approximate location indicated on the framework plan
- The spine road should be designed as an attractive street contributing to good placemaking of the new community, with frontage development on both sides
- Segregated pedestrian and cycle routes should form part of the spine road, supported by multiple priority crossing points located throughout, including where it intersects with the existing Public Rights of Way network. The cycle route should be designed to LTN 1/20 standards
- The spine road will connect through the centre of the site to ensure all parts of development north of Thaxted Road and south of Radwinter Road are within a 400m walking distance of proposed bus routes within the site, to offer a genuine choice of sustainable travel options
- The spine road should help distribute local traffic, including HGVs around and through the town of Saffron Walden, to support greater road network resilience
- A 30mph design speed will be adopted along the length of the route, except for any school frontage or near any proposed local centres where a 20mph design speed is proposed.

Transport:

- Provide vehicle access onto Radwinter Road, Pearson Road, Thaxted Road and Land to the north of Knight Park, with improvements to junctions as identified in the Infrastructure Delivery Plan. An additional access point should be developed where the existing agricultural access into Shire Hill Farm is placed
- Prioritise active travel, including by providing an attractive and safe network of walking and cycling routes as well as continuous active travel connections to the new mixed-use local centre, open space and surrounding residential development
- Provide active travel routes to enhance access to Audley End train station
- Provide pedestrian and cycle access onto Thaxted Road and outline a strategy for future connectivity into Saffron Walden town centre
- Provide multiple points of pedestrian and cycle connections to the existing Public Rights of Way network, particularly to Radwinter Road and Debden Road
- Provide a centrally located multi-modal mobility hub in accordance with the IDP that is near bus stops and the new Local Centre
- Deliver a shared mobility scheme which will include provision of two electric car club vehicles, an e-cargo bike to be located on site and a bike share scheme (including e-bikes and conventional bikes)
- Submit a strategy to integrate future cycle connectivity from the site to Katherine Semar Infant & Junior School to the south of Thaxted Road
- Upgrade Tiptofts Lane to improve cycle and pedestrian connectivity with Thaxted Road

- Upgrade the Public Right of Way to a Byway to include access for cyclists
- Contribute towards increasing the frequency of bus services and enhancing bus stop facilities
- Provide discounted bus services to new residents to encourage mode shift
- Deliver secure and covered parking for cycles and other wheeled vehicles storage for students, staff and visitors of the new primary school
- Any school frontage to be traffic-free with wider school zone and links to active travel routes.

Heritage:

- Development within the site could affect the isolated rural character and agricultural setting of the Grade II listed barn and site of a possible medieval manor at Herberts Farm
- A buffer area of green space and the use of planting should be maintained around the possible manor site and the listed building to separate it from any surrounding development and preserve the isolated rural character of the farm
- Sensitive design should be used in the southern part of the site so that any buildings correspond to the historic agricultural setting of the barn
- Separation should be maintained between the eastern edge of Saffron Walden and the barn so that the agricultural setting is maintained
- Development within the site could lead to the increased utilisation of the Cole End Lane Protected Lane as access between Radwinter Road and Thaxted Road. This would lead to the loss of the character of the lane and probable damage to the verges either side
- The adequate provision of access between Radwinter Road to the north and Thaxted Road to the south could reduce the need for the use of Cole End Lane.

Landscape:

- Provide semi-natural open space along the northern and eastern boundaries of the site to soften its development impacts on the countryside
- Provide a sensitive interface to Shire Hill Farm by positively responding to its built form and landscape character
- Provide play spaces in centrally located parts of the sites that are overlooked by homes and connected by pedestrian and cycle-friendly routes. Play spaces should be avoided where the utilities constraints are located
- Provide public open space along the south-eastern edge as indicated in the Framework Plan as part of and to facilitate a future Country Park.

Green Infrastructure and Biodiversity:

- Secure the creation and management of biodiversity linkages across the site and beyond to Pounce Wood, Ancient Woodland and irreplaceable habitat
- Provide a network of overlooked green spaces that are interconnected through clear and legible pedestrian links
- Retain and enhance existing boundary trees and hedgerows to define the settlement edge and maximise the use of existing trees as key landscape features, ensuring connectivity with the broader green infrastructure network

- Introduce a formal or informal open space designed for recreational use in the south-eastern part of the site, which may form the initial phase of a potential Country Park. The space may extend beyond the site boundary to the east as indicated on the Framework Plan and any plans to do so should be discussed with the Council
- Where appropriate, provide landscape corridors, amenity space, or other types of green infrastructure above oil and gas pipelines to make effective use of land
- The site is within the B-Lines National Pollinator Network. Landscaping, active travel routes and road verges for any designated Special Roadside Verges should be enhanced to benefit pollinators
- Provide a multi-functional open space designed for formal sports use and informal uses in the south-eastern part of the site as indicated on the Framework Plan. The space for formal sports provision should be at least 6.2 hectares and should be designed to accommodate adult football, youth football, rugby union and cricket pitches. An ancillary pavilion building, and car & cycle provision will need to be provided. Playing pitches and ancillary facilities will need to accord with Sport England and sports governing body design guidance. The space should also include 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.

Flood risk and drainage:

- Steer development away from the flow paths/areas of surface water flooding in the south and centre of the site
- Demonstrate safe access and egress can be achieved in the fluvial and surface water plus climate change events
- Refer to Level 2 SFRA site summary tables for detailed flood risk requirements.

Infrastructure:

- Provide 3 hectares of suitable land for a primary school in line with the criteria set out by Essex County Council's Developers' Guide to Infrastructure Contributions. Provide contributions and financial sums commensurate with the pupil places needed to serve the development. If a new primary school is not delivered on site, alternative uses for the site should be considered
- Provision towards the delivery of early years and childcare facilities (approx. 137 places) either in the local centres or co-located with existing or new primary schools
- Establish an appropriate safeguarding buffer from oil and gas pipelines on site
- Provision towards the delivery of a new community facility
- Undertake a Minerals Resource Assessment
- Undertake a Waste Infrastructure Impact Assessment in compliance with waste safeguarding policy given its proximity to Saffron Walden Recycling Centre for Household Waste
- Liaise with ECC as the Minerals and Waste Planning Authority on mineral and waste matters.

Chesterford Research Park – Refer to Framework Plan 2B

Site Area: 100 hectares (13.5ha approximate development area)

Proposed Uses: Employment use (Research and Development) plus ancillary creche, leisure, shared office floorspace and cafe

Design Principles:

- The comprehensive masterplanning of the site will include the delivery of additional research and development (R&D) buildings around the existing Research Park. The uses to be delivered on the site should be in line with the requirements detailed in Core Policy 4 and Core Policy 6 and the need identified in the Employment Needs Assessment Update 2023. Ancillary development of a creche outside the security perimeter (so that non-Park employees can access it) alongside outdoor sports and recreation facilities (including a pavilion building with changing rooms) and a proportionate amount of additional café/food and beverage/shared offices will also be supported to increase the self-sufficiency of the park as a secure, standalone 'campus-style' employment destination
- Surface car parking, cycle parking and footpaths to be located underneath the electricity pylons to make efficient use of the eastern part of the site
- Integrating new development into existing character of Chesterford Research Park
- Provision of a mix of unit sizes to cater for R&D demand from smaller businesses and providing grow-on space for existing businesses, and potential HQ facilities
- Provision of additional on-site ancillary facilities (creche, café, sports and recreation) to meet the needs of employees whilst at the campus

Transport:

Active Travel will be the primary mode of transport that informs any development proposals including the delivery of the following:

- Provide active travel routes to enhance access to Great Chesterford train station
- Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP and the Saffron Walden Transport Strategy
- Provide pedestrian and cycle access onto B184 Walden Road for users of the park and the proposed creche at the western site entrance
- Deliver a Shared Mobility Scheme to provide hire bikes, e-bikes and electric vehicle car clubs
- Provision of discounted bus services for employees to ensure sustainable transport habits are established
- Deliver improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity
- Ensure cycle access to the east for cyclists accessing the site from the B1052 quiet way from Saffron Walden
- The site should be connected by roads that are designed for vehicles. Access across the site should be carefully placed as to avoid any adverse impact on utilities

- Development proposals should consider the latest Essex Parking Standards and the parking standards and design principles set out the Uttlesford Design Code
- Secure cycle parking should be prioritised over private car parking and should be in a prominent and obvious position. Cycle storage should include provision for electric cycle charging
- Contributions are required to the deliver transport and highway infrastructure as identified in the IDP and the Saffron Walden Transport Strategy.

Heritage:

- The site contains two undesignated heritage assets – the Mansion House and Emmanuel Cottage. Development should enhance these non-designated heritage assets and their significance through sensitive design and reuse
- Development in the north-east of the site could erode the setting of the scheduled moated site at Paddock Wood to the north. Green space and planting should be used to provide a buffer in views to the north of the site and screen any buildings to maintain the agricultural and woodland setting of the Scheduled Monument.

Landscape:

- Introduce habitat corridors and green routes in parts of the site where there are existing landscape assets
- Avoid degradation of the Ancient Woodland and Local Wildlife Site at Emmanuel Wood by ensuring at least 15m buffer to the woodland from all development, including from lighting and noise
- Provide semi-natural open space along the southwest of the built development to mitigate the landscape impact of development
- Landscaping to the southwest to limit landscape and visual impact and partially screen long-distance views from Great and Little Chesterford.

Green Infrastructure and Biodiversity:

- Provide appropriate species planting and green space throughout the site along active travel corridor/open space provision and on verges
- Provide for species movement throughout the allocation via green spaces within the allocation and link south to Emmanuel Wood
- Retain existing hedgerows and vegetation that define site boundaries and edges and maximise the use of existing trees within the sites as a key landscape and landmarking features.

- Site Boundary
- Employment Use
- Ancillary Use
- Existing Employment Site
- Ecological Asset
- Open Space
- Vehicle Access (indicative)
- Pedestrian & Cycle Access
- PROW
- Heritage Asset

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Framework Plan 2B - Chesterford Research Park

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.

Appendix 3:

South Uttlesford Site Development Templates

Takeley – Refer to Framework Plan 3A

Site Area: 117.9 hectares

Proposed Uses: Residential (c.1506 homes subject to detailed masterplanning) / Education / Retail / Commercial/ Community/ Health

Design Principles:

- The key urban design strategy for this allocation is twofold: the retention and enhancement of the agrarian and heritage setting of Priors Wood and Warish Hall; and the development of a new community formed around a new local centre and school
- This new development should be built at a higher density (dwellings per hectare) and adhere to best practice garden community principles of local and walkable neighbourhoods with a variety of dwelling types and sizes to facilitate the creation of a new and mixed community with local facilities and amenities within walking distance
- The development should be landscape-led, by which we mean compact development integrated within the landscape
- The development should be highly sustainable and accessible and follow exemplar standard Garden Village principles. Refer to Core Policy 10a
- The Local Centre should provide local amenities useful to residents on an everyday basis, (shops, health & childcare etc.) and also provide opportunity for growth and expansion of small business units within a largely residential typology
- This will require a mix of commercial units with residential above for the core and initial Local Centre offer with ‘grow-

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

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Framework Plan 3A - Takeley

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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 Flitch 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
- Contributions/ improvements to the Flitch Way may be required.

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
- Applicants should consult Natural England on proposed SANG open space in advance of submission of the application to ensure appropriate SANG standards are met.

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 access-ways. 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 Impact Assessment in compliance with waste safeguarding policy given its proximity to Crumps Farm

- Undertake a Minerals Infrastructure Impact Assessment in compliance with mineral safeguarding policy given its proximity to Crumps Farm
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters

Great Dunmow – Refer to Framework Plan 3B

General Design Principles (All sites in this allocation):

- The key urban design concept for this allocation is the creation of new clusters of development within an agrarian setting and a new country park or SANG provision. The new development to the west of The Broadway (A on the Framework Plan) should be built at a suitable density (dwellings per hectare) to adhere to best practice principles of local and walkable neighbourhoods. It should provide a variety of dwelling types and sizes to facilitate the creation of a new and mixed community with local facilities and amenities within walking distance. The new development at Parsonage Green (C on the Framework Plan) should form a new community with a diverse housing offer, including specialist housing for older people, a Care Home and Self-Build housing
- The development should be landscape-led, by which we mean compact development integrated within the landscape
- The site comprises the two development clusters (A and C on the Framework Plan), surrounded by open space across the three land parcels forming the allocations. Strong active travel links should connect all three spaces; the new country park / SANG to the east of The Broadway (B on the Framework Plan) and the open spaces flanking the River Chelmer. These links should provide easy access for all users to visit and enjoy the open spaces and to make onward connections to public transport nodes, such as the bus stops on the B1008 and within the new development. Improvements are required to the existing pedestrian crossing of the river between Bigods Lane and St. Mary's Church.

Site A & B

Site Area: 68.4 hectares

Site Location: Land east of St. Mary's Church and either side of The Broadway (A&B)

Proposed Uses: Residential (c.715 homes subject to detailed masterplanning) / Retail / Commercial / Community / Health / Education

Design Principles:

- Deliver a high-quality mixed-use development that is sympathetically integrated with and connected to the surrounding new development, existing communities and local landscape in Great Dunmow
- The Local Centre should provide local amenities useful to residents on an everyday basis, (shops, health & childcare etc.) and provide opportunity for growth and expansion of small business units within a largely residential typology. 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

- Site Boundary
- Residential Development
- Committed Development
- Local Centre
- Education Facility
- Heritage Asset
- River
- Mobility Hub
- Sports Pitches
- **AB** Land either side of the Broadway
- Ancient Woodland
- Woodland Extension
- Open Space/Green Infrastructure
- Habitat Network
- **C** Land between the River Chelmer and B1008
- Active Travel Route
- Vehicle Access
- Pedestrian & Cycle Access
- PROW

N

Framework Plan 3B - Great Dunmow

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.

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.

Transport:

- Provide a network of continuous routes sensitive to the local topography
- New junctions should be provided on The Broadway enabling a bus loop through western parcel and to provide access to residential areas
- Improved connection from development should be provided to Church End at St Edmunds Lane
- Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/ or facilitate active travel connectivity
- Improvement of bus services, allowing for an increased frequency of services along existing routes and along Woodside Way subject to further consideration of the District and County Councils' A120 public transport study; 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
- New connections should be provided from south parcel of site into Church End at Edmunds Lane to provide onwards connections
- Consider future use of Bigods Lane as an active travel link whilst accommodating access to employment uses at the end of the private road
- Access from Bigods Lane to St Mary's churchyard should be improved to provide safe and convenient access into Great Dunmow for new communities
- Create network of routes that follow the contours around the site and link to the proposed local centre
- Delivery of attractive, convenient and all-weather active travel routes within allocated development site, including connections to and enhancements of the existing Public Rights of Way network
- New and improved off-site active travel routes providing connections to key service centres or facilities including widening the pavement and enhancing walking safety along the main B184 to the town centre
- An active travel and public transport spine through the western site should be provided connecting new housing areas to a small local centre which may include a small mobility hub to serve local residents and workers, and small-scale retail and community uses
- Leisure routes linking PROW into areas to the south including Merks Hall Wood should be created
- Create connections between the new country park / SANG into routes along the green corridors and to the local centre and south across the River Chelmer into the Parsonage Green site and towards the bus stops on the B1008.

Heritage:

- Views of St Mary's Church should be framed by the proposed landscaping of the parkland in this location and maintained from the existing PROW within the southern site
- Development should be set back from the historic Bigods Lane to maintain its local rural character and to accommodate the natural drainage Sustainable Drainage Systems (SuDS)
- The remains of the non-designated moated site should be preserved in situ
- The location, scale and density of any new development within the site should be carefully considered to minimise its visibility in views to and from the moated site
- Green space and planting should be used to break up new development and help preserve the rural character of this area
- Parts of the site adjacent to the listed buildings along The Broadway should be retained in use as green space to help preserve the rural character of the buildings and prevent them from being amalgamated into larger blocks of development
- Development within the site could affect the isolated rural character of the listed building at Marks Farm and could disturb archaeological remains associated with the moated site at Marks Farm. If possible, remains of the moat should be preserved in situ and a buffer area of green space should be maintained around the former moated site to separate it from any surrounding development and preserve the isolated rural character of the farm
- New development could become visually prominent in the view looking east that incorporates the Church End Conservation Area. This could detract from the setting of the church and its prominence within views reduce the open character and countryside setting of this part of the conservation area. The location, scale and density of any new development within the site should be carefully considered to minimise its visibility in views from the conservation area and looking towards the conservation area from the west
- The Scheduled Monument of a sequence of square and circular barrows lie within the green open space to the west of the church. Any proposals should be discussed with Historic England to ensure the long-term protection, management and promotion of these important heritage assets within the scheme
- To the north of these lies the moated site of Parsonage Farm and although outside the proposed site any works within this area has the potential to impact the setting of the monument.

Landscape:

- Creation of multifunctional and high-quality open spaces to north-east of the site should be designed to maintain views over the ridge of the plateau to Church End and create transition zone between built development and open countryside. To be reviewed for potential for enhanced biodiversity net gain
- Green amenity spaces should be provided along strategic active travel routes running both north-south and east-west through the proposed housing areas on the western site
- Create a riverside park alongside the River Chelmer and Bigods Lane to link with new green infrastructure all around the site to provide a continuous public green space, amenity and recreational parkland accessible for new and existing residents across The Broadway and linking to Parsonage Downs

- Merks Hall Wood, located to the south-east of the site, should be integrated within the green infrastructure network with enhanced woodland planting and the creation of a woodland belt around the edge of the proposed parkland, all to be in accordance with Natural England SANG criteria
- Estimated SANG requirements are 15.4 ha which should be the minimum target provision within this allocation
- Applicants should consult Natural England on Proposed SANG open space in advance of submission of the application to ensure appropriate SANG standard are met.

Green Infrastructure and Biodiversity:

- Green corridors should link the country park / SANG with surrounding hedgerows and woodland to enhance habitat connectivity
- Existing hedges should be retained and enhanced to improve connectivity to new woodland and hedgerow planting.
- Watercourses should be enhanced using appropriate techniques identified in consultation with the appropriate River Catchment Partnership, the Essex Rivers Hub
- 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)
- The north and east of the site is within the Natural England Amber Risk Zone for Great Crested Newts, indicating that Great Crested Newt populations, aquatic and terrestrial habitats and dispersal routes are likely to be present. The Essex District Level Licensing Scheme should be used where appropriate
- The site is within the B-Lines National Pollinator Network. Landscaping, active travel routes and road verges for any designated Special Roadside Verges should be enhanced to benefit pollinators
- Local Wildlife Site Ufd250 Merks Hall Ancient Woodland is directly adjacent to the Great Dunmow site allocation. New woodland will be planted to expand this habitat and improve landscape connectivity. A planting, public access and management plan will be prepared and agreed as part of a planning application following an agreed masterplan
- A minimum 15m buffer must be maintained around the Ancient Woodland. The buffer must be free of all built form development including hard surface routes, close-boarded fencing, roads, and access-ways. This is in order to conserve the character and setting of the woodland in landscape terms. 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
- Open terrestrial habitat for Barn Owl/Bat foraging should be considered in addition to new woodland planting. Development should include built-in habitats in the fabric of new building (swift/bat boxes) in numbers approximately equal to the number of dwellings
- 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 3.07 hectares and should be designed to accommodate adult football, youth football and cricket pitches

An ancillary pavilion building, and car & cycle provision will need to be provided. Playing pitches and ancillary facilities will need to accord with Sport England and sports governing body design guidance. Provision should also be made for 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.

Flood risk and drainage:

- Incorporate the flow paths/areas of surface water ponding within the site design
- Demonstrate safe access and egress can be achieved in the surface water plus climate change event
- Refer to Level 2 SFRA site summary tables for detailed flood risk requirements.

Infrastructure:

- Health: New health facility of circa 1,400 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: New 2.1ha Primary School & Early Years and Child Care sites should be located close to the local centre and bus loop and be positioned within a traffic-free 'school zone' and be well connected to safe walking and cycling routes
- A new 1x56 place Early Years Centre is required within the new local centre. A local centre should be provided in the northern site (north-west of The Broadway) with access from the proposed new bus loop and well connected to walking, cycling and bus routes and linked by green infrastructure to the riverside park, potentially including sports pitches. It should contain a small community centre
- Undertake a Minerals Resource Assessment
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters.

Site Area: 29 hectares

Site Location: Land between the River Chelmer and the B1008 (C)

Proposed Uses: Residential (c.170 homes subject to detailed masterplanning) / c.60 bed Care Home / Community / Health

Design Principles:

- Deliver a high-quality mixed-use development that is sympathetically integrated with and connected to the surrounding new development, existing communities and local landscape in Great Dunmow
- The new development (Land between the River Chelmer and the B1008, C on the Framework Plan) should form a new community with a diverse housing offer, including specialist housing for older people, a Care Home and Self-Build housing.

Transport:

- Provide a network of continuous routes sensitive to the local topography
- 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
- Improvement of bus services, allowing for an increased frequency of services along existing routes and along Woodside Way subject to further consideration of the District and County Councils' A120 public transport study; financial contributions towards service improvements will be required
- Enhancement of existing bus stops to provide improved facilities including real-time information on services. Consideration of provision of an additional bus stop on the B184 / B1008 to serve the development
- 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 site, including connections to and enhancements of the existing Public Rights of Way network
- New and improved off-site active travel routes providing connections to key service centres or facilities including widening the pavement and enhancing walking safety along the main B184/B1008 to the town centre
- Leisure routes linking PROW into areas to the south including Merks Hall Wood should be created
- Facilitate connections between the development and the new country park / SANG, the routes along the green corridors to the local centre and across the River Chelmer as well as towards the bus stops on the B1008.

Heritage:

- Views of St Mary's Church should be framed by the proposed landscaping of the parkland in this location and maintained from the existing PROW within the southern site
- Development should be set back from the historic Bigods Lane to maintain its local rural character and to accommodate the natural drainage SUDs
- The remains of the designated barrow site and non-designated moated site and pillboxes should be preserved in situ
- Consideration should be given to the following: the remaining open and tranquil nature of the Scheduled Monument of the Square and circular barrows 260m south-east of Parsonage Farm; the rural setting of the Scheduled Monument of Parsonage Farm moated site; the rural character of the listed buildings of The Parsonage and Parsonage Barn
- The location, scale and density of any new development within the site should be carefully considered in relation to the above and to minimise its visibility in views from the conservation area and looking towards the conservation area from the west or views to and from the moated site as well as views to and from the Scheduled Monument or to and from the listed buildings
- Green space and planting should be used to break up new development and help preserve the rural character of this area
- A number of non-designated World War II heritage assets are located along the River Chelmer forming part of the General Headquarters defence Line and the management and promotion of these assets should be considered within any masterplanning.

Landscape:

- Create a riverside park alongside the River Chelmer to link with new green infrastructure on the adjacent site to provide a continuous public green space, amenity and recreational parkland accessible for new residents across the allocation and existing Great Dunmow residents
- Provide pedestrian and cycle routes through and across the site to facilitate strategic links between new development on the adjacent site and transport links on the B1008
- Green amenity space 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 SANG/open space works
- Estimated SANG requirements are 3.3 ha which should be the minimum target provision within this allocation
- Applicants should consult Natural England on Proposed SANG open space in advance of submission of the application to ensure appropriate SANG standards are met.

Green Infrastructure and Biodiversity:

- Existing hedges should be retained and enhanced to improve connectivity to new woodland and hedgerow planting
- Watercourses should be enhanced using appropriate techniques identified in consultation with the appropriate River Catchment Partnership, the Essex Rivers Hub. Opportunities for watercourse and supporting riparian habitat enhancement are likely to occur within 100m of the bank shoulder
- 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)
- The site is within the B-Lines National Pollinator Network. Landscaping, active travel routes and road verges for any designated Special Roadside Verges should be enhanced to benefit pollinators
- Development should include built-in habitats in the fabric of new building (swift/bat boxes) in numbers approximately equal to the number of dwellings.

Flood risk:

- Ensure any development is located outside of Flood Zones 2 or 3, including climate change allowance and supported by a site-specific FRA
- Incorporate the flow paths/areas of surface water ponding within the site design
- Demonstrate safe access and egress can be achieved in the surface water plus climate change event
- Refer to Level 2 SFRA site summary tables for detailed flood risk requirements.

Infrastructure:

- Undertake a Minerals Resource Assessment
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters

Land North of Taylors Farm, Takeley Street - Refer to Framework Plan 3C

Site Area: 27.3 hectares (18ha approximate developable area)

Proposed Uses: Employment use – B2, B8, E(g)(i) and E(g)(iii)

Design Principles:

- The comprehensive masterplanning of the site will include the delivery of an approximately 18ha employment site in a flexible B2, B8 and Class E(g)(i) and E(g)(iii) use. The uses to be delivered on the site should be in line with the requirements detailed in Core Policy 4 and Core Policy 10 and the need identified in the Employment Needs Assessment Update 2023. The site should deliver a mix of unit sizes catering for larger scale businesses as well as SME occupiers, with office and ancillary office supported on the site
- Provide a strategic employment development that is well-connected by all modes of transport
- Ensuring no adverse ecological or hydrological impact on Hatfield Forest and the Shermore Brook which drains into it
- Safeguarding potential future road access eastwards through the site to the A120 junction / Bassingbourn Roundabout

Transport:

Active Travel will be the primary mode of transport that informs any development proposals including the delivery of the following:

- Provide active travel routes to enhance access to Takeley, Stansted Mountfitchet, Stansted Airport and Bishops Stortford.
- Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP
- Provide pedestrian and cycle access onto B1256 “The Street”
- Retain existing Public Rights of Way through and around the site
- Improve connectivity to Flitch Way
- Provision of discounted bus services for employees to ensure sustainable transport habits are established
- Deliver improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity
- Route HGV movements westwards towards M11 J8 as far as is practicable, avoiding Takeley Street where possible
- The site should be connected by roads that are designed for vehicles. Access across the site should be carefully placed as to avoid any adverse impact on utilities
- Development proposals should consider the latest Essex Parking Standards and the parking standards and design principles set out the Uttlesford Design Code
- Secure cycle parking should be prioritised over private car parking and should be in a prominent and obvious position. Cycle storage should include provision for electric cycle charging
- Contributions are required to transport and highway infrastructure as identified in the IDP.

Infrastructure:

- Undertake a Waste Infrastructure Impact Assessment to meet County Waste Local Plan policy requirements, given proximity to Taylors Farm, for inert recycling
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters.

Site Boundary
Employment Use
Watercourse
Ecological Asset
Open Space
Heritage Asset
Vehicle Access (indicative)
Pedestrian & Cycle Access
PROW

N

Framework Plan 3C - Land North of Taylors Farm

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.

Heritage:

- The allocation is predominately undeveloped countryside adjacent to residential development at Takeley Street containing a small number of Listed Buildings. With sufficient buffer and screening, the landscape, from a heritage perspective, can accept well designed proposals.

Landscape:

- Introduce habitat corridors and green routes in parts of the site where there are existing landscape assets (Priory Wood Ancient Woodland and Hatfield Forest to the south)
- Provide semi-natural open space along southeast of allocation to mitigate impact of development on residential properties.
- Ensure the built form and landscape sensitively integrates with the edge of Takeley Street.

Green Infrastructure and Biodiversity:

- Avoid degradation of the Ancient Woodland at Priory Wood by ensuring a sufficient buffer to the woodland from all development, including from lighting and noise
- No ecological or hydrological harm to Hatfield Forest and Shermore Brook (which drains into it)
- Additional tree planting in the south-west corner of the site to better connect Priory Wood and encourage connectivity to Hatfield Forest
- Wastewater should be discharged to the Bishops Stortford Waste Water Treatment Works to avoid the need for additional mitigation to ensure the Good Ecological Status of watercourses linked to the Takeley Wastewater Treatment Works
- Due to the potential bird strike safety issues associated with surface level SUDS within a development adjacent to Stansted Airport, any proposed alternative to store run-off prior to discharge back to the environment, such as underground tanks, should be demonstrably capable of discharging clean water back into the Shermore Brook.

Land south of A120 and north of Stortford Road, Great Dunmow - Refer to Framework Plan 3D

Site Area: 23.5 hectares (18ha approximate developable area)

Proposed Uses: Employment use – B2, B8, E(g)(i) and E(g)(iii)

Design Principles:

- The comprehensive masterplanning of the site should include the delivery of an approximately 18ha employment site in a flexible B2, B8, Class E(g)(i) and E(g)(iii) use. The uses to be delivered on the site should be in line with the requirements detailed in Core Policy 4 and Core Policy 10 and the need identified in the Employment Needs Assessment Update 2023. The site should deliver a mix of unit sizes catering for larger scale businesses as well as SME occupiers, with office and ancillary office supported on the site.

Transport:

Active Travel is to be considered as the primary mode of transport that informs movement of employees and visitors to any development proposals including the delivery of the following:

- Delivery of a Mobility hub in line with existing Essex County Council policy and guidance located on or close to the B1256 frontage
- Deliver any strategic walking and cycling enhancements identified in the Uttlesford LCWIP
- Provide pedestrian and cycle access onto the B1256 to Bluegates Farm and employment sites at High Cross Lane East and to the consented residential scheme at Highwood Quarry
- Upgrade relevant sections of the Flitch Way to improve cycle and pedestrian connectivity with Great Dunmow and Takeley where improvements are not to be provided by other consented developments
- Proportionate financial contributions towards the improvement of bus services between Takeley and Great Dunmow that, when combined with other contributions, may facilitate an increased frequency of services.
- Provision of discounted bus services for employees for the first year of occupation to ensure sustainable transport habits are established
- The site should be connected by roads that are designed for vehicles. Access between each site should be carefully placed as to avoid any utilities (unless they can be rerouted and to provide clear sightlines through the sites
- Provide improvements to junctions as identified in the Transport Assessment submitted to support the planning application, which are required to improve highway capacity and/or facilitate active travel connectivity
- Development proposals should consider the latest Essex Parking Standards and the parking standards and design principles set out the Uttlesford Design Code
- Secure cycle parking should be prioritised over private car parking and should be in a prominent and obvious position. Cycle storage should include provision for electric cycle charging
- Contributions and/ or developer works are required to transport and highway infrastructure as identified in the IDP.

Heritage:

- The site is adjacent to the Grade II Listed Strood Hall and a locally designated heritage asset (the War Memorial)
- Prominent block development along the B1256 which contrasts with Little Canfield to the west should be avoided and care should be taken to preserve the dispersed character of the settlement at Little Canfield
- A buffer area of green space should be maintained around Strood Hall to separate it from any surrounding development, and green space and planting should be utilised to preserve the isolated rural character of the listed buildings visible from the site.

Landscape:

- Introduce habitat corridors and green routes in parts of the site where there are existing landscape assets
- Provide semi-natural open space, including trees, along west and south of the allocation to mitigate impact of development on Little Canfield, Strood Hall and the War Memorial.

Green Infrastructure and Biodiversity:

- Provide appropriate species planting and green space throughout the site along active travel corridor/open space provision and on verges
- Provide for species movement throughout the allocation via green spaces within the allocation and link north to High Wood
- Retain existing hedgerows and vegetation where practical that define site boundaries and edges and maximise the use of existing trees within the sites as a key landscape and landmarking features.

Infrastructure:

- Undertake a Minerals Resource Assessment.
- Undertake a Minerals Infrastructure Impact Assessment given its proximity to Highwood Quarry
- Undertake a Waste Infrastructure Impact Assessment to meet County Waste Local Plan policy requirements, given proximity to Taylors Farm, for inert recycling
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters.

- Site Boundary
- Employment Use
- Other Employment
- Open Space
- Mobility Hub
- Vehicle Access (indicative)
- Pedestrian & Cycle Access
- PROW
- Heritage Asset

N

Framework Plan 3D - Land south of A120 and north of Stortford Road

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.

Appendix 4:

Stansted Mountfitchet and Elsenham Site Development Templates

Stansted Mountfitchet – Refer to Framework Plan 4A

Site Area: 23 hectares

Site Location: Land at Walpole Meadows (A)

Proposed Uses: Residential (c. 270 homes subject to detailed masterplanning) / Potential Education

Design Principles:

- Deliver a high-quality residential development that is integrated with and connected to the surrounding landscape, new development at Walpole Meadows, as well as existing communities in Stansted Mountfitchet.

Transport:

- Provide direct vehicular access onto Hornbeam Way with improvements to junctions as identified in the transport evidence
- Make Hornbeam Way and High Lane an attractive and safe route for connecting pedestrian and cycle movement between the town centre and the site and Bentfield Primary School. This should connect to schemes identified in the Essex Local Cycling and Walking Infrastructure Plan (LCWIP), such as routes to Stansted Airport and Bishops Stortford
- Deliver a network of attractive, convenient, safe, well-lit and all-weather active travel routes within the site, including connections to and enhancements of the existing Public Rights of Way network

Framework Plan 4A - Stansted Mountfitchet

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.

- Maximise the linkages from the development to the new proposed country park to the north, utilising attractive pedestrian and cycle paths that are segregated from vehicular traffic
- Provide new or improved off-site active travel routes connecting to key facilities within Stansted Mountfitchet and to the railway station
- Maximise internal foot and cycleways along attractive and landscaped routes to Pennington Lane
- Contribute towards increasing the frequency of bus services and enhancing bus stop facilities
- Provide discounted bus services to new residents to encourage mode shift.

Heritage:

- Land at Walpole Meadows is in an area identified to potentially contain previously unidentified archaeological remains of unknown significance
- Trees, hedgerows, banks ditches and verges associated with the lane should be preserved within any new development
- Development should be located away from Pennington Lane and the existing hedgerow and tree planting running alongside the lane should be preserved to maintain the open, rural views from the road. There should be no new vehicular access to the lane from the development.

Landscape:

- Create a landscape buffer on the western edge of the site to soften the development's interface with the surrounding countryside
- Provide development that addresses long-range views of the site by positioning active frontage towards Cambridge Road B1383
- Provide a softened rural edge with active frontage onto Pennington Lan~~d~~e and active frontage to any existing or new public open spaces (including play areas, community gardens and habitat corridors)
- Identify and mitigate potential development impacts on sensitive views into the settlement from the surrounding countryside
- A minimum of 7.5 ha of high-quality Semi-Natural Accessible Greenspace will be provided 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 open space works
- An approx. 2.3KM circular walk will be delivered using the on-site greenspace and, where necessary, the existing public Right of Way and highway networks
- Applicants should consult Natural England on Proposed SANG open space in advance of submission of the application to ensure appropriate SANG standards are met.

Green Infrastructure and Biodiversity:

- Create approximately 12 hectares of public amenity multifunctional green space, including a country park at Walpole Meadows
- Secure the creation and management of biodiversity clusters and linkages across the site, to support habitat connectivity to existing hedgerows, Alsa Lodge Pit Local Wildlife Site and Aubrey Buxton Nature Reserve. This should include

the introduction of new woodland along the northern edge of Walpole Meadows and along the western boundary with Pennington Lane
- Protect and enhance key habitats at Walpole Meadows
- Retain existing copses and hedgerows on site and ensure connectivity with the Green & Blue Infrastructure network
- The site is within the B-Lines National Pollinator Network. Landscaping, active travel routes and road verges should be enhanced to benefit pollinators
- Consult with the relevant river catchment partnership (Lea Catchment Partnership) on appropriate enhancements for the Stansted Brook tributary that forms the eastern boundaries of the northern and southern parcels.

Flood risk and drainage:
- Undertake detailed 1D-2D hydraulic modelling prior to progressing to site-specific flood risk assessment
- Avoid development close to the Ugley Brook channel and floodplain on the eastern edge of the site.
- Incorporate the flow paths/areas of surface water ponding within the site design
- Demonstrate safe access and egress can be achieved in the surface water plus climate change event.
- Refer to Level 2 SFRA site summary tables for detailed flood risk requirements.

Infrastructure:
- Provision towards the delivery of a new 56 place early years and childcare facility
- Undertake a Minerals Resource Assessment
- Undertake a Minerals Infrastructure Impact Assessment given its proximity to Highwood Quarry
- Undertake a Waste Infrastructure Impact Assessment to meet County Waste Local Plan Policy requirements, given proximity to Highwood Quarry for inert waste recycling
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters.

Site Area: 3 hectares

Site Location: Land east of High Lane (B)

Proposed Uses: Residential (c.55 homes on Land east of High Lane)

Design Principles:
- Deliver a high-quality residential development that is integrated with and connected to the surrounding new development at High Lane, as well as existing communities in Stansted Mountfitchet.

Transport:
- Provide direct vehicular access onto High Lane with improvements to junctions as identified in the transport evidence
- Make High Lane an attractive and safe route for connecting pedestrian and cycle movement between the town centre and the site. This should connect to schemes identified in the Essex

Local Cycling and Walking Infrastructure Plan (LCWIP) such as routes to Stansted Airport and Bishops Stortford
- Deliver a network of attractive, convenient and all-weather active travel routes within the site, including connections to and enhancements of the existing Public Rights of Way network
- Provide new or improved off-site active travel routes connecting to key facilities within Stansted Mountfitchet and to the railway station
- Connect Land at High Lane and neighbouring committed development to the south with an uninterrupted active travel route and incorporate species-rich wildflower planting on verges to support pollinator movement
- Contribute towards increasing the frequency of bus services and enhancing bus stop facilities
- Provide discounted bus services to new residents to encourage mode shift
- Provide buses to travel through Land at Walpole Road from Cambridge Road B1383 and provide bus stop infrastructure.

Heritage:
- Land east of High Lane is in an area home to the historic settlement of Alsa Street. There is a high potential for pre-modern settlement remains, such as medieval shrunken settlement remains, to be present in the undeveloped spaces along the street frontage.

Landscape:
- Create a landscape buffer on the eastern edge of the site to soften the development's interface with the surrounding countryside
- Provide active frontage onto High Lane and any existing or new public open spaces (including play areas, community gardens and habitat corridors)
- Provide an active frontage, softened rural edge onto open land to the east of Land east of High Lane
- Identify and mitigate potential development impacts on sensitive views into the settlement from the surrounding countryside
- Green amenity space 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 SANG/open space works
- Estimated SANG requirements are 1.2 ha which should be the minimum provision within this allocation.

Green Infrastructure and Biodiversity:
- Secure the creation and management of biodiversity clusters and linkages across the site, to support habitat connectivity to existing hedgerows (including those east of the site), Alsa Lodge Pit Local Wildlife Site and Aubrey Buxton Nature Reserve. Retain existing copses and hedgerows on site and ensure connectivity with Green & Blue Infrastructure network
- The site is within the B-Lines National Pollinator Network. Landscaping, active travel routes and road verges should be enhanced to benefit pollinators

- Consult with the relevant river catchment partnership (Lea Catchment Partnership) on appropriate enhancements for the Stansted Brook tributary that forms the eastern boundaries of the northern and southern parcels.

Flood risk and drainage:

- Avoid development along the watercourse floodplain in the centre of the site
- Demonstrate safe access and egress can be achieved in the surface water plus climate change event
- Refer to Level 2 SFRA site summary tables for detailed flood risk requirements.

Infrastructure:

- Undertake a Minerals Resource Assessment.

Elsenham – Refer to Framework Plan 4B

Site Area: 7.5 hectares

Proposed Uses: Residential (c.110 homes subject to detailed masterplanning) / Education

Design Principles:

- Deliver a high-quality residential development that is integrated with and connected to the surrounding new development east of the railway line, as well as existing communities and local landscape in Elsenham
- Proposals should maximise integration with the existing planning permission (UTT/23/2063/DFO), to allow for legible and coherent streetscapes, permeable public realm, and accessible open spaces and green infrastructure.

Transport:

- Access directly onto Henham Road with 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 26, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling
- Financial contributions towards the improvement of bus services, allowing for an increased frequency of services
- 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
- New and improved off-site active travel routes providing connections to key service centres or facilities
- Prioritise safe, attractive, and convenient pedestrian access for all residents to the Elsenham Railway Station and the school to the south of the site
- Create a pedestrian point of access along the northern edge of the site which connects to the existing PROW network
- Provide enhanced bike and scooter storage, and alternative walking entrance points away from traffic. Off-site, pavement guard rails where appropriate, crossing points, and measures to reduce traffic speed, and enhancements to PROW network.

Heritage:

- Conserve the setting of the Grade II listed 'Waiting Room on East Side of Line at Elsenham' to the west.

Landscape:

- Provide an appropriate interface that complements the landscape on the eastern edge of the site. Development should seek to minimise impact on views of the landscape and equally how the development impacts views into the settlement from the landscape to the east
- Provide a central green area that include measures to enhance biodiversity and encourage play and recreation. This area should be accessible by a range of safe and legible routes that are appealing to pedestrians
- Ensure strong boundary planting is provided along the northern and eastern edges of the allocation, which softens the development's visual impact, particularly from the PROW, using native species.

Green Infrastructure and Biodiversity:

- Create areas and corridors of biodiversity across the site that would link with active travel routes and the adjoining countryside
- Wherever possible use native species planting which can support the B-Lines National Pollinator Network which is adjacent to the west of the site.

Infrastructure:

- Education facility – expansion of safeguarded site to the south of the allocation to 2.1 ha in total to facilitate construction of a new primary school with co-located early years and childcare provision, with detailed requirements subject to consultation with Essex County Council
- Undertake a Minerals Resource Assessment.
- Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters.

- Site Boundary
- Residential Development
- Education Facility
- Committed Development
- Open Space/Green Infrastructure
- Vehicle Access
- Pedestrian & Cycle Access
- Heritage Asset
- PROW
- Education (Safeguarded in existing consent)

N

Framework Plan 4B - Elsenham

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.

Water Circle Estate, Elsenham - Refer to Framework Plan 4C

Site Area: 18.5 hectares (5.5 hectares developable area)

Proposed Uses: Employment use (office) E(g)(i)

Design Principles:

- The comprehensive masterplanning of the site will include the delivery of a 5.5ha employment site in Class E(g)(i) office use. The uses to be delivered on the site should be in line with the requirements detailed in Core Policy 4 and Core Policy 10 and the need identified in the Employment Needs Assessment Update 2023
- Development to the east of Green Street to provide improved access to the on-site café and public transport for existing occupiers at the Estate and, if possible, the adjacent De Salis Hotel
- Low-medium rise development (up to approximately 15 metres) and similar in scale to the existing buildings at the Estate.

Transport:

Active Travel is to be considered as the primary mode of transport that informs movement of employees and visitors to any development proposals including the delivery of the following:

- To provide access to the on-site open space and PROW network as well as into the town/neighbouring facilities
- Provide active travel routes to enhance access to Elsenham and Stansted Airport train stations
- Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP
- Provide pedestrian and cycle access onto Hall Road and outline a strategy for future connectivity into Stansted Airport, Elsenham and Takeley
- Provision of walking routes where possible that do not put pedestrians into conflict with motor traffic
- Financial contributions towards the improvement of bus services between Stansted Airport/Takeley and Elsenham/ Stansted Mountfitchet, allowing for an increased frequency of services
- Provision of discounted bus services for employees (where necessary) to ensure sustainable transport habits are established
- Deliver improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/ or facilitate active travel connectivity
- The site should be connected by roads that are designed for vehicles. Access across the site should be carefully placed as to avoid any adverse impact on utilities
- Development proposals should consider the latest Essex Parking Standards and the parking standards and design principles set out the Uttlesford Design Code
- Secure cycle parking should be prioritised over private car parking and should be in a prominent and obvious position. Cycle storage should include provision for electric cycle charging
- Contributions are required to transport and highway infrastructure as identified in the IDP.

Site Boundary
Employment Use
Existing Employment Site
Open Space
Vehicle Access (indicative)
Heritage Asset

N

Framework Plan 4C - Water Circle Estate

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.

Heritage:

- Allocation is predominately open land surrounded by strategic landscape bunds adjacent to commercial development. Landscape, from a heritage perspective, can accept well designed proposals
- The whole site is considered to have the potential to contain archaeological remains which could be affected by development. Archaeological evaluation would be required to investigate the presence/absence and significance of any archaeological remains within the site. This information would be used to design a mitigation strategy intended to reduce or offset the archaeological impacts of any development within the site.

Landscape:

- The site is surrounded by the Countryside Protection Zone designation. Landscape bunds and screening should be used to reduce visual impact on the CPZ and countryside setting of Stansted Airport
- Introduce habitat corridors and green routes in parts of the site where there are existing landscape assets
- Provide semi-natural open space, including trees, along south and east of allocation to mitigate impact of development.

Green Infrastructure and Biodiversity:

- Retain existing hedgerows and vegetation that define site boundaries and edges and maximise the use of existing trees within the sites as a key landscape and landmarking features.

Infrastructure:

- Undertake a Waste Infrastructre Assessment to meet County Waste Local Plan Policy Requirements, given proximity to Loppingdales for inert waste recycling
- Liaise with ECC as the Minerals and Waste Planning Authority on Minerals and Waste Matters.

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Contact information

www.uttlesford.gov.uk

UTTLESFORD LOCAL PLAN

Design: www.k-design-uk.com

Photography: © 2021 Celia Bartlett Photography and © Fraser Parry Photography