

Site Templates

Table of Contents

Appendix 2 - North Uttlesford – Site Development Templates	1
Appendix 3 - South Uttlesford – Site Development Templates	18
Appendix 4 - Thaxted – Site Development Templates	34

Appendix 2 - North Uttlesford – Site Development Templates

Newport Framework



- | | | |
|------------------------------|--|---|
| Site Boundary | Footpath connection | Vehicle access |
| Active edge treatment | Active travel route potential | Pedestrian and cycle access |
| Listed Buildings | Existing PROW | Existing vegetation |
| Flexible non-residential use | Semi-natural open space | Nature/Habitat corridors |
| Community/education use | Formal open space (play/lawn/public amenity) | Priority habitats - woodland |
| Residential | Key views | Protected Open Space and Traditional Orchards |

SITE: Land North of Wicken Road/ West of Schools Lane, Newport		HELAA Reference(s): Newport 008
Settlement	Newport	Site History: Application for 74 dwellings refused Sept '18. (UTT/18/1026/OP), appeal dismissed.
Total area (ha)	6.42	
Approximate Developable Area (ha)	2.84	
Existing uses	Agricultural	
Topography and natural drainage	Site slopes from west to east and south to north, drains into Wicken Water Marsh	Site Description: Unfenced agricultural land bounded on its northern side by Wicken Water Marsh a local wildlife site. The village of Newport to the east. Proposed allocation NEW009/010 lies to the south. Open agricultural land to the west.
Proposed Uses	Residential	
Dwelling capacity	74	
Net density (dph)	26	

Key Issues

- Integrating new development to the existing character of Newport
- New development to protect views of St Mary the Virgin Church
- New development to maintain, if not enhance, the Newport conservation area
- Provide biodiversity enhancements to enhance the Local Wildlife Site Wicken Water Marsh to the north of allocation

Urban Design Guidance

- i. Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.
- ii. Examine the potential for increasing density within the heart of the development and along key gateways frontages on Wicken Road.
- iii. Use the built form to create a strong interface along Wicken Road with the conservation area. The built form should consider how it addresses the conservation area to enhance the character of the site, specifically near the Wicken Road and Schools Lane junction.

Climate change considerations

New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.

Transport

Access

- i. The main road in Newport is a North-South route the B1383, access to the B1383 will be via Wicken Road. To deliver this a new access off Wicken Road will be required, this will be needed to be designed to promote active travel not just car journeys.
- ii. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services between Great Chesterford Newport and Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- iv. To provide access to the on-site open space and PROW network as well as into the village.
- v. Provide active travel routes to enhance access to Newport train station. Establish a suitable pedestrian access point from the site into the existing PROW along the northern edge of the site.
- vi. An additional pedestrian and cycle access point in the north-west corner should also be explored to improve PROW connectivity to Wicken Road and the High Street.
- vii. Ensure the existing PROW along the northern part of the site, and any future pedestrian connections within the sites connect into the landscape's wider PROW network.
- viii. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP.

<ul style="list-style-type: none"> ix. Create safe and overlooked pedestrian links in the site, that connect users approaching from Wicken Road, Schools Lane, and Bury Water Lane with a particularly focus on providing safe walking routes between the site and the school. x. Strengthen pedestrian and cycle connections between allocated sites on either side of Wicken Road by improving footway and crossing infrastructure. Reducing the 50mph speed limit of Wicken Road should be discussed with the council when designing any active travel features.
Links to adjoining areas
<ul style="list-style-type: none"> i. Improve access both north to Joyce Franklin academy and south to Newport primary and medical centre and east-west linking allocation to/from the village to promote walking and cycling. ii. Provide link to allocation to south to promote active travel and access to Harcamlow Way for long-distance recreational walking.
Heritage
To the east of the site there is a conservation area, a number of listed buildings and the Grade I listed St Mary the Virgin Church. New development needs to ensure it at least preserves the setting of these.
Landscape
Land slopes towards the village from west to east across the site and from Wicken Road on southern border north towards Wicken Water. Land to the north of allocation is heavily wooded and a Local Wildlife Site, allocation should enhance this asset.
Views
Maximise key views of St. Mary's the Virgin church from the north and south edge of the site. Views should be enhanced through open space configuration and the alignment of key pedestrian routes.
Green Infrastructure and Biodiversity
<ul style="list-style-type: none"> i. Local Wildlife Site Wicken Water Marsh to the north of the site should be enhanced, open space provided on-site. ii. Use of appropriate planting on verges. iii. Planting of species appropriate to a chalk grassland away from local wildlife site. Restoration of chalk grassland. iv. Use of species appropriate to woodland and marshy conditions. v. Maximise the woodland edge and Wicken Water on the northern side to integrate habitat/nature corridors into the scheme. vi. Retain the vegetation and trees along the southern edge of the site parallel to Wicken Road and incorporate these existing assets into a wider green infrastructure strategy. vii. Develop a central open space that is overlooked by buildings and connected by legible direct links throughout the development.
Infrastructure
Health: Contributions to Newport medical centre

Education: Expansion to Newport primary school

Community Centres: Possible community provision adjacent to primary school

Other:

Utilities: Contributions to maintaining sewage system and measures to reduce flood risk

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Land South of Wicken Road/West of Frambury Lane Newport		HELAA Reference(s): Newport 009 + 010
Settlement	Newport	Site History: Application for 150 dwellings refused May '18 (UTT/17/2868/OP). Appeal dismissed.
Total area (ha)	26.18	
Approximate Developable Area (ha)	11.07	
Existing uses	Agricultural	
Topography and natural drainage	Site rises away from M11 and then falls, often steeply, down towards village	Site Description Site is undulating agricultural land bounded on its western/southern border by the M11 with the village of Newport to its east. Proposed allocation NEW008 lies to the north.
Key Issues		
Integrating new development to the existing character of Newport		
Mitigating noise from M11 on new development		
Protecting landscape to west of northern part of site		
Urban Design Guidance		
Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		

Transport

Access

- i. Direct access to B1383 at southern end of site, access to Wicken Road to the north and Frambury Lane to east. To deliver this new access off Wicken Road and Frambury Lane will be required, this will be needed to be designed to promote active travel not just car journeys.
- ii. Outline a vehicular access strategy from Wicken Road and consider the relationship between the likely access point from the western edge and wider pedestrian connections into the town.
- iii. Identify a suitable point of vehicle, pedestrian and cycle access from High Street that will serve the development parcels in the south of the site.
- iv. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services between Great Chesterford Newport and Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- i. To provide access to the on-site open space and PROW network as well as into the village.
- ii. Provide active travel routes to enhance access to Newport train station.
- iii. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP.
- iv. Provide multiple points of pedestrian access with the Harcamlow Way, including pedestrian access from Frambury Lane and Wicken Road.
- v. The site should use the PROW as a key feature of the development and maximise the wide-ranging nature of the PROW.
- vi. Create new PROWs that connect the sites to the landscape adjacent to the M11. PROW should also connect the site with Frambury Lane and community uses such as Newport Primary School and Newport Recreation Ground.
- vii. Ensure pedestrian and cycle routes connect development parcels that are separated by areas of open space and landscape within the site.

viii.	Promote sustainable travel throughout the site, prioritising pedestrian and cycle access and connectivity between the site and Newport High Street and Train Station.
Links to adjoining areas	
i.	Improve access both north to Joyce Franklin academy and across to Newport primary and medical centre and east-west linking allocation to/from the village to promote walking and cycling.
ii.	Provide link to allocation to north (NEW 008) to promote active travel and access to Harcamlow Way to the west for long-distance recreational walking from this allocation.
iii.	Create a strong interface with the western most section of Frambury Lane. The sites relationship with Frambury Lane should be examined further to establish whether a secondary or emergency vehicle access point could be incorporated.
Heritage	
To the north and east of the site there is a conservation area, a number of listed buildings and the Grade I listed St Mary the Virgin Church. New development needs to ensure it at least preserves the setting of these.	
Landscape	
i.	Provide appropriate mitigation measures to address the impacts of noise and air quality (from the M11) in order to protect residential amenity.
ii.	Given the change in levels from west to east, from the allocation towards Newport, new development will need to sit in the landscape to protect views to the west across the allocation from the village.
iii.	Avoid developing in areas with steep and undulating topography. Overlooked and accessible open spaces should instead seek to be included in these areas.
iv.	Enhancements to the existing vegetation that acts as a screen between the allocation and the M11, enhancement of the existing vegetation to make walking/cycling routes across the site more attractive. Trees could enhance setting of existing allotments and strengthen pollinator corridor along western/southern border.
Views	
i.	Retain long distance landscape views to and within the site, with particular regard to the impact of development on existing long-distance views of the landscape and the historic core of Newport.
ii.	Maximise key views of church from higher ground through the careful arrangement of built form and open space.
Green Infrastructure and Biodiversity	
i.	Provide a range of central green areas that combining existing ecological assets and new publicly accessible spaces and include measures to enhance biodiversity. These areas should be distinguishable and create a clear hierarchy between the various parts of the site.

- ii. Enhancements along edges of site and through the site, provision of open space within development, improvements to existing allotments. Use of species appropriate to a chalk grassland and on verges. Restoration of chalk grassland.
- iii. The existing woodland edge that separates the western edge of the sites and the M11 has the potential to be multi-functional and should seek to support biodiversity such as a habitat corridor.
- iv. Protect and enhance the traditional orchard in the south of the site. Any development should use this as a key asset in the open space strategy and provide clear and legible routes leading to and from it.
- v. Strengthen habitat corridor up the M11 including strengthening the woodland corridor (air quality and noise barrier), pollinator planting for B-lines enhancements.

Infrastructure

Health: Contribution to Newport medical centre

Education: Provide an additional community use near the existing primary school. This could be additional to school provision.

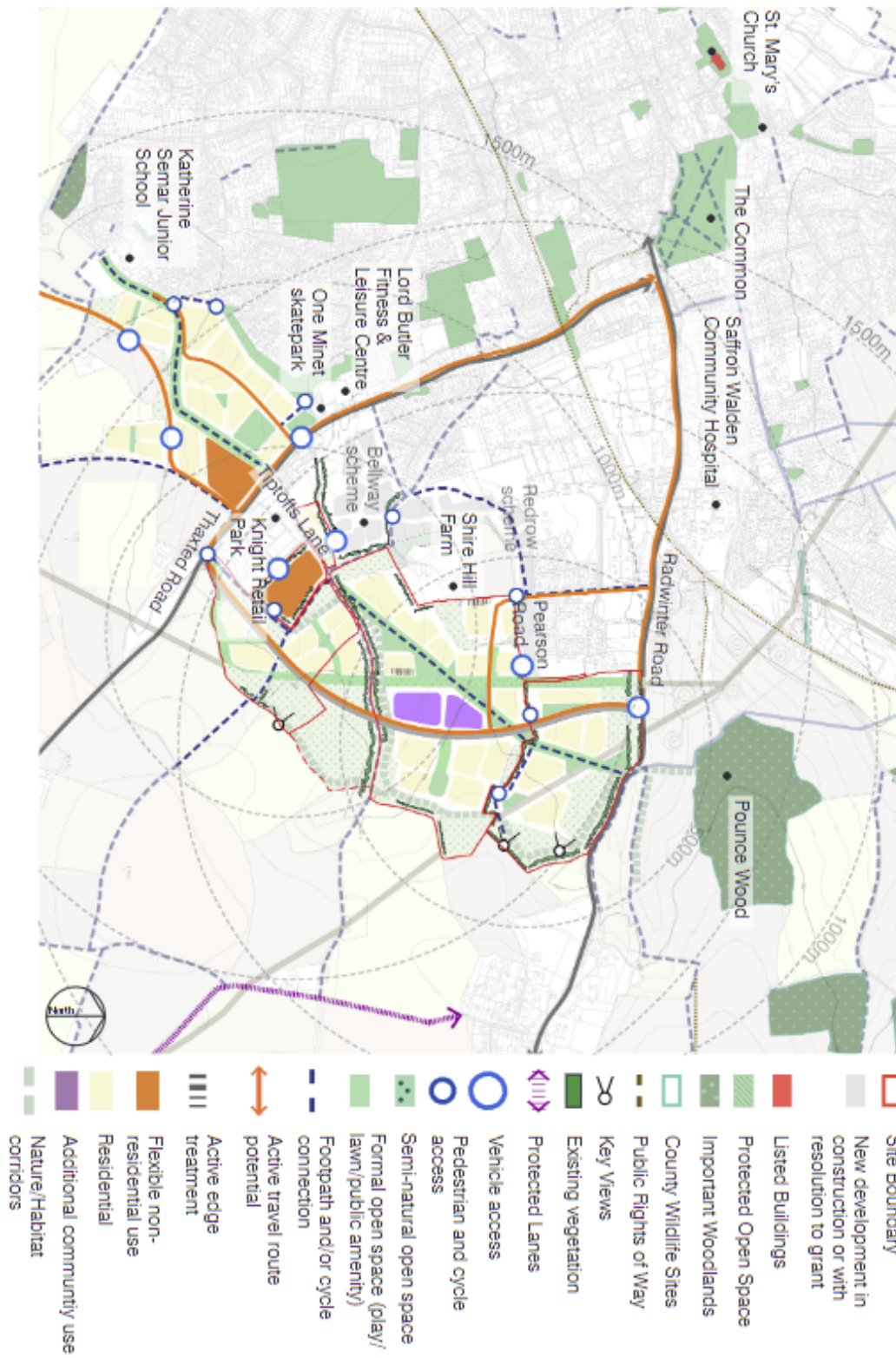
Community Centres: Possible community provision adjacent to Newport Primary School

Other: Enhancement of existing allotments

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Saffron Walden Framework



Land South of Radwinter Road / North of Thaxted Road		HELAA Reference(s): SafWalden 001, 003, 008 and 037
Settlement	Saffron Walden	Site History: Part of site (003) granted outline consent for up to 233 dwellings on appeal October '22 after application refused March '22 (UTT/21/2509/OP)
Total area (ha)	59	
Approximate Developable Area (ha)	24.2	
Existing uses	Agricultural	
Topography and natural drainage	Site gently slopes away from road and commercial development up towards Radwinter Road	Site Description Site is bounded to the west by residential development and commercial development and Thaxted Road to the south, to the east is agricultural land, the north is agricultural land on the opposite side of the Radwinter Road
Proposed Uses	Residential	
Dwelling capacity	845	
Net density (dph)	35	
Key Issues		
Integrating new development into existing character of Saffron Walden		
Provision of education facilities and community facilities		
Provision of link road running between Radwinter Road and Thaxted Road		
Urban Design Guidance		
<p>Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.</p> <p>Provide a mix of uses on the site adjacent to the Knight Retail Park with a proposed 3ha provision for employment and 1ha for residential uses. Provide a mixed-use area in the allocation. This area should be accessible to all visitors across the sites and well-connected by all modes of transport. The mixed-use area will contain a range of uses (including a cafe, a small shop or shops and a community building) and an educational facility supporting a 3FE school.</p>		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water		

efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.

Transport

Access

- i. 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.
- ii. Provide vehicle access for Radwinter Road avoiding utilities constraints and respecting necessary easements. An additional access point should be developed where the existing agricultural access is placed.
- iii. Provide vehicle access from Pearson Road and the prospective Redrow development into the site to the east of Shire Hill Farm.
- iv. Access and new link road will be needed to be designed to promote active travel not just car journeys.
- v. Provide vehicle access from the new Bellway homes development into the residential element of the site adjacent to the Retail Park.
- vi. Provide vehicular access to the site with employment uses from the north-eastern section of the Knight Retail Park. Emergency vehicle access should also be provided at this location.
- vii. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

- i. 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.

Buses

- i. Financial contributions towards the improvement bus services between Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- i. To provide access to the on-site open space and PROW network as well as into the town/neighbouring facilities.
- ii. Provide active travel routes to enhance access to Audley End train station.

<ul style="list-style-type: none"> iii. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP. iv. Provide pedestrian and cycle access onto Thaxted Road and outline a strategy for future connectivity into Saffron Walden town centre. v. Upgrade Tiptofts Lane to improve cycle and pedestrian connectivity with Thaxted Road. vi. A strategy to integrate future cycle connectivity with the allocated sites and the Katherine Semar Junior School to the south of Thaxted Road should also be developed. vii. Provide multiple points of pedestrian and cycle access to the PROW that runs to the north of the sites and leads users into Saffron Walden town centre. viii. Provide multiple points of pedestrian access to the PROW that runs along the southern edge of the site and frame it as the key pedestrian and route that links pedestrians with surrounding developments and the town centre. ix. The developments should upgrade the PROW to a byway to include access for cyclists.
<p>Links to adjoining areas</p> <ul style="list-style-type: none"> i. Across and within the allocation and link beyond south to proposed adjacent allocation and to commercial area (Knights Retail Park) and north to Pounce Wood. ii. Potential provision to the east of a country park for North Uttlesford. iii. Place the 1ha of residential uses towards the north of the site adjacent to the Retail Park. iv. Residential uses should integrate effectively with the adjoining Bellway homes development.
<p>Heritage</p> <p>Allocation is predominately undeveloped countryside adjacent to recent residential development and commercial development. Landscape, from a heritage perspective, can accept well designed proposals.</p>
<p>Landscape</p> <ul style="list-style-type: none"> i. Provide landscape corridors, spaces for nature, amenity space, community gardening and other green spaces where oil and gas pipes run under the ground. ii. Explore various types of green infrastructure that can be placed in the easement areas of gas and oil pipelines, this could include wildflower planting and a variety of perennials. iii. Provide play spaces in centrally located parts of the scheme that are overlooked by homes and connected by pedestrian-friendly routes. Play spaces should be avoided where the utilities constraints are located. iv. Introduce habitat corridors and green routes in parts of the site where

there are existing landscape assets.

- v. Provide semi natural open space along north and east of allocation to mitigate impact of development.
- vi. Ensure the built form and landscape sensitively integrates with the edge of Shire Hill Farm
- vii. Examine the potential for increasing density within the heart of the development and alongside non-residential uses.

Views

Maximise key views towards Saffron Walden, St Mary's Church and Pounce Wood from higher ground in the western section of the allocation.

Green Infrastructure and Biodiversity

- i. Provide appropriate species planting and green space throughout the site along active travel corridor/open space provision and on verges. Provide Green Infrastructure along on/near gas/oil pipelines across the site.
- ii. Provide for species movement throughout the allocation via green spaces within the allocation and link north to Pounce Wood.
- iii. Provision of trees along northern and eastern border to help screen development.
- iv. Introduce a formal open space designed for sports and recreation in the western part of the scheme. The space may extend beyond the site boundary to the west and any plans to do so should be discussed with the council.
- v. Provide a network of green spaces that are interconnected through clear and legible pedestrian links. These spaces should be overlooked by homes and/or community facilities. These spaces could evolve from the village green settlement structure.
- vi. 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

Health:

Education: Provision of new 3FE primary school

Community Centres: Provision towards centre of allocation

Other: Potential retail provision

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Land South of Thaxted Road		HELAA Reference(s): SafWalden 006
Settlement	Saffron Walden	Site History: Part of site has permission for up to 170 dwellings permitted May '23 (UTT/22/3258/PINS)
Total area (ha)	23	
Approximate Developable Area (ha)	12.4	
Existing uses	Agricultural	
Topography and natural drainage	Site slopes down towards Thaxted Road	Site Description Site is bounded to the north by the Thaxted Road and the existing Knights Retail Park, to the west by modern residential development and to the south and east by countryside.
Key Issues		
Integrating new development into existing character of Saffron Walden		
Provision of education facilities		
Urban Design Guidance		
Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		
Transport		
Access Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity. Access to be taken from Thaxted Road.		

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services between Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- iv. Provide active travel routes to enhance access to Audley End train station.
- v. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP.
- vi. Provide pedestrian and cycle access onto Thaxted Road and outline a strategy for future connectivity into Saffron Walden town centre.
- vii. Provide pedestrian access into the park to the north of the site and into One Minet skatepark.
- viii. Use green pedestrian routes and active travel corridors between Thaxted Road and Katherine Semar School to encourage sustainable movement throughout the site.
- ix. Integrate new footpath connections along the hedge boundaries that line the site. These footpaths should connect into existing public rights of way.
- x. Introduce a pedestrian access point from the south-west corner of the site into Katherine Semar School.

Links to adjoining areas

Across and within the allocation and link beyond both south towards Katherine Semar school and north into the adjacent proposed allocation and existing commercial area.

Heritage

Allocation is predominately undeveloped countryside adjacent to recent residential development and commercial development. Landscape, from a heritage perspective, can accept well designed proposals.

Landscape

- i. Develop various types of green infrastructure, this could include wildflower planting and a variety of perennials.
- ii. Provide play spaces in centrally located parts of the scheme that are overlooked by homes and connected by pedestrian-friendly routes.
- iii. Introduce habitat corridors and green routes in parts of the site where there are existing landscape assets.

iv. Retain existing hedgerows/trees and seek enhancement to allow species movement.

Views

Maximise views into Saffron Walden.

Green Infrastructure and Biodiversity

- i. Provide appropriate species planting and green space throughout the site along active travel corridor/open space provision and on verges.
- ii. Provide for species movement throughout the allocation via green spaces within the allocation

Infrastructure

Health:

Education: Include a community or an educational facility (approximately 2.1ha) in the north-east of the site adjacent to Thaxted Road. This location would be suitable for a school or college due to its proximity to public transport, local amenities and primary routes.

Community Centres:

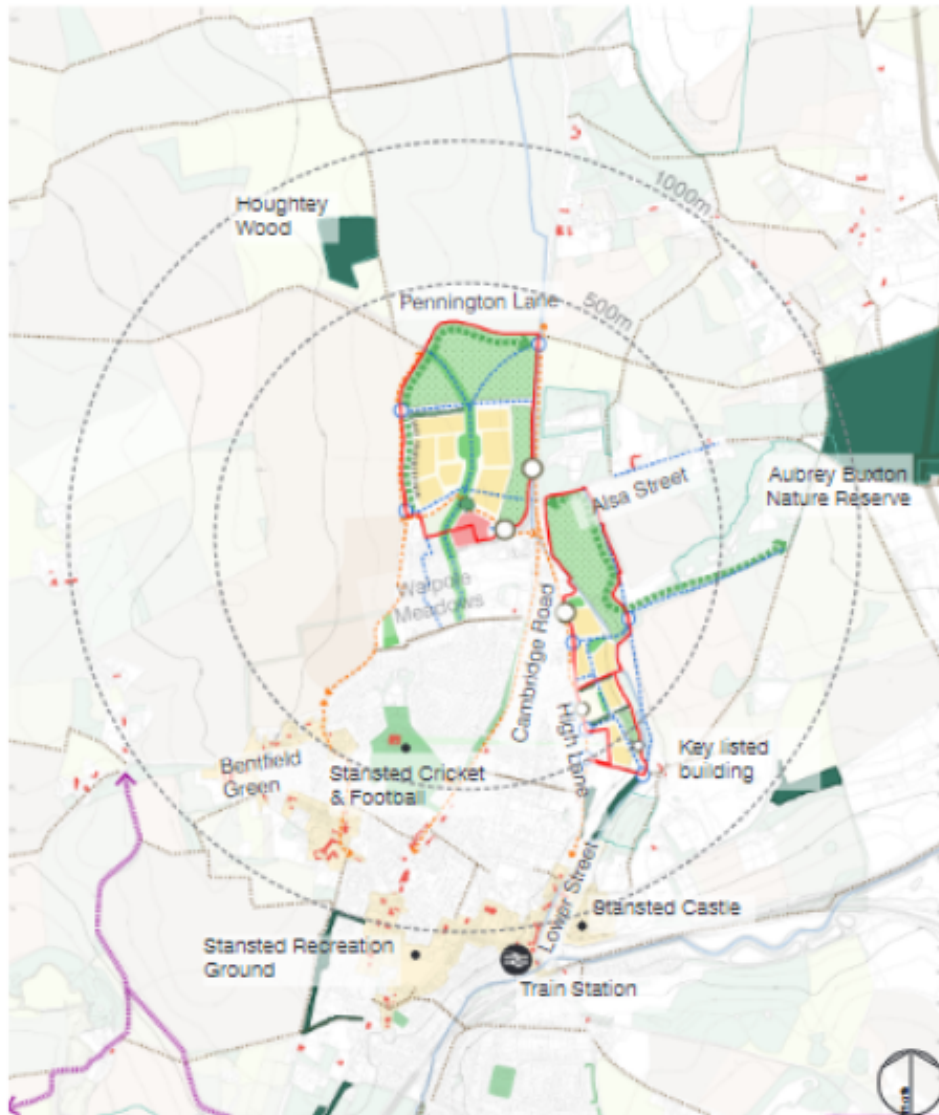
Other:

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Appendix 3 - South Uttlesford – Site Development Templates

Stansted Framework



- | | | |
|------------------------------|--|---------------------------------|
| Site Boundary | Footpath connection | Vehicle access |
| Active edge treatment | Active travel route potential | Controlled vehicle access/route |
| Listed Buildings | Existing PROW | Pedestrian and cycle access |
| Flexible non-residential use | Semi-natural open space | Existing vegetation |
| Community/education use | Formal open space (play/lawn/public amenity) | Nature/Habitat corridors |
| Residential | Protected Lanes | New woodland |
| | | Important woodland |

SITE: Land East of High Lane (and to the south of Alsa Street)

**HELAA References:
Stansted 023 + 013**

Settlement	Stansted Mountfitchet	Site History: UTT/22/0457/OP Outline consent with all matters reserved except for access for up to 30 no. dwellings, parking, landscaping, access and all associated development on southern part of site (023)
Total area (ha)	12.43	
Approximate Developable Area (ha)	4	
Existing uses	Agricultural	
Topography and natural drainage	Generally flat, slight rise towards north and east; drainage along eastern edge	Site Description: To west is new Walpole Meadows development with high-capacity roundabout and SUDs, Cambridge Road and the B1351. Aubrey Nature Reserve to north-east.
Proposed Uses	Residential/Education	
Dwelling capacity	120	
Net density (dph)	35	
Key Issues		
How to link the two sites and create public open space useable from both sites; protect and access the PROW along higher ground on east of High Lane site		
New bus access into site from Cambridge Road		
Links to town centre – improving cycle access		
Urban Design Guidance		
Planning applications pursuant to this allocation (013/023) sites to the east of Cambridge Road and to the east of B1351 High Lane should comply with the guidance set out in the headings below. In addition, they must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate Change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly core policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		
Transport		

Access

Access directly onto High Lane with improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

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.

Buses

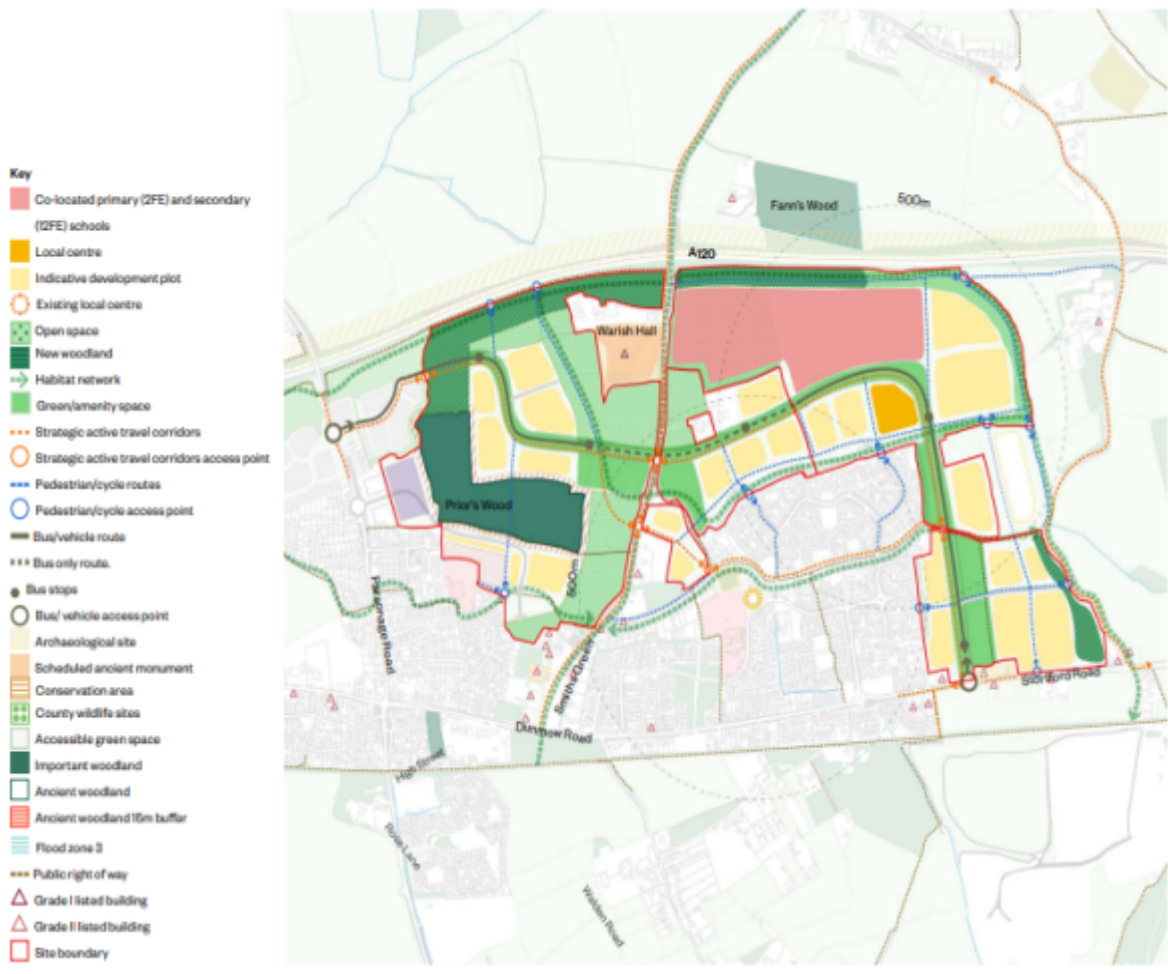
- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- i. 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
- ii. new and improved off site active travel routes providing connections to key service centres or facilities.
- iii. Maximise the linkages from the development across to the public right of way that runs along the eastern edge of the site whilst making sure that both sites (023 and 013) are connected to provide smooth and uninterrupted pedestrian and cycle linkages. It is also important to make High Lane an attractive and safe route to connect walking and cycling routes between the development and the town centre.
- iv. Maximise the public right of way that runs along the eastern edge by providing several points of pedestrian access from the development. The built form does not need to extend to the eastern edge of the site boundary; however, the PROW must be connected to pedestrian routes in the scheme.
- v. Ensure both sites are connected by a (pedestrian, cycle and vehicular) route providing smooth and uninterrupted movement between both developments, while retaining existing hedgerows and incorporate species-rich wildflower planting on verges to support pollinator movement.
- vi. Make High Lane an attractive and safe route for connecting pedestrian and cycle movement between the town centre and the development. This should

extend beyond the development to schemes to the west of Cambridge Road including Walpole Meadows.
Views
<ul style="list-style-type: none"> i. Enhance views to and from listed buildings as appropriate. ii. Provide strong frontage onto High Lane, and any open spaces that are intended for public use (e.g play areas, community gardening areas, and habitat corridors)
Landscape
Provide a key interface that complements the landscape on the eastern edge of the site. Development should seek to establish that key views of the landscape are protected and equally how the development impacts views into the settlement from the landscape to the east.
Heritage
<ul style="list-style-type: none"> i. Conserve and enhance the setting of the listed building to the south-east corner ii. Enhance the relationship between the open space and the listed building towards the north-east of the site to the east of High Lane
Green Infrastructure and Biodiversity
<ul style="list-style-type: none"> i. Provide play spaces that are located within the local centre of each of the sites. The spaces must be overlooked and accessible by safe pedestrian routes ii. Create areas and corridors of biodiversity across the site that would link with the PROW hedgerows to the east and beyond to the county wildlife site and Aubrey Buxton Nature Reserve iii. Existing Category A trees on the site would require surveying on the site to assess the ecological impact of the development with additional protection and planting as required
Infrastructure
<p>Health:</p> <p>Education:</p> <p>Community Centres:</p> <p>Other:</p> <p>Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.</p> <p>All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.</p>

Takeley Framework



SITE: Land at Warish Hall, Parkers and Warrens Farm, Takeley		HELAA Reference(s): Takeley 007 MIX + 016 RES LtCanfield 003 RES
Settlement	Takeley	Site History: UTT/21/1987/FUL Mixed use development including: revised access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: light industrial/flexible employment units (c.3568sqm) including health care medical facility/flexible employment building (Use Class
Total area (ha)	121	
Approximate Developable Area (ha)	40 (excluding schools). 54.5 (including schools)	
Existing uses	Agricultural and public open space; ancient woodland and watercourses.	

		<p>E); 126 dwellings on Bulls Field, south of Prior's Wood: 24 dwellings west of and with access from Smiths Green Lane; 38 dwellings on land north of Jacks Lane, east of Smiths Green Lane including associated landscaping, woodland extension, public open space, pedestrian and cycle routes</p> <p>Appeal Dismissed</p> <p>UTT/22/2744/FUL</p> <p>Erection of 4 no. industrial/flexible employment (Use Class E) buildings with associated landscaping and parking</p> <p>Approved</p> <p>UTT/23/1583/PINS</p> <p>Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure.</p> <p>Awaiting Decision</p>
Topography and natural drainage	Generally flat with river courses and artificial bund across northern side of Priors Green development.	Site Description
Proposed Uses	Residential	Site located to the north and east of Takeley on Warish Hall and Parkers Farm. Constraints include the ancient woodland of Prior's Wood and setting of Warish Hall scheduled ancient monument.
Dwelling capacity	1636	The site has a frontage on

Net density (dph)	40-50	Stortford Road through the ECC-owned land. It is largely public amenity greenspace and agricultural with scattered traditional housing around Smiths Green. The Weston Homes business and office units lie to the west accessed off Parsonage Road.
Key Issues		
Integration of new development within the existing character of older style traditional as well as new development in Takeley such as Priors Green.		
Facilitating active and sustainable travel connections within the site, to existing facilities, to the highway, to the Flich Way recreational route, and to Stansted Airport		
Access to highway with different land ownerships		
Protection of designated and non-designated heritage assets and their setting including the feeling of open space		
Delivery of green infrastructure and biodiversity net gains on-site whilst protecting and enhancing existing woodland ecology.		
Mitigating impact of A120 on northern boundary regarding noise and air pollution.		
Ensuring adequate provision of community infrastructure to meet the needs of a growing population and ensuring it is easily accessible by non-car means		
Ensuring new employment uses are accessible by appropriate public transport services.		
Urban Design Guidance		
Planning applications pursuant to this allocation in Takeley should comply with the guidance set out in the headings below. In addition, proposals must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate Change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places		

Transport

Access

- i. Stortford Road providing vehicular access to the eastern parcels of the site and linking to the public transport corridor.
- ii. An access point linking into the existing junction at Parsonage Road.
- iii. 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
- iv. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. 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
- ii. new and improved off site active travel routes providing connections to key service centres or facilities.
- iii. An active travel and public transport spine should be provided connecting the new neighbourhoods to a new local centre within the eastern parcel.
- iv. New active travel route through Priors Wood.
- v. Active travel route crossing Stortford Road and linking to Fritch Way
- vi. Active travel routes east-west across the sites and linking to existing communities.

Links to Adjoining Areas

Provision of new links through the existing bund to Gilders Road and Saffron Way

Heritage

- i. New green space to the south of Warish Hall moated site and remains of Takeley Priory (Scheduled Monument) and Warish Hall and Moat Bridge (Grade I Listed building).
- ii. Smith's Green is ancient green space subject of consultation on proposed Conservation Area with several listed buildings along edges, all of which must be respected in built form and layout.
- iii. New neighbourhoods should be arranged around a green open space which acts as a green wedge alongside along Smiths Green Lane providing amenity for new and existing communities, and a setting for heritage and new developments

Landscape

- i. Open space and woodland should provide a buffer to the A120, accommodating part of the Harcamlow Way
- ii. Green amenity space to be provided adjacent to the proposed bus route to the south- east portion of the site.
- iii. Green amenity space adjacent to the proposed bus route to the south of Warish Hall
- iv. New woodland to the north of the site expanding Priors Wood and providing a buffer to the A120.
- v. Proposed new woodland to the south-east of the site providing a buffer between new development and adjacent agricultural land.
- vi. Minimum 15m buffer to be provided to Priors Wood Ancient Woodland.

Views

Views from the south along Smiths Green Lane towards Warish Hall should be retained, and southwards.

Green Infrastructure and Biodiversity

- i. Green corridors throughout the site along key active travel and public transport routes, and alongside the public transport corridor.
- ii. 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 can use district level licensing in these zones to accommodate the species.
- iii. This site is within the B-Lines National Pollinator Network where active travel routes and major road verges should provide biodiversity enhancements to benefit pollinators.
- iv. The whole site is within the Natural England National Habitat Network Expansion Zone around important River Habitats and provides opportunity for their enhancement ensuring there is a 10m buffer that must be maintained to all rivers and watercourses.

Infrastructure

Health: New health facility to be provided in the local centre and to be provided to an as appropriate design and specification to agreed with the council and relevant health organisation.

Education: new 12FE secondary school and one 2FE primary school, 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 to new local centre and on public transport corridor. Secondary school to be located along the north eastern boundary of the site, adjacent to new local centre and also on public transport corridor.

School playing fields and amenity areas to be located to the western end of the site to help maintain the open setting for the heritage assets around Smiths Green. School playing fields to be located close to new public park at Smiths |Green. Roseacres school expansion to be accommodated on allocated 1ha

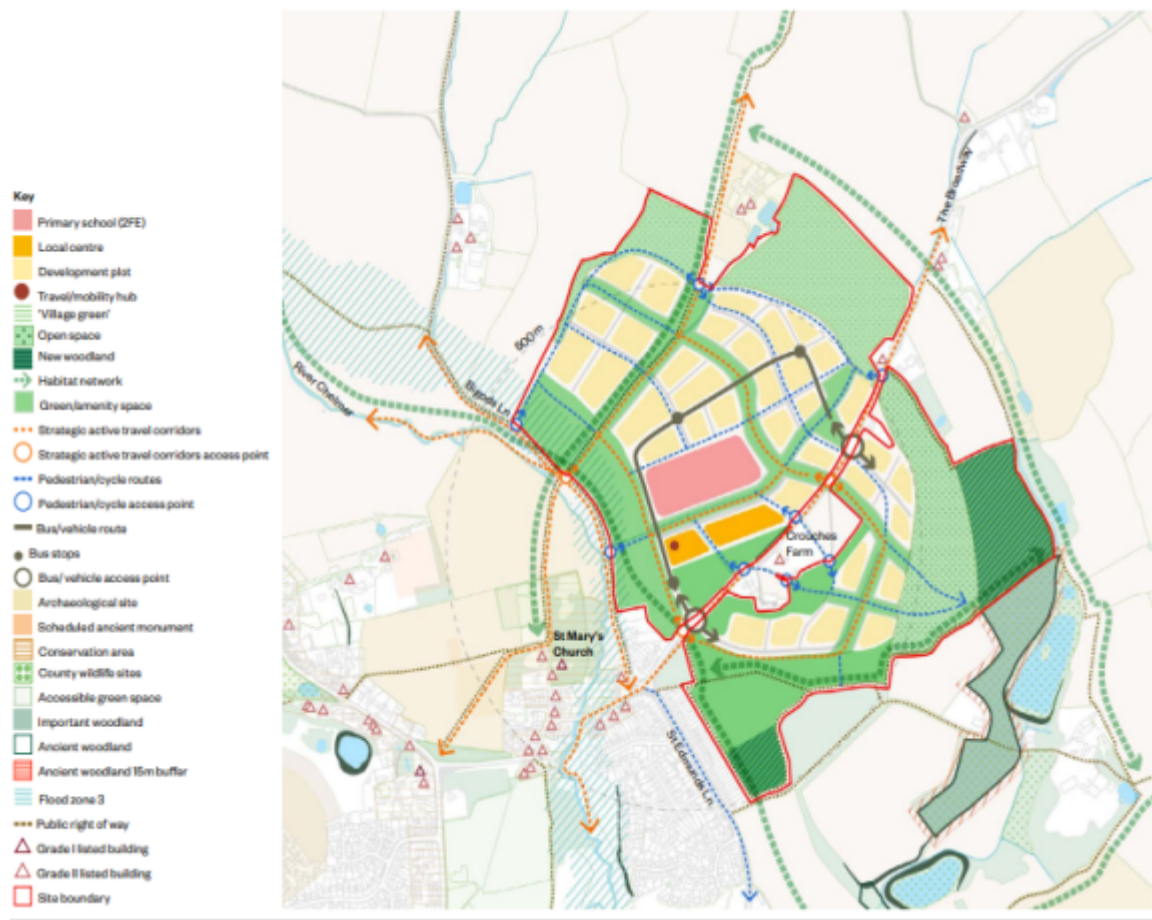
Community Centres:

Other: Creation of a new local centre in the eastern parcel positioned to maximise its catchment of residents but minimise impact on the existing local centre at Little Canfield.

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Great Dunmow Framework



SITE: East of Church End, off The Broadway, Great Dunmow		HELAA Reference(s): Gt Dunmow 009
Settlement	Great Dunmow	Site History: No recent planning history within the main site. Appeal dismissed 2018 on 50 dwellings, NW of The Broadway and NE of Bigods Lane; application refused 2019 for 115 dwellings on site adjoining Church End, NE of St Edmunds Lane
Total area (ha)	68 (42.8 to NW/25.2 to SE of The Broadway)	
Approximate Developable Area (ha)	21.17 (excluding school. 23.27 (including school))	
Existing uses	Agricultural	

Topography and natural drainage	Sloping site from 80mOD to Church End and down to River Chelmer to SW of site at 50OD. Central Plateau on north side. Undulation on south side affords views of Church.	Site Description: The site is located off Broadway (B1057) adjacent to Church End, Great Dunmow. The site is Northeast of the town, approx. one mile from town centre. Adjoins Church End Conservation Area and access to The Broadway is across a width and weight restricted bridge. Lightly trafficked Bigods Lane joins B1057 at crossroads with St Edmunds Lane. Other constraints are the floodplain at the River Chelmer and Merks Hill ancient woodland on SE boundary.
Proposed Uses	Residential, education and community uses with mobility hub and possible small employment uses.	
Dwelling capacity	869	
Net density (dph)	40 - 50	

Key Issues

Importance of maintaining the open aspect and rural feel arising from the sweeping views towards the Church End Conservation Area, the west-facing incline from the plateau area to the south east and the slope towards the River Chelmer

Sensitive landscape and ecologies around the perimeter and through the site.

Connectivity to local services and facilities in order to integrate the new development with the existing community;

Need to mitigate local impact of traffic on St Edmunds Lane and local roads

Narrow and weight restricted bridge leading to the town centre

Impact on heritage areas of the Church End Conservation Area including views of the church and listed Parkers Farm, Marks Hall Farm and Bigods Hall

Severance imparted by the split site across The Broadway and the retained landownership of Crouches Farm in the centre of the site on the south side of The Broadway which limits access to proposed local centre across The Broadway.

Urban Design Guidance

Planning applications pursuant to this allocation in Great Dunmow should comply with the guidance set out in the headings below. In addition, proposals must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.

Climate Change considerations

New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places

Transport

Access

- i. Streets should follow contours to form a network of continuous, interlinked routes
- ii. New junctions on The Broadway enabling a bus loop through northern parcel and to provide access to residential areas
- iii. Improved connection should be provided onto Church End at St Edmunds Lane
- iv. Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. New connections should be provided from south parcel of site into Church End at Edmunds Lane to provide onwards connections
- ii. Strengthen Bigods Lane as an active travel corridor
- iii. Access from Bigods Lane to St Mary's churchyard should be improved to provide safe and convenient access into Great Dunmow for new communities
- iv. Create network of routes that follow the contours around the site and link to the proposed local centre
- v. 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

<ul style="list-style-type: none"> vi. new and improved off site active travel routes providing connections to key service centres or facilities. vii. An active travel and public transport spine through the site on the northern side should be provided connecting the new neighbourhoods to a new local centre which may include a small mobility hub to serve local residents and workers.
<p>Links to adjoining areas</p>
<ul style="list-style-type: none"> i. Leisure routes linking PROW into areas to the south including Merks Hill Wood should be created. ii. Explore opportunities for connections through the land parcels around Crouches Farm, connecting into routes along the green corridors and to the local centre.
<p>Heritage</p>
<ul style="list-style-type: none"> i. Maintain views of the Grade II Listed Crouches Farm from the proposed riverside park. Development should step back from The Broadway to maintain the setting of Crouches Farm. ii. Views of St Mary's Church should be framed by the building form and layout and maintained from the existing PROW within the southern site iii. Development should be set back from the historic Bigods Lane to maintain its local rural character.
<p>Landscape</p>
<ul style="list-style-type: none"> i. Creation of open spaces to north-east of the site should be designed to maintain views over the ridge of the plateau to Church End. ii. Green amenity spaces should be provided along strategic active travel routes running both north-south and east-west through the site. iii. 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. iv. Merks Hill Wood, located to the south east of the site, should be integrated within the green infrastructure network with enhanced woodland planting
<p>Views</p>
<ul style="list-style-type: none"> i. Views of St Mary's Church should be maintained from the existing PROW along the southern boundary. ii. Open spaces to north-east of the site should enhance views of the village from the ridge of the hill.
<p>Green Infrastructure and Biodiversity</p>
<ul style="list-style-type: none"> i. Green corridors should link the riverside park with surrounding hedgerows and woodland. ii. Existing hedges should be retained to provide habitats and structure iii. Watercourses should be restored and improved for Biodiversity Net Gain.

- iv. A minimum 10m buffer to rivers and watercourses must be maintained.
- v. The north and east of the 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 which must be conserved and District level licensing in these zones used.
- vi. The site is within the B-Lines National Pollinator Network such that active travel routes and road verges should be enhanced to benefit pollinators.
- vii. The southern portion of site is within Natural England National Habitat Network and Natural England should be consulted on proposals in this area.
- viii. An area defined as an Expansion Zone around Ancient Woodland habitat should include a buffer zone to the Ancient Woodland at Merks Hill; new woodland planting should be provided where appropriate.
- ix. 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) particularly on elevations facing Ancient Woodland

Infrastructure

Health: New health facility to be provided in the local centre and to be provided to an as appropriate design and specification to agreed with the council and relevant health organisation.

Education: A new 2FE Primary school is required and to be located close the local centre and the bus loop. The school should be positioned within a traffic free 'school zone' and well connected to walking, cycling and bus routes

Community Centres:

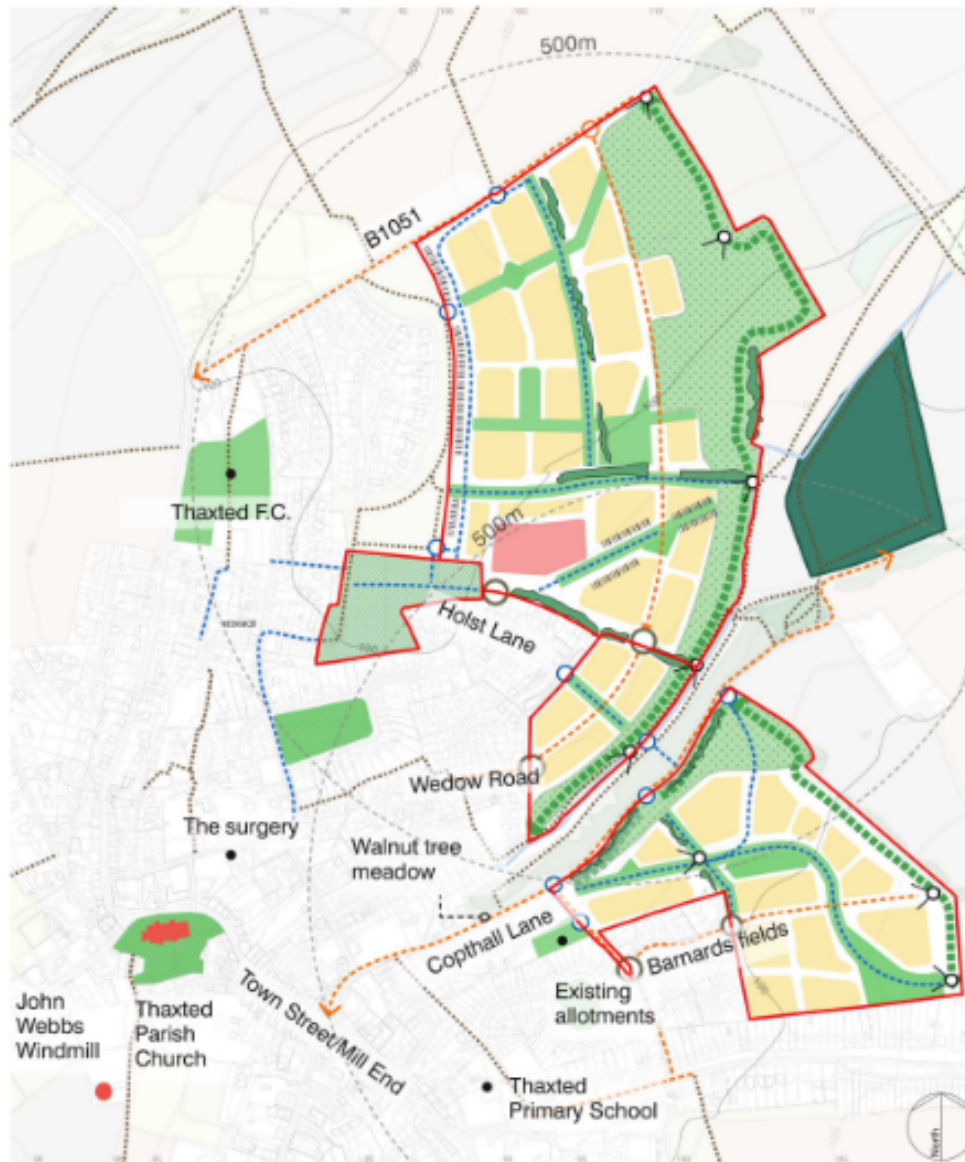
Other: A local centre should be provided in the northern site with access from the proposed new bus loop and linked by green infrastructure to the riverside park, potentially including sports pitches

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Appendix 4 - Thaxted – Site Development Templates

Thaxted Framework



- | | | |
|-------------------------|--|---|
| Site Boundary | Footpath connection | Vehicle access |
| Listed Buildings | Active travel route potential | Pedestrian and cycle access |
| Community/education use | Existing PROW | Existing vegetation |
| Residential | Semi-natural open space | Nature/Habitat corridors |
| Important Woodlands | Formal open space (play/lawn/public amenity) | Protected Open Space and Traditional Orchards |
| Crispey Brook | Green space with existing vegetation | Key views |
| Active treatment | | |

SITE: Land to the North-East of Barnards Field		HELAA Reference(s): Thaxted 002 + 003
Settlement	Thaxted	Site History: No planning history within the site.
Total area (ha)	10.4	
Approximate Developable Area (ha)	5.7	
Existing uses	Agriculture/Scrubland	
Topography and natural drainage	The south-eastern corner of the site is the highest point, with the levels falling away toward the north-west. Drainage follows the topography downhill and towards Crispey Brook to the north of the site.	Site Description: The site comprises an irregularly shaped parcel of land presently in agricultural use. The site is bounded to the north and east by hedgerow, and to the west and south by fencing associated with existing residential curtilages.
Proposed Uses	Residential	
Dwelling capacity	150	
Net density (dph)	26	
Key Issues		
Integration of new development within the existing character of Thaxted.		
Facilitating active travel connections between the site and the town centre.		
Protection of designated and non-designated heritage assets and their setting.		
Delivery of green infrastructure and biodiversity net gains on-site.		
Urban Design Guidance		
Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition, they must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		

Transport

Access

- i. Provide vehicular access to the site via Barnards Field at the south-western corner of the site and explore providing vehicular access to the site from the eastern extent of Barnards Fields.
- ii. Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. Create a strong interface with Copthall Lane and develop a pedestrian and cycle access strategy which demonstrates how pedestrians and cyclists can be connected between Copthall Lane and at the north-western corner of the site.
- ii. Create a pedestrian point of access in the north-east corner of the site that connects into the existing PROW network that extends beyond Copthall Lane and the woodland nearby.
- iii. Pedestrian and cycle access should be provided between Barnards Fields and the site to ensure appropriate connectivity.
- iv. Explore providing a pedestrian access into the allotments on the western edge of the development.
- v. New active travel routes should be attractive, convenient and all-weather. Moreover, they should be equipped with dropped kerbs, tactile paving and other features are provided to make walking within the village as accessible as possible

Links to adjoining areas

Proposals should ensure the land beyond the eastern boundary of the site could be easily integrated and accessed on foot, bicycle or by vehicle from the adjoining eastern side of the site.

Landscape

- i. Landscaping within development proposals should protect and enhance views into and from the historic core to the west, whilst linking and complementing the existing hedgerow/tree line along the eastern and northern edges of the site.
- ii. Tree planting is encouraged within the development especially where this would support attractive and pleasant active travel corridors.

Views

- i. Development should maximise key views of the Grade I Listed church and John Webbs Windmill from higher ground along the southern edges of the site. Where key views which terminate with these assets are established, proposals should focus high quality active frontages along these routes.
- ii. Development should also focus on retaining long distance views Thaxted's wider landscape, taking account of how the sloping valley topography will affect views.

Green Infrastructure and Biodiversity

- i. Propose a range of central green areas that combine existing ecological assets and include measures to enhance biodiversity and encourage play and recreation. These areas should be centrally located and accessible by a range of safe and legible routes that are appealing to pedestrians.
- ii. Opportunities should be taken to deliver biodiversity net gains as part of the proposed drainage strategy. Provision should be made on-site for natural green spaces as well as the aforementioned publicly accessible open spaces.
- iii. Retain the existing hedgerows and vegetation that run north to south in the site and border the edges of the site boundary.
- iv. Develop a green infrastructure strategy that seeks to compliment important woodland and landscape towards the north-east of the site.
- v. Retain existing hedgerows and vegetation that run north to south in the site and border the edges of the site boundary.
- vi. Develop a green infrastructure strategy that seeks to compliment important woodland and landscape towards the north-east of the site.

Infrastructure

Health:

Education: Provision of new primary school, initially 1Fe, within the 'Land to the North of Holst Lane' allocation.

Community Centres:

Other:

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

SITE: Land to the North of Holst Lane		HELAA Reference(s): Thaxted 015 + 017 + 018 + 020
Settlement	Thaxted	Site History: UTT/15/0954/OP - Refused UTT/18/1730/OP - Refused UTT/21/1836/OP - Resolution to grant 49 dwellings, subject to the completion of a Section 106 agreement.
Total area (ha)	24.8	
Approximate Developable Area (ha)	13.0	
Existing uses	Agricultural	
Topography and natural drainage	The north of the site is the highest point, with the levels falling away toward the south. Drainage follows the topography downhill and towards Crispey Brook to the south of the site.	
Proposed Uses	Residential/ Education	Site Description: The site comprises an irregularly shaped parcel of land presently in agricultural use. The site is bounded to the north and east by hedgerow, and to the west and south by fencing associated with existing residential curtilages.
Dwelling capacity	339	
Net density (dph)	26	
Key Issues		
Integration of new development within the existing character of Thaxted.		
Facilitating active travel connections between the site and the town centre.		
Protection of designated and non-designated heritage assets and their setting.		
Delivery of green infrastructure and biodiversity net gains on-site.		
Delivery of new primary school to support population growth.		
Urban Design Guidance		
<ul style="list-style-type: none"> i. Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition, they must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel. ii. Development must provide additional services and facilities within a new minor centre. This must include a 1F/E primary school on a 2F/E sized site and 		

should consider another use such as a local convenience retail, leisure, or community building. This centre should be arranged and orientated within the development so that it forms a logical part of the wider settlement and creates a strong relationship with the existing built form.

- iii. Development should promote higher densities within the heart of the development and alongside these non-residential uses.

Climate change considerations

New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.

Transport

Access

- i. Demonstrate suitable vehicular access onto the B1051, exploring the possibility of two access points if necessary. Where a single access is proposed, the internal road alignment should be such that a cul-de-sac layout isn't formed.
- ii. Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity

Parking

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.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services.
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. Prioritise connectivity via a series of pedestrian, cycle and vehicular linkages. Pedestrian and cycle links within the site is required to connect with the existing public footpath that extends between Burns Way and The Mead. Additionally, pedestrian and cycle connectivity should link this public footpath to the PROW network situated to the south and east of the site via a footbridge. Opportunities for connecting pedestrian and cycle links from the site into Holst Lane (both its western extent and its spur which runs northwards) should be explored.
- ii. Provide pedestrian routes alongside the full highway extent, as well as onto Copthall Lane along the southern and eastern edges of the site.
- iii. New active travel routes should be attractive, convenient and all-weather. Moreover, they should be equipped with dropped kerbs, tactile paving and

<p>other features are provided to make walking within the village as accessible as possible</p>
<p>Landscape</p>
<ul style="list-style-type: none"> i. Development proposals should retain all valuable trees and reinforce the tree landscape buffers to the east along the site boundary to maintain the sense of enclosure and minimise intrusion into the wider landscape. ii. Tree planting is encouraged within the development especially where this would support attractive and pleasant active travel corridors.
<p>Views</p>
<ul style="list-style-type: none"> i. Development should maximise key views of the Grade I Listed Church and John Webbs Windmill from within the site. The site should also focus on retaining long distance views with regard to the historic core of Thaxted and its wider landscape. ii. Where key views which terminate in these assets are established, proposals should focus high-quality active frontages along these routes.
<p>Green Infrastructure and Biodiversity</p>
<ul style="list-style-type: none"> i. Develop an approach to sensitively front on to the traditional orchard along the western edge of the site boundary. The site's open space strategy should explore a method of integrating and connecting the orchard into the site's open space mix. ii. Maximise the use of Walnut Tree Meadow and its function in supporting biodiversity. iii. Acknowledge and respond to the presence of Crispy Brook, the woodland belt and the open space to the south of the site through layout, design, orientation and connectivity. iv. Utilise open space in the eastern part of the site to form a natural connection with the existing woodland located off Copthall Lane. v. Provide a network of green spaces that are interconnected through clear and legible pedestrian links. These spaces should be overlooked by homes and/or community facilities and any play space should be situated within the heart of the development. vi. Opportunities should be taken to deliver biodiversity net gains as part of the proposed drainage strategy. Provision should be made on site for natural green spaces as well as the aforementioned publicly accessible open spaces.
<p>Infrastructure</p>
<p>Health:</p> <p>Education: The development must accommodate and contribute towards the delivery of a 1FE primary school on a 2F/E sized site as part of the allocation.</p> <p>Community Centres: Explore the potential for the delivery of a further non-residential use near the school, in an accessible location with good links to the existing settlement.</p>

Other:

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.