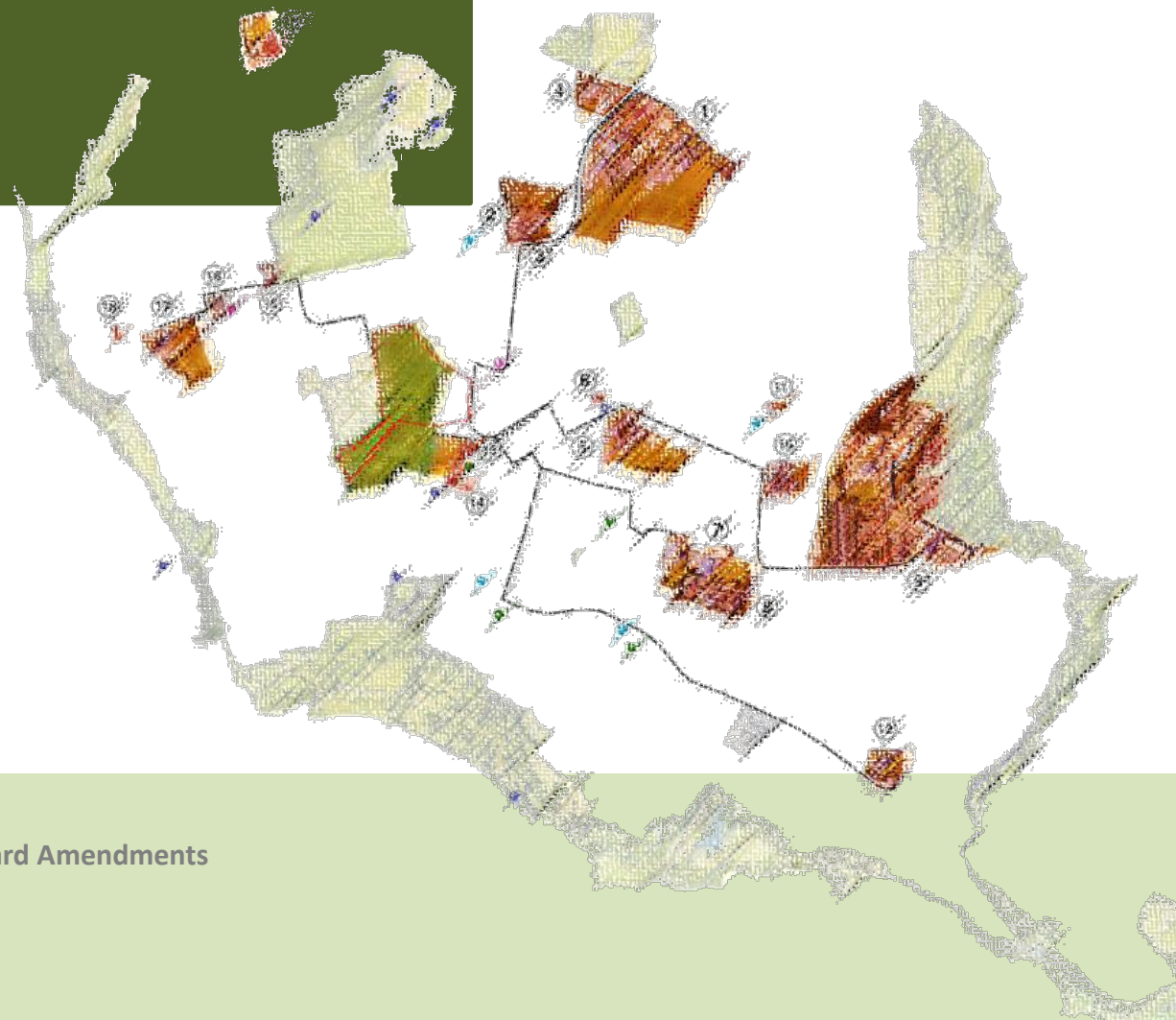


# Former **ST PETER'S COLLEGE** **MASTERPLAN DOCUMENT** Chelmsford, Essex



**Stage 3 Submission Report** incorporating Policy Board Amendments

**March 2022**

# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

## Contents

1. Introduction
2. Site Context
3. Site Analysis
4. Masterplan Proposals

### Key changes following Policy Board

- Second access included on Fox Crescent, with retention of existing Willow. p40
- Options for parking on Fox Crescent updated. p42
- Widening of footway along Fox Crescent referenced p43
- Pedestrian and Cycle routes updated. p40 /43
- Independent Living / Extra Care Text included. p43
- Live well /sustainable construction referenced within new section. p44/45
- 'Wildflower meadow' referenced on landscape strategy. P35 / 38
- Retention and enhancing of existing hedgerows to create wildlife routes referenced. P27/35/37
- Commentary on Highways / footways and cycle routes updated. P43

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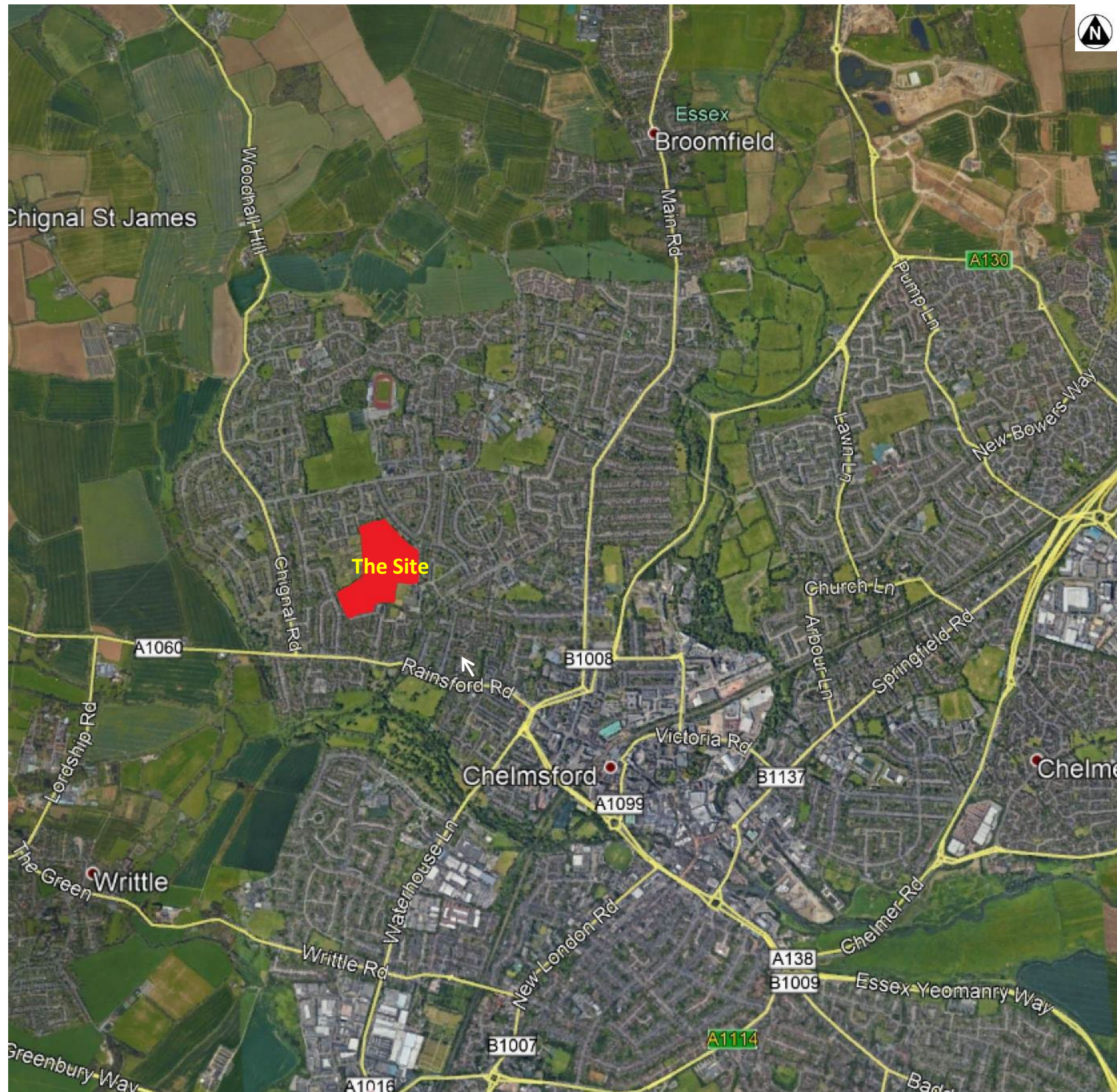
## 1. The Masterplan Process

- Background
- Masterplan process
- Vision

This section summarises the masterplan process and identifies the key aims and objectives for the site.







This document is submitted as part of the masterplan process for the development of the former St Peters College Site in the Melbourne Area of Chelmsford, Essex.

The site in Fox Crescent has been identified for development as a Strategic Growth Site in the adopted Chelmsford Local Plan.

Chelmsford City Council, produced a Planning Brief for the site in 2017, identifying a change of land use on the former college site as it is surplus to educational needs within the area. The Council has subsequently allocated the site for redevelopment in its Local Plan, with the development to include

- Around 185 new homes of a mixed size and type including affordable housing
- Two special needs schools
- Open space for recreational activities
- Equipped play provision
- New or relocated community facilities to meet evidenced need
- Integration of flexible workspace facilities

The purpose of this document is to create a masterplan framework based on site analysis, constraints and opportunities, a movement and connectivity strategy, landscape strategy, developable areas and potential land use in advance of the submission of a planning applications(s) for the redevelopment of the site.

It has been prepared jointly by Saunders Boston Architects, Phase 2 Planning, Richard Jackson Limited (transport & drainage consultants), Matt Lee (landscape consultants) and Essex Housing, the development arm of Essex County Council.





Policy S9 of the new emerging Chelmsford Local Plan requires the development of strategic sites in Chelmsford to be undertaken in accordance with a Masterplan that has been prepared for the site. St Peter's College is one of the strategic sites listed as requiring a Masterplan. Chelmsford City Council has adopted a procedure for the preparation of Masterplans, and the key steps are shown in the diagram to the left.

The task of preparing the Masterplan document falls to the site landowner/promoter (in this case Essex County Council), but the Masterplan process is a collaborative one, with Chelmsford City Council, other stakeholders, and the first public consultation having contributed to this draft, and with further changes if required following the current consultation.

The planning policy context that underlies the proposals contained within this Masterplan is set by Policy S1d from the new Local Plan. The site is also the subject of a Planning Brief that was approved by the Council in 2017. The purpose of the Masterplan is to expand upon the policy context set by the Local Plan (and to further develop the concepts set out in the Brief).

### GUIDING VISION

The guiding vision for the development can be summarised as follows:

*Deliver a development the combines good practice in urban design ... creating a high quality new neighbourhood .*

The following general principles set-out aspirations that the proposed scheme responds to and achieves.



### DISTINCTIVENESS AND CHARACTER

- Create places that have their own distinguishable identity in order to foster a sense of ownership among the residents.
- Design places to have a heart or a focus.
- Aid orientation and way finding by integrating landscape and built features



### INTEGRATION AND REJUNENATION

- Rejuvenate the site to create a place that becomes a valued and integrated part of the area.
- Respond to the best aspects of the surrounding areas and propose a masterplan that preserves, enhances and embellishes these positive elements.
- Encourage future and existing users and residents to take ownership of the new development and enable them to live in and use it successfully.
- Respond sensitively to the site's existing edge conditions.
- Introduce new community facilities to complement the wider area provision



### SAFETY AND SECURITY

- Ensure spaces are clearly perceived to be either public or private and carefully consider the relationship between them.
- Design well lit and usable spaces that can be used at all times of the day.
- Orientate buildings to encourage natural surveillance and overlooking of streets and spaces



### MOVEMENT

- Establish a clear and legible structure for movement around the site, including cycle links and pedestrian- only routes.
- Base the movement structure on a clearly defined hierarchy of streets.
- In addition to the movement functions of streets, consider their social roles. In other words, design streets as places.
- Ensure that all road users are accommodated safely and comfortably
- Civilise the car through the use of appropriate vehicular calming systems.
- Encourage the use of public transport, cycling and walking



### THE ENVIRONMENT, LANDSCAPE AND OPEN SPACE

- Protect and enhance local wildlife habitats and biodiversity
- Creation of new habitats
- Consider the merit of retaining any existing trees or hedgerows
- Provision of open amenity and social space complementing the provision within the surrounding area





# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

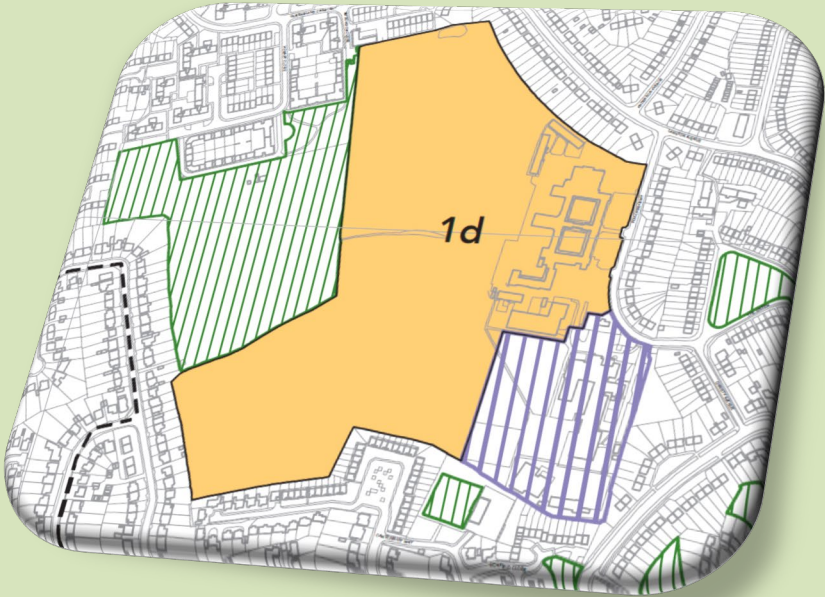
## 2. Site Context

- **Planning Policy Context**
- **Site Location**
- **Historic Context**
- **Local Build Character**
- **Community Facilities**
- **Recreation Provision**
- **Pedestrian Router to Green Space**
- **Summary**

This section outlines the strategic and local context of the site, including its relationship with the existing town and wider townscape setting, including assessment of wider transport links, landscape use, character and facilities within the surrounding area.



Planning Policy Context



Within the new Local Plan, the site is allocated for redevelopment and referred to as Strategic Growth Site 1d.

The policy states that the site should be developed for around 185 new homes and two new special schools.

In terms of the educational element, this Masterplan makes provision for the two new schools. It is envisaged that both of these will be provided in the southern section of the site adjacent to the existing Thriftwood College and land to the rear of dwellings in St. Fabians Drive. This location aligns with the approved Planning Brief. The new schools will be provided by the Education funding Agency. They are advised that the existing buildings are not suitable for this use and new buildings and facilities will be provided. The proposed location is therefore logical both because it is largely free of existing structures and therefore can be developed early and independently of the rest of the site, and because in land use and design terms it enables the educational uses to be grouped together on the south side of the site.

In terms of the residential use, the Masterplan sets out proposals for the redevelopment of the remainder of the site for both residential properties and an element of residential care in the form of ‘assisted living’ units. The Local Plan policy requires the site to meet the Council’s standards for open space provision, and for play space. The initial assessment of open space provision in the local area suggests a shortfall of open space across all typologies except allotments, and accordingly therefore this Masterplan has been prepared on the basis that the redevelopment will provide appropriate on site open space and play space to meet relevant local standards, other than additional allotments.

The Local Plan policy also requires the redevelopment of the site to provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities, having particular regard to the loss of existing open space. In part, through the provision of the new schools, the redevelopment of the site will retain an element of the existing playing fields. However, clearly it would not be possible to retain the remainder of the site as open space and develop for residential purposes, and therefore the scale/details of an appropriate financial contributions towards off-site open space works will be addressed through the planning application process in due course, in the normal way, and controlled through an appropriate legal agreement.

The Local Plan policy also requires the provision of new or relocated community facilities and integration of flexible workspace, both of which are matters also considered in the adopted Planning Brief for the site. The Planning Brief specifically seeks a site of 300 sq m for community use.

Consultation with the North Chelmsford Trust has occurred and the Trust has produced a “Statement of Need” which envisages a new community building comprising community space, workspace and office accommodation for voluntary and charitable organisations with opportunity for flats on the upper floors. As discussed further in Section 4 of this document, the masterplan identifies an area of land suitable for community use within the site.



Site Location



The Site is made up of a large plot of land associated with St Peter’s College, originally Rainsford Senior School (also referred to as Rainsford Secondary Modern). It is located to the western edge of the 1930’s Boarded Barns estate, the design of which closely followed the garden suburb of the Becontree Estate in east London with wide avenues and a central circus. The area has a distinctive street pattern, key junction spaces that are wide-open, and green spaces in North Avenue. To the north of the residential area is one of Chelmsford’s largest open spaces, Melbourne Park and its sporting establishments and to the south Admirals Park which meets the River Can. Kings Road and Melbourne Avenue shopping parades provide the public face of the area.

The St Peter’s site is within St Andrews Ward, to the East is the Marconi Ward. The St Andrews Ward is predominantly a mix of detached and semi-detached housing , with a reasonably high proportion of owner occupied (64%) housing. The Marconi Ward is characterised by apartments and terraced houses, with a lower proportion of owner occupied (46%) but a much higher proportion of private rented (25.4%). Both wards have similar amounts of social rented (25-26%), deemed to be high for Chelmsford.

The site lies at the geographic centre of north west Chelmsford, approximately five minutes walk to Melbourne Avenue local shops and services and close to primary schools. It is a 20 minute walk to the both the train station and city centre. Despite its central location and when considering is former use as a secondary school the site is relatively ‘hidden away’ with surrounded by back gardens with limited points of access.

The 2017 Planning Brief noted the potential to retain a limited number of buildings on the site for re-use but assumed the remainder of the previously existing buildings would be demolished. Initial investigations by ECC suggested that the clocktower would be difficult to retain and convert to any practical use, and therefore after the consultation exercise in 2020, which did not suggest a high level of community preference for building retention, the decision was made to demolish all of the existing buildings with the exception of the main entrance building, where options for re-use will continue to be explored. Prior to demolition, a full photographic record of the clocktower was undertaken, for posterity.

The site has been identified by Chelmsford City Council for mixed use development comprising residential and educational use in the City Council's emerging Local Plan.



Site Location



Former playing Fields

Former school buildings

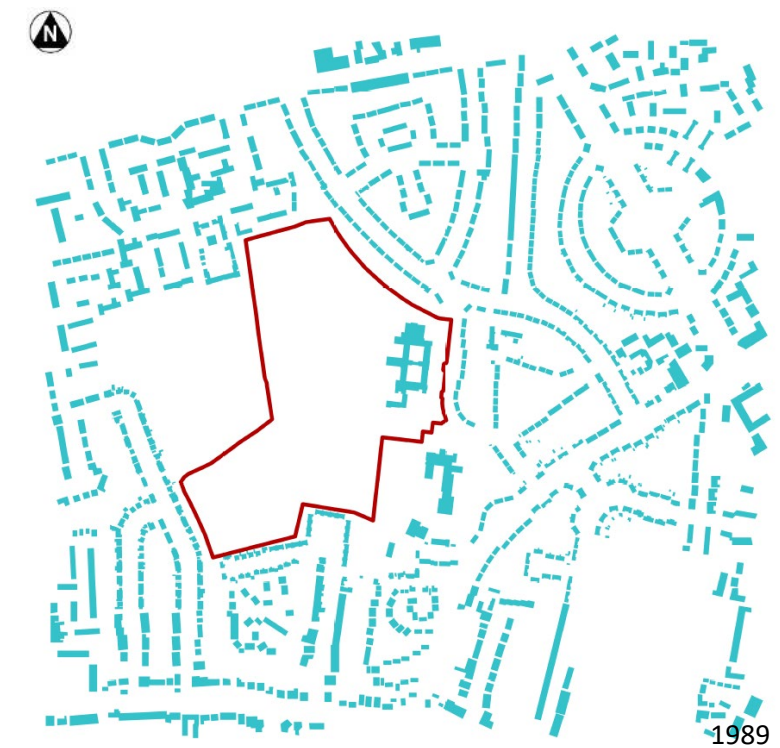
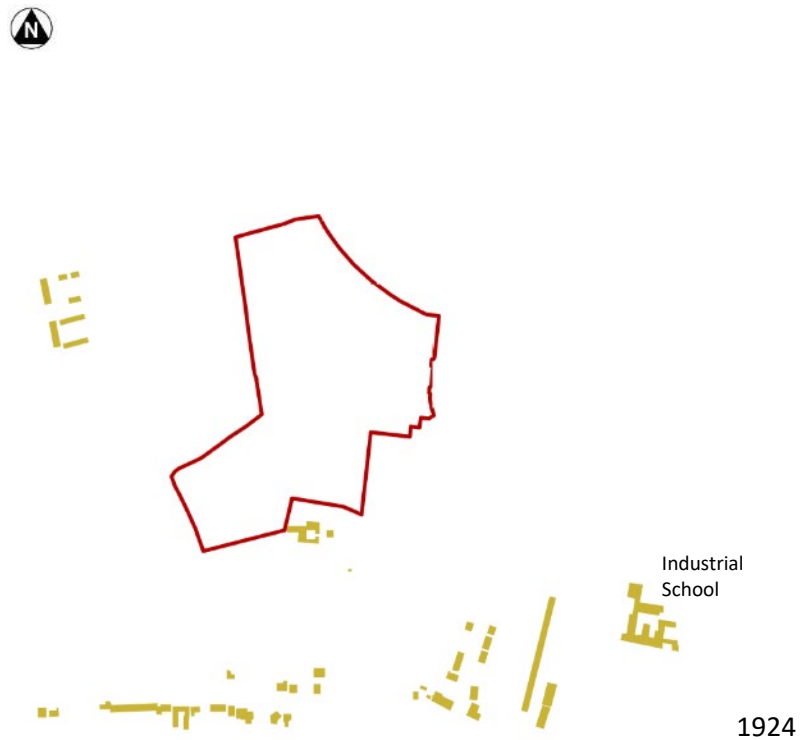
Element of former school retained

Melbourne Park allotments

Thriftwood College

St Johns Ambulance

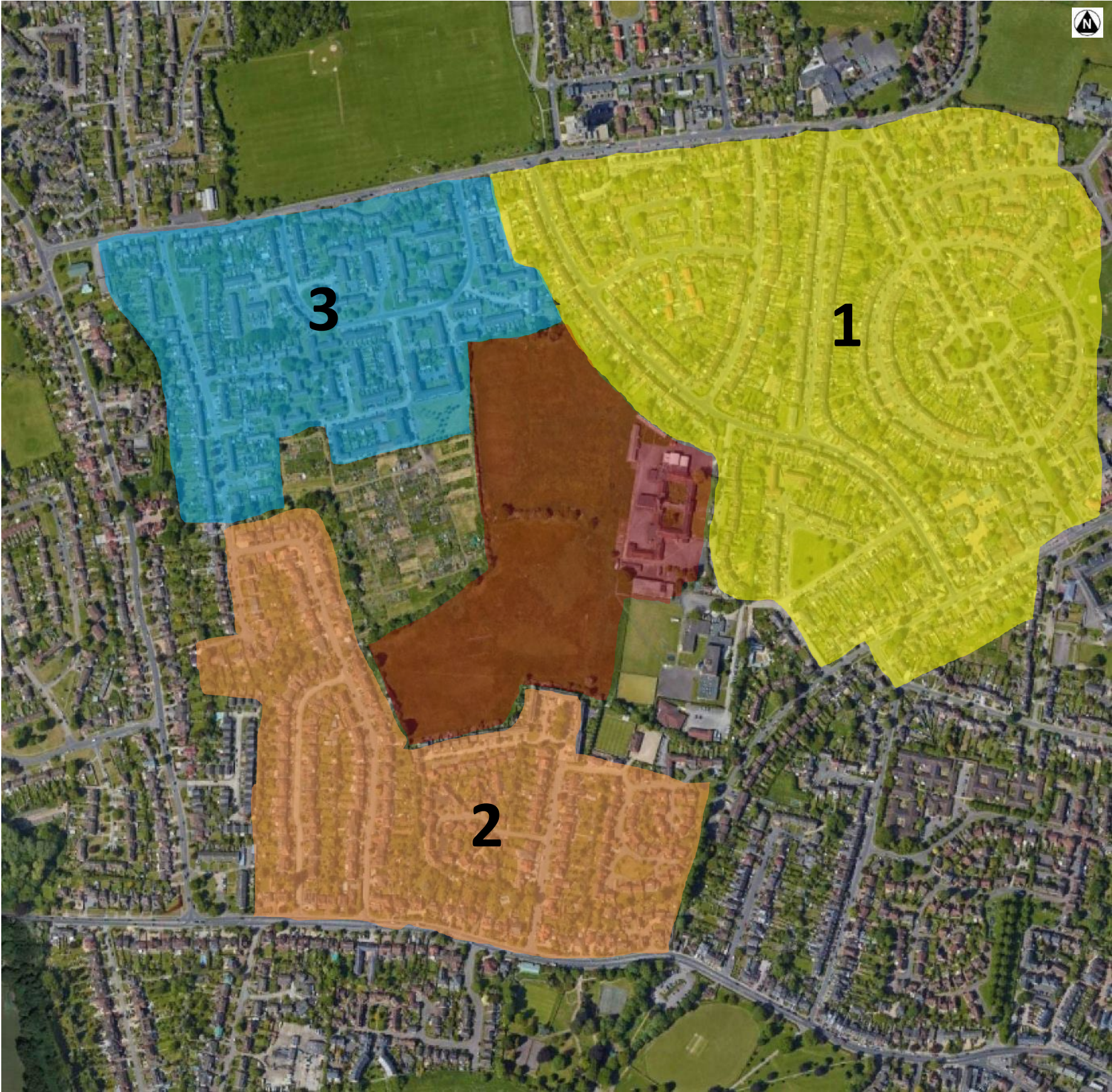




- Early 1920's the Site is open farmland. The area is quite rural, with some residential development starting to develop to the south. To the south-east of the Site there is an Industrial School
- 1939 is the first to show a school on the site. The footprint is recognisable and has changed little with development built to form two central, separated courtyards and two L-shaped wings extending from both corners of the main building on the western side. The College is located on the western edge of the 1930 Boarded Barns Estate, the design of which closely followed the garden suburb of the Becontree Estate in East London with wide avenues and a central circus.
- 1955 shows the site almost isolated due to further surrounding development. A number of pre-fabricated ancillary structures are now shown to the north and south of the main school building.
- By 1989 the Quadrangle residential development to the north east of the site, a combination of two and three storey houses and flats as been established. To the South a combination of 3 story accommodation (following the line of the site boundary) and detached family housing.



Local Build Character



Analysis shows that there is a variety of residential typology/densities within the immediate site area.

In developing the masterplan the aim is to provide a mix of densities and accommodation types that reflect the local character to create a sustainable and well balanced community.



Present day



## Local Build Character 1



The design of this area closely followed the garden suburb of the Becontree Estate in east London .

### Key features:

- Distinctive street pattern, key junction spaces that are wide-open. All corners are rounded for improved traffic visibility.
- Trees, shrubs , lawns and green public spaces merging into a park like environment
- Well distributed open space.
- Housing is not congested – urban grain well ordered with rhythm and symmetry
- North Avenue – the planting of trees and use of grass to define the road.
- Gardens to form defensible space to front of properties, adds to the green environment.
- Roads designed for planned level of use
- Predominantly terraced and semi detached with a small proportion of apartments both 2 and 3 storey
- Predominantly on plot parking, to front of property. Parking courts to apartments
- Predominantly render with elements of brick





## Local Build Character 2



Growth of area stems from 1930 through to 1980's. Early development exhibits regular street patterns (refer to historical maps), development in mid 70 through to late 80 is more random infill.

Key features:

- Limited public open amenity space
- Roads designed for planned level of use, predominantly long / linear
- This area contains a mixture of housing types, (Detached, Semi detached, Terraced, Flats . Detached housing accounts for more than 60% of the dwellings.
- 3 storey flat to southern boundary of site
- Predominantly on plot parking, to front of property. Parking courts to apartments
- Mixture of brick , render, timber effect cladding and vertical tiling.
- Well proportioned long rear gardens





## Local Build Character 3



Growth of area stems from 1950 through to 1980's.  
Key features:

- Area has the visual impression of being more 'open' in comparison with that of areas 1 and 2. This is due to the fact that the buildings do not reinforce the line of the roads. In this respect it has the impression of being less formal.
- Terrace housing fronting principal roads, in comparison to the flats which tend to occupy less defined 'areas' of land.
- This area consists predominantly of flats and terraced housing.
- Areas of green amenity space surrounding the flats.
- Flats configured in linear blocks, arranged in a 'T' shape or to form a quadrangle with amenity and parking located centrally.
- High proportion of cars parked on street.
- Mixture of brick, render and timber effect cladding.





Local Community Uses



Community Provision

- |                                   |  |  |
|-----------------------------------|--|--|
| 1. St. John Payne Catholic School | 8. King Edward VI Grammar School               | 15. Roman Catholic Church of the Blessed Sacrament |
| 2. Parkwood Academy               | 9. Anglia Ruskin University Campus             | 16. St Andrews Parish Church                       |
| 3. Tanglewood Nursery School      | 10. Chelmsford County High School for Girls    | 17. Lawford Mead Primary & Nursery School          |
| 4. Columbus School and College    | 11. Seymour House Day Nursery School           | 18. Chelmsford Community Church                    |
| 5. Kings Road Primary School      | 12. Chelmsford Cathedral                       | 19. Newland Spring Primary School                  |
| 6. Oasis Church                   | 13. Carealot Pre-school and Thriftwood College |  |
| 7. Maltese Road Primary School    | 14. St. John's Ambulance Chelmsford            |  |



2. Parkwood Academy



5. Kings Road Primary School



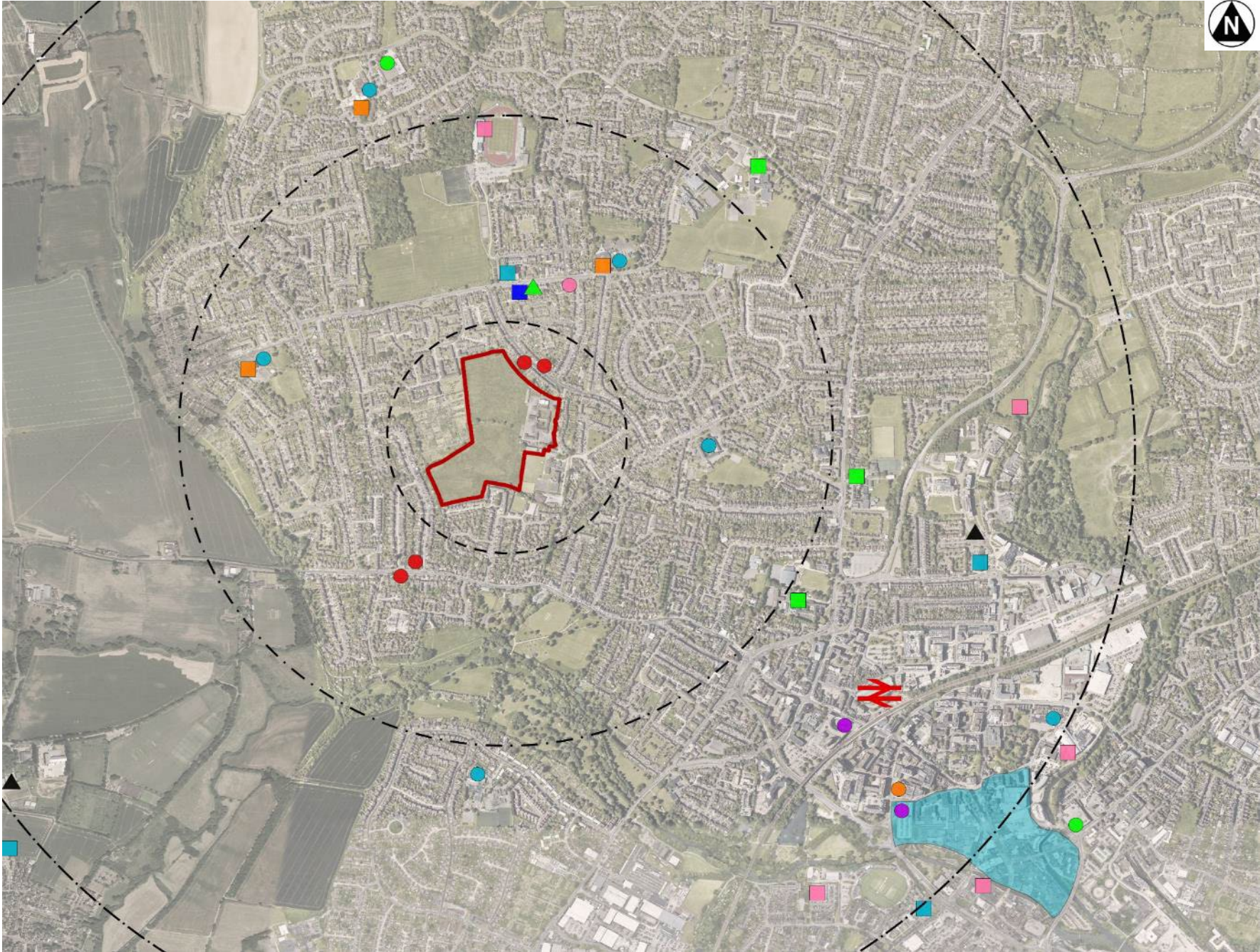
6. Lawford Mead Primary & Nursery School



13. Carealot Pre-school and Thriftwood College  
14. St. Johns Ambulance Chelmsford



Local Community Uses



- |                          |                             |                         |
|--------------------------|-----------------------------|-------------------------|
| Indicative Site Boundary | Universities                | Sport / Leisure Centers |
| 0.4km Cordon             | Post Office                 | Pharmacy                |
| 1.0km Cordon             | Medical Centres / Hospitals | Community Center        |
| 2.0km Cordon             | Food Superstore             | Nearest Bus Stop        |
| Train Station            | Nurseries                   | Bus Station             |
| Primary Schools          | Local Shop                  | Shopping Area           |
| Secondary Schools        | Library                     |                         |

The site is well located to the north west of the city centre. There are a number of facilities with in easy walking distance which include primary schools, a convenience store, pharmacy, medical centre and post office. With 1km there are further facilities including large food stores, secondary schools and tertiary education, the rail station and city centre. Slightly further away lies Broomfield Hospital a major health centre for the wider Essex area. The site location is therefore extremely sustainable.

The diagram to the left shows some of the main facilities that lie close to the site.



Recreational Provision



1. Melbourne Park neighbourhood play area

2. Andrews Park Adizone (Outdoor gym)

3. Andrews Park neighbourhood play area

4. Brownings Avenue neighbourhood play area

5. Melbourne allotment site

6. Litchfield close local play area
7. Riddiford Drive local play area

8. Tower Gardens park

9. Admirals Park neighbourhood play area

10. Admirals Park outdoor gym

11. Chelmer Valley Local Nature Reserve

12. Central Park

13. Green Corridor

— Site Boundary  
- - - 500m radius'



2. Andrews Park Adizone (Outdoor gym)



3. Andrews Park neighbourhood play area



9. Admirals Park neighbourhood play area



4. Brownings Avenue neighbourhood play area



7. Riddiford Drive local play area



Pedestrian Routes to Green Space



- 1. Melbourne Park neighbourhood play area
- 2. Andrews Park Adizone (Outdoor gym)
- 3. Andrews Park neighbourhood play area
- 4. Brownings Avenue neighbourhood play area
- 5. Melbourne allotment site
- 6. Litchfield close local play area
- 7. Riddiford Drive local play area
- 8. Tower Gardens park
- 9. Admirals Park neighbourhood play area
- 10. Admirals Park outdoor gym
- 11. Chelmer Valley Local Nature Reserve
- 12. Central Park
- 13. Green Corridor

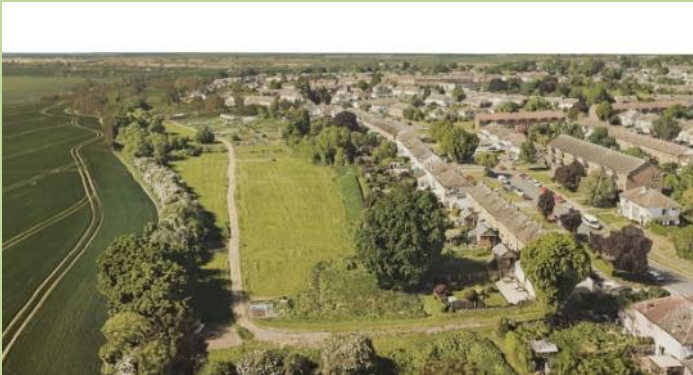
— Site Boundary  
— Pedestrian Routes



11. Chelmer Valley Local Nature Reserve



12. Central Park



12. Central Park (aerial)



13. Green Corridor (aerial)



## Summary



- The Site is located within an established residential area to the west of the City Centre;
- Surrounding uses are predominantly residential properties to the south, west, and north, but to the south-east, the site adjoins Thriftwood College and the local head quarters of the St. John Ambulance Charity, which comprise substantial non-residential buildings within relatively large land parcels;
- The surrounding residential properties are primarily two storey or three storey;
- The site lies at the juxtaposition of three different character areas, with the formality of the 1930s area around the Avenue to the north-east, the mixture of semi-detached and terraced 1950s housing to the south-west, and the linear form and larger scale blocks of the 1970/80s housing to the north;
- The site lies in a highly sustainable location and provides options for walking, cycling and use of public transport to access local open space, facilities, and the City Centre;
- Permeability to enable residents of the new development to access the site from different directions by walking and cycling is therefore likely to be important, as would establishing routes by which existing residents can cross the site to similarly gain access to local facilities





# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

## 3. Site Analysis

- Description
- Views
- Topography, Flood Risk & Surface Water Drainage
- Ecology and Arboriculture
- Access and Movement
- Analysis Diagram

This section sets out an analysis of the key physical and environmental features of the site itself.







The site comprises of the former St Peter’s School located to the north west of Chelmsford City Centre, Essex.

The site comprises extensive former playing fields with a smaller area containing the former school buildings and associated hardstanding adjacent to the east. The former playing field within the site is bounded to the north, south and west by a hedgerow beyond which is residential housing (North and South) and Melbourne Park Allotments (East). The former buildings in the east of the site are bounded to the east by Fox

Crescent beyond which is residential housing. The former buildings are bounded to the south by a grassed area, football pitch and several buildings occupied by Kids Inspire and Thriftwood Special Needs School.

The frontage to Fox Crescent provides the only interface to the public domain.

Scattered trees are present at the boundary of the former playing field and around the pond in the north of site.

A section of hedgerow approximately 100m in length is located in the centre of the playing field running east to west and joining the western boundary of the site. A dry ditch runs alongside the hedgerow.

The pond present in the north of the site is heavily shaded by surrounding trees and covered in duckweed.

Most of the site holds little ecological value but the boundary hedgerows are classified as habitats of Importance.



Views



- Thrifwood College
- Tree of notable value
- Tree of notable value
- Ghost drainage ditch – hedge of low ecological value
- Melbourne Park Allotments
- Former College buildings
- Former College buildings
- 3 storey residential
- Melbourne Park Allotments
- Environmentally sensitive boundary
- Tree of notable value
- Potential pedestrian link to site, through allotments





Description



- Melbourne Park
- 3 storey flats
- Pedestrian access to rear gardens
- Previous pedestrian link (currently blocked off)
- Tree of notable value
- Existing natural pond
- Open amenity space Hobart Cl.



- Melbourne Park
- Langton Avenue
- Rear gardens backing onto site, boundary consists of fencing / overgrown vegetation that requires to be cut back
- Tree of notable value
- Existing natural pond





Description



View 5

Tree of notable value

Tree of notable value

Set back of building and lines of symmetry

Fox Crescent



View 6

Fox Crescent

Vehicle entry to site

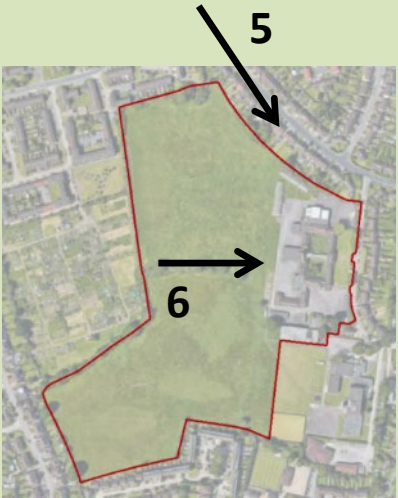
Thriftwood College

Tree of notable value

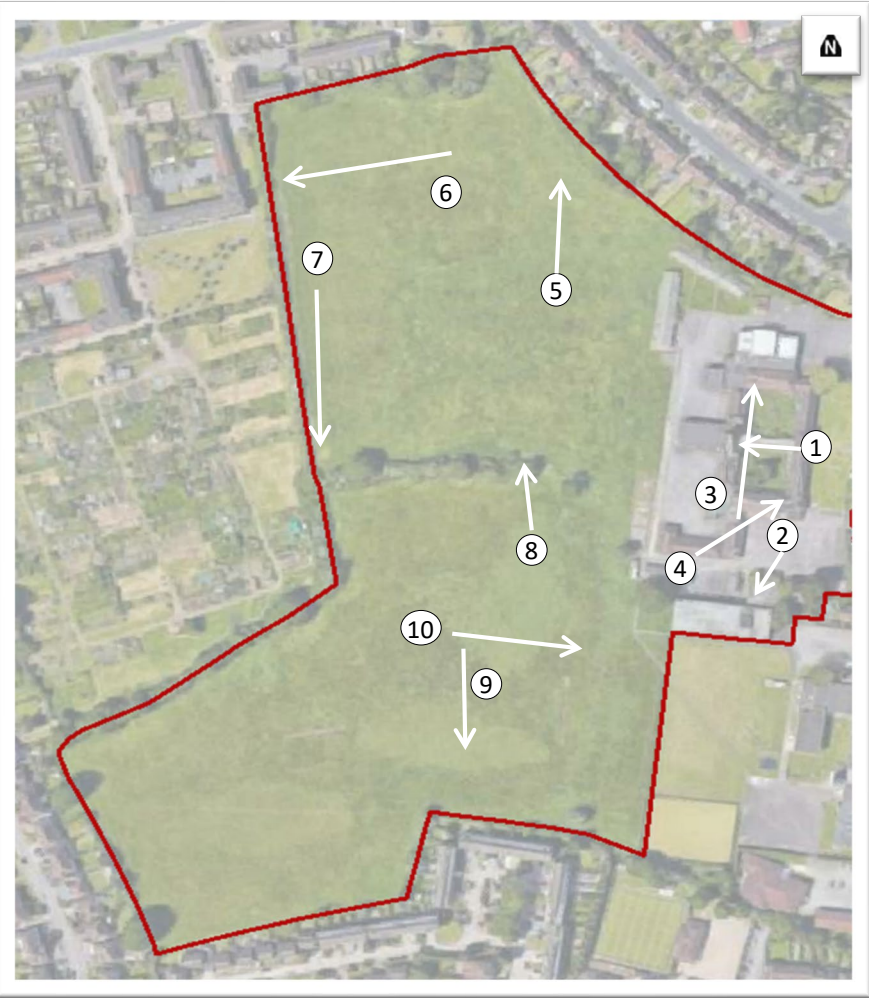
Clock tower

Tree of notable value

Former college buildings







1 View looking towards central façade of former College Building



2 View looking towards school house on boundary of site and Thriftwood College



3 View looking north to open ground fronting Fox Crescent



4 View looking towards Fox Crescent



5 Rear Garden Boundary Condition (housing to Langton Avenue)



6 View looking west to flats on Hobart Close



7 View looking south along boundary condition to Melbourne Park Allotments



8 Tree of notable value, located in the centre of the site



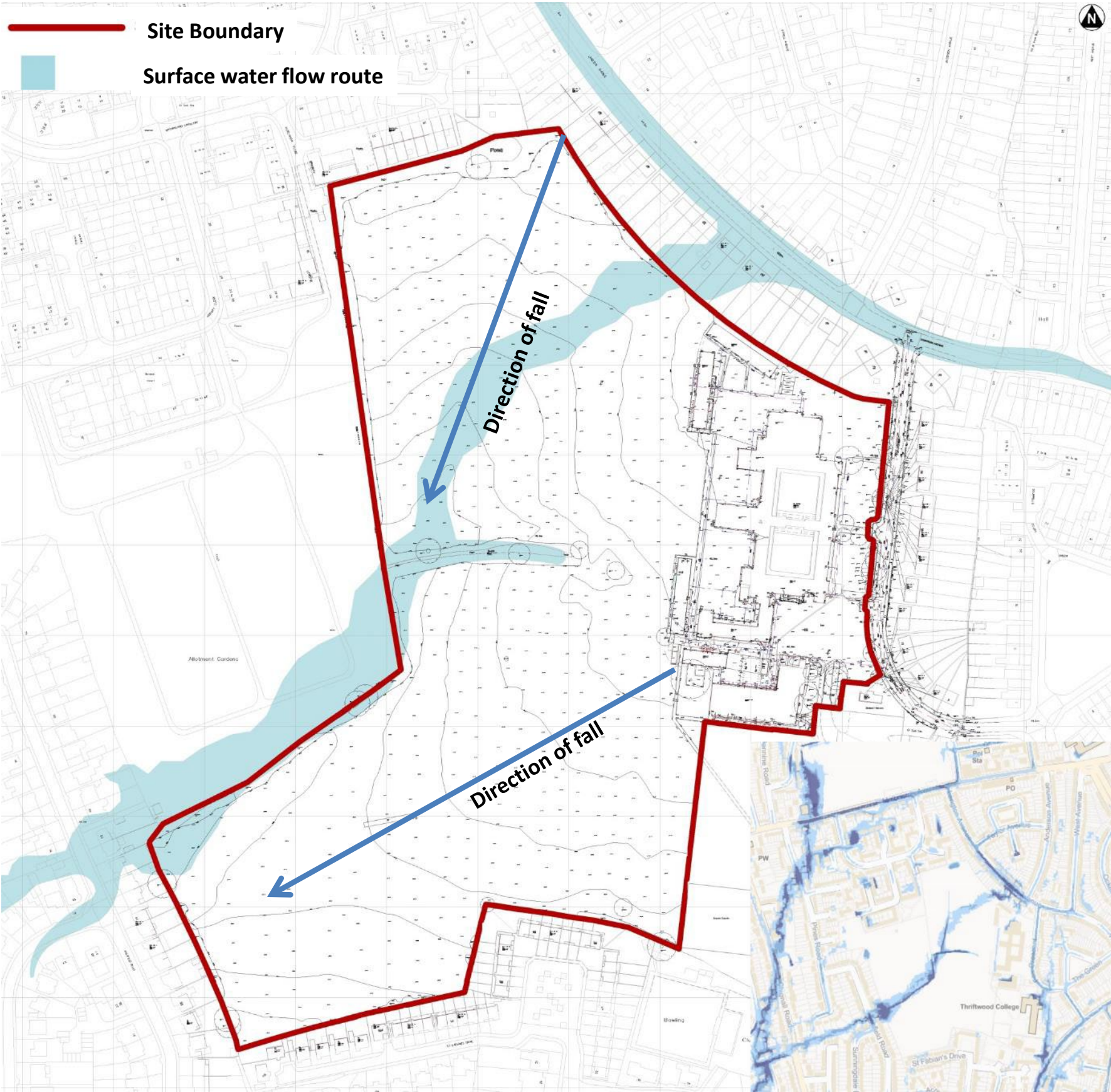
9 View South to boundary and 3 story flats on St Fabian's Drive



10 View looking East towards Thriftwood College



Topography, Flood Risk & Surface Water Drainage



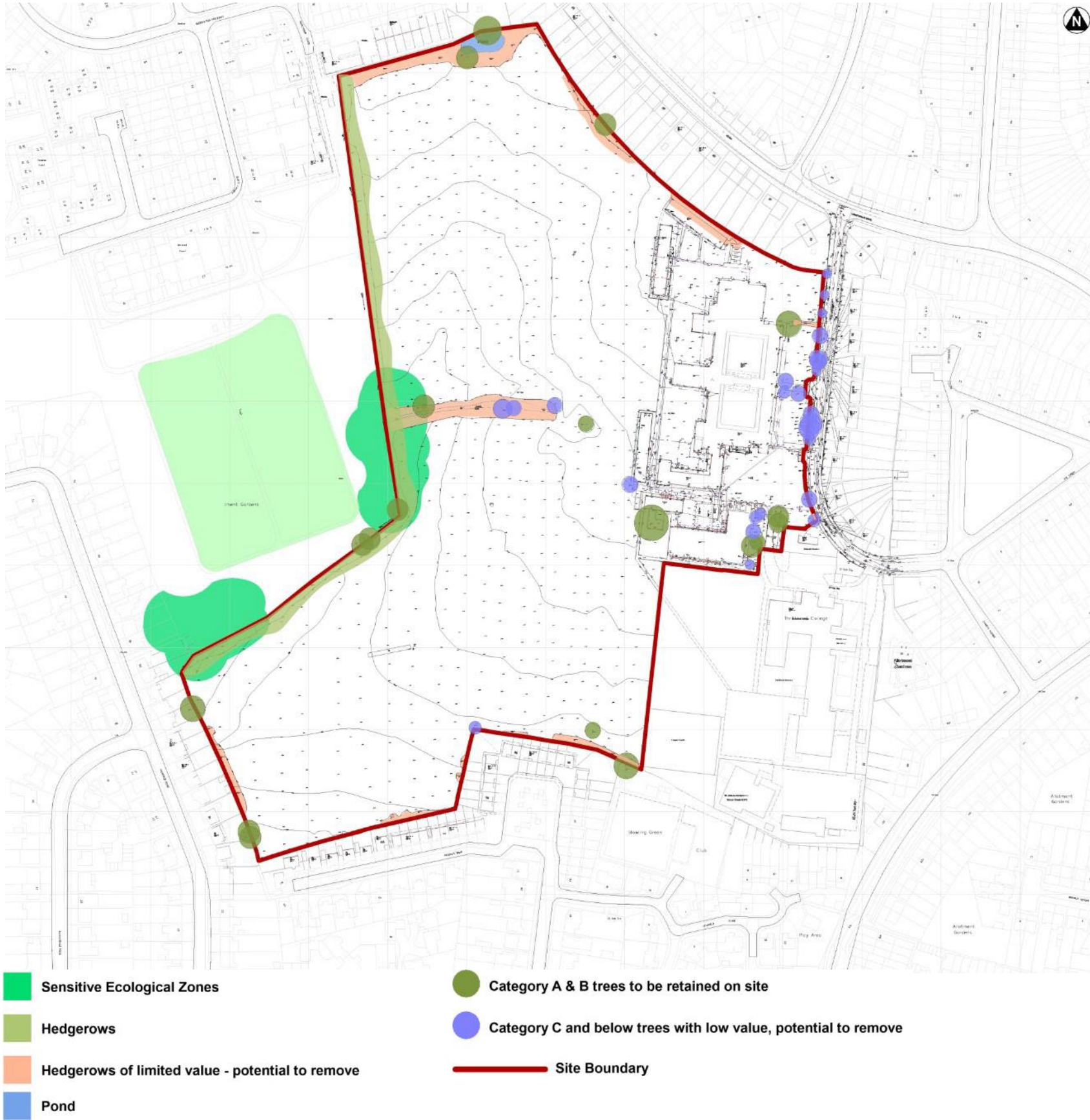
The site falls gently from North East to South West as shown in the diagram. The level difference across the site averages out at 2.5m. With regard to the levels, the only noticeable feature is a shallow ditch (see below) where the college buildings currently sit. The site is flat.

The St Peters College site is not at risk of tidal or fluvial flooding; the nearest potential fluvial flooding source is a tributary of the River Can which flows some 600m to the west of the site. The ground conditions are not suited to groundwater flooding, and the site is not shown to be at risk of flooding from reservoirs by the Gov.uk flood mapping.

In the centre of the site, there is a ghost ditch system which marks the historic field boundaries which existed prior to the development of this part of Chelmsford in the 1930s. This ditch system is understood to have flowed to the west via a culvert under Highfield Road in the past. Recent physical investigation of the western part of this ditch system has revealed that this culvert is no longer in existence. This site and the wider area are no longer served by the historic drainage system. The Gov.uk flood mapping and Essex County Council Lead Local Flood Authority (LLFA) mapping show that the site has limited pockets of surface water flood risk associated with the 'ghost' ditches, (dry feature that does not convey water), in the High Risk event (1 in 30 year). The extent of this risk is slightly greater in the medium risk event (1 in 100 year), but the site is generally not at risk of surface water flooding.

In the low risk event (1 in 1000 year), the detailed mapping extract shows a shallow flood path from Langton Avenue through the site and onward to Highfield Road. Discussions with the LLFA have taken place regarding this flow path. Their requirements are that the flow path must not be obstructed by any proposed development, but that this low level of flood risk is not a barrier to the redevelopment of the St Peters College site.





A preliminary ecological assessment (PEA) and suite of Phase 2 ecological surveys have been undertaken on site. The PEA found the majority of habitats on site (amenity grassland and hard-standing) were of low ecological value. The Phase 2 ecological surveys included a badger survey and bat surveys on buildings and trees. Badgers were found to be present adjacent to site and summer bat roosts were found within some of the buildings on site.

Local wildlife sites (LWS) within 2km of the site were reviewed during the preliminary ecological assessment. Six Local Wildlife Sites were found including College Wood, Writtle Bridge Meadows, Newland's Spring, Daffy Wood, Chelmer Valley Riverside and Marconi Ponds Nature Reserve (the closest of which is 0.4km from site). These comprise habitats including ancient woodland, floodplain meadows, riverine habitat and ponds. The sites all have public access and most are noted for their importance of giving local people the opportunity to access green spaces. Given the distances involved no direct impacts on these sites are predicted. There is potential for indirect impacts to occur through increased recreational pressure. However, this is mitigated by the distances of these LWS from the site and due to the size of the LWS they are unlikely to be chosen as a destination. In addition the proposals will provide public open space on site reducing the number of visitors to the surrounding non-statutory designated site and any associated potential increase in disturbance levels.

The Melbourne Park Allotments adjacent to the west of site have potential to provide valuable sheltering and foraging habitats for species such as reptiles, badgers and bats. Green open space is being targeted along the site's boundary with the allotment to extend available habitats to those species. The hedgerow running through site and boundary habitats are also largely being retained or will be enhanced alongside the creation of linear parks to ensure permeability for wildlife through the site as part of the development.

The scheme can be designed to reduce and avoid impacts upon badgers with alternative roosting locations for bats provided in retained trees. Any demolition of buildings with bat roosts would be done under a Natural England mitigation license. Although the arboricultural assessment has concluded that the northern hedgerow is of low value from an arboricultural point of view, the intention is to retain and enhance it as discussed later in this document. Contributions will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance Mitigation Strategy (RAMS) at the planning application stage.





Local Facilities

There are a number of facilities within easy walking distance which include primary schools, a convenience store, pharmacy, medical centre and post office. Within 1km there are further facilities including large food stores, secondary schools and tertiary education, the rail station and city centre. Slightly further away lies Broomfield Hospital a major health centre for the wider Essex area. All of the city centre and its facilities and transport links are within easy cycling distance. Although there are limited dedicated cycle facilities close to the site the road network is relatively quiet and is suitable for cycling. The site location is therefore extremely sustainable.

Access to Public Transport

Access to bus stops is very good with the nearest stops on Langton Avenue, being less than 400m from the site, just to the north. Services at this stop give access to Broomfield Hospital, the rail station and City Centre. To the south on Roxwell Road a number of bus service can be boarded offering further connections to the City and other local centres such as Dunmow, Writtle and Harlow.

The rail station in Chelmsford is on the main London Liverpool Street to Norwich line. Regular services to London, Stratford, Witham, Colchester and Braintree are available which offer excellent connectivity to the wider region.

Site Access

Access to the site itself for pedestrians will be available from Fox Crescent and Highfield Road via new footway connections to the existing highway provision. Pedestrian/Cycle links through the site will open new routes to improve local walking and cycling times to facilities from within and around the site.

Vehicular access will be gained from Fox Crescent. constructed to Essex County Council standards. Additional parking will be provided for the residents of Fox Crescent at the front of the site facing Fox crescent

A full traffic assessment will be undertaken and for part of any future planning application



Mix of 2/3 storey residential

Sensitive residential boundary, potential over looking and exposed rear gardens

2 storey residential

Potential to form link to neighbouring open space

Surface water flow route

Sensitive ecological boundary

Key development line fronting Fox Crescent

2 storey residential

Point of access

Sun path – opportunity for open space to be southern facing

3 storey school

Area designed for New Special Schools

3 storey residential





# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

## 4. Masterplan Proposals

- Place Making
- Planning Brief (2017)
- Concept
- Landscape Strategy
- Landscape Features, Linear Parks and Green Corridors
- Sustainable Urban Drainage System Concept
- Masterplan
- Built Form Strategy
- Parking to Fox Crescent
- Footways and Cycleways
- Independent Living and Affordable Housing
- Sustainability / Future Homes Standards / Living Well
- Phasing and Delivery

This section outlines the key influences that have come together from our analysis to create the proposed masterplan





Place Making



It is envisaged that the re development of the former St Peters College Site will embody a strong sense of place and community. The developing masterplan respects the character of the area the history, topography, connectivity and natural landscape aiming to regenerate the site. The masterplan will follow the following place making principles:

- Community**
- Providing a range of housing tenures to suit a range of users from families to the retired.
  - Social infrastructure in the form of new schools, community facilities, open green spaces and playgrounds.
  - Public spaces promote social interaction and a healthy lifestyle.
  - Mix of formal and informal green spaces and clear linkages between them.
- Connectivity**
- Provide good connections to public transport links.
  - Provide safe green corridors for pedestrian links and cycle routes.
  - Walking routes should be suitable to provide ease of mobility for all members of the community.
- Character**
- Strong landscape features.
  - Design quality promoted throughout the development.
  - Provide a variety of density and massing relating to the site context, the building typology and open spaces and routes provided.
  - Providing buildings that are creative but simple designs, with robust durable materials.
  - Landscape design is as important as the buildings provided, need to be well integrated
  - Strong relationship between building and street / green open space.





A Planning Brief was prepared in 2017 by Chelmsford City Council to provide land use and site layout advice. This masterplan document seeks to build on the proposals contained in the Brief in response to the detailed site and context analysis presented in the previous sections.

The image (left) is taken from the Brief and provides an indicative block layout to show how new development could be laid out within the site. Some of the key planning principles of the Brief can be summarised as follows:

- Inclusion of school/s on the southern part of the site with school buildings to face outwards, creating an edge to the street
- Vehicle access from Fox Crescent
- Landscape and planting to be a ruling element, with tree lined streets a characteristic feature
- Inclusion of direct and safe pedestrian and cycle routes to enhance the permeability of the site
- Provision of recreational open space within the site, without seeking to retain the existing playing fields
- Explore the potential for the reuse of existing buildings
- Careful consideration given to site layout and built form with buildings organised within perimeter blocks and buildings limited to two storeys in the main but with three or potentially four when supported by strong design justification
- Sufficient, easily accessible car parking provided in accordance with the Council's latest standards
- Careful design of public realm with street spaces to be designed for the pedestrian first
- Requirement for sustainable drainage on-site
- Consider a pedestrian and cycle link into the site from the west, subject to investigation of wildlife habitats and existing hedgerow and trees



Concept



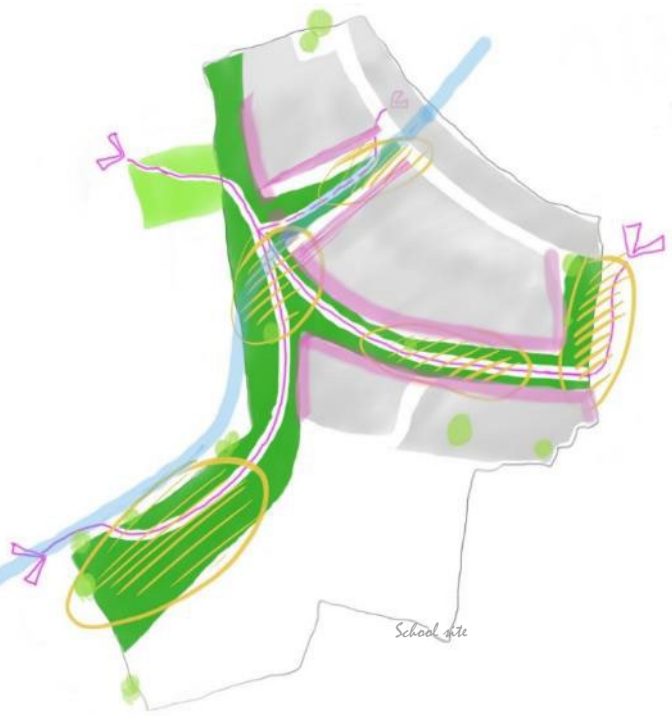
Green Connection – Linear parks and green corridors connect pedestrian desire lines and cycling routes through the site with the existing trees anchoring the green areas creating the principle design concept for the scheme.

Pedestrian and cycling routes taking precedence and driving the overall design strategy creating a landscaped development

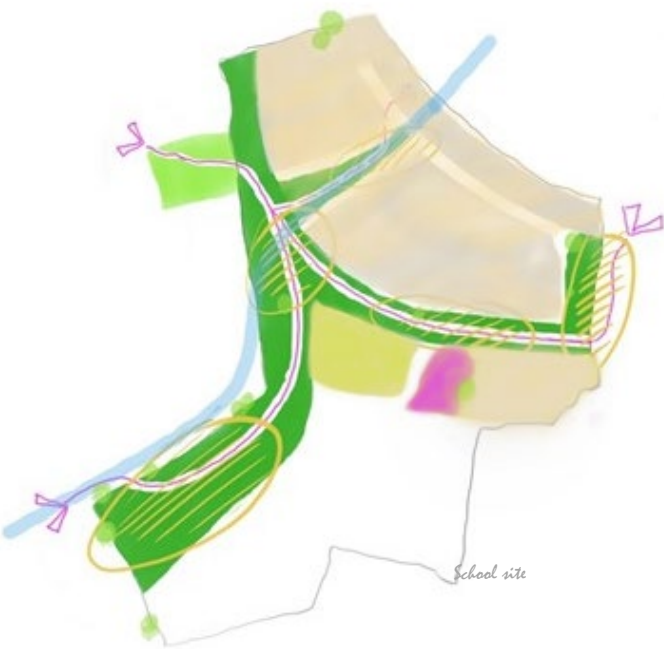


Built Form – Proposed built areas formed around green fingers creating a landscape driven scheme with built form facing onto greens areas and tree lined streets creating a sustainable green community .

Residential roads to be designed with loops to meet the requirements of the highway authority, the position of these loops being a matter for detailed design.



Hierarchy of Space– Liner parks and green corridors link the development to the wider community creating areas for informal play leisurely walks through the site balancing built form and green landscape. A hierarchy of spaces to experience through the development



Landscape Development – Built areas formed around green fingers creates scenic routes and attractive views and vistas through the site generating a sense of place and new community linking to the wider areas of Chelmsford.

Land Use – Built form and land use informed by the existing urban grain with a combination of low density linear housing , courtyard housing and higher density apartment blocks alongside the larger scale extra care and community buildings facing onto the linear park.





The landscape strategy addresses the landscape, arboricultural and ecological constraints and opportunities afforded by the Site. These elements have been taken into account in order to formulate a robust and holistic landscape strategy for the Site.

The overall vision for the Site's proposed new landscape and public realm is to create a distinctive, high quality place, which is informed by best practice design guidance. Central to these proposals is to create a pedestrian friendly environment with a strong sense of place.

The Site will benefit from the landscape and visual amenity afforded by the partial existing peripheral framework of mature hedgerows and a number of fine mature specimen trees within and on the periphery of the Site. These mature elements of the existing landscape framework will be seen as picture views from the ends of many of the new streets and spaces that are being created. This will help to contribute towards creating a strong sense of place through the positive utilisation of the existing visual amenity afforded by the mature elements of the Sites existing landscape framework.







The peripheral boundary linear spaces can provide attractive movement corridors for cyclists, walkers, dog walkers and joggers alike, as well as in places providing an appropriate setting for the adjacent established boundary vegetation and trees and their inherent existing ecology. The proposed central community space (please refer to the CGI below) will provide have an active recreational role. The resulting landscape framework (as well as performing a number of important landscape amenity and ecological functions) will satisfactorily integrate all the other design elements (and their respective technical requirements) into the overall design of the residential scheme. contributing to create a variety of distinct and memorable landscape spaces. A variety of new amenity spaces and green corridors will together provide positive and meaningful green infrastructure for new residents as well as the existing community.



Proposed Street Tree Planting/Avenues:

Chelmsford City Council’s Planning Brief says *“As the Site is a challenge to integrate with its surroundings, strong street spaces with tree planting will help orientate people within the area. Landscape and planting need to be a ruling element, tree lines streets will be a characteristic feature of the new neighbourhood”*.

Proposed Street Tree Planting/Avenues:

Analysis of the surrounding streets has shown that in places, there is a clearly defined landscape typology. This comprises of some streets with verges (of varying widths) and a wide variety of avenue trees. Front gardens are typically set back behind formal evergreen hedgerows. In places the verges open out into local incidental greens and the wider landscape framework includes generous parks and recreation grounds.

Our analysis of the surrounding landscape/streetscape typology has helped to formulate the proposed landscape strategy for street tree planting within the Site as follows;

1). Entrance Avenue:

The main entrance (s) (from Fox Crescent) with cycle path linkages (as suggested by Figure 5 of CCC’s Planning Brief for the Site) will feature verges and tree planting. A minimum verge width of 2.5m to 3.5m will be adhered to (to enable trees to be planted greater than 5m from adjacent residential frontages).

2). Primary street/Feeder Road Avenues:

These will feature a 2.5m to 3.0m wide verge on one side of the road with a single line of street trees.

3). Streetwise Trees:

Street tree planting will feature streetwise varieties of generally (but not exclusively) indigenous tree species. Parkland scale trees will only be planted in key areas of open space where there is room for them to reach maturity in an appropriate landscape setting.



4). Required Green Areas:

Para 7.6 (page 19) of CCC’s Planning Brief for the Site shows ‘Required Green Areas’ (see Figure 5)  
The total Site area (excluding educational land uses which will have their own open space framework) is 8.4 hectares. The proposed new neighbourhood will have a generous landscape framework of around 3 hectares of strategic, public open space which comprises over 35% of the total residential Site area.

5. Hobart Close Green

The Planning Brief suggests that the Hobart Close Green is extended into the Site. However, the hedgerow is of some ecological value and therefore rather than substantial removal, the proposals will provide for clear linkages between the Hobart Close Green and the new open space within the site through a single opening in the retained hedgerow.

6). The Pond Green:

It is proposed to open this area up retaining the mature oak tree but coppicing the adjacent group of willows to let more light to the pond and to enable the pond to be made it a little bigger. In essence a new ‘pond green’ is to be created. This strategy could provide an area of value for ecology and visual amenity. The large (possibly veteran) Oak tree on the Site boundary side of the pond (which is an important landscape element which is currently hidden away) will instead become an important focal landscape feature within the new residential landscape that is being created. Primarily a space for ecology, the edge of the pond Green will provide space for passive recreation but will also help aid legibility at this potential minor gateway space into the development.



7). Front Gardens & Formal Hedgerows:

Generally, front gardens will be designed to be 2m deep. At the Main Site Entrance longer front gardens would be ideal so as to allow new hedge planting to reflect the existing (locally characteristic) hedged front gardens of the residential property’s opposite at Fox Crescent. New formal hedgerows will need to be designed to allow adequate forward visibility for cars emerging from private driveways. The existing gates and railings along the eastern Site boundary are currently a distinctive feature of the street scene. The potential for refurbishment of some of the existing gates/ gate posts could be investigated with a view to their re-use on the Sites eastern boundary, perhaps as part of the detailed design for the proposed zone for strategic landscape and parking provision for existing residents.

Ornamental planting to front gardens will provide a defensible edge to the built form. Defined planting palettes, responding to the orientation of groups of houses within the development will create a consistent high-quality planting design across the development.

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

8). LAP/LEAP Children’s Play Area & Community Space:

The LAP/LEAP Children’s Play Area & Community Space will be the primary focal community space within this new neighbourhood. The proposal for this new community space will be to create a community park with seating, picnic benches and features that will encourage its use for people of all ages

(including sculpture that can also be used for toddler play. The children’s play area will have a minimum activity area of 500sq/m but will extend out into the much larger community park area which is located at the main intersection of the proposed new footpath/cycleways through the Site.

Illustrative CGI showing the proposed LAP/LEAP Children’s Play Area & Community Space & its location within the Sites green infrastructure framework. (Note the houses shown are to give an impression of the intended layout and scale of this important greenspace but are not intended to reflect proposed architectural design at this stage in the master planning process).

9. LINEAR GREEN ROUTE

The linear Green park running through the centre of the scheme, linking Fox Crescent, Highfield Road and Hobart Close. A hierarchy of spaces knitting the development together.

10). Retention of Existing Significant Amenity Trees:

Arboricultural advice has indicated the desirability of retaining a number of existing trees within areas of open space, and the proposed layout generally provides for appropriate tree retention accordingly

11). Retention & Management of Existing Hedgerows:

The existing site boundary hedgerows will be retained, gapped up where necessary and managed to support wildlife. It is not proposed to retain the existing remnant hedge within the centre of the Site (other than the important trees within it as noted above) as it is a rather poor feature and would represent a considerable constraint to achieving a good residential layout on the Site.

12). Wildlife link to pond:

As in point 12 above the existing hedgerow running along the norther boundary to the pond is to be retained and enhanced to strengthen the wildlife link between the western boundary and the natural pond.





13). Wildflower Meadow

Wildflower meadow planting to create a vibrant habitat for many species of insects, birds and small mammals. Not only acting as a sustainable source for pollinating but the grasses and wildflowers can also capture carbon becoming a carbon sink.

14). New SuDS Features:

The scheme will bring forward a substantial detention basin at the south-western end of the Site. This requirement will provide opportunities to create landscape features of high visual amenity value at detailed design stage as well as to improve the sites biodiversity potential. Linear swales will also be incorporated into the sites landscape framework and these will weave their way through linear swathes of grassland mosaic habitat to optimise opportunities for landscape amenity and biodiversity.

The new SuDS basin will provide a memorable landscape feature helping with legibility and place making. The basin will be designed as a low-key naturalistic landscape area, primarily to help meet the SuDS strategy for the Site, but also to promote biodiversity and to provide opportunities for amenity and recreation.

Chapter 5 of The CIRIA SuDS Manual (2015 - Department for Environment Food & Rural Affairs) provides a good definition of amenity in this regard:

Amenity may be defined as “a useful or pleasant facility or service”, which includes the tangible (something that can be measured in terms of use), and the less tangible (something that can be experienced as pleasure or aesthetic appreciation). This definition is particularly relevant for describing the multi-functional opportunities associated with SuDS design, and it provides a link to the concept of place making, now commonly used in describing the quality of space in urban design”.

“Amenity also covers liveability, which is associated with factors that improve the quality of life for inhabitants. Liveability encompasses the well-being of a community and of individuals and comprises the many characteristics that make a location a place where people want to live...”

The proposed SuDS detention basin could provide a haven for ecology as well as providing positive visual amenity for people moving through the Site. Detention basins can also provide opportunities for active natural play and exploration for children during the summer months. The SuDS basin on this site is a detention basin. It will only be wet during and immediately after storms. The project design teams drainage engineer has confirmed that after even the most severe storm has passed, the attenuation basins will have drained again within 2 days (assuming no further storms of course) so these areas will be usable for long periods during dry spells of weather.

SuDS Basins can provide rich habitats for ecology as well as enhancing visual amenity and providing opportunities for exploration and passive recreation.

Hard Landscape:

The key objective is to create a high quality, accessible and legible, interconnecting public realm. The streetscape will feature a simple palette of hard landscape

surfacing materials. The principal access roads with pedestrian pavements on either side and the shared surface roads will be surfaced in macadam. The shared drives at the edges of the development will be surfaced in ‘Burnt Ochre’ coloured block paving, to emphasises the pedestrian priority of these spaces.

The hard landscaping will be designed such that it will complement the surrounding buildings, with the use of kerbs and soft landscaping helping to define zones to assist pedestrians, cyclists and vehicles navigating through the public realm.

Nature Conservation Management Plan:

At detailed design stage, a Nature Conservation Management Plan is to be prepared that will set out the long-term objectives for this landscape and to ensure that it can be managed sustainably and to a high standard into the long term.







Surface Water

The ground conditions at the site are not suited to infiltration drainage methods of surface water drainage. The next most preferable solution in the Sustainable urban Drainage system (SuDs), hierarchy is to dispose of water by connection to a watercourse. The investigation of the ghost ditch system on the site has revealed that this system no longer has a positive outfall to the west and therefore this system cannot be used to dispose of water from the site. However the opportunity exists to reuse the outfall from the eastern developed portion of the site to Anglian Water sewers in Fox Crescent and to make a new connection to Anglian Water sewers in Highfield Road via a new footpath link to the site.

These proposed connections will need to be agreed in detail with Anglian Water. Anglian Water have indicated that such connections would be acceptable to them in principle subject to the agreement of details at the appropriate point of the development process. The development will encompass the existing brownfield impermeable area of the site and also the greenfield western area of the site. It is important to ensure that the peak rate of outflow to the Anglian Water sewers is restricted such that development does not increase flood risk in the area or within the development itself. To achieve this requirement it is proposed that the flow rates from the site be restricted to match those set by Anglian Water.

The restriction of the surface water outflow from the development will require that water is stored on site in larger rainfall events. This storage will take place in a SuDS train, (A suds train is a system of sustainable drainage elements that collect, convey, treat, store, and finally outfall surface water), that is to include a number of SuDS features including, permeable paving, swales and detention basins. These features will be designed as dry features expect during heavy rain events and as such will be an integral part of the open space.

They will have sections that are designed to convey and treat normal low flows. In larger rainfall events the areas used to store water will increase temporarily. These areas will then drain down over a short period of time. It is anticipated that these areas of temporary water storage will be available for use by the community for outdoor pastimes for the vast majority of the time thus limiting the land use of the drainage systems. The maximum depths of stored water will be restricted to accord with the lead Local Flood Authority (LLFA) guidance.

The Suds train will also allow the overland flow route for surface water identified in the flood risk section above to flow through the site without impacting directly on any of the new properties. Extreme event flow routes will be identified as part of the design process to reduce flood risk within the site.

Foul Water Drainage

Similarly to the surface water drainage strategy it is anticipated that foul flows will be connected to existing sewers in Fox Crescent and Highfield Road. The connection points will be agreed with Anglian Water but again they have approved the principles of reused and new connections at this locations.



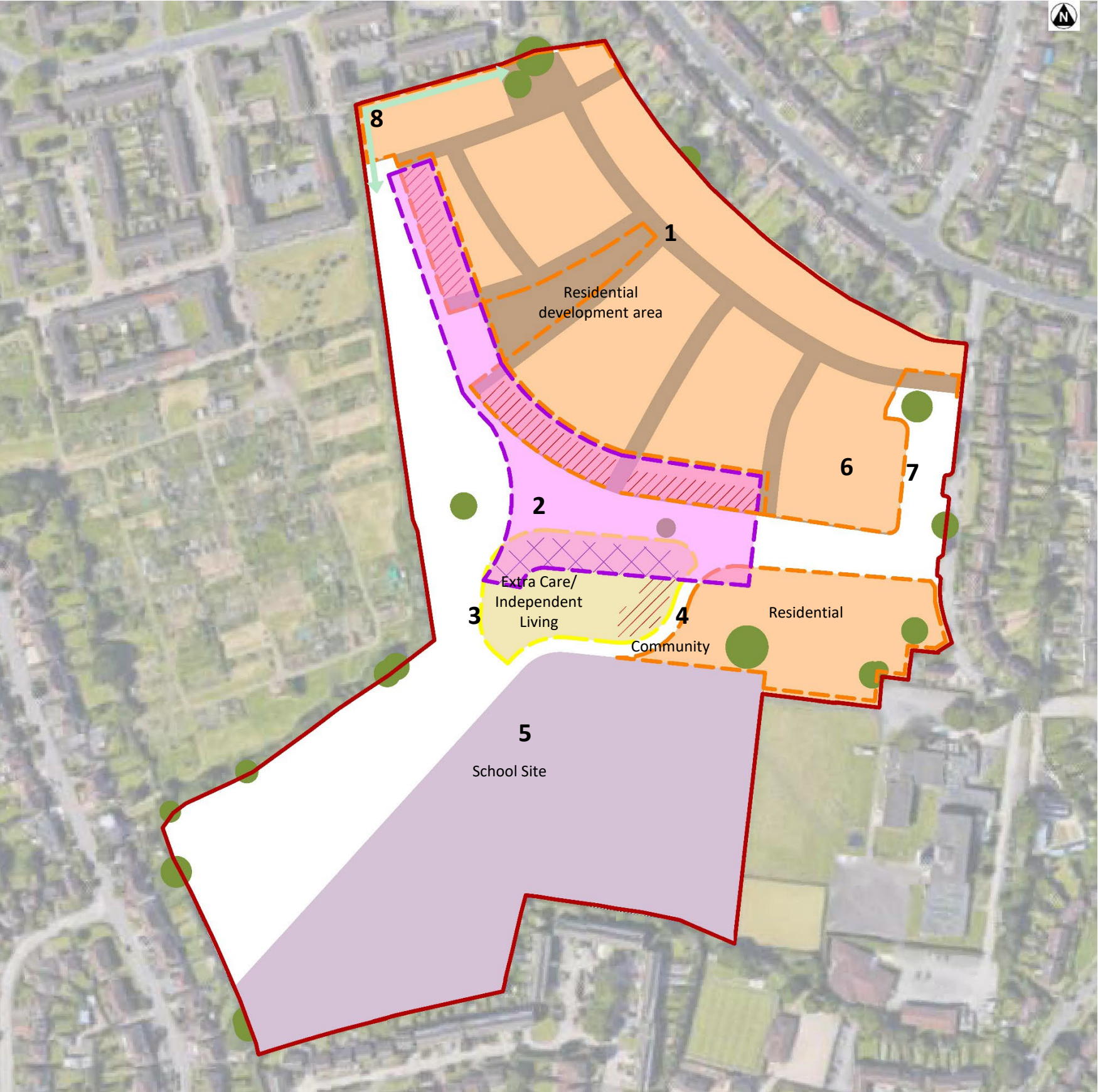


The site is of sufficient size to deliver approximately 185 new homes as outlined within the Local plan and around 60 Independent Living Units





Built Form Strategy



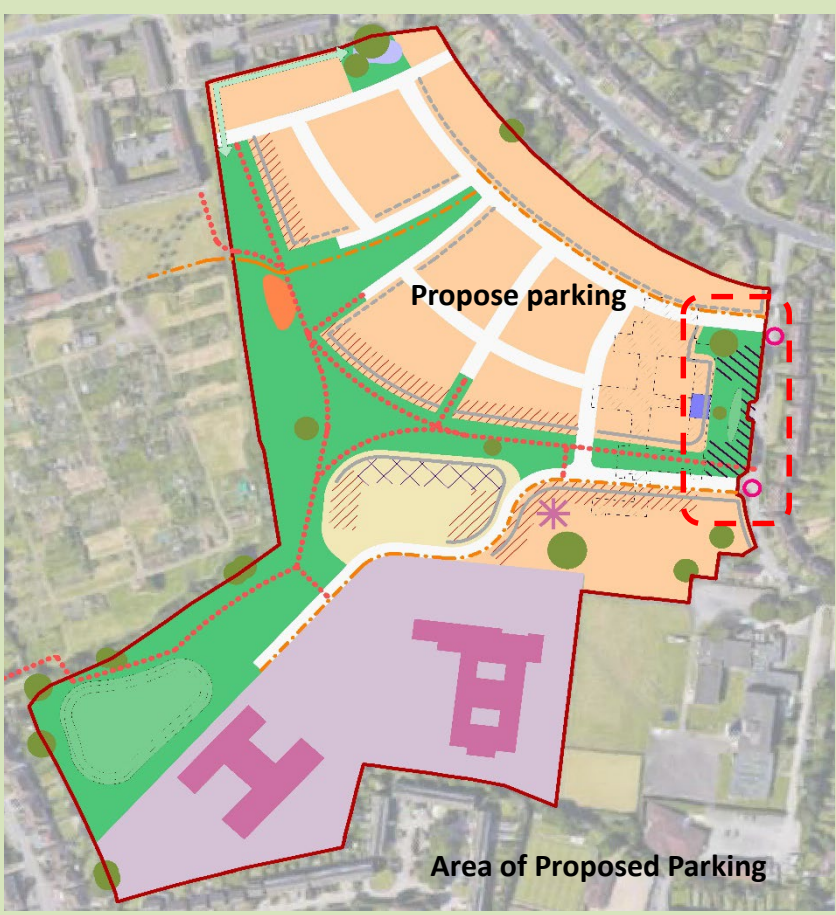
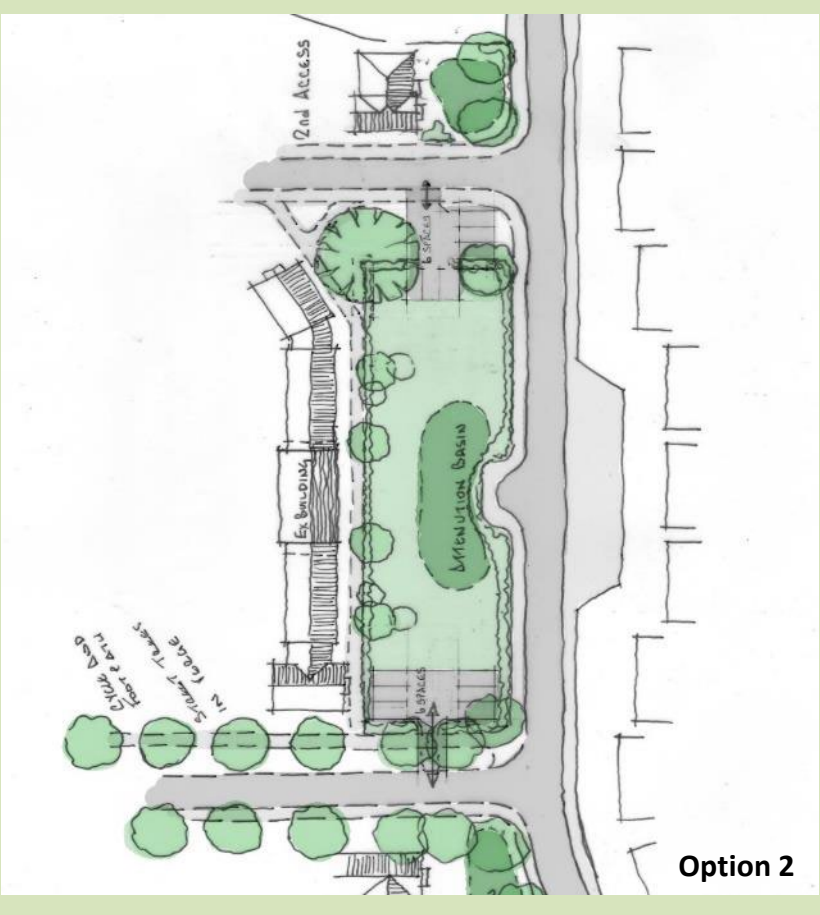
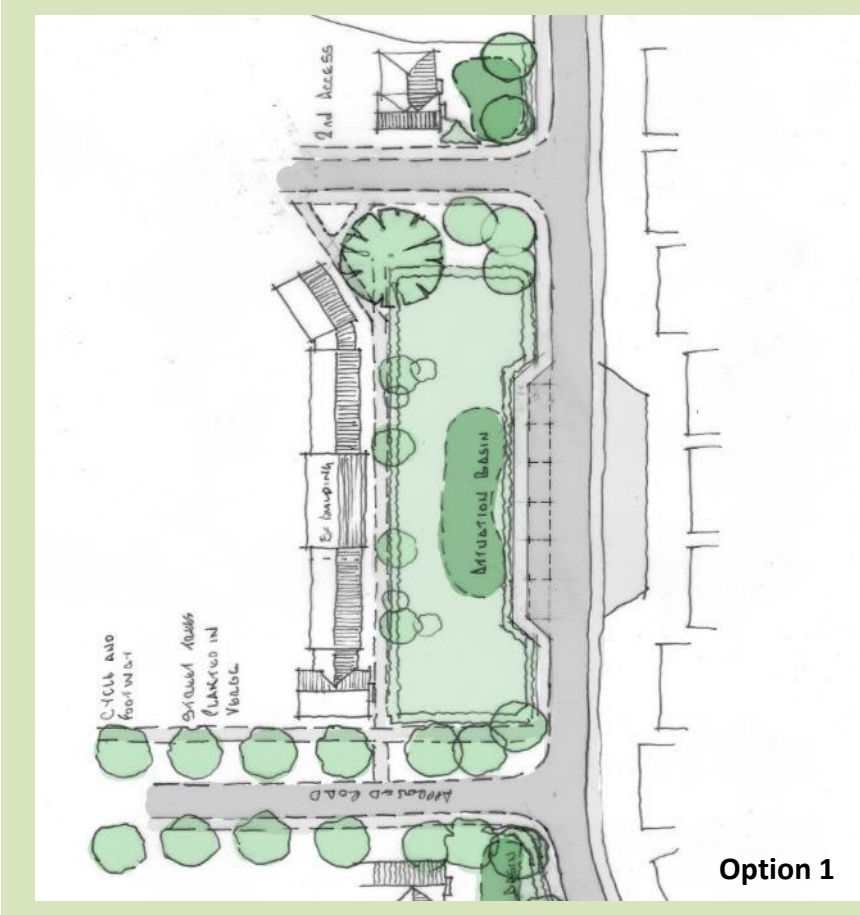
The assessment of density in the surrounding areas has aided the forming of the masterplan layout, form and massing. Careful analysis of the scale and heights of the neighbouring buildings ensures a consistency of the built form of the Melbourne area of Chelmsford whilst creating a variety of residential densities to create a sustainable and balanced community.

The design concept is to create a garden development with linear parks and green corridors strengthening desire lines through the site with three different types of built form around these green spaces comprising:

1. Linear predominantly 2 storey dwellings to reflect the urban grain outlined in Character Area 1. Relates to neighbouring residential development.
2. 3-4 Storey flats facing out onto the open green space reflecting the scale and massing of the 3 storey accommodation to the north west and south of the site. Forming a perimeter to the residential development and the active edge to the linear park and green routes.
3. Extra Care / Independent Living building, typology is larger than domestic residential, the design to form an active edge framing the open park land and street scene.
4. Community facilities mixed with residential, with the potential to go up to 3 stories in height located off the open park land, accessible for the wider area.
5. Site selected by the DfE for the provision of 2 new schools, the location shown on the masterplan represents the current planning application.
6. Potential to retain the central element of the former college facing onto Fox Crescent, to be converted into residential accommodation.
7. Land forming the boundary of the site and Fox Crescent to be considered for additional parking for neighbouring residents.
8. Reinforced hedgerow.



Parking to Fox Crescent



As a result of larger vehicles turning into the site, restrictions would need to be imposed (by way of Traffic Regulation Order) to limit on-street parking to ensure that larger vehicles can use Fox Crescent and access the new development unimpeded. There are currently 31 on-street car parking spaces on Fox Crescent and it is anticipated that the proposed new accesses to the development site will result in a loss of around five of those spaces.

The Highways Authority have advised that this reduction in car parking spaces is acceptable from their point of view due to the national and Essex County Council requirement to try to reduce the number of vehicle trips to reduce emissions. However, concern relating to the loss of these car parking spaces for the existing local residents has been raised during the Masterplan process and therefore consideration has been given to parking provision to off-set the loss of parking along Fox Crescent. The Masterplan therefore makes provision for an element of public/resident car parking towards the site frontage with Fox Crescent. Current analysis suggests that up to six spaces would be as much as is necessary, if the

development is to remain consistent with the wider agenda of not over-providing parking. The actual number of spaces to be provided will be based on assessment at the time of a planning application.

Two potential options are provided in diagrams above, with the first showing parking bays running parallel to Fox Crescent and the second option proposing a courtyard approach with small parking areas provided off the access roads which lead into the site. These options could be implemented either in the alternative or in tandem, depending on the number of parking spaces required.

The first option to provide parallel bays has the following advantages:

- Maximum accessibility of the spaces to existing residents/minimum risk of use by residents of the new development;
- Most convenient location for existing residents in terms of door to door proximity;

- Minimum disruption to the landscaped site frontage; and
  - Easily maintained as part of the public highway.
- The second option to provide courtyard parking has the following advantages:
- Greater flexibility in terms of the number of parking spaces provided;
  - Avoids manoeuvring movements on Fox Crescent whilst still being close to existing residents; and
  - Avoids any further access from Fox Crescent.

It is understood from the Highway Authority that the parking court option is not favoured, because it is considered that existing residents are less likely to use the parking provided if it is not accessed directly from Fox Crescent.

The options shown would provide a minimum of six spaces, but if implemented together could provide 18 or more spaces. The Masterplan drawing shows the potential implementation of either or both options, via the extended hatching showing the location in which replacement parking may be placed, as shown in the figure above.



Footways and Cycleways

Widening of footway on Fox Crescent

The footpath on the west side of Fox Crescent is proposed to be widened from 1.8m to 2.0m. The footpath would be kept to a width of 1.8 metres where necessary to protect the existing sycamore tree along the site frontage as the Council has indicated that it wishes to see it retained. This would be at the expense of existing boundary treatment. The widening of the pavement can be done in conjunction with the provision of the layby parking described in the previous section.

This matter can be considered and addressed at the planning application stage.

**Cycle/footpath** Design of cycleways within the site will meet with the requirements of the Highway Authority having regard to standards applicable at the time (including LTN 1/20).

Vehicular Access and Circulation

The design of vehicular access points will meet the requirements of the Highway Authority having regard to appropriate standards and guidance (including Manual for Streets).

Residential roads will be designed with loops to meet the requirements of the highway authority, the position of these loops being a matter for detailed design.

Independent Living and Affordable Housing

The Masterplan includes 60 Independent Living units in addition to the circa 185 dwellings proposed. Independent Living schemes are for adults who want to live in their own home with the provision of onsite car and support 24 hours a day, 7 days a week, if they need it. It means a safe property, with self-contained apartments that are purpose built and tailored to the needs of the residents, located in the heart of the community. Typically, schemes are for those aged 55 or over who have a local connection to the area, and who have an assessed need for care which is a minimum of 6 hours a week (but where care is tailored to assessed care needs).

Normally, Independent Living (or “extra care”) is classed as Use Class C2, because of the extent of care provided and the inter-relationship between the residential units and the communal facilities. However, because the scheme has not been designed in detail at this stage, it will not be until the application stage that a final decision can be made as to whether this particular design is C2 or C3.

Independent Living schemes can often be delivered by an Affordable Housing provider—therefore irrespective of any planning requirement, an element of affordable provision is included. The eventual balance between affordable and market units that the provider seeks to achieve will be dependent upon which provider delivers the scheme and the cost of the build.

Any affordable housing requirement for the Independent Living units under a planning application would be separate and additional to the 35% policy requirement for the rest of the development.





Sustainability / Future Homes Standards / Living Well

Whilst indicative at this stage, the proposed masterplan and overall proposal has been designed with the core principles of sustainable development at the forefront of the design process. Incorporating a range of sustainable design principals to deliver sustainable new homes which mitigate and adapt to the effects of climate change, as well as delivering social and economic benefits and measures to protect and enhance the environment.

Sustainable Construction

All new homes built from 2025 must produce 75- 80% less carbon emissions than homes delivered under current regulations. The aspiration is to achieve the standard from the outset.

Other key considerations include:

- Orientation of homes and roofscapes – consider beneficial passive solar gain
- Providing spacious housing and whole site design that balances daylight performance, layout and façade design to ensure future occupant thermal and acoustic comfort.
- Improved fabric performance – increased insulation - high performance windows and doors - excellent air-tightness – natural ventilation for occupant control and comfort
- Efficient services - mechanical extract ventilation - high efficiency LED lighting
- Renewable energy - The detailed design of the development will explore options for the use of low carbon, renewable energy systems, such as solar PV and air source heat pumps to provide space heating and hot water . It is intended that the use of gas will be avoided.
- EV charging points
- Water efficiency - The aim is to:
  - » Avoid water use - Avoid irrigation of public realm planting wherever possible
  - » Reduce consumption in the home
  - » Change behaviours
  - » Provide effective on site attenuation and management
- Circular economy principles and methods of construction to reduce waste.
- Robust high-quality materials to promote longevity and occupant wellbeing.



Building for a Healthy Life

The masterplan reflects the key principles of Building for a Health Life by creating:

- Distinctive Places - that enhance what’s already there, create a memorable character with well defined streets and spaces that are easy to find your way around.
- Integrated neighbourhoods – with natural connections for walking, cycling and playing, and by providing homes for everyone – including an aging population.
- Streets for All - that are healthy – created by appropriate Green and Blue infrastructure, pedestrian friendly and with safe overlooked well maintained private and shared amenity spaces

Design Standards

The masterplan considers the National Design Guide and Code and its 10 characteristics of good design, grouped under Character, Community and Climate. For example, the masterplan looks to provide a distinctive and attractive identity, taking account of local vernacular and heritage. Pedestrian routes in and around the site and connections with wider context provide excellent movement. The development will have regard to the Making Places Supplementary Planning Document, which seeks to promote and secure high-quality sustainable new development, setting out detailed guidance on the standards in the Local Plan.

Play Spaces & Public Open Space Provision:

The proposal has been designed to provide areas of public and private space that are located throughout the site and accessible to all, including LEAP and pond. The proposals also seek to maintain and enhance the existing on site biodiversity



Sustainability / Future Homes Standards / Living Well

Blue and Green Corridors.

The development is not at risk of river flooding and the use of Sustainable Urban Drainage Systems will attenuate surface water to the 1 in 100 year event plus a 40% allowance for climate change.

- Integrated SUDS
- Permeable materials where possible
- Sustainable transport network within the site linking both existing and proposed routes into the wider framework for pedestrians and cyclists
- Drawing green infrastructure into the Centre

Tree planting

- Tree planting and increased canopy cover form part of the infrastructural planting and bring structure to the streetscapes and public open space
- Use hierarchical approach to tree planting selecting native species where possible. Trees will help as key identifiers and locators within the sites and bring distinctiveness to areas

Materials Consideration.

- An overarching design code to rationalise and secure a suitable material palette across all phases
- Hard landscape materials, to include % target of recycled materials
- Use of low carbon road surfacing

Exercise / Well being

The site has been laid out with the landscaping as a key design driver – with safe, social and inclusive external spaces enhancing the sense of community and maximising health and well-being. Easy and close access to a variety of amenity space allows for appropriate exercise opportunities for all age groups. By way of example we propose the following to be incorporated;

- Providing green spaces, trees and swales to promote biodiversity and minimise the impact on potential future flood events and reduce air temperatures.
- Walking and Cycling routes
- Jogging routes
- Woodland walks for dog owners
- LEAP
- Motorised mobility scooter routes
- Stop-off/ resting points with seating at appropriate spacings at key interest / focus points

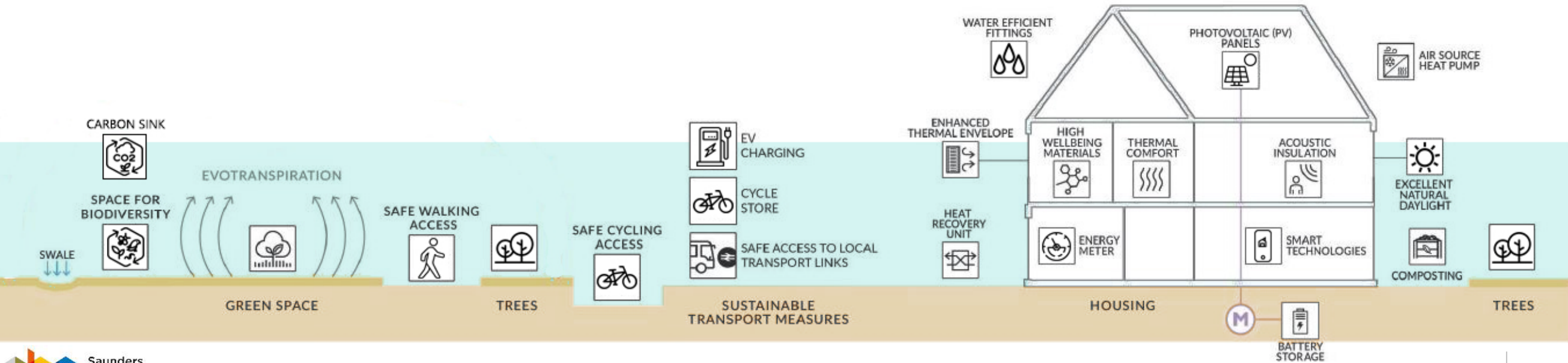
We would be keen to explore Dementia Friendly design principles to support multi-generational communities and independence in later life, to tie in with the Extra care provision. This includes ensuring multisensory spaces that offer familiarity, legibility, distinctiveness, accessibility, comfort and safety.

Livewell

The developer will seek to work towards the principles of Livewell, examples of the way in which the masterplan contributes to those principles include

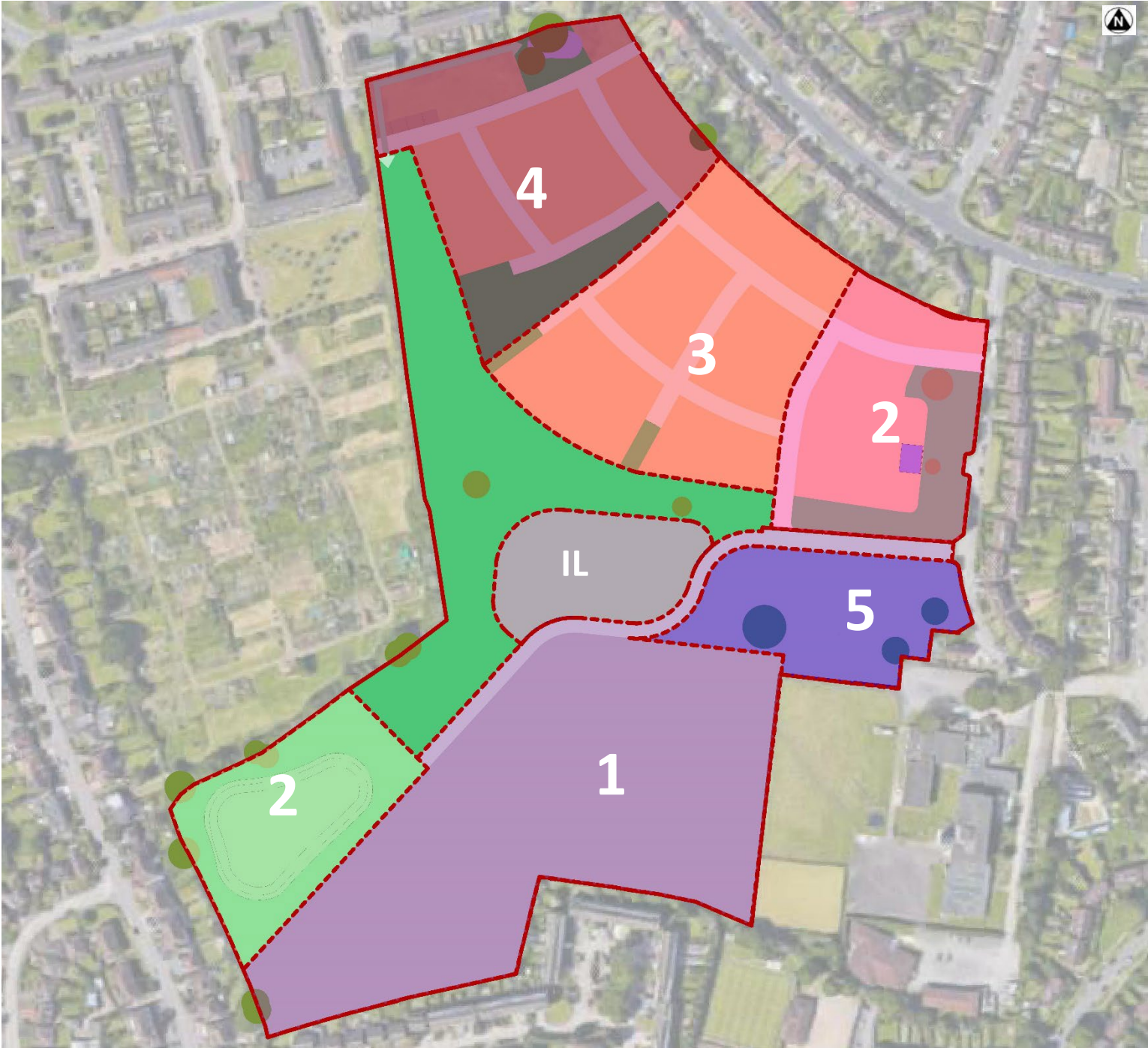
- The provision of accessible open space;
- Creation of a high quality living environment;
- Creation of direct, convenient and safe walking and cycling routes;
- Active street design;
- Incorporation of energy efficiency measures;
- Provision of community facilities; and
- The creation of safe public spaces

Whole site sustainability and energy measures





Phasing and Delivery



Essex County Council are proposing to redevelop the St. Peters school site with two new schools, a community hub, Independent living apartments for older people needing care, affordable social housing and private housing for sale. The housing element is likely to be split into 4 or 5 phases depending on the eventual layout design.

It is proposed to commence the development with the two schools and the associated infrastructure which will include the initial spine road serving the new schools and future housing, drainage and SuDs. It is currently anticipated that the schools programme is to have the schools running and taking pupils in Autumn 2022.

Additional spine road, estate roads and drainage for individual parcels will be constructed as part of the development of each parcel/ phase.

Strategic Landscaping areas will be completed in line with adjacent development parcels and completed as unit completions begin. Open space and play areas associated to parcels/ phases will be completed during the construction of these phases.

We would expect the residential phases to run consecutively with houses being completed at approximately 60 units per year, the build programme being around 4 years, this will deliver a range of unit sizes. It is intended that the affordable housing will be delivered proportionally with the market housing in accordance with the adopted policy.

The Independent Living unit of approximately 60 units with associated uses will be procured via a Registered Provider, it is envisaged this phase will be completed within the timescales of the development above.

Land has been set aside for community use within the Site, which will be made available once the spine road is complete. Proposals will be explored with the community to bring the land/building forward, but the timing of delivery will depend on the eventual form of that community use and the timing of funding to fully deliver the preferred solution

We would expect to start the housing development to the east of the site fronting Fox Crescent, the next phases moving west and north. The scheme has been designed to be flexible and other building sequences are possible. The phasing programme will allow construction work to be completed using independent haul roads while new residents and users of the school are kept to the completed infrastructure roads.



