

# Cabinet Agenda

7 June 2022 at 7pm

Council Chamber, Civic Centre, Chelmsford

## **Membership**

Councillor S J Robinson (Chair and Leader)  
Councillor M C Goldman (Connected Chelmsford  
and Deputy Leader)

## **and Councillors**

C K Davidson (Fairer Chelmsford)  
M J Mackrory (Sustainable Development)  
R J Moore (Greener and Safer Chelmsford)

Local people are welcome to attend this meeting remotely, where your elected Councillors take decisions affecting YOU and your City.

There is also an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please telephone Brian Mayfield in the Democracy Team on Chelmsford (01245) 606923 email [brian.mayfield@chelmsford.gov.uk](mailto:brian.mayfield@chelmsford.gov.uk)

If you need this agenda in an alternative format please call 01245 606923. Minicom textphone number: 01245 606444.

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# THE CABINET

7 JUNE 2022

## AGENDA

### PART 1 – Items to be considered when the public are likely to be present

#### 1. Apologies for Absence

#### 2. Declarations of Interest

All Members must disclose any interests they know they have in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they become aware of the interest. If the interest is a Disclosable Pecuniary Interest they are also obliged to notify the Monitoring Officer within 28 days of the meeting.

#### 3. Minutes and Decisions Called in

Minutes of meeting on 15 March 2022. No decisions at that meeting were called in.

#### 4. Public Questions

Any member of the public may ask a question or make a statement at this point in the meeting. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Cabinet is responsible. The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Any member of the public who wishes to submit a question or statement to this meeting should email it to [committees@chelmsford.gov.uk](mailto:committees@chelmsford.gov.uk) at least 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting.

#### 5. Members' Questions

To receive any questions or statements from councillors not members of the Cabinet on matters for which the Cabinet is responsible.

## 6. Sustainable Development Item

### Masterplan for Former Site of St Peter's School

## 7. Greener and Safer Chelmsford Items

### 7.1 Frankland Fields – Declaration as Local Nature Reserve

### 7.2 Air Quality Strategy

## 8. Urgent Business

To consider any other matter which, in the opinion of the Chair, should be considered by reason of special circumstances (to be specified) as a matter of urgency and which does not constitute a key decision.

## 9. Reports to Council

The officers will advise on those decisions of the Cabinet which must be the subject of recommendation to the Council.

## PART 2 (Exempt Items)

To consider whether to exclude the public from the meeting during the consideration of the following matters, which contain exempt information within the category of Part 1 of Schedule 12A to the Act indicated:

### 10. Fairer Chelmsford Item

#### Proposed Extension of 2A Rainsford Road

Category: Paragraph 3

Information relating to the financial or business affairs of any particular person (including the authority holding the information)

Public interest statement: It is not in the public interest to release details of this report at present, on the grounds that the report contains information that is commercially sensitive and to place the information in the public realm will be detrimental to the negotiations to be undertaken by the Council



## MINUTES OF CHELMSFORD CITY COUNCIL CABINET

on 15 March 2022 at 7.00pm

Present:

### Cabinet Members

Councillor S J Robinson, Leader of the Council (Chair)  
Councillor M C Goldman, Deputy Leader and Cabinet Member for Connected Chelmsford  
Councillor M J Mackrory, Cabinet Member for Sustainable Development  
Councillor R J Moore, Cabinet Member for Greener and Safer Chelmsford

### Opposition Spokespersons

Councillors K Bentley, S Dobson, R Hyland, I C Roberts, M Sismey, M S Steel  
and R T Whitehead

Also present: Councillor G H J Pooley

### 1. Apologies for Absence

Apologies for absence were received from Councillor C K Davidson, Cabinet Member for Fairer Chelmsford, Councillors W Daden, J Galley and R J Poulter, Opposition Spokespersons, and Councillor N Dudley, Cabinet Deputy.

### 2. Declarations of Interest

Members of the Cabinet were reminded to declare at the appropriate time any pecuniary and non-pecuniary interests in any of the items of business on the meeting's agenda.

### 3. Minutes and Decisions Called-in

The minutes of the meeting on 25 January 2022 were confirmed as a correct record. No decisions at that meeting had been called in.

### 4. Public Questions

There were no questions or statements from members of the public.

## 5. Members' Questions

Councillors who were not members of the Cabinet asked the following questions:

Councillor M J Steel on whether the City Council had been consulted on or involved in the planning and management of the Ride London events that would pass through Chelmsford on 27-29 March. He was particularly concerned about the effect on local residents and businesses of road closures and other restrictions to movement on 29 May.

The Cabinet Member for Greener and Safer Chelmsford replied that the City Council had been involved from the outset in the planning for Ride London and would continue to be involved to maximise the opportunities for Chelmsford and to promote cycling whilst seeking to mitigate any adverse implications. The Cabinet Member went on to detail the arrangements for the event, its route, the steps taken by the Ride London organisers and Essex County Council to publicise the event, the measures taken to mitigate its effect on local residents and businesses, and the steps being taken to maximise the benefits it could bring. City Council officers were part of the Essex-wide event management structure for the event.

(7.02pm to 7.12pm)

## 6. Discretionary Rate Relief Policy 2022-23 (Connected Chelmsford)

### Declarations of interest:

None.

### Summary:

The Government had announced an extension to small business rate relief for an additional year beyond 31 March 2022 and an extension to the retail, hospitality and leisure relief for the 2022/23 financial year. Local authorities had been asked to use discretionary relief powers to implement those changes and the Cabinet was requested to approve changes to the Council's existing policy on discretionary rate relief with effect from 31 March 2022.

### Options:

Retain the present policy or make the proposed amendments.

### Preferred Option and Reasons:

The amendments and additions to the existing reliefs available to reduce business rates bills would be a helpful assistance to local business.

RESOLVED that the additions and alterations to the existing Discretionary Rate Relief Policy as highlighted in Appendix A to the report to the meeting be agreed.

(7.12pm to 7.14pm)

## 7. Chelmsford Housing Strategy 2022-27 (Fairer Chelmsford)

### Declarations of Interest:

None

### Summary:

The Housing Working Group had carried out an assessment of the main housing challenges facing Chelmsford and the City Council as the local housing authority. A consultation document that set out their initial findings, and included feedback from Registered Providers, was approved for wider consultation at a meeting of the Chelmsford Policy Board on 5 July 2021. Feedback from that consultation had been used to inform the final version of the Chelmsford Housing Strategy 2022 – 2027, attached at Appendix 1 to the report to the meeting. The Strategy was supported by a Statistical Appendix, attached at Appendix 2 to the report, which provided more detailed information on the supply of, and demand for, a range of affordable homes.

The Strategy had been supported by the Policy Board at its meeting on 3 March 2022, which, with some minor amendments to the text, had recommended that the Cabinet approve it.

### Options:

Approve or amend the proposed Strategy tariffs set out in Appendix A to the report to the meeting.

### Preferred Option and Reasons:

The proposed the Strategy would be a positive response to the housing challenges facing the city.

### Discussion:

The Cabinet received a brief presentation on the Strategy, the vision for which was “To address the housing needs of all Chelmsford residents so everyone can reasonably aspire to having a home that meets their needs.” It was supported by the following strategic priorities that aimed to achieve a better, more balanced supply of homes that met the Council’s statutory duties and the City’s strategic housing needs:

- Increasing the supply of affordable homes with a focus on larger units.
- Increasingly the supply of affordable homes from the existing housing stock.
- Supporting landlords and tenants of privately rented homes.
- Enabling the right supply of specialist housing to meet local need.
- Developing effective partnerships.
- Monitoring trends and performance to inform future actions.

During discussion of the report, the Strategy was welcomed as a means of providing more affordable homes and reducing the City Council waiting list. However, concerns were expressed about building above the numbers set out in the Local Plan and the effect this would have on existing infrastructure and facilities. The Cabinet was also asked about progress with the provision of the Beaulieu Medical Centre and whether the Council would

ensure that it would be delivered before agreeing to expand the Broomfield masterplan above the Local Plan numbers.

The Leader of the Council said that the Housing Strategy sought to achieve a better, more balanced supply of affordable homes from new and existing housing stock and to put forward measures for increasing the supply above the numbers in the Local Plan. Recently adopted supplementary planning documents and advice notes aimed to assist that process. He agreed that providing the necessary infrastructure to support all development was vital and both Community Infrastructure Levy and supplementary planning obligations would continue to help achieve that. The Local Plan review, its Viability Assessment and Infrastructure Delivery Plan would also identify the infrastructure required and how it could be delivered. He was conscious that increasing the numbers of housing units over that provided for in the Local Plan on certain sites could add to the pressures on infrastructure but he argued that the city was facing a housing crisis and steps needed to be taken urgently to tackle it.

The Council had been in discussions with developers in the Beaulieu area about the provision of a health care centre and it now appeared that work on it would begin in July 2022 and take just over a year.

In response to a question about under occupancy in three- and four-bed homes, the Cabinet was informed that the City Council relied on information provided by registered social landlords (RSLs) and housing associations on the numbers of such properties. It was part of the Strategy to find out more about why people did not downsize and, if they did, what type of properties they were looking to move to. Priority was given to seeking alternative accommodation for those wishing to downsize and the Council was working with its partners to increase the numbers.

Asked about the causes for the increase in the number of empty homes, especially those owned by housing associations, officers said that this was a recent trend and the reasons were not fully understood. More work was needed with RSLs to establish where the empty properties were and why they were empty. The Leader added that the Council was working with CHP to reduce the void periods of their properties and that private owners of empty properties were actively encouraged to bring them back into use.

RESOLVED that

1. the Chelmsford Housing Strategy 2022-27 submitted as Appendix A to the report to the meeting be approved and that it and the Statistical Appendix be published; and
2. any subsequent textual or presentation changes be delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Fairer Chelmsford and Cabinet Member for Sustainable Development.

(7.14pm to 7.41pm)

## 8. Urgent Business

There were no items of urgent business.

## 9. Reports to Council

None of the items to the meeting needed to be referred to the Council for approval.

The meeting closed at 7.42pm

Chair



## Chelmsford City Council Cabinet

7 June 2022

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### Strategic Growth Site Policy 1b – Former St Peter's College Masterplan

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#### Report by:

Cabinet Member for Sustainable Development

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#### Officer Contact:

Matthew Perry, Senior Planning Officer

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#### Purpose

This report is seeking Cabinet approval of the masterplan for the Site Allocation known as former St Peter's College – referenced by Strategic Growth Site Policy 1b of the Chelmsford Local Plan. The masterplan is attached to this report as Appendix 5.

As set out above, the purpose of this report is to enable the Cabinet to consider the proposed masterplan for this site and decide whether it is acceptable. The masterplan has previously been subject to review by Chelmsford Policy Board (CPB), as required by the Masterplan Procedure Note (Oct 2019) on two separate occasions, and reports setting out the merits of consideration were produced at each stage. Following its review by Policy Board in July 2021, numerous matters were raised for further attention (see minutes in Appendix 2b). Subsequently, an addendum to the masterplan was produced by the developer, and its content was subsequently endorsed by the Policy Board in February 2022 (see Appendix 3b). The masterplan has been amended to reflect the content of the addendum and other changes as required by officers. The final masterplan (displayed in appendix 5) has been endorsed by the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development as per the recommendation of the Policy Board.

## Options

Approve the Masterplan, with or without amendments.

## Recommendation to Cabinet

1. The Cabinet approve the Masterplan as presented in Appendix 5, updated to reflect the content of the addendum considered by Chelmsford Policy Board on 17 February 2022.
2. The Director of Sustainable Communities, in consultation with the Cabinet Member for Sustainable Development, be authorised to make any revisions requested by Cabinet.

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## 1. Background

- 1.1. The Chelmsford Local Plan was adopted on 27 May 2020. Strategic Policy S7 of the Local Plan requires that the allocated Strategic Growth Sites proceed in accordance with masterplans to be approved by the Council.
- 1.2. Further to officer-led negotiation of the masterplan proposals submitted by Essex Housing for the former St Peter's College site, and following various rounds of public consultation, Essex Housing have presented a refined masterplan for Strategic Growth Site Allocation 1b in accordance with the Council's Masterplan Procedure Note (October 2019).
- 1.3. The masterplan has been considered by Chelmsford Policy Board at its meeting of 5 July 2021 and further on 17 February 2022. The Chelmsford Policy Board reports are attached as Appendix 2a and 3a. The minutes of those meetings are attached as Appendix 2b & 3b respectively.
- 1.4. In summary, the masterplan has been amended to reflect the content of the masterplan addendum. Amendments have been made to the layout of the scheme and wider document itself. Other changes as highlighted within the minutes have been addressed in the new masterplan. At this point the masterplan is presented to Cabinet as a final document for approval.

## 2. Masterplan amendments

- 2.1 The masterplan has undergone amendments in order to address issues raised at the first Policy Board meeting in July 2021, then subsequently to incorporate changes agreed within the masterplan addendum (considered in February 2022).
- 2.2 The Policy Board, in July 2021, resolved that officers were to discuss with Essex County Council the access, parking and other issues raised at the meeting. The addendum which resulted from this meeting addressed issues

related to vehicle access, parking in Fox Crescent, widening of footway on Fox Crescent, footpath link to Canberra Close, Independent Living and affordable housing. Following debate at the second Policy Board meeting in February 2022, it was also agreed that the masterplan would be amended to include reference to Livewell/sustainable construction, include location for a wildflower meadow, include reference to retaining and existing hedgerows along the north and west boundary.

- 2.3 Officers are content with the extent of amendments which address issues raised within both Policy Board meetings.

### 3. Conclusion

- 3.1 The changes to the masterplan are considered to be acceptable to Officers and the content has been agreed between the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, prior to proceeding to Cabinet.
- 3.2 The masterplan demonstrates how the requirements of the Local Plan will be delivered on this site. The scheme is sufficiently ambitious to achieve a high-quality development which is well related to its context. The masterplan layout and other content provides a sound framework to guide successful placemaking and will support the planning application process going forward.

### List of appendices:

Appendix 1 Masterplan – June 2021

Appendix 2a Chelmsford Policy Board Report 5 July 2021

Appendix 2b Chelmsford Policy Board minutes 5 July 2021

Appendix 3a Chelmsford Policy Board Report 17 February 2022

Appendix 3b Chelmsford Policy Board minutes 17 February 2022

Appendix 4 Masterplan addendum – January 2022

Appendix 5 Masterplan – March 2022

### Background papers:

None

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### Corporate Implications

Legal/Constitutional:

None



Financial:  
None

Potential impact on climate change and the environment:  
New housing delivery can have a negative impact on climate and environmental change issues. Planning Policies, Building Regulations and Environmental Legislation ensure that new housing meets increasingly higher sustainability and environmental standards which will help mitigate this impact.

Contribution toward achieving a net zero carbon position by 2030:  
The Local Plan and Making Places SPD will provide guidance to assist in reducing carbon emissions through development. This development will follow the published guidance.

Personnel:  
None

Risk Management:  
None

Equality and Diversity:  
None. An Equalities and Diversity Impact Assessment has been undertaken for the Local Plan.

Health and Safety:  
None

Digital:  
None

Other:  
None

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**Consultees:**

CCC – Spatial Planning

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**Relevant Policies and Strategies:**

This report takes into account the following policies and strategies of the City Council:

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

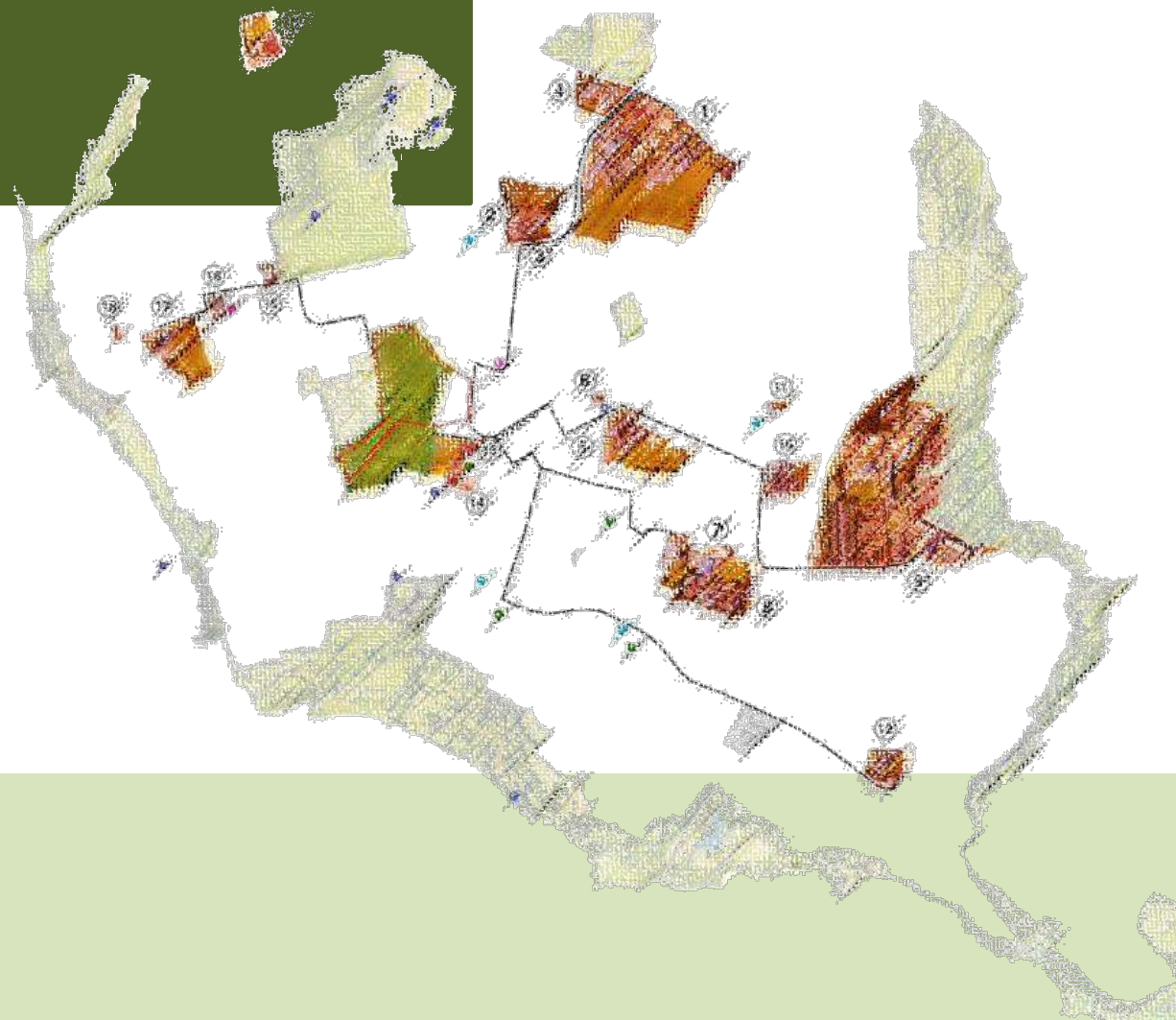
Chelmsford Climate and Ecological Emergency Action Plan

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# Former **ST PETER'S COLLEGE**

## MASTERPLAN DOCUMENT

Chelmsford,  
Essex



Stage 3 Submission Report

June 2021

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

## Contents

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

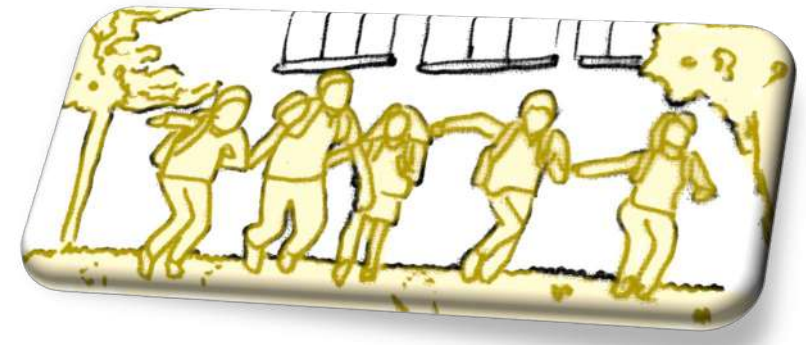
This document sets out proposals for the former site of St Peters College, Chelmsford, which is proposed for allocation for redevelopment in the new Chelmsford Local Plan.

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

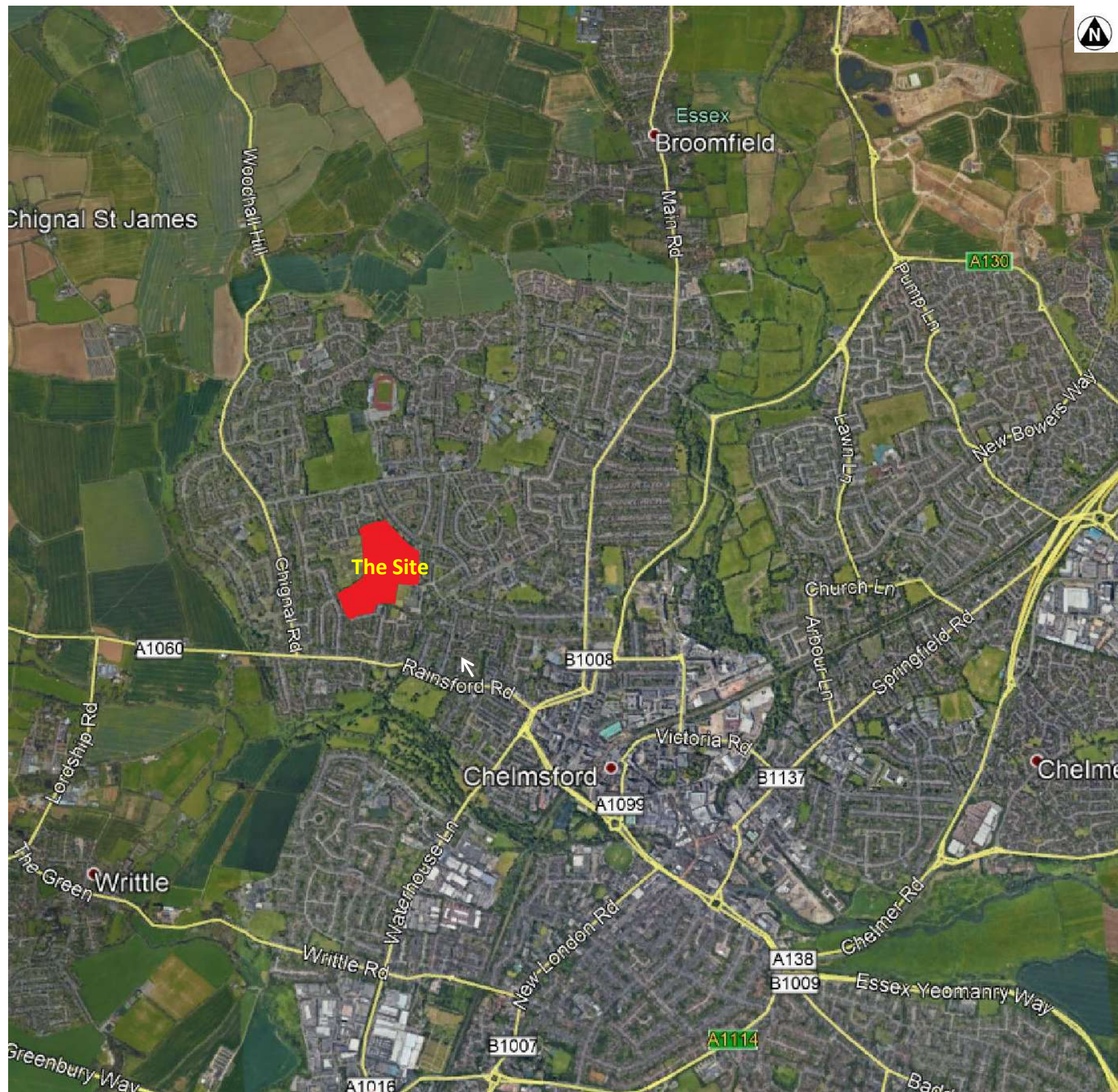
## 1. The Masterplan Process

- 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.

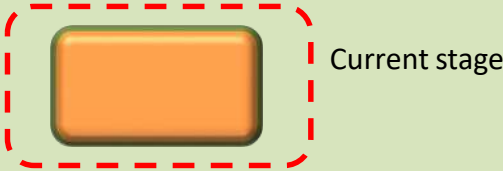




Policy S9 of the new emerging Chelmsford Local Plan requires the development of strategic sites in Chelmsford to be undertaken in accordance with a Masterplan that has been prepared for the site. St Peter’s College is one of the strategic sites listed as requiring a Masterplan. Chelmsford City Council 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).

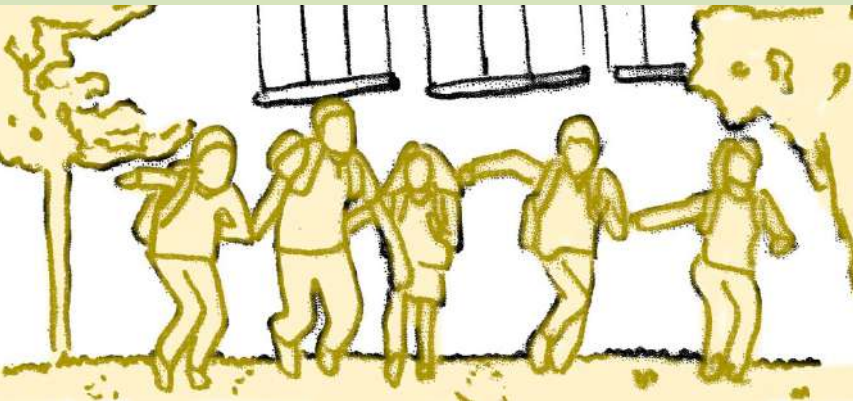


### GUIDING VISION

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



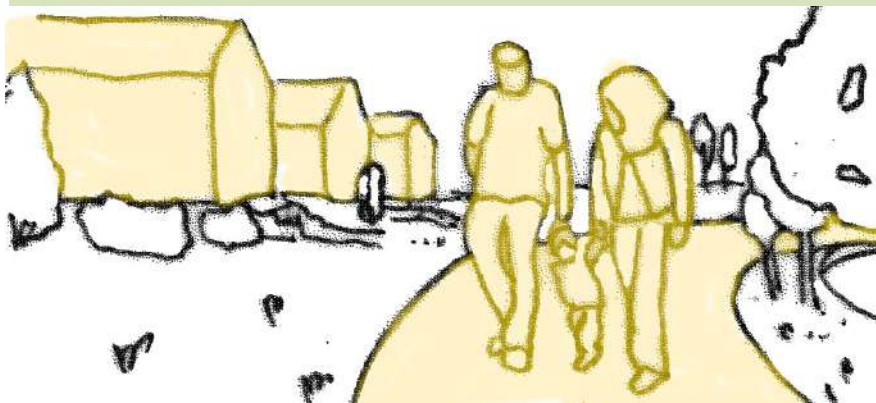
### INTEGRATION AND REJUNENATION

- 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



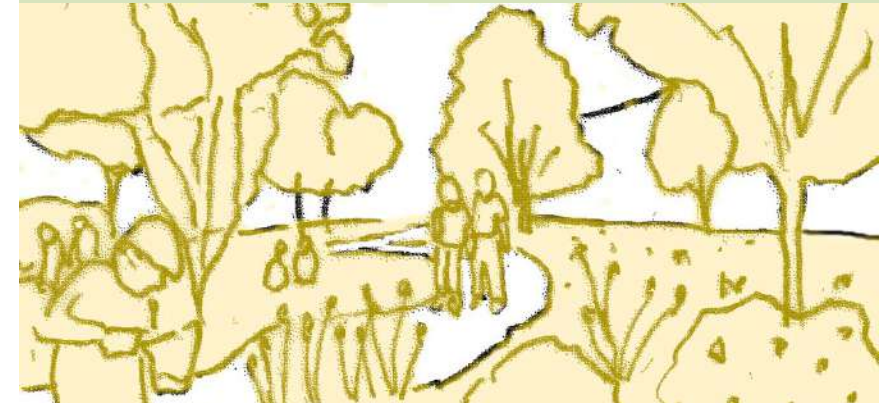
### MOVEMENT

- 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



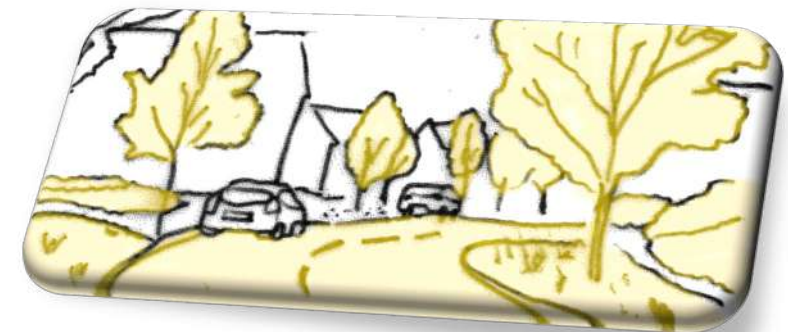


# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

## 2. Site Context

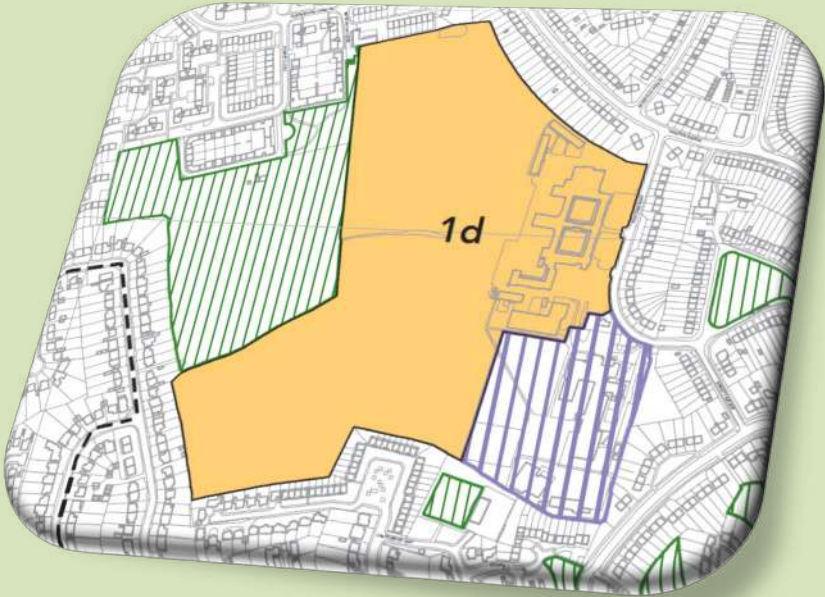
- Planning Policy Context
- Site Location
- Historic Context
- Local Build Character
- Community Facilities
- Recreation Provision
- Pedestrian Router to Green Space
- Summary

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

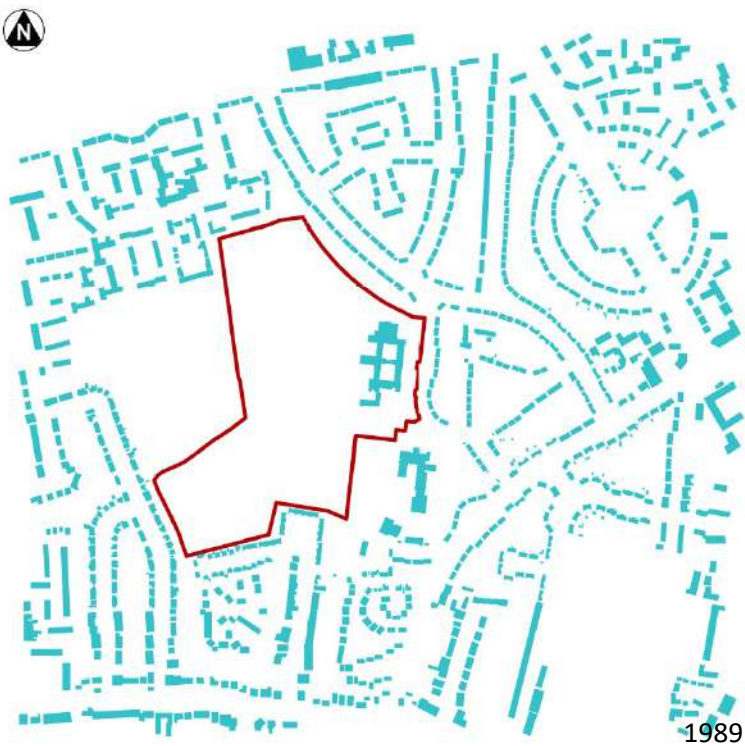
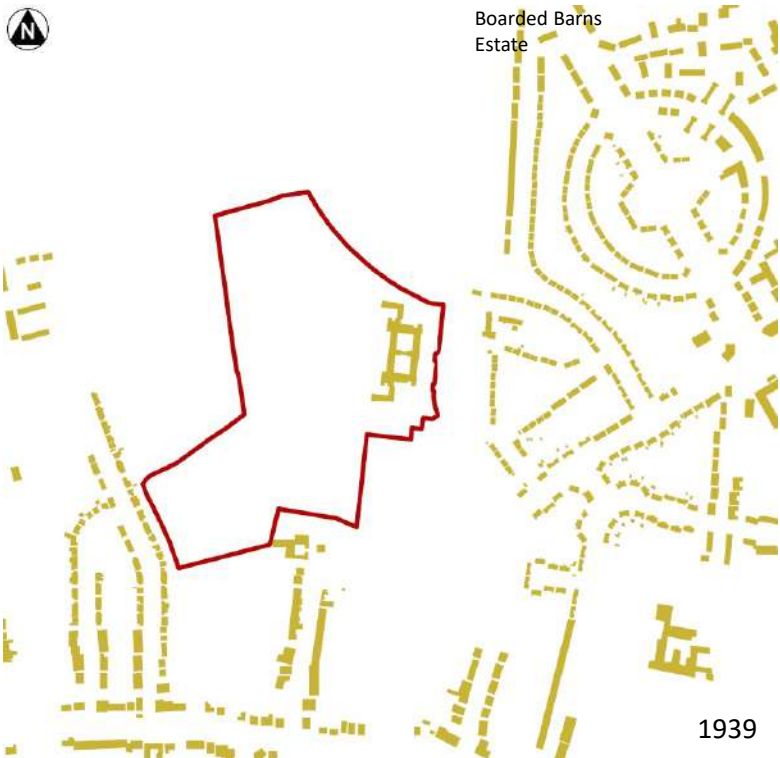
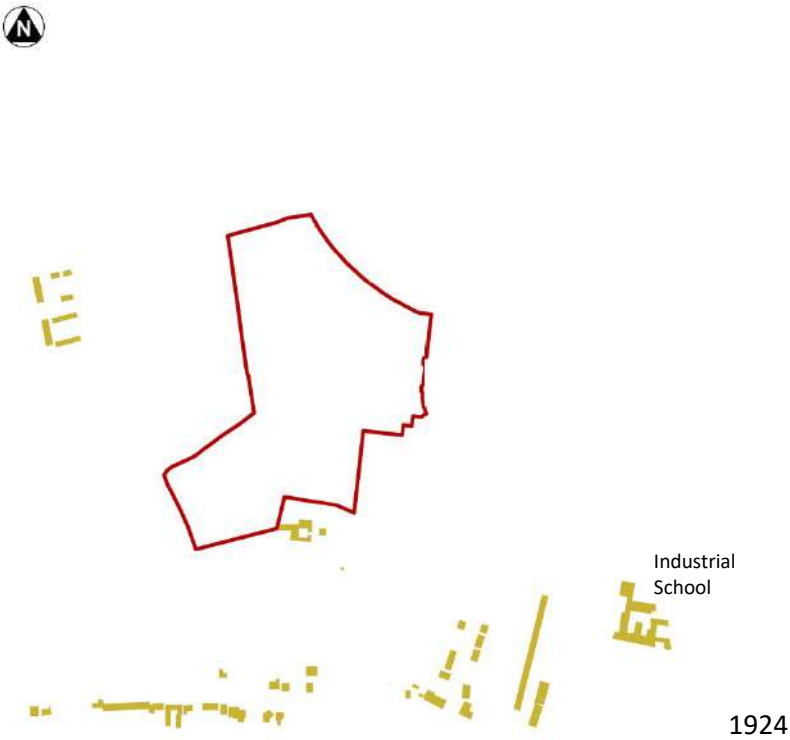
Melbourne Park allotments

Thriftwood College

St Johns Ambulance



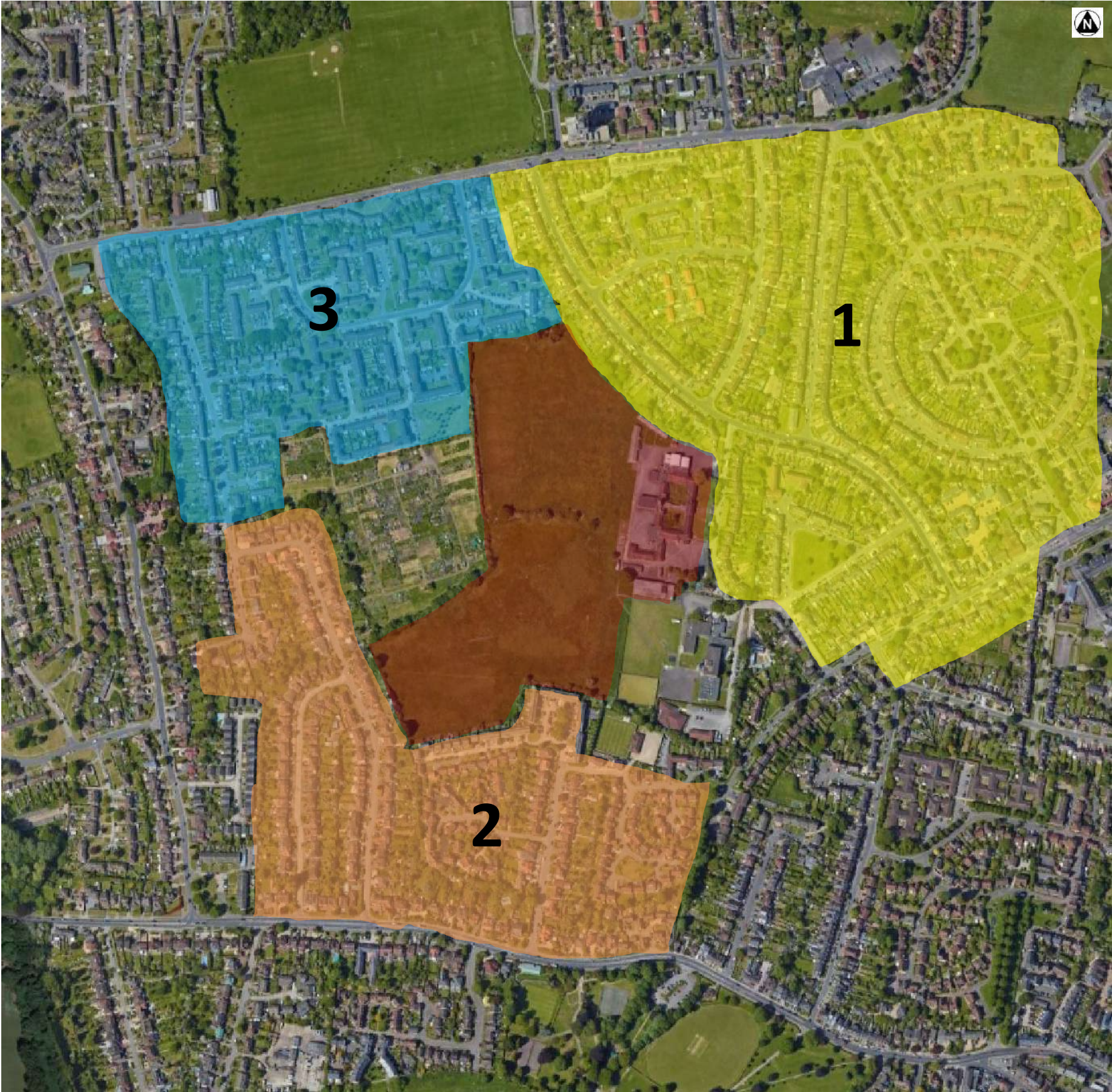
Historic Context



- 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 flats ( 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

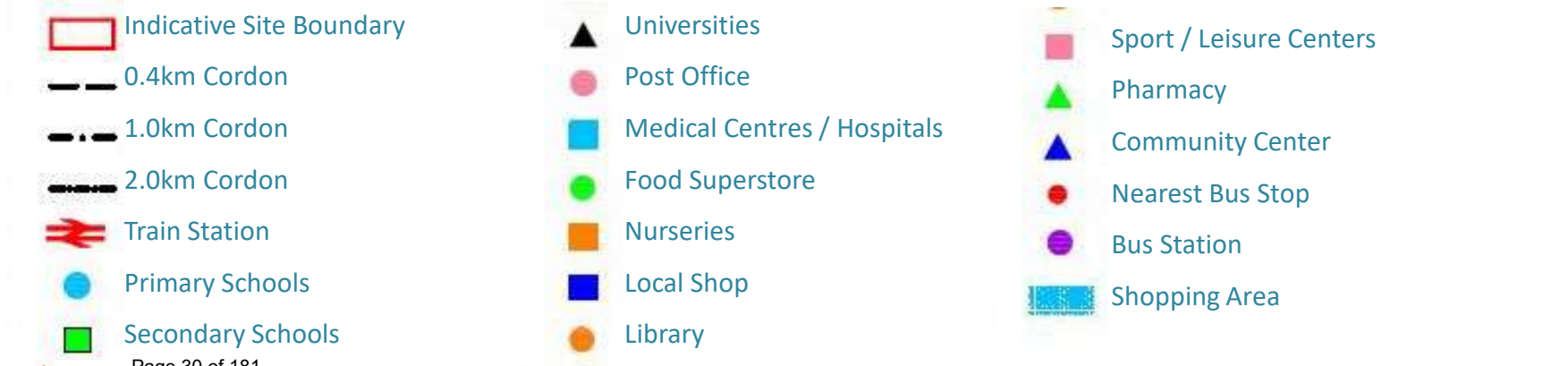


Local Community Uses



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



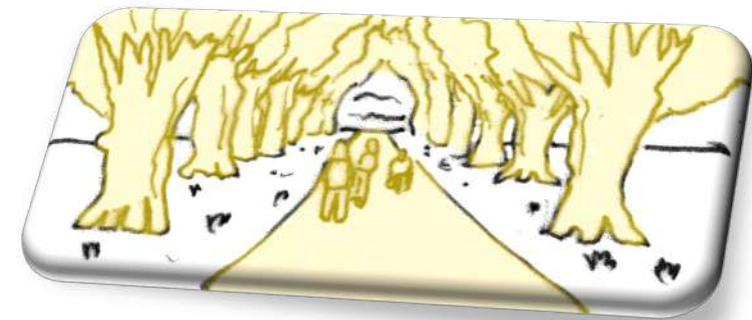


# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

## 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



View 3



View 4

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.

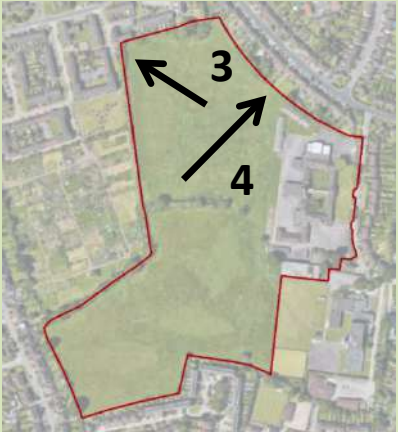
Melbourne Park

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



Tree of notable value

Tree of notable value

Set back of building and lines of symmetry

Fox Crescent



Fox Crescent

Vehicle entry to site

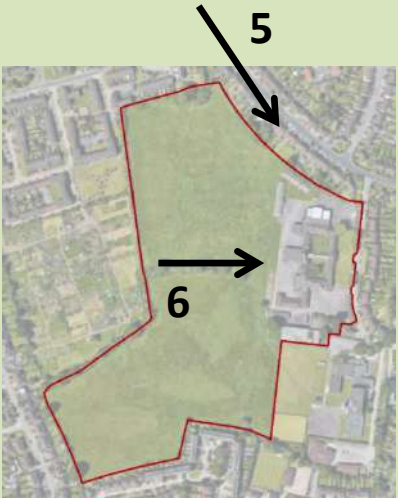
Thriftwood College

Tree of notable value

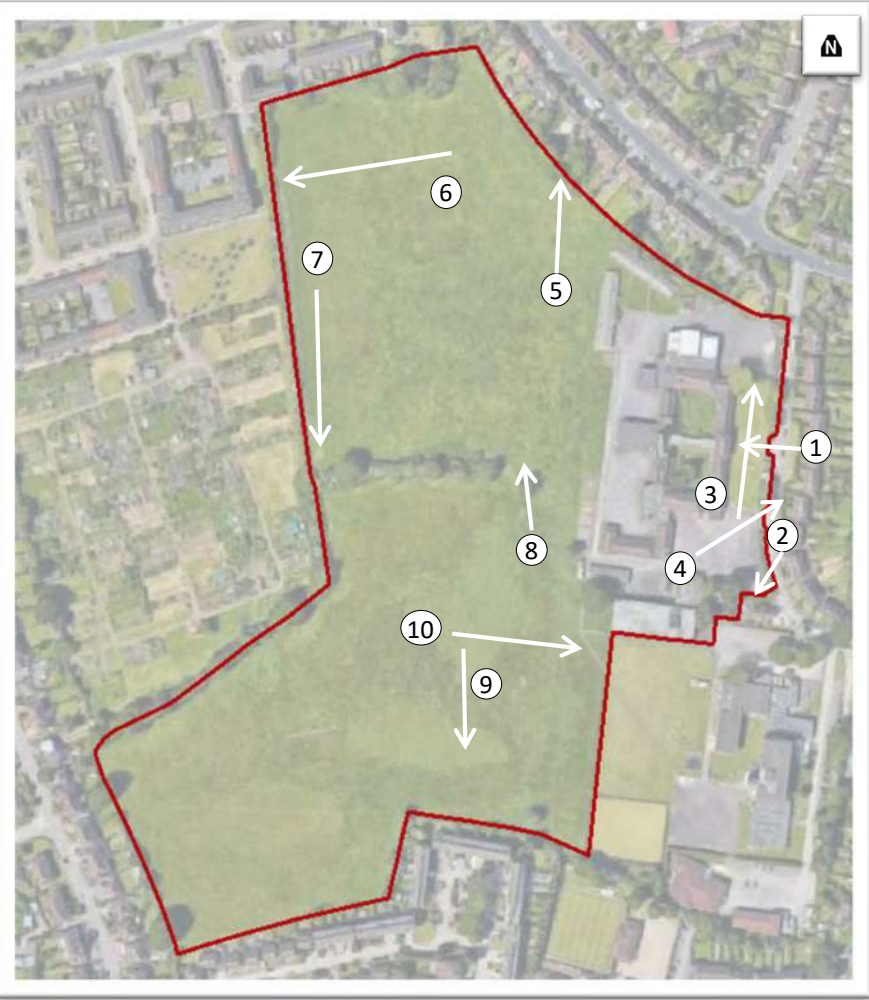
Clock tower

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



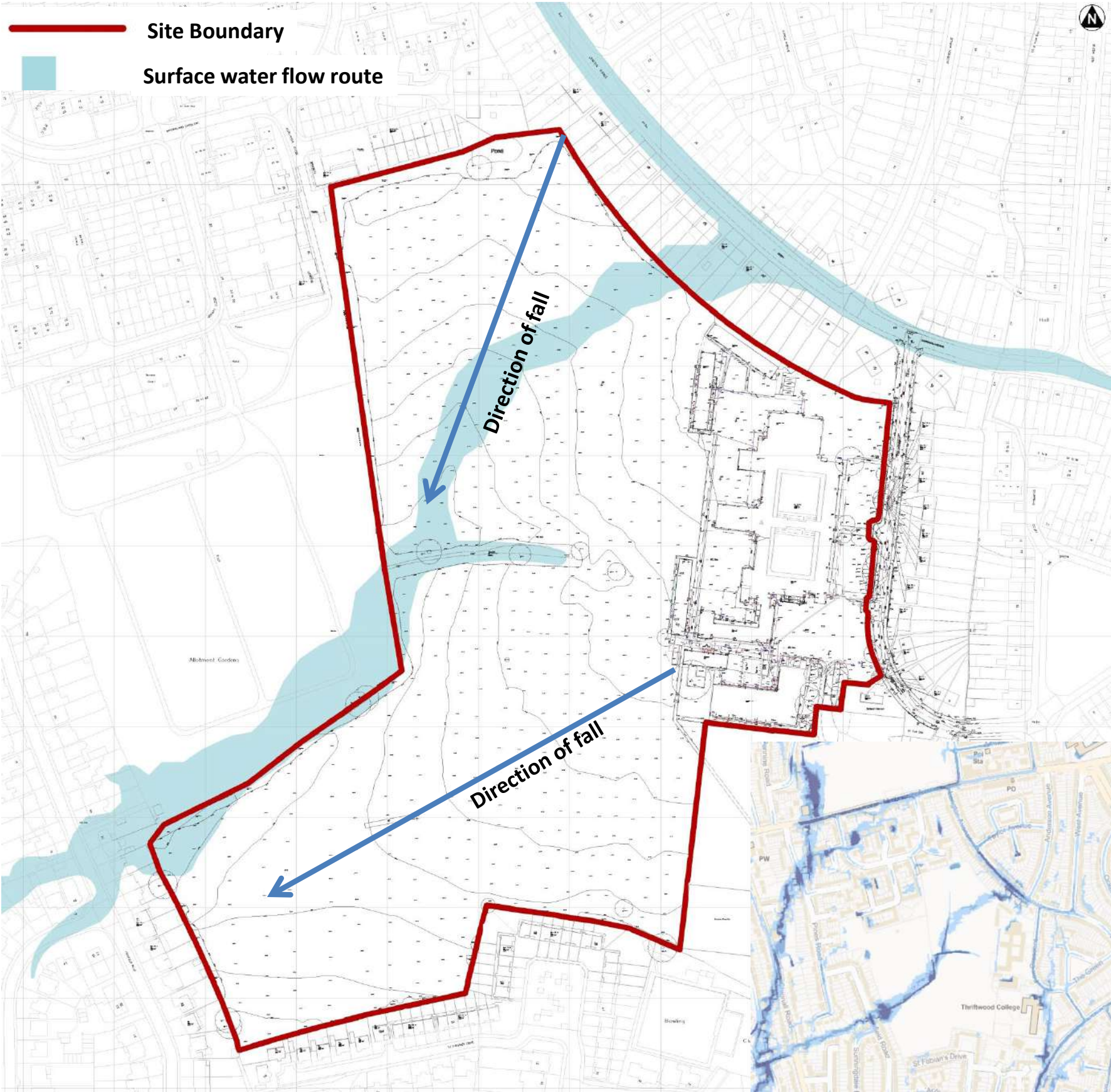
9 View South to boundary and 3 story flats on St Fabian's Drive



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 is 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.





- Sensitive Ecological Zones
- Hedgerows
- Hedgerows of limited value - potential to remove
- Pond
- Category A & B trees to be retained on site
- Category C and below trees with low value, potential to remove
- Site Boundary

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.





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



Analysis Diagram

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



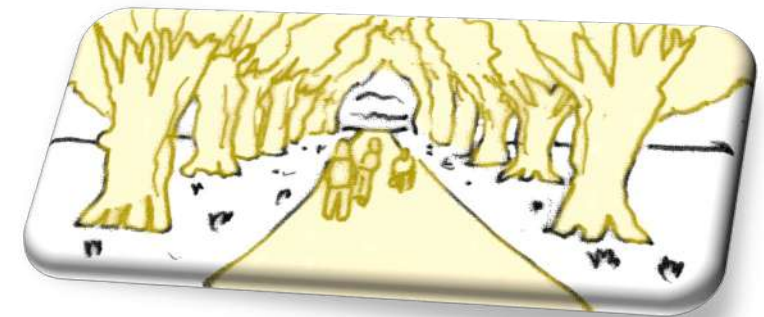


# Former **ST PETER'S COLLEGE** MASTERPLAN DOCUMENT

## 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
- Additional parking to Fox Crescent
- 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

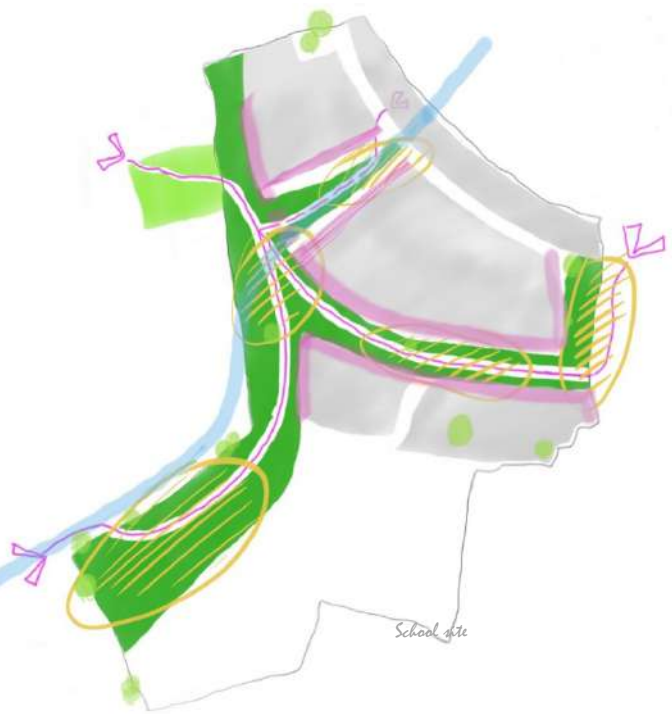


Green Connection – Linear parks and green corridors connect pedestrian desire lines and cycling routes through the site with the existing trees anchoring the green areas creating the principle design concept for the scheme.

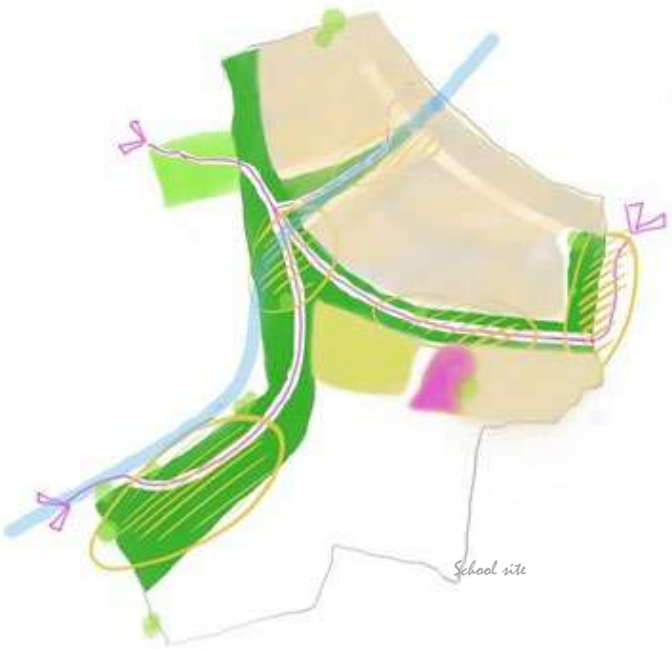
Pedestrian and cycling routes taking precedence and driving the overall design strategy creating a landscaped development



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



Hierarchy of Space– Linear 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.







Creating a framework of interconnecting multifunctional landscape spaces:

The concept for the Site’s overall green infrastructure framework and layout is to provide a generous network of interconnecting multifunctional landscape spaces. It is intended to create an inclusive public realm within the proposed new residential area that promotes feelings of safety and security. The public realm will be designed to address the needs of the whole community including the disabled and the elderly.

In this design context, some of the areas of open space will most likely be spaces for passive (rather than active) use, to provide a green setting for the adjacent houses, providing a pleasant outlook for residents as well as helping with legibility for people as they move through the Site. Green spaces will also provide opportunities for the planting of trees of significant long-term stature and as well as other types of urban greening including hedge planting and the seeding of wildflower grassland.

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 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). Footpath Link from Pond Green to the North:

The possibility of a new pedestrian link from the ‘pond green’ area within the Site to the adjacent off-site triangular green is to be investigated. The adjacent triangular green is publicly accessible and lit with a streetlight on the Site boundary. Removing the close boarded fence on the Site boundary between these two spaces (and replacing it with bow-top railings for safety reasons) could also open up clear views of the adjacent Oak tree from the triangular green which could be a considerable local environmental improvement. This potential new footpath link could also enable a good walkable link from the Site via highway footpaths in Canberra Close and Queensland Crescent to The Melbourne Park NEAP Play area and sports pitches which are located only a relatively short walking distance to the north.



8). 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.

9). 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).

10. 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.

11). 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

12). Retention & Management of Existing Hedgerows:

The existing site boundary hedgerows will be retained, gapped up where necessary and managed. 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.





13). 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.





Sustainable Urban Drainage System Concept



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.

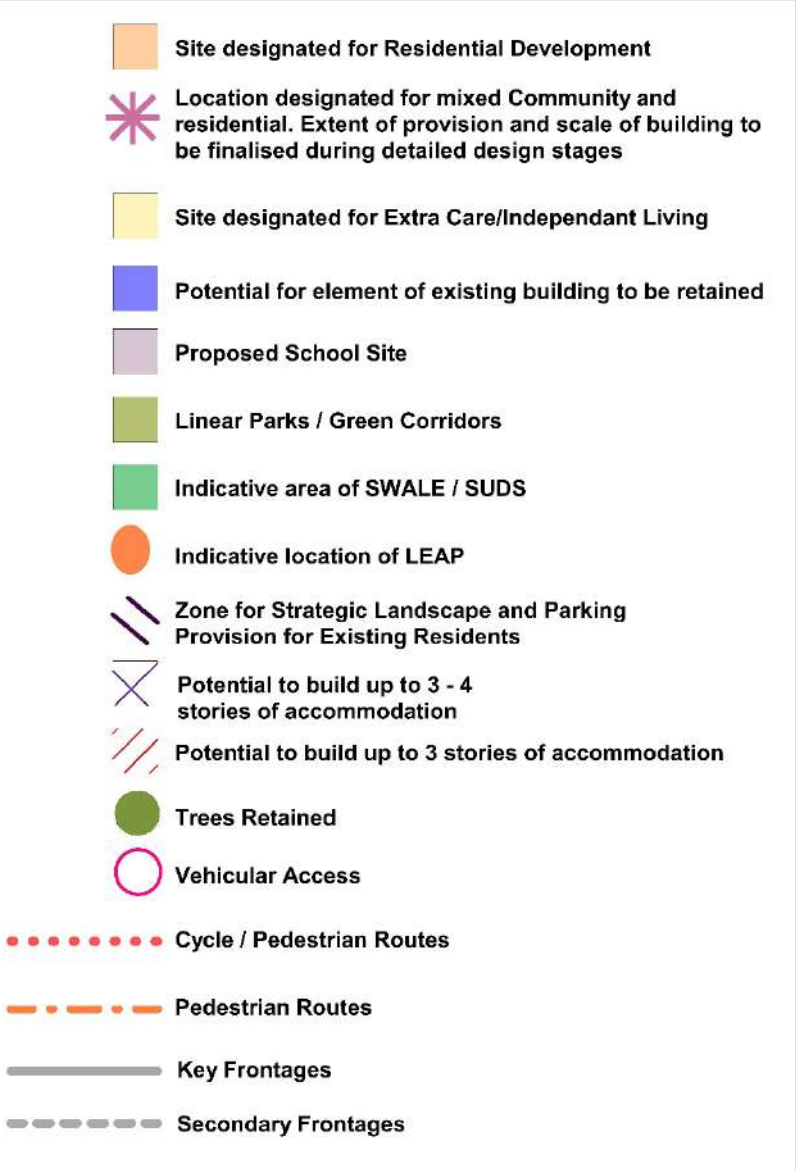
Foul Water Drainage

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 to as discussed previously 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 flats 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, building typology is larger than domestic residential, the design to forming 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 with 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.



Initial study looking at additional parking to Fox Crescent

A traffic count has been undertaken at various time of the day over a 7 day period to establish the current typical amount of on-street car parking; the results indicate that over the period it would be beneficial to provide in the region of 12 additional parking spaces, ( final figures to be confirmed), for the use of the residents. As a result 2 main options have been identified, option A and option B as out lined below.



- Option A** – Parking spaces in 3 banks of 4 perpendicular to existing road, landscaping to rear and sides
- Footway diverted to rear of parking spaces
  - Parking reasonably close to existing residents front gates
  - As much as possible existing trees and shrubs can be kept and enhanced
  - Can be provided early on in the development process easing traffic issues
  - Parking spaces over looked by residents

- Option B** – Two parking courts of 6 spaces each  
Parking spaces further away from residents current parking location
- Less over looking from residents
  - Can be landscaped subject to visual security required
  - Larger land take
  - More susceptible to mis use

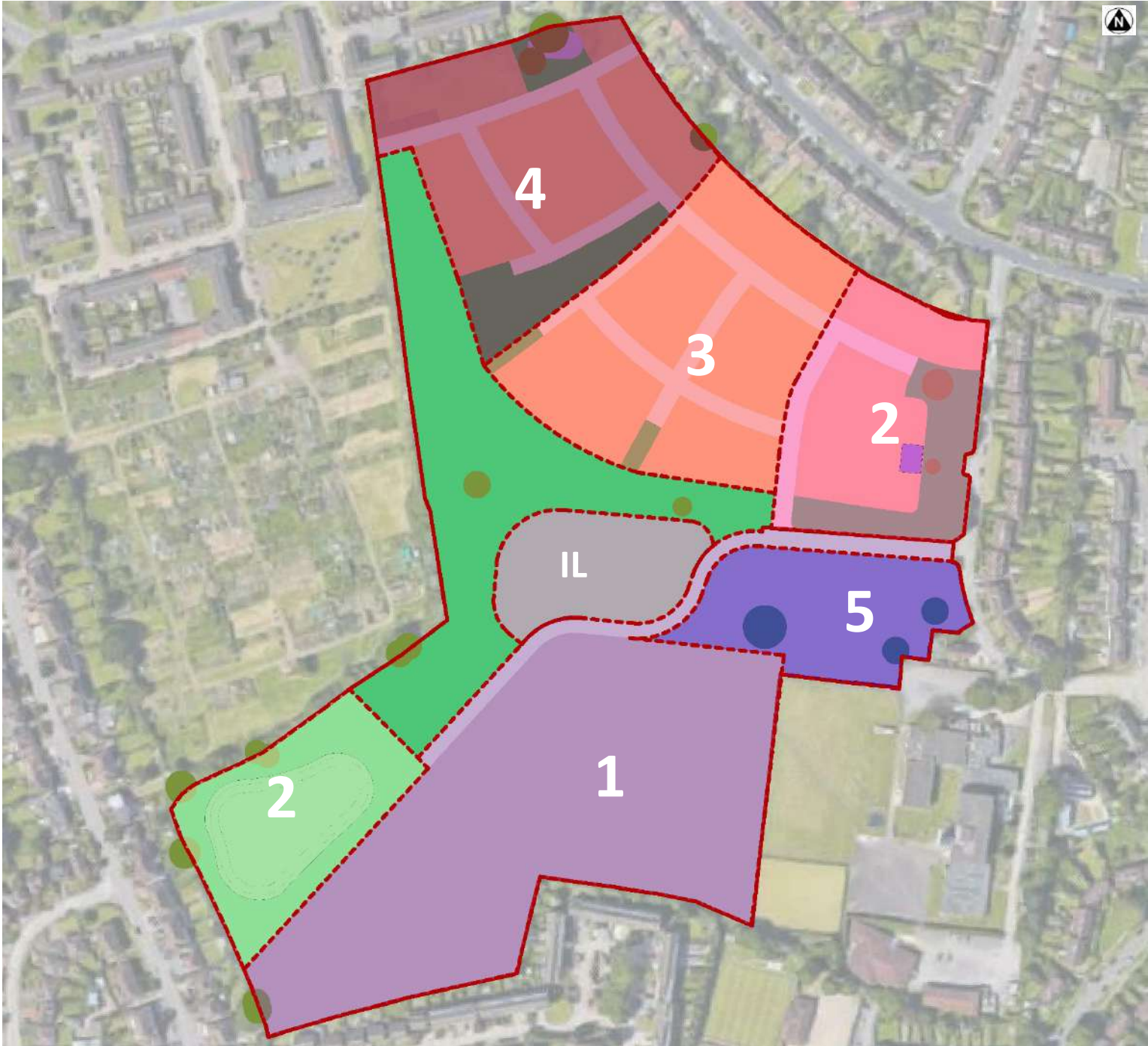


A variation of Option A with the footpath remaining in the current location and drop kerbs to access the parking spaces, was also considered. Although the land take was reduced in comparison to the option shown it was felt diverting the footpath would be safer for pedestrians.

An option of parallel parking to be being provided along the site side of Fox Crescent, to facilitate the number of spaces was discounted on the grounds that it would require the entire frontage of the site to be taken up resulting in a loss of all trees and shrubs, a barriers of cars marking the boundary of the site. In addition the rebuilding of Fox Crescent would be required to insure levels, drainage and road camber were corrected, with the relaying of all services. This would create sustained disruption for all residents and others in the vicinity for a significant amount of time, it would also change the character of Fox Crescent being visually and physically much wider.



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.









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## Chelmsford City Council Policy Board

5 July 2021

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### Strategic Growth Site Policy 1b – former St Peter’s College, Fox Crescent – Masterplan submission

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#### Report by:

Director of Sustainable Communities

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#### Officer Contact:

Matthew Perry, Senior Planning Officer

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### Purpose

This report is seeking the Policy Board’s recommendation to Cabinet to approve the Masterplan for the former St Peter’s College Site Allocation.

### Recommendations

1. The Policy Board recommend to Cabinet that the Masterplan attached at Appendix 1, with any changes arising from the recommendations, be approved.
  2. That the Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to negotiate the further considerations outlined in this report and any other subsequent changes to the Masterplan ahead of the consideration by Cabinet.
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## 1. Background

- 1.1. The masterplan presented with this report relates to Strategic Growth Site Policy 1b – former St Peters College, Fox Crescent which is brought forward by Essex County Council. The formal determination of masterplans consists of two



stages: recommendations by Chelmsford Policy Board and then approval by Cabinet.

1.2. Strategic Policy S7 sets out the Spatial Strategy (i.e. the scale and distribution) for new development over the period of the Local Plan. In allocating sites for strategic growth, this policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council. This is to ensure we are creating attractive places to live and to ensure the successful integration of new communities with existing.

1.3. Masterplans are intended to demonstrate how the site will satisfy the requirements of the respective site policies. Masterplans are a tool to help achieve a vision and key development objectives. They consider sites at a broad level and set a framework for the future planning applications to follow (usually Outline and Full applications). The Council's Masterplan Procedure Note, updated in October 2019, sets out what masterplans should contain. The core content of masterplans should cover:

- A vision for the new place
- Site and context analysis e.g. surrounding landscape, heritage, contamination, flood risk, important views, etc
- Movement structure e.g. walking, cycling, public transport, vehicle circulation
- Infrastructure strategy
- Sustainable Urban Drainage (SUDS) strategy
- A framework for landscape, spaces and public realm
- Land use and developable areas
- Building heights
- Layout Principles
- Delivery and phasing

Following the update to the Masterplan Procedure Note in October 2019, the Council also requires consideration of (i) supporting Livewell initiatives across the development and (ii) incorporating sustainable construction methods, energy efficiency and other sustainable development initiatives set out in the Council's Making Places Supplementary Planning Document.

1.4. Each of the masterplans will take a bespoke approach to the site it relates to. The larger of the allocated sites will differ from the smaller sites, the more complex or more constrained sites may differ from less complex and constrained sites, for example. Most masterplans will cover additional content or will look at certain matters in more detail than others, as appropriate, but all will consider similar core content.

1.5. The masterplan does not secure detailed site planning.

1.6. Developer obligations will be secured by way of a s.106 Agreement as part of the outline or full planning application.



## 2. The journey to this stage

- 2.1 In 2017, Chelmsford City Council, produced a Planning Brief for the site identifying a change of land use on the former college site, as it was surplus to educational needs within the area. This Planning Brief formed the basis for masterplanning parameters from the outset.
- 2.2 Throughout the period of masterplan production there are recurrent discussions between officers and the developer. These generate numerous iterations of the masterplan; each of those refining the masterplan in light of the issues which have been the subject of discussion. The submitted Masterplan document has itself undergone one revision since its publication in order to mainly address concerns with the road layout within the larger residential parcels.

### Public Consultation

- 2.3 Public consultation was undertaken on behalf of the developer in June/July 2020, which consisted of a leaflet drop to residents and business properties surrounding the site (approximately 7,500) and a consultation website for residents to view the proposals online.

### Member Presentation

- 2.4 Prior to the Chelmsford Policy Board meeting, all Members were invited to a developer presentation, on 11 March 2021, setting out the content of the draft masterplan and had the opportunity to ask questions about content.

## 3. Overview of Masterplan Content

### Site and context analysis

- 3.1. The Strategic Growth Policy includes requirement for the following:
  - 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
- 3.2. Essex County Council are the landowner for the allocated site. The masterplan is being brought forward by their housing subsidiary arm, known as Essex Housing.



- 3.3. Essex County Council's vision is to '*deliver a development the combines good practice in urban design ... creating a high quality new neighbourhood.*' It sets out key principles under five broad headings – (i) integration and rejuvenation, (ii) movement, (iii) distinctiveness and character, (iv) safety and security, (v) environment, landscape and open space.
- 3.4. The masterplan provides a site and context analysis, which supplements analysis work undertaken by the Council prior to the masterplan process. It represents a suitable starting point for a masterplan.

### Layout Principles

- 3.5. The Growth Site Policy sets out that the site 'is allocated for residential, specialist education uses, and community uses.' The site therefore has to assimilate a mix of uses within an irregular shaped parcel of land.
- 3.6. Education use is designated within a southern segment of land, a location envisaged within the City Council's design brief (2017), but one that has been dictated by the operational requirements of the two special schools, in terms of building layouts, site security and establishing access prior to commencement of residential development. The land positioned between the schools and allotments will be utilised for a drainage basin and open space, as shown in the masterplan.
- 3.7. Development parcels are split either side of the vehicular access but the road is curtailed from extending west by punctuating into the residential parcels relatively quickly, which enables green space to dominate through a central spine which curves northwards. This green corridor enables a soft edge to the existing allotments and provides a landscape focus for the layout. It also provides the basis for the pedestrian and cycle routes in north and westerly directions.
- 3.8. The proposed location of the community facility, within a parcel immediately adjacent Fox Crescent, will enable a mixed-use development in this location (if combined with residential), but also offers flexibility should the facility be required to be larger than currently envisaged.
- 3.9. The Independent Living/extra care designation within the centre of the site must be designed sensitively. The Council will seek a high-quality development in such a prominent location.
- 3.10. Part of the existing school building is shown to be retained (2 storey entrance building). The building has already been part demolished, including the wings and clock tower, under a demolition consent. Whilst not listed, the buildings have some heritage value and are considered as a non-designated heritage asset. The building offers some scope for re-use and also to provide a reference point to the front of the site. Therefore, the retention of at least part of the building is justified in planning terms and to address part of the site policy to 'adapt existing buildings'.



- 3.11. The Masterplan includes two different proposals to deal with the loss of on-street parking to Fox Crescent (see pg 42). Parking will be lost due to the need to keep clear the new entrance and also allow vehicles to move freely along this stretch of the road. Option A includes three banks of parking bays set perpendicular to the road. Option B includes two parking courts set within the site frontage. This is a key element of the masterplan. Both options require further work; Option A creates a substantial diversion for pedestrians and Option B would place parking spaces directly in front of the retained school building. From a highway safety perspective Option B is preferred. The current Masterplan presents these options as an initial study, as the purpose was to show that they could work in principle. The number of parking spaces proposed requires further investigation. Given the impact on existing residents and other factors yet confirmed (such as the extent of any required Traffic Regulation Order) the 12 spaces should not yet be presented as a final figure at this point.
- 3.12. The masterplan successfully shows the integration of around 185 new homes to this locality, with the addition of two new special schools.
- 3.13. There is sufficient open space to facilitate local recreation. These spaces are all located in accessible areas of the site for the benefit of new and existing residents. The relationship between development and public open spaces is such that safety and security are factored in from the outset through natural surveillance from the new homes.

#### Infrastructure requirements

- 3.14. The site infrastructure requirements are listed within the site policy.
- 3.15. Land is shown to be designated for two new special schools. The reality of that provision is that the Department for Education have submitted separate planning applications in advance of an approved masterplan, owing to the acute need for such facilities. The Masterplan shows their location and design – the planning applications were considered in the context of this masterplan, and recently approved (application ref's 21/00395/FUL & 21/00396/FUL).
- 3.16. The Highway Authority continue to provide advice on and enhancements to the local and strategic road network. Details will be secured through planning conditions and legal agreement, as necessary.
- 3.17. The illustrative masterplan shows provision for a new play area.
- 3.18. Financial contributions to early years, primary and secondary education can be secured through legal agreement at planning application stage, as required by the Local Education Authority. The legal agreement will also secure contributions to sport, leisure and recreation facilities.
- 3.19. Contributions will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) at planning application stage.



- 3.20. The masterplan demonstrates a commitment to conform with the site infrastructure requirements.

### Movement and access

- 3.21. Main vehicular access to the site will be from Fox Crescent. This access will also serve the two new special schools. Dual access has been explored with Highways, but a single point of access is the preference.
- 3.22. Pedestrian and cycle connections are provided to link Fox Crescent to Hobart Close to the north and Highfield Road to the west. Such routes will greatly increase permeability within the urban area through what is currently an enclosed site which restricts access east / west to the city centre and Melbourne, and vice versa. Those newly proposed routes will benefit from a landscaped setting set amongst the new development. An amendment within the revision document also ties the foot/cycle route to Highfield Road with the school access road.
- 3.23. ECC Highways have made requests for further amendments with respect to the highway network and pedestrian and cycle connections, namely – (i) footway link into Canberra Close, (ii) pedestrian route to north east into Fox Crescent to be cycle route also, (iii) widening of existing footway on Fox Crescent along the site frontage. These matters require further investigation and exploration with the applicant before being incorporated into the masterplan.

### Building heights and density

- 3.24. Building heights are shown to be predominantly 2 storeys, with the likelihood of 3 storeys around the community facilities zone, increasing potentially up to 4 storeys in the centre of the site in buildings which will front the linear park.
- 3.25. The proposed building heights in principle are acceptable – 2 storeys respecting the existing residential properties to the north and east, with the scope for greater scale within the site in areas which front open space.
- 3.26. Density isn't specified within the document but will likely increase within the central area as scale increases. This is an appropriate design response and the density overall is dictated by the indicative dwelling figure within the site policy (around 185). The inclusion of around 60 Independent Living/extra care (IL) units (above and beyond the 185 dwellings) would increase the density beyond that envisaged in the site allocation; this will require further scrutiny once the number of units are finalised.

### Sustainable Urban Drainage (SUDS) Strategy

- 3.27. Drainage approach has used existing topography to promote a natural SUDS solution, through the inclusion of swale routes and a large attenuation basin in the western corner. Given the topography and position of the basins within an area of open amenity space, next to the school site, it is considered an appropriate design solution at this stage (subject to further detailing).



## Delivery and phasing

- 3.28. Phasing is shown to be in five parts with the addition of the Independent Living accommodation (IL). Given the recent approval of the schools' applications – phase 1 (schools site) is realistic. Phases 2, 3 and 4 (as residential parcels moving from east to west) seem logical. The phasing of the IL is at present unknown – this will form a key gateway feature in the centre of the site and its phasing could influence the quality of the linear park. This matter will need to be considered further at planning application stage (in terms of the appropriateness of tying phasing together potentially).
- 3.29. Phase 5 is shown to include the community facility. The applicant is correct to state that the timing of delivery will depend on the eventual form of the community use and the timing of funding to fully deliver the preferred solution. However, the Council need to be mindful of securing the ability for the community facility to be developed as early as possible. This matter will need to be considered further at planning application stage (in terms of the mechanism for securing the site for the intended community use).

## Livewell

- 3.30. The Livewell campaign is designed to engage communities, families and individuals with the aim of providing information about all that is on offer in Essex to improve health and wellbeing. Essex Housing are committed to consider the Livewell initiative within their development, albeit not confirmed that accreditation will be sought. The masterplan needs to dedicate a section to discuss measures to reflect the aspirations of Livewell, even if accreditation is not being sought.

## Sustainable development initiatives

- 3.31. The application will be required to adhere to the Local Plan policies for sustainability. The masterplan does not include details of options for alternative means to power properties, however the absence of such facilities in this masterplan does not rule out the inclusion of community systems or other sustainable living/sustainable power generation measures on this site to meet the Council's objective of reaching a net carbon zero position by 2030.

## 4. Public Consultation – main issues

- 4.1. The public consultation resulted in 14 representations, and responses received from a range of consultees.

Representations are summarised as follows:

- Site context – properties in St Fabians Drive incorrectly described as flats; absence of layout or scale for school site; concerns over surface water drainage.



- Impact on neighbours – 4 storey development impact on St Fabians Drive, including loss of light; request for adequate fencing between school site and St Fabians Drive; question location of schools and could have been closer to allotments; loss of privacy to properties in Langton Avenue; security fencing to school to be imprisoning; loss of privacy from occupants of school sites.
- Wildlife – presence of wildlife, provision of food for birds, concern over proximity of path/cycleway to badger sett
- Highways – concern over one vehicular access point and its width due to on street parking; concern over access from further afield; concern over width of allotment access to serve cycles and pedestrians; bus stop locations shown inaccurately; increase in traffic and congestion

Consultee responses are summarised as follows:

- *ECC Suds* – no formal requirement to consult with the local lead flood authority (LLFA) at this stage; recommended developer contacts the LLFA to engage in pre-application discussions
- *Essex and Suffolk Water* – no objections - no apparatus located within the proposed development; water regulations information sheet provided for the attention of the developers.
- *Sport England* – site has not been used as a playing field for at least the last five years therefore Sport England would not be a statutory consultee on a future planning application; development will be required to provide or make contributions to new or enhanced sport, leisure and recreation facilities through securing a commuted sum in order to mitigate the loss of the former school playing fields on this site; recommends 'Active Design' principles to be incorporated and encourages the use of the Active Design checklist in the preparation of a planning application
- *Natural England* – masterplan should include relevant Essex RAMS policy to ensure that future planning applications give due consideration to this strategic solution; standing advice applies in relation to protected species and ancient woodland and veteran trees.
- *Essex Badger Group* - full planning applications should be accompanied by a Phase 2 Habitat Survey and a badger protection plan; if any full planning application intends to connect to existing sewerage systems close to a badger sett, this needs to be considered closely and be accompanied by full proposals for ensuring the badgers are protected at all times.
- *ECC Highways* – single point of access from Fox Crescent acceptable (to serve both the residential development and the new schools); layout to be amended to enable continuous routes rather than a series of parallel cul-de-sacs within the residential parcels; option B preferred for additional parking for Fox Crescent; traffic regulation orders likely to be required to restrict resident parking on street; footway/cycle connection required from schools site to Highfield Road link; existing footway on Fox Crescent to be widened to a minimum of 2m along the whole length of the site frontage; visibility splays at the junctions need to be in accordance with Manual for Streets; internal roads



should be 20mph; any trees should be outside the proposed adopted highway.

- *RSPB* – object to masterplan; developers lack of engagement with the RSPB; natural features should be retained, such hedgerow that runs east from allotments, pond at north should be linked with planting scheme; clocktower and entrance building should be retained; lighting should be designed to avoid unnecessary disturbance to wildlife; bird boxes and bat roosts should be designed into new buildings and garden boundaries; long term maintenance of the site for wildlife needs to be secured through the S106; lack of reference to Making Places SPD; development should incorporate the vision of “Homes for both people and wildlife”; SUDS features should be an opportunity to improve the biodiversity of the site
- *ECC Historic Environment Branch* - site is within an area where a large number of archaeological artefacts have been found; potential for archaeological remains across the whole of development area and as an assessment has already been carried out (in 2017); need for non-intrusive archaeological investigation in order to define the developments impact, possibly supplemented by appropriate archaeological intrusive field evaluation; presence of significant archaeological deposits may impact the masterplan.

4.2. Officers are content that the matters raised by the consultation would not prejudice the delivery of the scheme outlined within the masterplan.

## 5. Further considerations

5.1. In summary the main concerns, suggested points for discussion for Policy Board and potential amendments are set out below:

- Further exploration of highways works suggested by ECC Highways (as outlined above in paragraph 3.23), with solutions to be integrated into revised masterplan;
- Exploration of preferred option to address displacement of on-street parking along Fox Crescent (see masterplan page 42 – options A & B; options discussed in paragraph 3.11 above), with preferred solution included in revised masterplan;
- Request for Masterplan to include section dedicated to Livewell and sustainable construction methods (including reference to Making Places SPD).

## 6. Conclusion

6.1. The masterplan demonstrates how the requirements of the Local Plan can be delivered on this site. The document is sufficiently ambitious to achieve a high-quality development which is well related to its context. The masterplan layout and other content provides a sound framework to guide successful placemaking and will support the planning application process in an appropriate way.



- 6.2. This report highlights that some changes are expected to the masterplan document in order to align it with the Council's aspirations for this site.
- 6.3. The masterplan is presented to Chelmsford Policy Board with recommendations that it be referred to Cabinet for approval subject to the inclusion of any further necessary changes.

#### List of appendices:

1. Masterplan document – dated June 2021
- 

#### Corporate Implications

Legal/Constitutional:  
None

Financial:  
None

Potential impact on climate change and the environment:  
New housing delivery can have a negative impact on climate and environmental change issues. Planning Policies, Building Regulations and Environmental Legislation ensure that new housing meets increasingly higher sustainability and environmental standards which will help mitigate this impact.

Contribution toward achieving a net zero carbon position by 2030:  
The Local Plan and Making Places SPD will provide guidance to assist in reducing carbon emissions through development. This development will follow the published guidance.

Personnel:  
None

Risk Management:  
None

Equality and Diversity:  
None. An Equalities and Diversity Impact Assessment has been undertaken for the Local Plan.

Health and Safety:  
None

Digital:  
None

Other:  
None



**Relevant Policies and Strategies:**

This report takes into account the following policies and strategies of the City Council:

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

Chelmsford Climate and Ecological Emergency Action Plan

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**MINUTES**  
**of the**  
**CHELMSFORD POLICY BOARD**  
**held on 5 July 2021 at 7:00pm**

Present:

Councillor I Fuller (Chair)

Councillors D Clark, W Daden, S Dobson, N Gulliver, G B R Knight, G H J Pooley, R J Poulter, M Sismey, A Sosin, N Walsh, T Willis and S Young

Also present: Councillors L Ashley, A Davidson and M J Mackrory

**1. Apologies for Absence**

Apologies for absence had been received from Councillors H Ayres, J Galley and R T Whitehead, who had appointed Councillors S Young, S Dobson and M Sismey respectively as their substitutes.

**2. Declarations of Interest**

Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

**3. Appointment of Vice Chair**

RESOLVED that Councillor A B Sosin be appointed as Vice Chair of the Policy Board for 2021-22.

**4. Minutes**

The minutes of the meetings on 4 March and 15 March 2021 were confirmed as correct records.

**5. Public Questions**

There were no questions or statements from members of the public.



## 6. Private Rented Sector Offer Policy

The Policy Board considered a proposed policy which would enable the Council to offer accommodation provided by private landlords, when appropriate and with the applicant's consent, as an option for discharging the Council's statutory duty to those who were homeless and entitled to an offer of settled accommodation.

In response to questions from the Board, officers said that:

- as the policy could only be used to discharge the Council's duties under homelessness legislation it could not be used to alleviate overcrowding;
- the management agent referred to in the policy was the agent through which the property was let and that agent would be required to meet set standards;
- the period of 12 months under which contracts to ensure the affordability of a property for an applicant would operate would be the minimum period. Should an applicant's financial position change for the worse during that time, the Council would continue to assist them. Whilst the Council would prefer that the contracts did not have break clauses, it would be responsible for providing alternative accommodation for applicants unable to remain in the accommodation for the full term of the contract;
- the policy could be amended to make specific mention of the need for properties to meet minimum statutory safety requirements.

RESOLVED that the Cabinet be recommended to approve and adopt the Private Rented Sector Offer Policy submitted to the meeting.

(7.02pm to 7.14pm)

## 7. Consultation on Chelmsford Housing Strategy 2022-2027

The Policy Board received a consultation document which would inform the preparation of the Chelmsford Housing Strategy 2022-2027. The document set out the initial findings from the Council's Housing Working Group and the results of early engagement with Registered Providers to ensure that the Council gained wider feedback from the community and other groups, organisations and charities involved in housing in Chelmsford.

Responding to questions on specific aspects of the consultation document, officers informed the Board that:

- the Council would continue to take robust action to bring empty properties back into use and work with partners to achieve that aim;
- self-build property was governed by a statutory register, which the Council helped to monitor, and by the Planning Obligations SPD rather than any housing strategy. Reference to it in the consultation document reflected a demand rather than a need and its role as a means by which housing could be provided;
- assessment of the viability of a development included the build costs, the cost of providing infrastructure and the cost of the affordable housing element. In the case of some smaller developments, such as those of between 11 and 20 units, the Council



may accept a commuted sum from the developer if the provision of affordable housing made the development unviable. This was considered on a site-by-site basis and the starting point was always to seek to include affordable housing in a development;

- housing need assessments continued to identify the demand for different property types and tenures in a locality but they increasingly took into consideration the wider need in Chelmsford and how meeting need at a local level could contribute to meeting the overall demand in the city;
- the reference in the document to the need for accommodation with on-site support for 20 young people was considered to be accurate and an on-going requirement.

The Board welcomed the consultation document which, with the Homelessness Strategy, would help tackle and prevent homelessness, increase the supply of housing and co-ordinate the support offered to the homeless and those in temporary accommodation.

RESOLVED that the document at Appendix 1 to the report to the meeting be approved for consultation to help inform the preparation of the Housing Strategy for 2022-27 and that any subsequent textual or presentation changes are delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Fairer Chelmsford and Cabinet Member for Sustainable Development.

(7.14pm to 7.44pm)

## 8. St Peter's School Site Masterplan

A masterplan was submitted for Strategic Growth Site Policy 1b, the site of the former St Peter's School in Fox Crescent. The Council's Spatial Strategy required that the site provide:

- 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 masterplan was being brought forward by Essex Housing, the housing subsidiary arm of the landowner, Essex County Council.

The focus of the Board's discussion of the masterplan was the question of access to the site, the provision of a footpath to Canberra Close and parking in Fox Crescent. Although the Highway Authority was of the view that the one main access road shown in the masterplan would be sufficient for a development of this scale, the Board felt that its size and multiplicity of uses were an argument for the provision of a second access. Unless there were strong technical reasons for not doing so, members felt that officers of the City and County Councils should explore the possibility of providing another access to the development site.

Rather than rule out the possibility of creating a footway access from the site to Canberra Close, the Board felt that local councillors and residents should be consulted on the idea before the masterplan was finalised. Members also believed that further thought was



required on the proposal to remove on-street parking in Fox Crescent and the options for its replacement within the development site. It was acknowledged that reconsidering the access and parking issues could have implications for the treatment of the Fox Crescent frontage of the site, the retention of trees and hedges, landscaping proposals and the impact on the site's ecology.

The Board was informed that the independent living element of the masterplan was distinct from the County Council's care home services. Members hoped that its provision would reflect the need and demand for that type of accommodation.

RESOLVED that the officers discuss with Essex County Council the access, parking and other issues raised at the meeting on the masterplan for Strategic Growth Site Policy 1b, the former St Peter's School site, Fox Crescent and that, depending on the results of those discussions, a revised masterplan be submitted to a future meeting of the Board.

(7.44pm to 8.58pm)

## 9. Chelmsford Policy Board Work Programme

The Board received the latest version of its Work Programme for 2021-22.

RESOLVED that the latest Work Programme of the Board be noted.

(8.58pm to 9.00pm)

## 10. Urgent Business

There were no items of urgent business.

The meeting closed at 9.00pm

Chair





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## Chelmsford Policy Board

17 February 2022

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### Strategic Growth Site Policy 1b – former St Peter’s College, Fox Crescent – masterplan

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Report by:  
Director of Sustainable Communities

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#### Purpose

This report is seeking the Policy Board to recommend to Cabinet the approval of the Masterplan for the former St Peter’s College Local Plan Site Allocation.

#### Recommendations

1. The Policy Board recommend to Cabinet that the Masterplan is amended to reflect the content of the Masterplan Addendum (in part), officers recommendations embedded within this report, and any subsequent recommendations from the Policy Board in considering the Addendum.
  2. That the Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to agree any subsequent changes to the Masterplan ahead of the consideration by Cabinet.
  3. The Policy Board recommend to Cabinet that the Masterplan be approved once the changes from Recommendations 1 & 2 are implemented.
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## 1. Introduction

- 1.1. The background to masterplans was outlined in the Policy Board report dated 5 July 2021 (see paragraphs 1.1 – 1.6 of Appendix 3). The background is not repeated within this report, but members are reminded that masterplans do not secure detailed site planning or developer planning obligations.
- 1.2. This report should be read in conjunction with the previous officer report dated 5 July 2021 (Appendix 3). This report provides an analysis of the Policy Board recommendation and the content of the Masterplan Addendum.
- 1.3. On 5 July 2021 the Policy Board resolved the following:

*that the officers discuss with Essex County Council the access, parking and other issues raised at the meeting on the masterplan for Strategic Growth Site Policy 1b, the former St Peter's School site, Fox Crescent and that, depending on the results of those discussions, a revised masterplan be submitted to a future meeting of the Board.*

(see Policy Board minutes at Appendix 4)

- 1.4. In response the Policy Board's resolution, Essex Housing have submitted a Masterplan Addendum (dated January 2022). The Addendum details the potential for various amendments to the previously submitted Masterplan. The issues are discussed under the following headings:
  - Vehicular Access—Single or Dual Points of Access
  - Parking in Fox Crescent
  - Widening of footway on Fox Crescent
  - Footpath link to Canberra Close
  - Independent Living and Affordable Housing
- 1.5. The merits of these topics are discussed in section 2 of this report.

## 2. Review of Masterplan Addendum

- 2.1 In acknowledging the concerns of the Policy Board, the applicant has submitted an Addendum which seeks to address key topics and proposes amendments to the Masterplan.
- 2.2 The Masterplan Addendum is presented as a supplementary document to explain how the Masterplan could be altered, prior to being approved by Cabinet. The Addendum does include a draft amended layout.

### *Single / dual access onto Fox Crescent*

- 2.3 The Policy Board previously considered that the size and multiplicity of uses within the allocation were an argument for the provision of a second access

along Fox Crescent. The installation of a second access was recommended by Policy Board unless there were strong technical reasons for not including it.

- 2.4 Notwithstanding the preference of the applicant (and Highway Authority – see recommendation at Appendix 6) for a single point of access, the applicant is prepared to provide a second point of access. There are no technical reasons why a second access cannot be achieved, however a large willow tree may need to be removed. The tree is deemed to be Category B (moderate quality and with an estimated life expectancy of at least 20 years) and its retention is preferable. The applicant indicates that its loss may not be a necessity, subject to detailed design.
- 2.5 The Policy Board are advised that ECC Highways are satisfied that the proposed additional access can comply with highway safety standards, and no objection is raised in principle to two access points along Fox Crescent.
- 2.6 Officers view is that the second access is achievable in technical terms and the impact upon the residential layout could be minimised. The potential loss of the tree is noted; however, its loss may not be necessary subject to detailed design of the second access.
- 2.7 Officers recommend to Policy Board that a second access is included within the layout in order to address the Board's previous concerns, and furthermore that the willow tree should be sought to be retained.

#### *Parking in Fox Crescent*

- 2.8 The submitted Masterplan indicated that the development could provide 12 public car parking spaces to permit additional car parking for local residents, based upon an assessment of typical levels of usage in Fox Crescent. Two options were presented. Policy Board considered that further thought was required on the proposal to remove on-street parking in Fox Crescent and the options for its replacement within the development site.
- 2.9 The applicant has considered this matter and also further consulted with ECC Highways with regard to their proposals. Appendix 2 of the Addendum outlines a detailed assessment of the potential number of on-street parking spaces along Fox Crescent – that number being a maximum of 31 spaces. As a minimum, any Traffic Regulation Order (TRO) will need to secure parking restrictions around the entrance/s to the site (to enable safe vehicular manoeuvres). The inclusion of an additional access would result in a total loss of 5 on-street parking spaces. The applicant's formal position is that spaces are not required to be re-provided, however acknowledging that the second access would result in some loss of parking and that the Board were keen to see replacement parking being secured in the interest of the existing residents. Up to 6 spaces are considered to be appropriate by the applicant. Two options are presented – parking courts within the site, and a lay-by along Fox Crescent. The two parking courts shown could cater for 12 additional spaces (18 in total potentially). The parking court/s could accommodate the applicant's preferred



offering of 6 spaces, but they consider that 6 spaces could more easily be accommodated within a lay-by created on Fox Crescent.

- 2.10 The lay-by option would provide a likely maximum of 6 spaces, whereas the parking courts can provide more than double depending on the level of encroachment deemed acceptable across the frontage. The indicative drawing within the Addendum (figure 4 on pg 9) shows 12 spaces provided within two parking courts, which would not appear unduly intrusive within the street scene.
- 2.11 Both alternative parking proposals are considered to be acceptable in principle by ECC Highways. Both have merits in terms of their design and layout. The lay-by option is less intrusive within the site and has a direct relationship with the properties that are likely to lose parking outside of their residence. The parking courts can be suitably designed and landscaped, but do raise the issue over proximity to existing residents and future management. However, if officers were to recommend the lay-by option only, then it would need to be acknowledged that the provision would be physically limited to 10 spaces (maximum) but very likely less owing to a suitably designed lay-by. The 6 space lay-by shown is considered to be an appropriate design response.
- 2.12 Officers recommend to Policy Board that the Masterplan is amended as per the suggestion within the Addendum to highlight a 'zone for strategic landscaping and parking for existing residents' (as seen in Appendix 1 of the Addendum). This will enable flexibility over the provision of a lay-by and/or parking courts within the frontage at the time of submission of the planning application.

#### *Widening of footway on Fox Crescent*

- 2.13 Within their first consultation response (see appendix 5), ECC Highways had recommended that the footway along the site frontage to Fox Crescent should be widened to 2m. The existing width is roughly 1.8m. Policy Board members queried whether widening could be achieved.
- 2.14 Widening can be achieved but would involve the removal of the existing walls, railings, hedge and trees along the frontage (if 2m is strictly administered as a dimension). These features are existing, and a remnant of the former use. The wall and railings hold no specific historic or aesthetic value to warrant their retention, above and beyond what could be re-provided as a newly designed landscape frontage. The established hedge and trees have a presence within the street, however includes only one tree worthy of specific retention – a sycamore positioned to the south of the second access. There is a strong possibility that this tree would need to be removed in order to secure the visibility splay for the second access.
- 2.15 On the basis of the above, Policy Board have three options on the footway widening – (i) boundary treatment and footway width to remain as existing, (ii) wall, railing, hedge, trees to be removed and footway widened to 2m, or (iii) wall and railings to be removed, specific tree sought to be retained, footway widened to 2m where possible (taking into account the retained tree).

- 2.16 Officers recommend to Policy Board that the Masterplan is amended as per the suggestion within the Addendum to highlight a 'zone for strategic landscaping and parking for existing residents' (as seen in Appendix 1 of the Addendum), but also includes reference within the text that the existing boundary treatment will be removed and footway widened to 2m (as far as practicable) taking into account the potential retention of one tree.

*Footpath link to Canberra Close*

- 2.17 Within their first consultation response (see appendix 5), ECC Highways recommended that further consideration should be given to the provision of a footpath link into Canberra Close to the north of the allocation site. Policy Board identified that this matter should be given further consideration.
- 2.18 The Addendum has further considered the merits of a link. A link would obviously provide a route north to Queensland Crescent, and Melbourne Avenue beyond. However, there are several disbenefits to this specific location, namely the proximity of the route to residential properties, the land being in 3<sup>rd</sup> party ownership, and potential disturbance to a proposed ecological zone within the site. Instead, the Addendum proposes that the cycle/pedestrian route included within the site links with Murchison Close through the Hobart Close play area. A route shown within the Masterplan (through the centre of the existing play area) would be amended to provide a link to one of the allotment entrances off Hobart Close. Given the intervention through an existing hedge on the site boundary, and previous comments made by the RSPB, officers consider that only one intervention should be made through the boundary.
- 2.19 Officers recommend to Policy Board that the pedestrian/cycle routes are amended as per figure 11 within the Addendum, but achieved through only one intervention in the hedge.

*Independent Living and Affordable Housing*

- 2.20 Ultimately, the composition of the dwellings will be a matter for the eventual planning application. However, the applicant has sought to clarify the matter of the inclusion of 'Independent Living' units following concerns expressed by Policy Board.
- 2.21 The Masterplan includes 60 Independent Living units (IL) in addition to the 185 dwellings proposed. The proposed independent living units will provide accommodation for people who are in need of care and according to the applicant will therefore fall within Use Class C2 (residential institutions). The inclusion of this type of accommodation is the applicant's choice at this point. Officers are content that their location and number can be suitably accommodated within the proposed layout, and the proposed 'uplift' to the site allocation number (from around 185) will not be detrimental to the quality of the scheme.
- 2.22 The basis for calculating the requirement for affordable housing (within Policy DM2) is 'all new residential development sites comprising 11 or more



residential units' and the total number of residential dwellings proposed is therefore 245 homes. The Addendum confirms that the applicant does not seek for the IL units to off-set the affordable provision for the site.

### 3. Consultation Responses – summary

3.1 The consultation responses for the Masterplan were summarised in the previous officer report for that agenda item (see Appendix 3).

3.2 The following comments are summarised from public bodies and are in relation to the Masterplan Addendum:

#### *ECC Highways*

- A single point of access from Fox Crescent is preferable to the Highway Authority, to minimize the number of accesses to the residential development and the new schools. However, there are no safety or capacity reasons to prevent a second access being provided, should the Policy Board require this, although it would affect the parking available on Fox Crescent.
- The alternative parking proposals as set out in the Masterplan Addendum are acceptable to the Highway Authority.
- TROs are likely to be required within the development to ensure that residents don't park on street as well as in the new parking bays.
- TROs would be required to prevent parking in the vicinity of the junctions on Fox Crescent.
- The existing footway on Fox Crescent needs to be widened to a minimum of 2m along the whole length of the site frontage.
- Visibility splays at the junctions need to be in accordance with Manual for Streets
- The proposals for a new footway and cycle route connection, to Hobart Close and Murchison Close respectively, are acceptable in principle. However, minor widening will be required, from a point where the new cycle route meets the existing footway/cycle routes to Murchison Close and Hobart Close, to comply to LTN 1/20 standards.

#### *RSPB*

- Continue to object on the basis that 'green corridors' are not maximised and potential loss of tree due to the second access
- Query ability to accommodate the likely parking provision (with reference to Policy DM26)

3.3 The following comments are a summary of public representations made specifically since the publication of the Masterplan Addendum:

- Content of future application – affordable housing, electric vehicle charging, community facility, secondary school

- Drainage – concerns over adequacy, adequacy of historic records, impact on existing trees/landscape/buildings
- Local roads – concern over parking issues in Fox Crescent, impact of traffic
- Construction – impact on residents
- Layout – concern over anti-social behaviour, detail for northern section, impact on privacy

#### *Council response*

3.4 ECC Highways comments noted and referred to, where appropriate, in the body of this report.

3.5 In response to the RSPB comments, the pond area to the north of the site does offer an opportunity for an ecological zone - the layout does not preclude the possibility of a green corridor along the northern and western boundary or as shown within the RSPB response. Concerns with regard to the loss of the willow tree are noted, and it is anticipated to be retained. Parking provision will need to be in accordance with Essex Parking Standards (as referenced in Policy DM27), the unit mix is currently unknown. Policy DM26 will not be relevant with regard to parking standards unless the scheme includes any houses in multiple occupation (HMOs).

3.6 With regard to the public comments, concerns are noted. The matters are issues to be considered at the planning application stage.

#### **4. Conclusion**

4.1. This report highlights that changes are expected to the masterplan document in order to align it with the Council's aspirations for this site.

4.2. The Masterplan Addendum offers an alternative design and layout to that of the originally submitted Masterplan. It is officers view that the Addendum has sought to address the previous concerns of the Policy Board. The revised details will not prejudice the compliance with the site policy requirements of this strategic site.

4.3. The Masterplan is presented to Chelmsford Policy Board with recommendations that it be referred to Cabinet for approval subject to the inclusion of the recommended changes within this report.

#### **List of appendices:**

1. Masterplan document – dated June 2021
2. Masterplan Addendum – dated January 2022
3. Chelmsford Policy Board – officer report 5 July 2021
4. Chelmsford Policy Board - minutes of meeting 5 July 2021
5. ECC Highways consultation response – March 2021



6. ECC Highways consultation response – January 2022

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Corporate Implications

Legal/Constitutional:  
None

Financial:  
None

Potential impact on climate change and the environment:  
New housing delivery can have a negative impact on climate and environmental change issues. Planning Policies, Building Regulations and Environmental Legislation ensure that new housing meets increasingly higher sustainability and environmental standards which will help mitigate this impact.

Contribution toward achieving a net zero carbon position by 2030:  
The new Local Plan and Making Places SPD will provide guidance to assist in reducing carbon emissions through development. This development will follow the published guidance.

Personnel:  
None

Risk Management:  
None

Equality and Diversity:  
None. An Equalities and Diversity Impact Assessment has been undertaken for the Local Plan.

Health and Safety:  
None

Digital:  
None

Other:  
None

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Relevant Policies and Strategies:

This report takes into account the following policies and strategies of the City Council:

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

## Chelmsford Climate and Ecological Emergency Action Plan

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**MINUTES**  
**of the**  
**CHELMSFORD POLICY BOARD**  
**held on 17 February 2022 at 7:00pm**

Present:

Councillor I Fuller (Chair)

Councillors H Ayres, W Daden, S Dobson, G H J Pooley, R J Poulter,

A Sosin, N Walsh and T N Willis

Also present: Councillors L Ashley, A Davidson, C Davidson and M J Mackrory

**1. Apologies for Absence**

Apologies for absence had been received from Councillors D Clark, J Galley, N Gulliver and G B R Knight.

**2. Declarations of Interest**

Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

**3. Minutes**

The minutes of the meeting on 13 January 2022 were confirmed as a correct record.

**4. Public Questions**

There were no questions or statements from members of the public.

## 5. Health and Wellbeing Working Group - Update

The report to the meeting gave an update on the work of the Health and Wellbeing Working Group and the implementation of the Health and Wellbeing Plan.

The implementation of the Plan was monitored by way of an action plan and took into account Essex County Council's Joint Strategic Needs Assessment and its Joint Health & Wellbeing Strategy. The Council's Plan informed both Essex County Council and the NHS, through the Mid Essex Clinical Commissioning Group, and showed how it contributed to the Joint Health & Wellbeing Strategy and wider health system strategies and plans. Delivery of the Plan's priorities was monitored by Livewell Chelmsford, a forum of organisations which aimed to promote, facilitate and encourage members to work collaboratively to improve the health, wellbeing and quality of life of everyone in Chelmsford.

It was recognised that there was considerable overlap between the roles of the Health and Wellbeing Working Group and Livewell Chelmsford. It was therefore proposed to merge the two groups by disestablishing the Health and Wellbeing Working Group and to nominate a Member of the Policy Board to attend Livewell Chelmsford.

The Policy Board was fully supportive of the proposal and expressed appreciation for the work of members and officers of the Health and Wellbeing Working Group.

RESOLVED that:

1. the update to the meeting on the work of the Health and Wellbeing Working Group be noted and that the disestablishment of the Working Group in favour of its responsibilities being undertaken by Livewell Chelmsford be approved; and
2. Councillor Nora Walsh be nominated as the Council's representative on Livewell Chelmsford.

(7.02pm to 7.10pm)

## 6. Masterplan for Site of Former St Peter's School

(M8, CPB3, 2021) At its meeting on 5 July 2021 the Policy Board had given initial consideration to a masterplan prepared by Essex Housing for Strategic Growth Site Policy 1b, the former St Peter's School site, Fox Crescent. It had asked that the officers discuss with Essex County Council the access, parking and other issues raised at the meeting on the masterplan and requested that, depending on the results of those discussions, a revised masterplan be submitted to a future meeting of the Board.

Essex Housing had since submitted a Masterplan Addendum which covered vehicular access to the site, parking in Fox Crescent, widening of the footway on Fox Crescent, the footpath link to Canberra Close and independent living and affordable housing. The report to the meeting reviewed each of those issues and set out the changes expected to be made to



the masterplan document in order to align it with the Council's aspirations for this site. With those changes, it was the view of officers that the Masterplan Addendum would address the previous concerns of the Policy Board and would not prejudice the compliance with the site policy requirements of this strategic site.

Ward councillors for the area attended the meeting and said that the proposed changes to the Masterplan generally met the main concerns of local residents. Those concerns centred on traffic and parking and the proposed dual access to the development site and the provision of additional parking would help alleviate potential problems. Residents' preferred option for additional parking was a layby but they were happy to accept the recommended layby and parking court option if more than five spaces was provided in the layby. The increased traffic would exacerbate visibility problems on the bend in the southern part of Fox Crescent and this issue needed to be thought through, possibly with the loss of one or two parking spaces on the bend to improve sightlines and enable vehicles to pass safely.

The ward councillors were pleased that most of the hedges and trees on the site would be retained but asked that thought be given to creating a wild flower area. A member of the Board asked whether there were adequate linkages for public transport, cyclists and pedestrians between the site and other areas and whether there was a potential for a car free zone within the development, as there were in other development sites.

In response to those issues officers said that:

- The bend in Fox Crescent provided a degree of traffic calming but the details of any additional measures would need to be considered at the planning application stage and dealt with under a Traffic Regulation Order.
- A large area in the south-west corner of the development site offered the potential for the creation of a wild flower area and it was suggested by a member present that such a site could extend into the grounds of the educational facility. Some elements of the residential part of the development could also be increased in density, enabling more space to be allocated for ecological and recreational purposes.
- The original and amended Masterplan provided cycling and pedestrian linkages from the site to residential areas to the north and west and there would be shared cycle/footway at each of the two accesses. It was the view of officers that there would be good permeability within and beyond the site. Whilst a bus route could not be provided within the site, there was a service to the city centre from Langton Avenue which the residents could be encouraged to use.
- The potential for a car free zone within the development site would be addressed at the planning application stage, when the opportunity for less parking would be considered as part of the final design, taking into account the balance between lower car usage without precluding car ownership.

In welcoming the changes to the Masterplan set out in the addendum, the Board asked that officers work with the developer to provide a minimum of six parking spaces in the proposed layby in Fox Crescent.

RESOLVED that:

1. It be recommended to the Cabinet that the Masterplan is amended to reflect the content of the Masterplan Addendum (in part), officers' recommendations set out in the report to this meeting and the points made by the Policy Board set out above.
2. The Director of Sustainable Communities, in consultation with the Chair, Vice Chair of the Board and the Cabinet Member for Sustainable Development, be authorised to agree any subsequent changes to the Masterplan ahead of the consideration by Cabinet.
3. The Cabinet be recommended to approve the Masterplan once the changes from 1 and 2 are implemented.

(7.10pm to 7.47pm)

## 7. Chelmsford Policy Board Work Programme

The Board received the latest version of its Work Programme for 2021-22. It was advised that only the Housing Strategy had been confirmed as an item for the meeting on 3 March 2022 and that it was likely that an additional meeting would be required in April to begin the process for the review of the Local Plan.

RESOLVED that the latest Work Programme of the Board, as amended at the meeting, be noted.

(7.47pm to 7.48pm)

## 8. Urgent Business

There were no items of urgent business.

The meeting closed at 7.48pm

Chair



**Strategic Growth Site Policy 1b  
(former St Peter's College, Fox Crescent)**

**Stage 3 Masterplan Addendum Report**

**January 2022**

## Introduction

This Addendum addresses the matters raised by Members at the previous Policy Board Meeting (5<sup>th</sup> July 2021) in relation to the St Peter's Masterplan document (Stage 3 Submission Report).

It sets out the design team's considerations of these matters, and the proposed amendments to the Masterplan that are being proposed as a consequence.

Appendix 1 contains the updated Masterplan drawing image, but relevant extracts showing the changes are set out in the text that follows.

## Vehicular Access—Single or Dual Points of Access

The submitted Stage 3 Masterplan showed one point of vehicular access into the site (as shown on the extract opposite, which the Highway Authority consider to be sufficient for the scale of development proposed).

However, the Policy Board felt that the size of the site and multiplicity of uses justified the provision of a second access. Members felt that, unless there were technical reasons for not doing so, the possibility of a second access to the site should be explored.

Since the Masterplan was presented to Policy Board, this matter has been explored in greater detail. The Highway Authority provided further advice on the matter by email dated 28/07/21, which noted:

- A single point of access is the Highway Authority's preferred option for access to the site as it is good practice to keep the number of accesses to a minimum;
- The provision of a second access point creates a need for additional replacement parking for those additional spaces lost in Fox Crescent;
- The provision of two accesses to the site may make it very confusing for motorists on Fox Crescent to know if vehicles are turning in to either of the accesses or parking bays;



Figure 1—Extract from the Stage 3 Masterplan showing singular vehicular access

- A second access would disrupt the continuity of the footway along the site frontage.

For these reasons, it is the Applicant's preference to keep a single point of access. Although the Highway Authority raises no absolute technical or safety objection to a second point of access, it is clear that a second access is not required for this development, and that there are a number of negative implications arising from it in terms of the operation of the highway and the continuity of the pedestrian footway.

However, notwithstanding the preference of the Applicant and Highway Authority for a single point of access, the Applicant is prepared to provide a second point of access (subject to a satisfactory resolution of matters relating to replacement car parking, because as discussed in the next section below, it is actually primarily the second access sought by Policy Board that creates an impact on the availability of on-street parking for existing residents in Fox Crescent).



Accordingly, the site-wide Masterplan has been amended to show a second access to the development, towards the northern end of Fox Crescent, as shown in Figure 2 below.

The position of the access as shown allows for an appropriate visibility splay to the north, and for a return frontage to be created to Fox Crescent to complete the street scene.

This additional access could impact upon the retention of a category B willow tree which is in close proximity. However, at detailed design stage, the Applicant considers it likely that by careful siting, the junction will be capable of being accommodated without impacting on the willow, allowing its retention (see for example the sketch layouts at Figure 4 on page 9). Even if that is not possible for highway safety or design reasons, and the tree does need to be removed, appropriate replacement planting would be provided.



Figure 2—Extract from proposed amended Masterplan showing two points of vehicular access to Fox Crescent

### Parking in Fox Crescent

The submitted Stage 3 Masterplan acknowledged that the proposed development was likely to have some implications in terms of the current availability of on-street car parking spaces within Fox Crescent.

It included a suggestion that the development could provide circa 12 public car parking spaces to help provide additional car parking for local residents, based upon an assessment of typical levels of usage. Two illustrative options were presented as to how that car parking could be configured, as illustrated below.

As per the Minutes of the Policy Board, Members considered that further thought was required on the proposal to remove on-street parking in Fox Crescent and the options for its replacement within the development site.



Figure 3—Previously proposed options for replacement car parking

Accordingly, the Applicant has reconsulted the Highway Authority with a view to reaching a clearer agreement on the likely impact of the development on existing parking arrangements.

Firstly, a more detailed assessment of the actual number of potential parking spaces on Fox Crescent has been undertaken, and this is shown on the plan at Appendix 2. Taking in to account the Highway Code (in terms of parking relative to junctions) and existing private drives, there is currently a maximum of 31 on-street car parking spaces on Fox Crescent.

Following discussions with the Highway Authority, we understand that the key concern arising from the new access proposed in to the development is the impact that the turning of larger vehicles would have, and the restrictions that would then need to be imposed (by way of Traffic Regulation Order) to restrict on-street parking to ensure that larger vehicles can use Fox Crescent and access the new development unimpeded.

Accordingly, a second plan was been produced (see Appendix 3), which shows the tracked movements of a refuse vehicle, so that the impact on existing on-street car parking can be properly quantified.

The results show that in respect of the southern proposed access (i.e. as per the originally submitted Stage 3 Masterplan), there is technically only a net reduction of 1 space. This is because the proposed access is slightly further south than the existing access, closer to a point in the road where private drives on the opposite site restrict parking anyway. Therefore the Highway Authority is of the view that as submitted, the Stage 3 Masterplan has no material impact on the level of existing on-street parking.

The introduction of the second point of access, as requested by the Policy Board, results in the loss of 4 on-street spaces, as the second point of access is located at a point on Fox Crescent where there are no restrictions currently for on-street parking.

These assessments have been shared with the Highway Authority, who responded by email dated 29/10/21 to confirm as follows:

*“On the basis of provision of two accesses, your proposal to restrict parking only in the immediate vicinity of the accesses to maintain a clear swept path for refuse and delivery vehicles, is acceptable in principle. The details of the exact areas which would need to be controlled by a TRO would be determined at the planning application stage. The size of refuse vehicle used by Local Authorities can change from time to time, therefore it will be necessary to confirm this at application and detailed design stage. TROs are also likely to be required at the junctions of Fox Crescent with Langton Avenue and Christy Avenue.*

*I note that with the introduction of TROs for junction protection the available space for parking on Fox Crescent is reduced. From a Highway Authority’s point of view this is acceptable because there is now a national and ECC requirement to try reduce the number vehicle trips to reduce emissions. The climate change agenda is very important to ECC and one way that is seen to help influence travel habits is to restrict parking in conjunction with improvements to facilities for cycling, walking and public transport. Some of the properties currently have off-street parking and the residual area, which could accommodate about 26 vehicles, is satisfactory. Fox Crescent is in a highly accessible area with good bus services; and with the proposed cycle and pedestrian facilities on the site it will have good active travel connections to the city centre, station and to local facilities including those at Melbourne.*

*Therefore in principle the proposal as shown is acceptable, subject to detail of the extent of the TROs being confirmed at the planning application stage.”*

As the Highway Authority’s response makes clear, the exact number of spaces lost can only be finally determined through the TRO process. However, based on the above, the expectation is that no more than 5 existing spaces will be lost (31 existing spaces as per Appendix 2, minus the circa 26 spaces that would remain).

From the Highway Authority’s point of view, there is no requirement on the Applicant to provide any replacement parking to mitigate the loss of this limited number of spaces.



As will be appreciated from the above, the primary impact on existing parking arises from the request by the Policy Board to introduce a second point of access. If the second point of access is not included, the impact on existing on-street provision is de minimus, and the advice of the Highway Authority that no replacement parking would be needed would apply with even greater weight.

However, if the Policy Board still wishes to include the second access notwithstanding, then the Applicant would remain prepared to provide an element of public/resident car parking towards the site frontage with Fox Crescent, notwithstanding the view from the Highway Authority that this is not necessary. The analysis above suggests that up to 6 spaces would be as much as is necessary, if the development is to remain consistent with the wider agenda of not over-providing parking.

However, as advised by the Highway Authority, the actual number of replacement parking spaces provided can only be determined at the application/TRO stage, and therefore at this stage, the Masterplan can only address the principle of replacement provision, not the detail.

Equally, the Applicant is agreeable to providing the second access but not providing replacement parking, in accordance with the Highway Authority's view, if the Policy Board would prefer this approach.

If replacement spaces are provided, there are then two further issues to consider, being:

- Where those spaces are provided; and
- The future management of those spaces.

In relation to the two suggested parking options shown in the submitted Stage 3 Masterplan (i.e. as shown on Figure 3 on page 4), we are aware from the response from the Highway Authority to the original Masterplan that the perpendicular bays shown in the first option are not favoured, as they disrupt the pavement.

In terms of the second of the previously shown options, which proposed a central parking court served from Fox Crescent, this option is now considered to be less than ideal in design terms, as it breaks up the current swath of open space that sits to the front of the retained building, and therefore diminishes the amenity of that space in the wider street scene. In addition, the creation of what would be a third point of access from Fox Crescent could have a further impact on existing parking (albeit limited, as the car parking area would not be accessed by large vehicles).

The Applicant has therefore reconsidered the options for replacement parking, and is able to put forward two further options which, depending on the actual number of replacement spaces required, could be implemented either in the alternative, or in tandem. This creates maximum flexibility within the Masterplan to enable an appropriate response at detailed design stage.

The two new options are shown at Figure 4 on page 9. The layby layout on the left shows 6 parking bays running parallel to Fox Crescent, along the site frontage. Key advantages of this approach are:

- 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-door proximity.
- Minimum disruption to the landscaped site frontage;
- Easily maintained as part of the public highway.

The courtyard approach shown on the right 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;
- Avoids any further access from Fox Crescent.

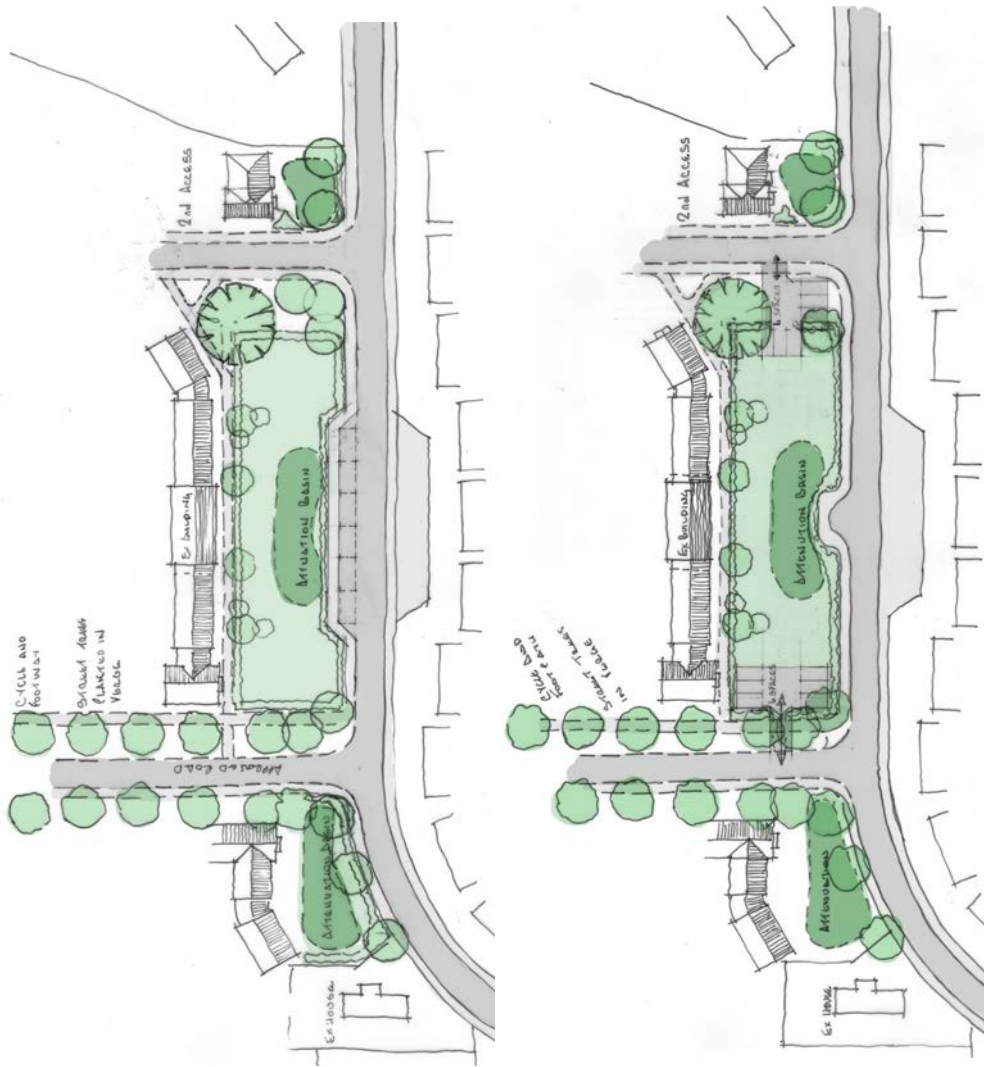


Figure 4—Potential parking options, with layby parking to Fox Crescent and/or parking courts located close to the site entrance from Fox Crescent.

From feedback from the Highway Authority, we understand 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 list of pros/cons set out above and the view of the Highway Authority can be included within the text of the updated Masterplan.

Overall, the Applicant's position is that there is no need for the Masterplan to be prescriptive as to the eventual parking design. The Masterplan can accept the principle of providing replacement parking, and the exact layout and format of the spaces can be determined in due course at the detailed design stage.

The options shown would provide a minimum of 6 spaces, but if implemented together could provide 18 or more spaces.

The Masterplan drawing itself has been updated to reflect 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 extract below.



Figure 5—Extract from amended Masterplan drawing showing extended zone for replacement parking to match the suggested design options.



Finally, in terms of parking management, it is assumed that under the layby option, the parking spaces would form part of the public highway and be managed as part of the highway. Under the parking court option, assuming these spaces are to be reserved for residents of Fox Crescent, it is assumed that the parking courts would be managed by Chelmsford City Council, as it would not be reasonable for the Management Company of the new development to manage parking spaces that are not available for residents of the development to use.

If neither of these options for future management are acceptable then the better solution is to follow the advice of the Highway Authority and not to provide any replacement parking.

However, it is not necessary for the Masterplan to be prescriptive on future management, as this is a matter more appropriately addressed at the application stage, and once a decision on the final format of the replacement parking has been made.

#### Widening of footway on Fox Crescent

In light of comments made by ECC Highways, Policy Board Members queried whether it would be possible to widen the footway on Fox Crescent as part of the proposals. This matter has been reviewed, and the potential does exist to widen the footway within the site to achieve a full 2m width (compared to the existing which is around 1.8m).

Obviously this would be at the expense of the 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.

We do not believe that this matter requires any amendment to the Masterplan itself, however, as it is a matter that can be appropriately addressed at the application stage, via a planning condition.

#### Footpath link to Canberra Close

ECC Highways recommended that further consideration should be given to the provision of a footpath link into Canberra Close to the north of the site and Policy Board Members identified that this matter should be given further consideration.

As currently drafted, the Masterplan includes no pedestrian link to Canberra Close, on the basis that in previous discussions with Officers, this link was not seen to be a particular desire line, and the more important connection was to Hobart Close.

This matter has been reviewed, but that review has confirmed that the decision not to provide a pedestrian link to Canberra Close was correct. The key concern is the likely detrimental impact on the amenity of existing residents on Canberra Close as a result of increased pedestrian (and potentially cycle) movements along a narrow footway that lies immediately adjacent to the flank wall of an existing property, and which exits in to a parking area serving existing properties, as shown in the following photographs.



*Figure 6—Image showing the limited width of the existing footpath and its proximity to the existing residential properties.*



*Figure 7—the existing link crosses into a parking court used for resident parking.*

The fact that the land over which the existing footpath crosses is in 3<sup>rd</sup> party ownership means that the opportunity to make any improvements to the existing route falls outside of the Applicant's control, but in any event, even if the path could be widened, the conflict with existing residential uses could not be overcome.

Furthermore, the retained pond and Oak Tree within the Masterplan site that lie on the boundary at this point would have benefit in terms of providing an amenity greenspace with ecological value, and therefore would be better not disturbed by being a pedestrian through route unless this is a real necessity.

For these reasons, no pedestrian/cycle link to Canberra Close is proposed.

However, the Applicant has also reviewed the point of the proposed connection to Hobart Close. On the current Masterplan layout, the point of connection for cyclists and pedestrians would be to a point where there is only a pedestrian link on the Hobart Close side, and the closest cycle link is actually at Murchison Close.



*Figures 8 and 9 —Cycle routes at Hobart Close (above) and Murchison Close (below)*

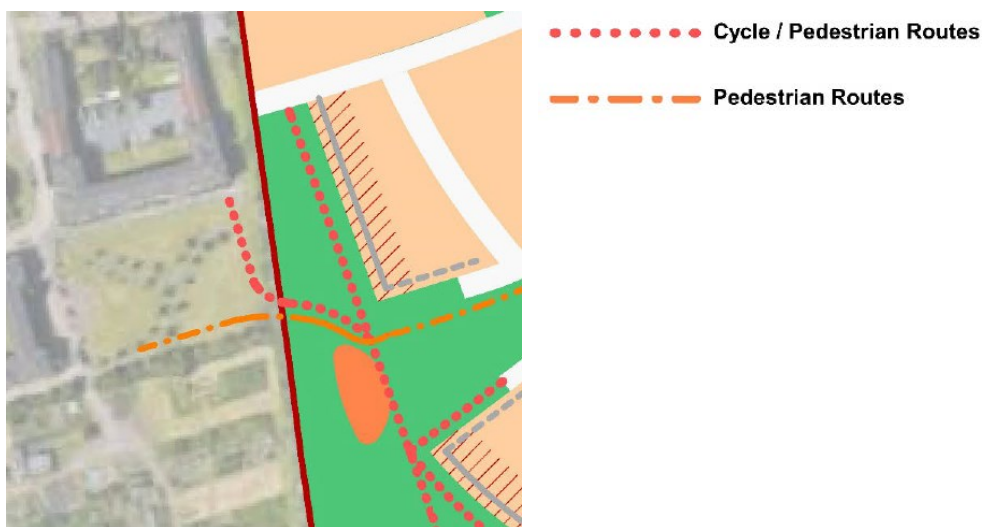




In order to provide a more effective linkage between the proposed on-site pedestrian and cycle routes, and the closest off-site connections, the revised Masterplan shows, as per the extract below, that separate off-site pedestrian and cycle routes be created to join up with the existing off-site pedestrian and cycle locations.



Figures 10 and 11—Original link to Hobart Close (above) and amended pedestrian and cycle linkages (below)



## Independent Living and Affordable Housing

The Masterplan includes 60 Independent Living units in addition to the circa 185 dwellings proposed. The proposed independent living units will provide accommodation for people who are in need of care and will therefore fall within Use Class C2 (residential institutions).

Independent Living schemes are for adults who want to live in their own home with the provision of onsite care 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).

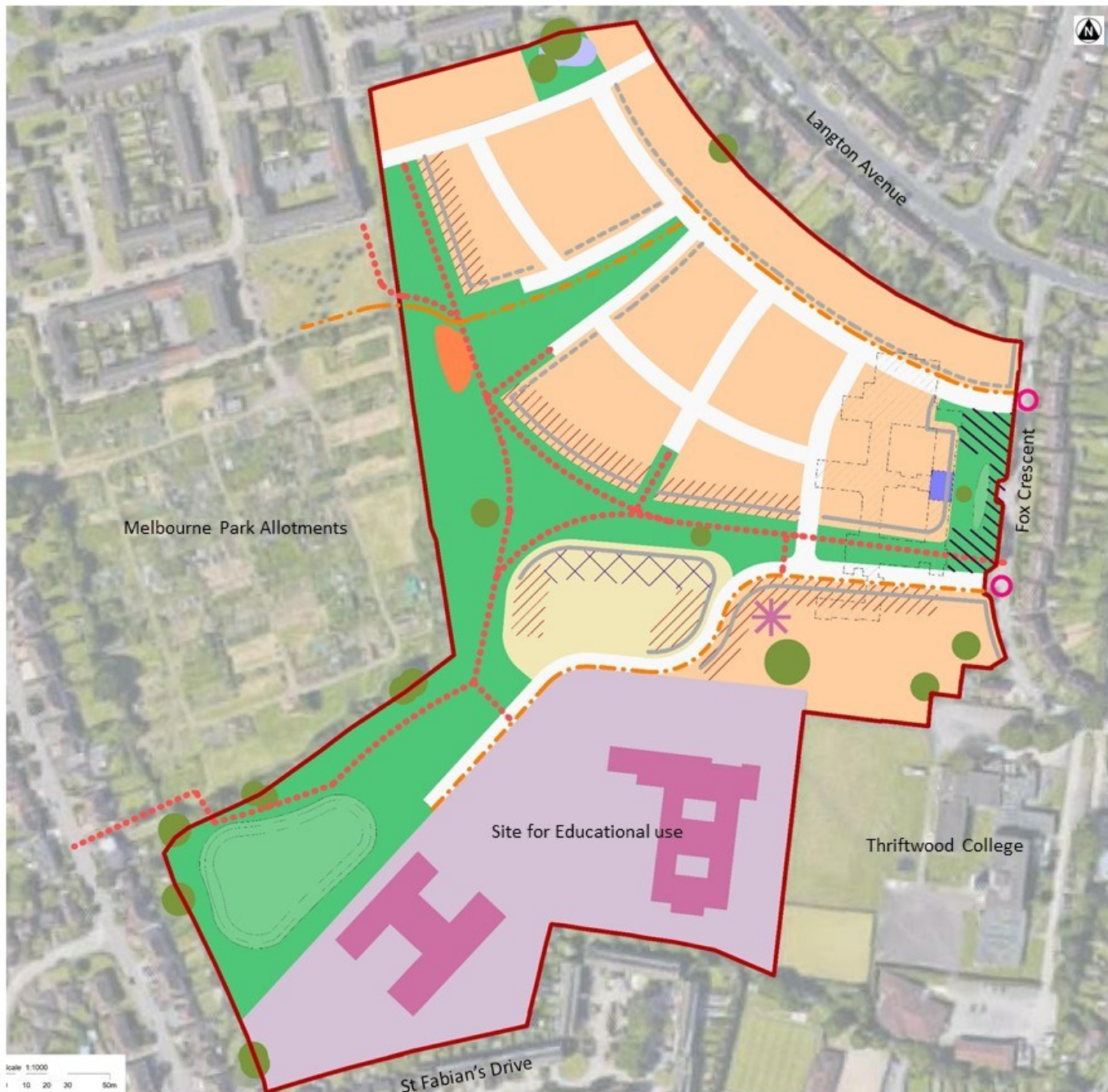
Normally, Independent Living (or “extra care”) is classed as Use Class C2, because of the extent of care provided and the inter-relationship between the residential units and the communal facilities. However, because the scheme has not been designed in detail at this stage, it will not be until the application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

The Independent Living schemes that the Applicant is involved with elsewhere are typically delivered by an Affordable Housing provider—therefore irrespective of any planning requirement, an element of affordable provision is included anyway. 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, neither of which is known at this stage, because there is no planning permission.

Any affordable housing requirement for the Independent Living units under a planning application in due course would be separate and additional to the 35% policy requirement for the rest of the development—it is not intended that affordable provision on the IL units would be used to off-set affordable housing provision on the non-Independent element of the scheme.







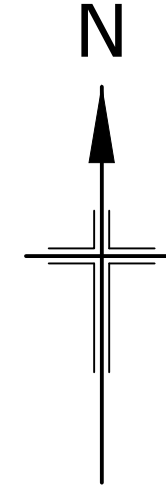
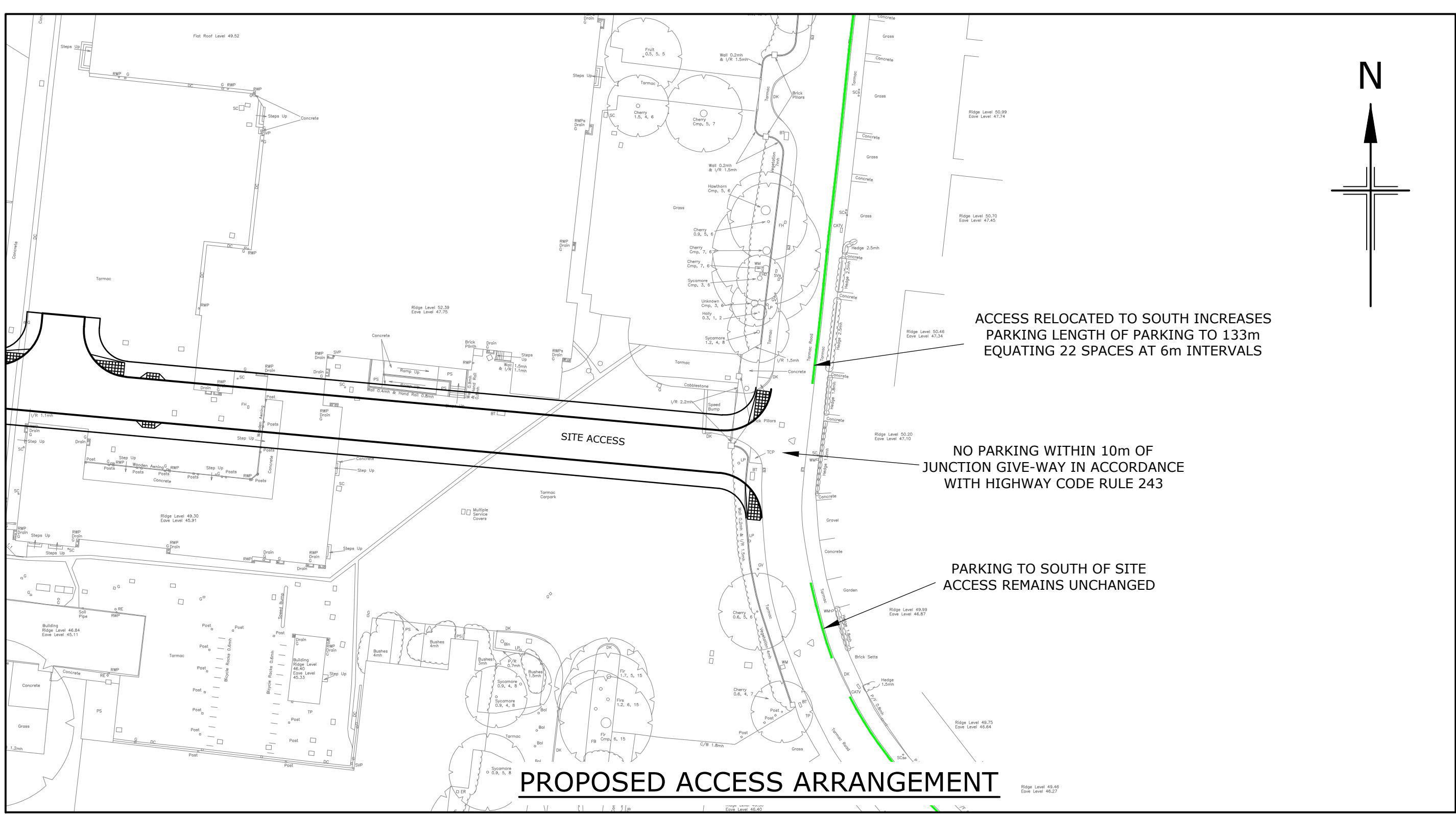
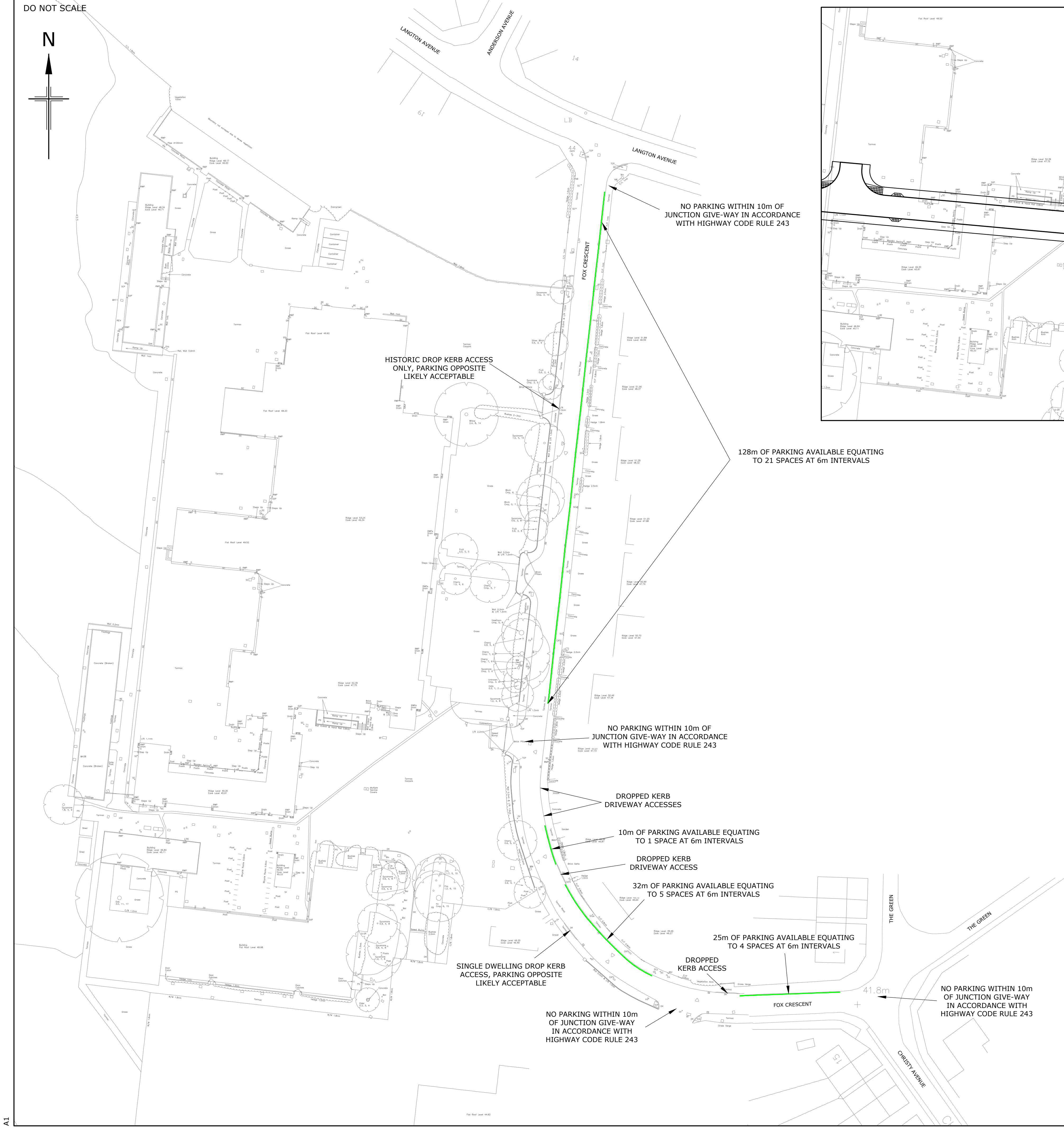
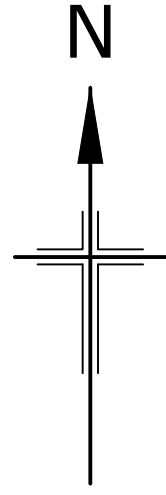
The site is of sufficient size to deliver approximately 185 new homes as outlined within the Local plan and around 60 Independent Living Units







DO NOT SCALE



NOTES:

1. INCLUDES ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM RANDALL SURVEYS LLP DRAWINGS 15581/TM/1 & 2 DATED JULY 2019.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project  
**ST. PETERS COLLEGE  
FOX CRESCENT  
CHELMSFORD**

Title  
**FOX CRESCENT  
PARKING LOCATIONS**

Client  
**ESSEX HOUSING**

Scale 1:500 @ A1	Drawn D. PALMER	Date 25/08/21
Job Manager M. GEDDES	Checked M. GEDDES	Approved M. GEDDES

847 The Crescent, Colchester, Essex CO4 9YQ  
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Email Address: mail@rj.co.uk  
Website: http://www.rj.co.uk

Drawing No. <b>49886-PP-016</b>	Revision
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Drawing Status <input checked="" type="checkbox"/> INFORMATION <input type="checkbox"/> TENDER	<input type="checkbox"/> APPROVAL <input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> COSTING <input type="checkbox"/> AS CONSTRUCTED
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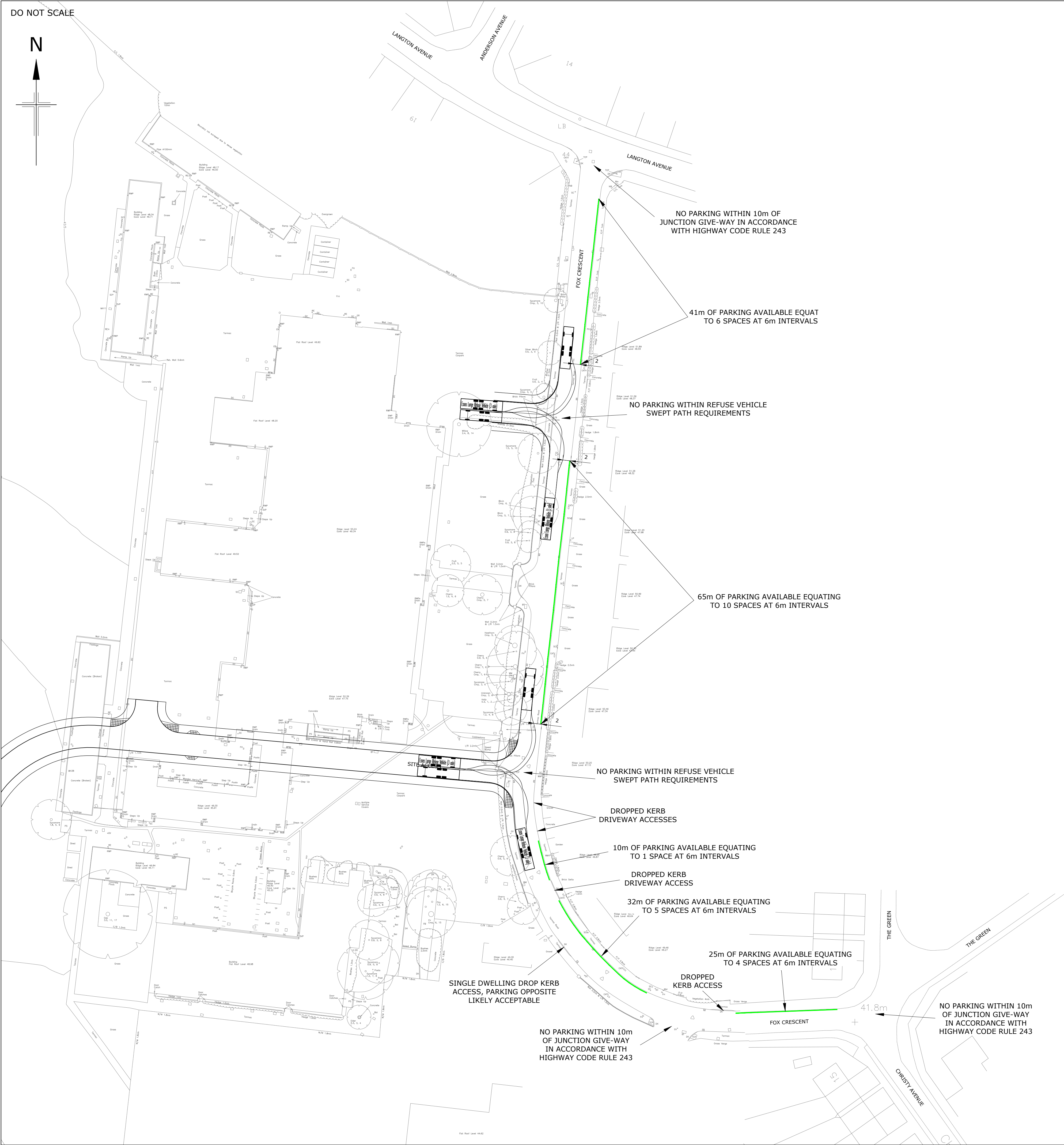
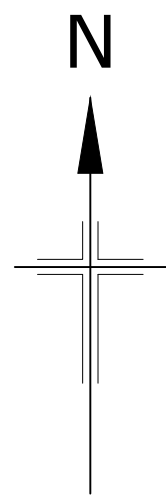
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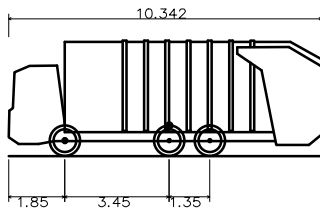


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2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. TRACKED VEHICLE AS SHOWN (NTS).



Essex Large Refuse Vehicle (3 axle)  
Overall Length 10.342m  
Overall Width 2.450m  
Overall Body Height 3.814m  
Min Body Ground Clearance 0.266m  
Track Width 2.300m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 9.500m

REV	DATE	DESCRIPTION	DRAWN	CHKD
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REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project  
**ST. PETERS COLLEGE  
FOX CRESCENT  
CHELMSFORD**

Title  
**FOX CRESCENT  
PARKING LOCATIONS  
WITH TWO SITE ACCESSES**

Client  
**ESSEX HOUSING**

Scale 1:500 @ A1	Drawn D. PALMER	Date 11/10/21
Job Manager M. GEDDES	Checked M. GEDDES	Approved M. GEDDES

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Drawing No.	Revision
49886-PP-017	

Drawing Status	APPROVAL	COSTING
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<input type="checkbox"/> TENDER		

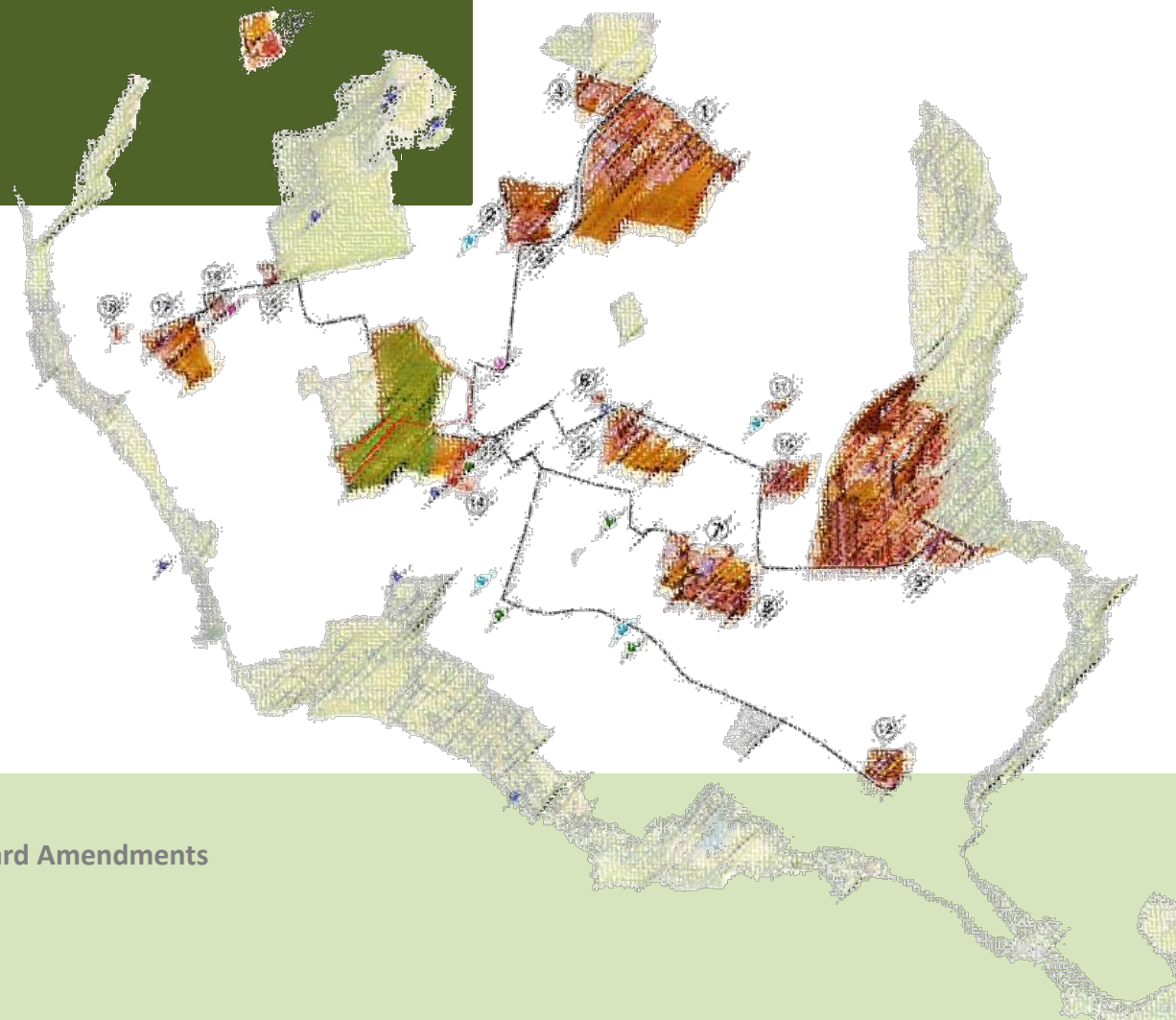
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# Former **ST PETER'S COLLEGE**

## 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

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

## 1. The Masterplan Process

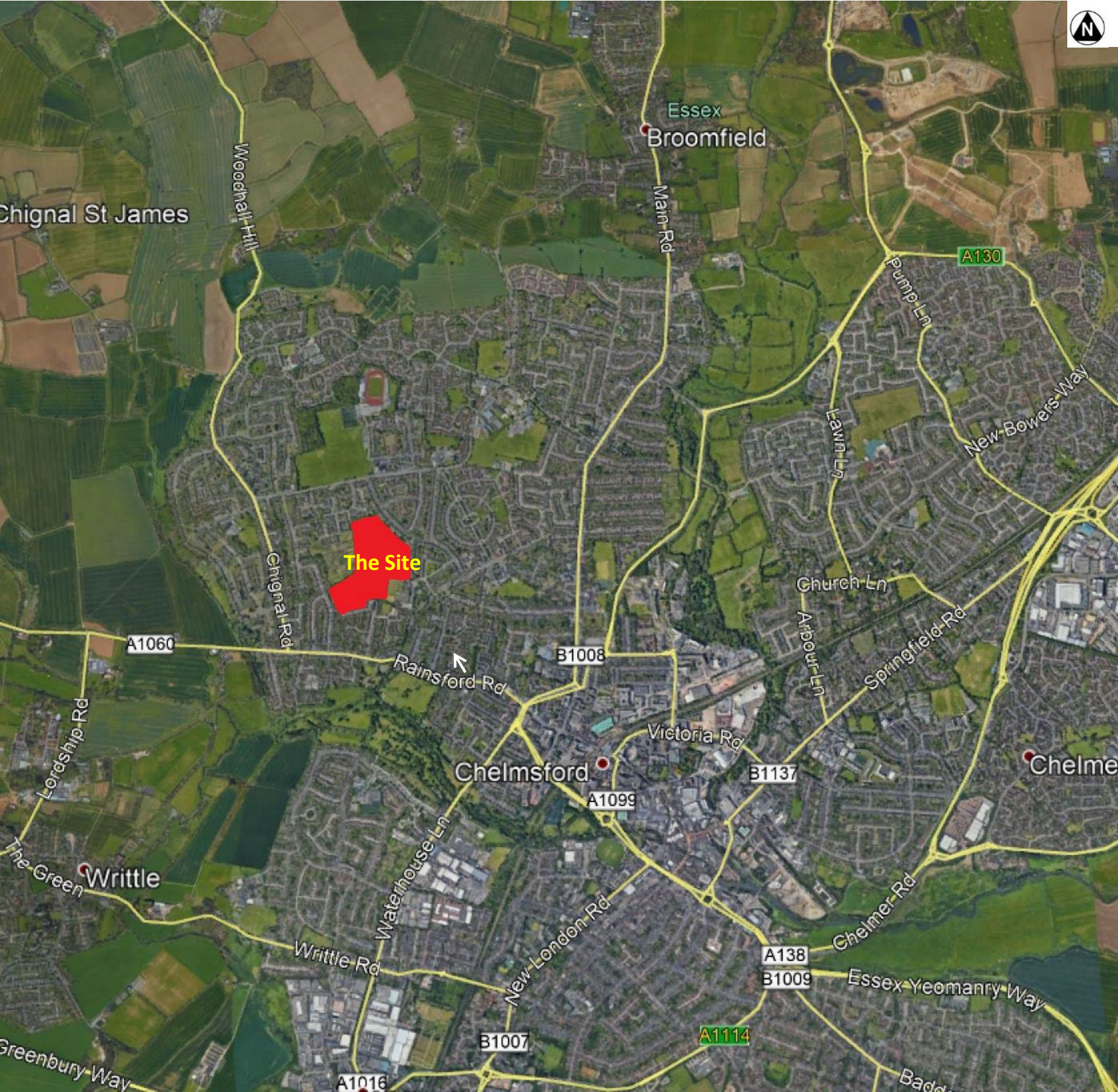
- Background
- Masterplan process
- Vision

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





Background



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

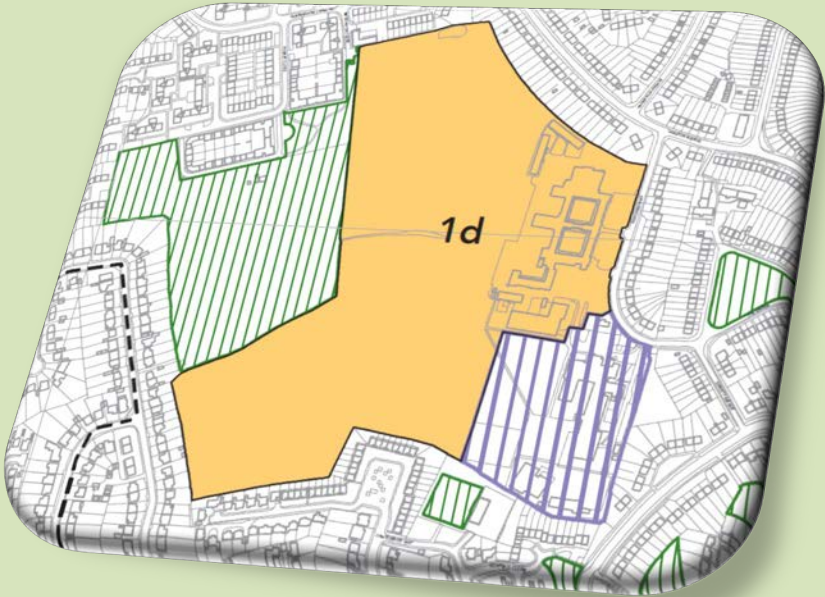
- **Planning Policy Context**
- **Site Location**
- **Historic Context**
- **Local Build Character**
- **Community Facilities**
- **Recreation Provision**
- **Pedestrian Router to Green Space**
- **Summary**

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 its 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

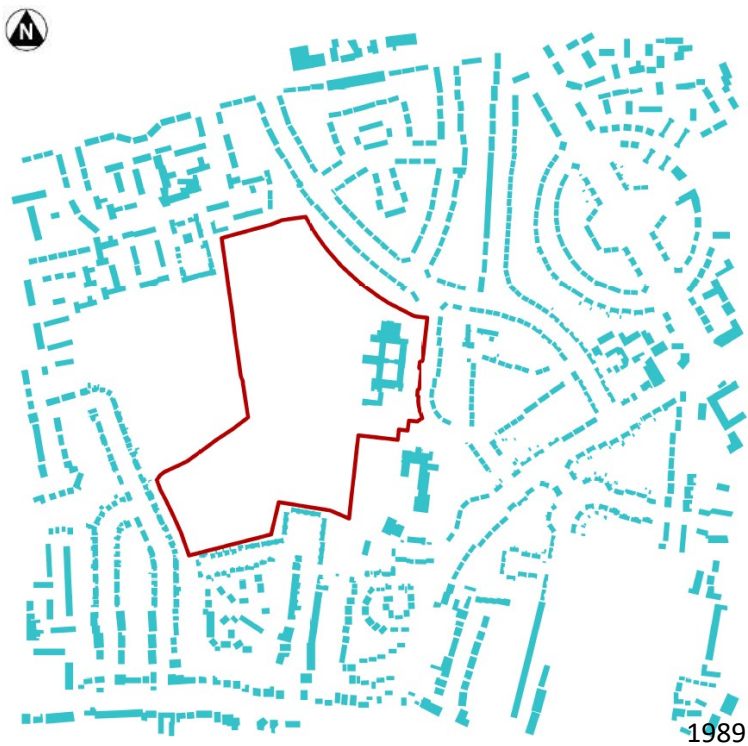
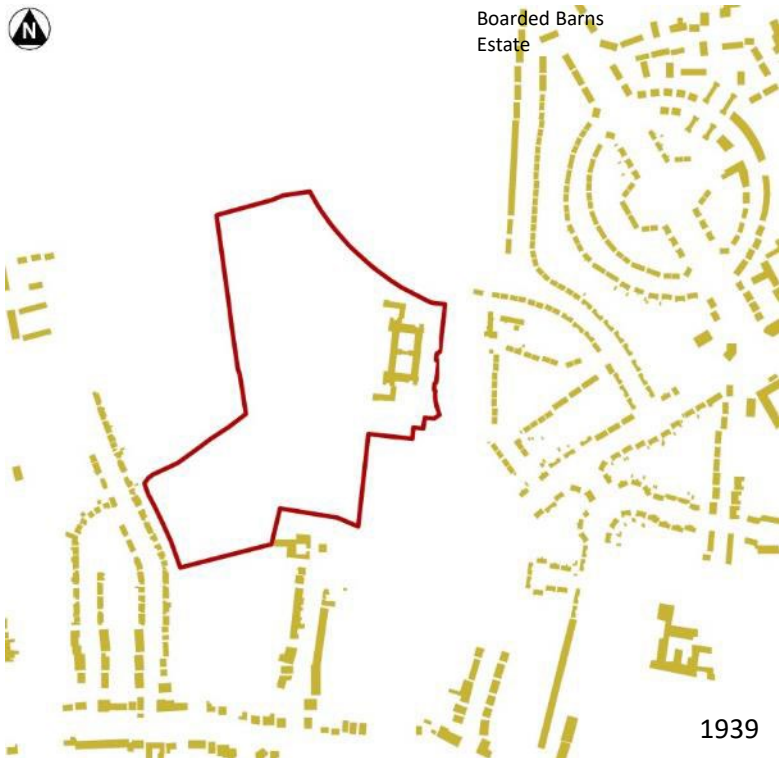
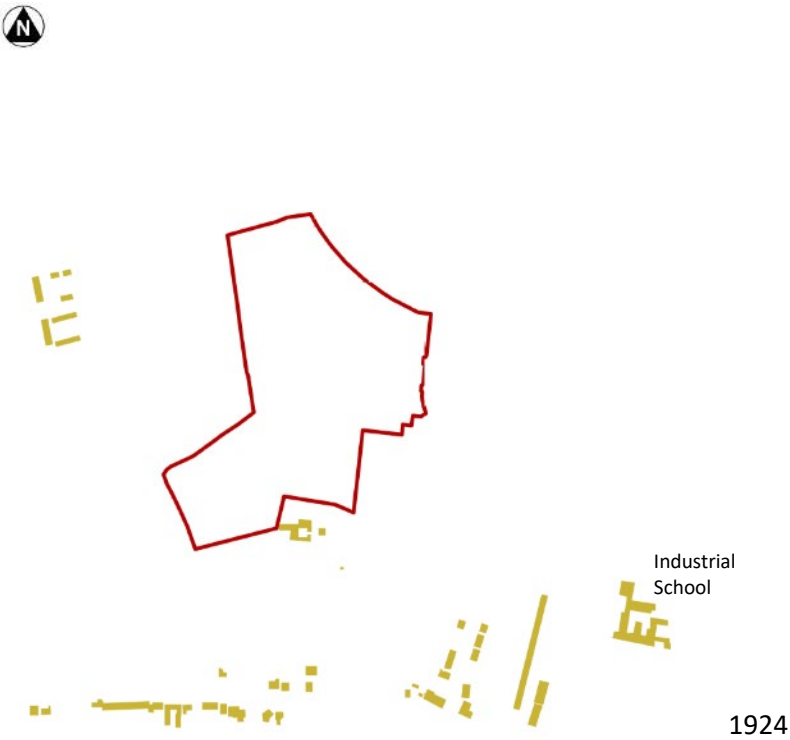
Element of former school retained

Melbourne Park allotments

Thriftwood College

St Johns Ambulance

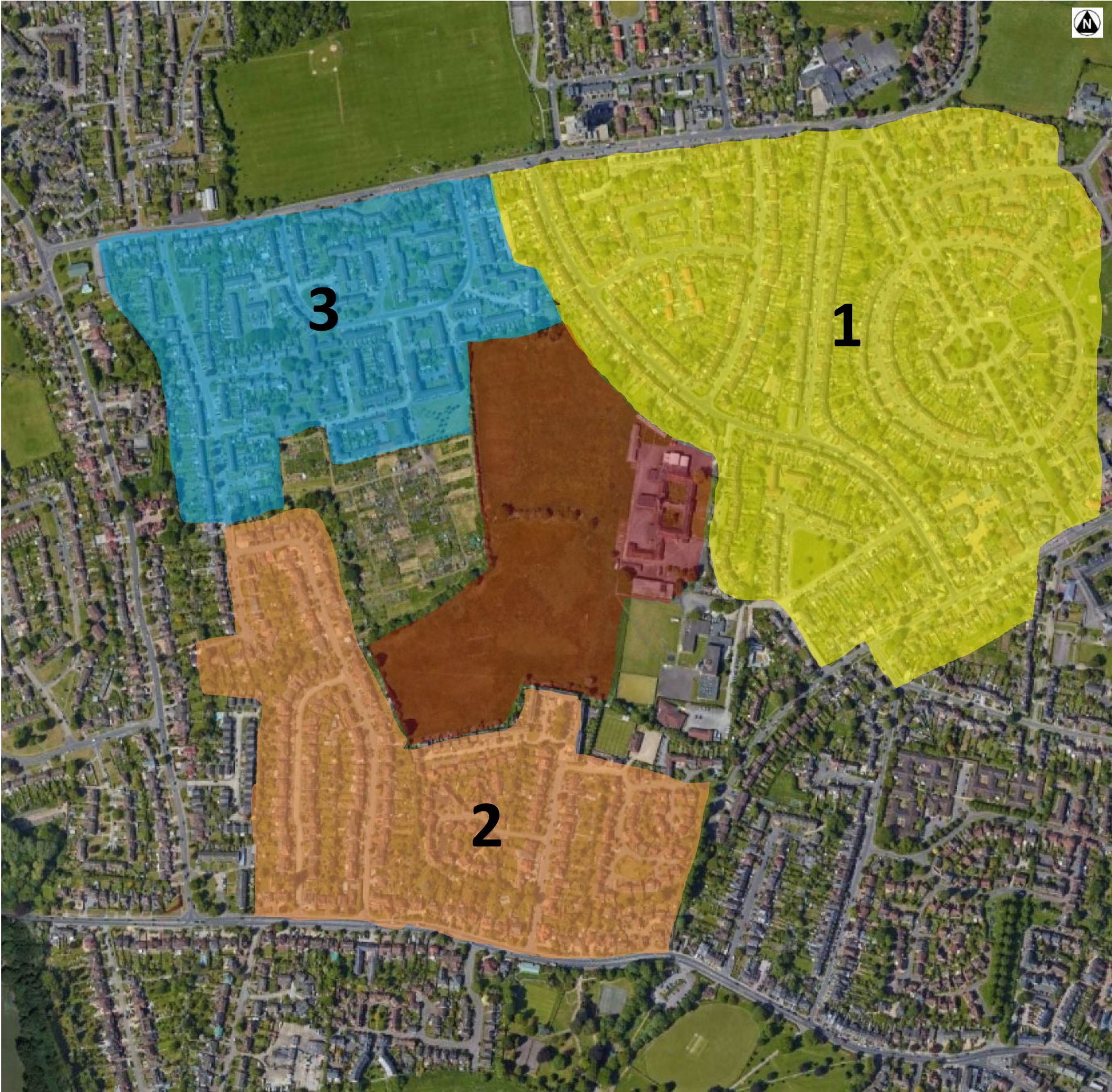




- Early 1920's the Site is open farmland. The area is quite rural, with some residential development starting to develop to the south. To the south-east of the Site there is an Industrial School
- 1939 is the first to show a school on the site. The footprint is recognisable and has changed little with 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.

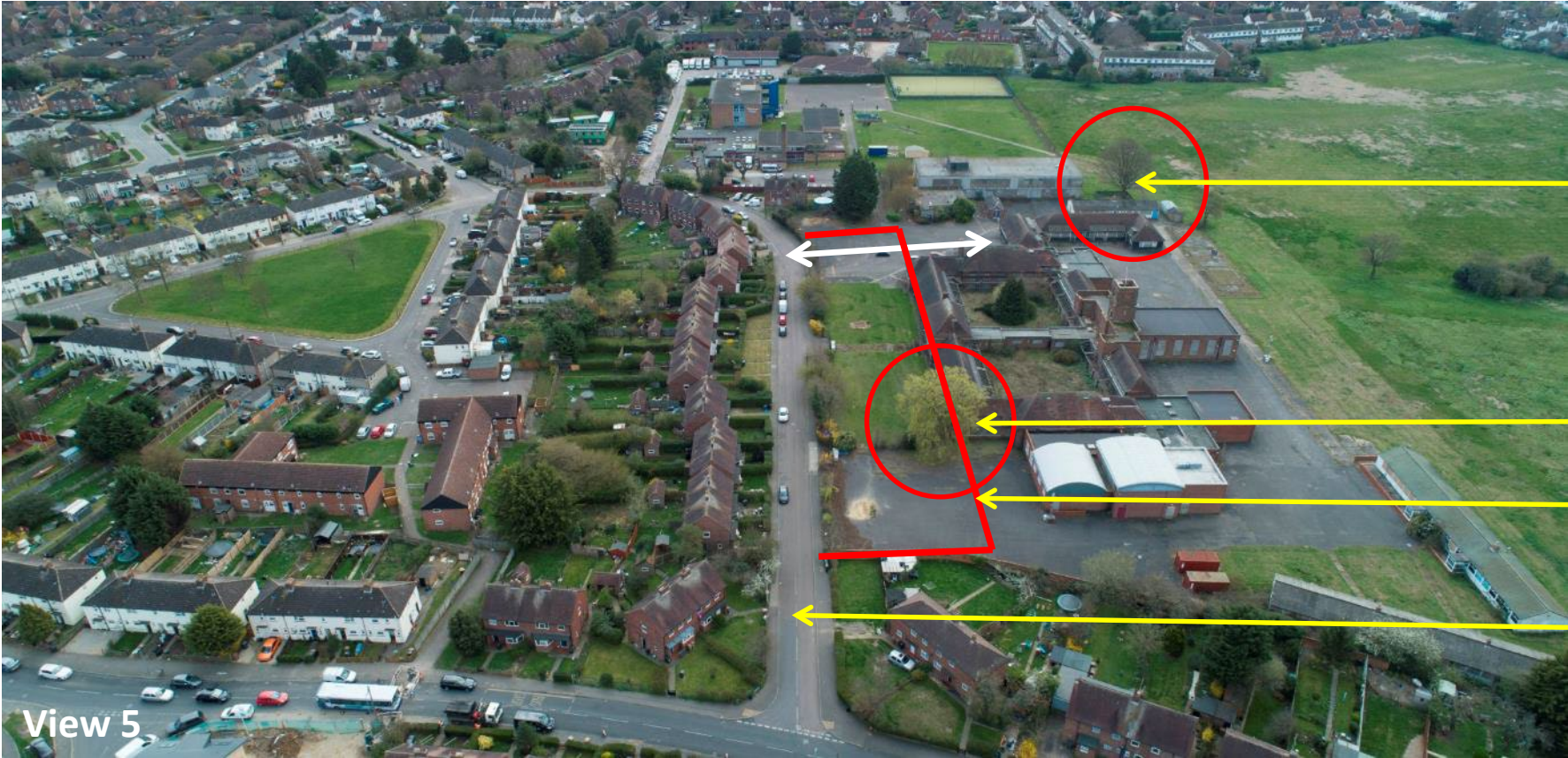


- Melbourne Park
- Langton Avenue
- Rear gardens backing onto site, boundary consists of fencing / overgrown vegetation that requires to be cut back
- Tree of notable value
- Existing natural pond





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

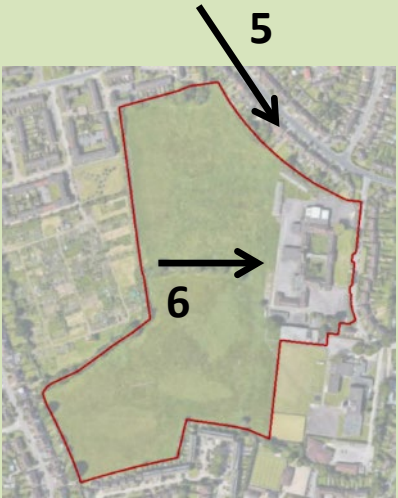
Thriftwood College

Tree of notable value

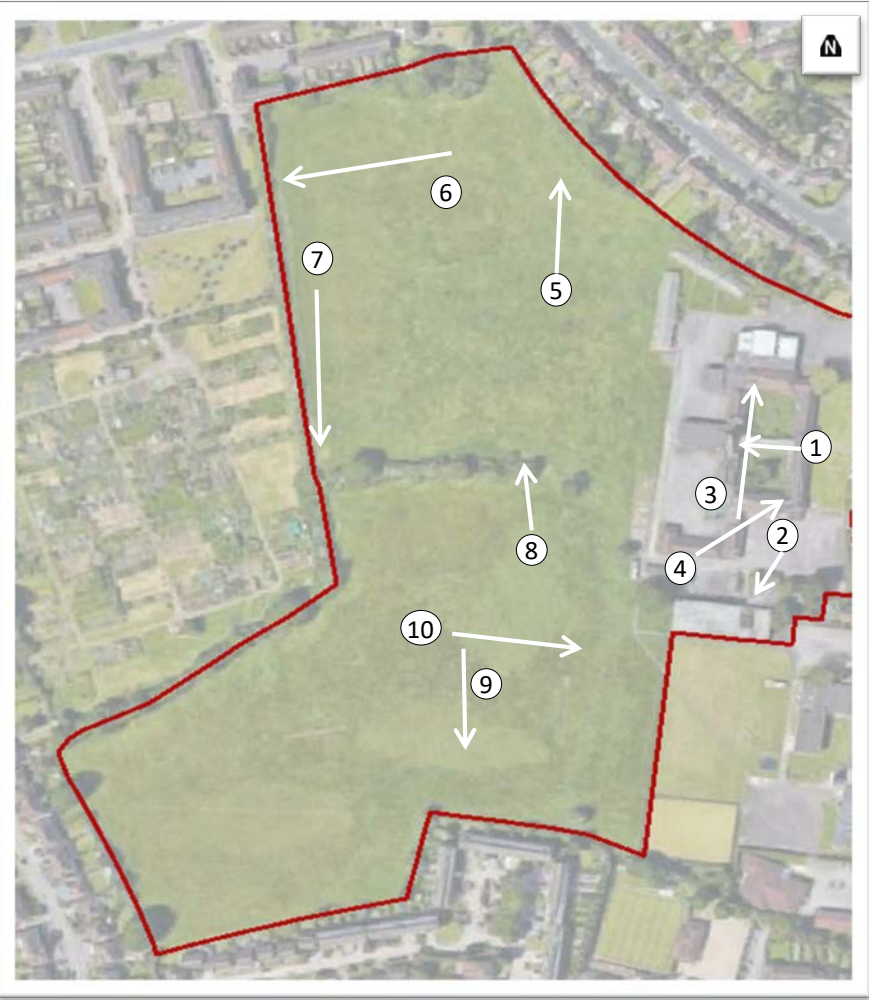
Clock tower

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



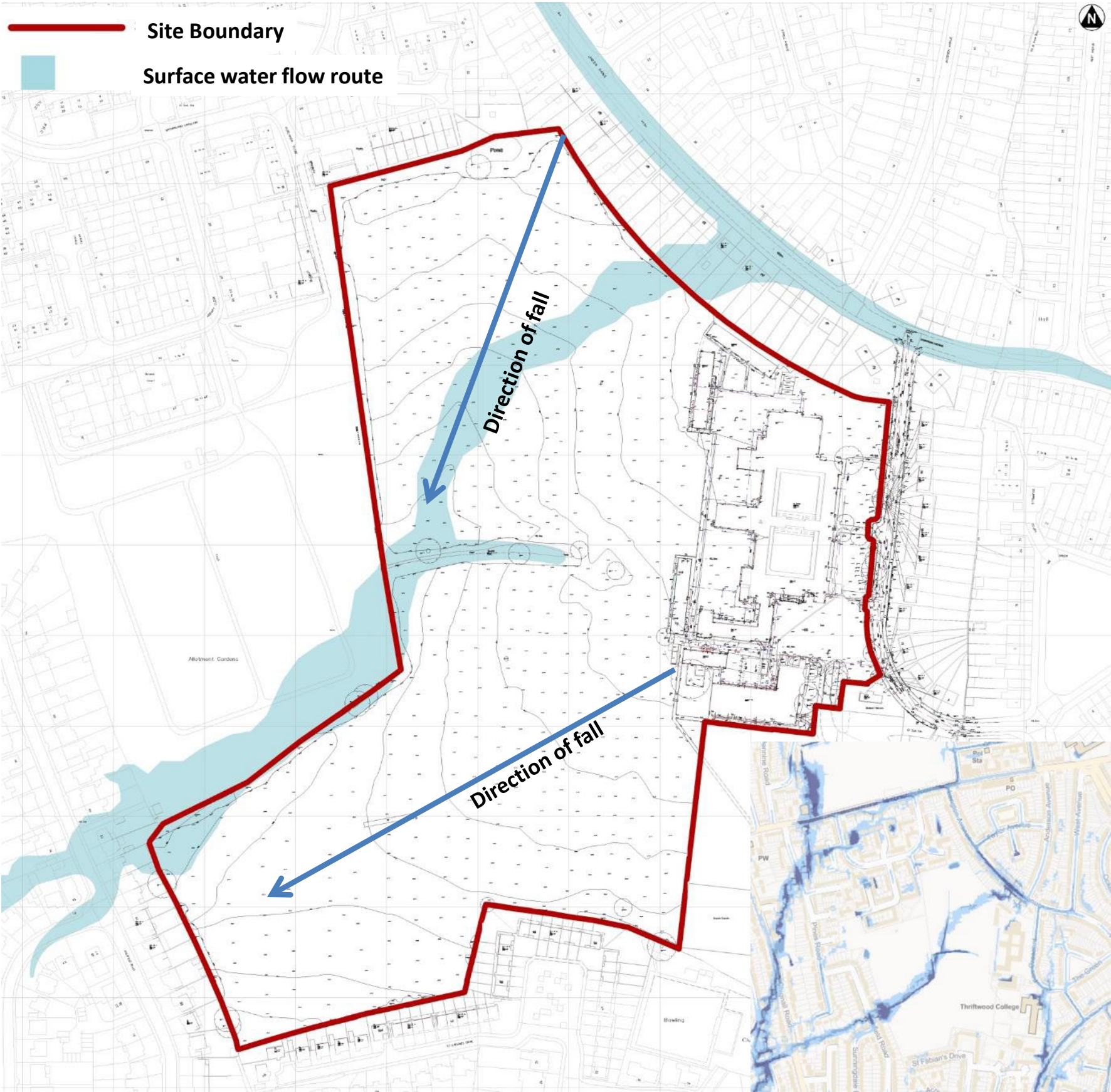
9 View South to boundary and 3 story flats on St Fabian's Drive



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.





- Sensitive Ecological Zones
- Hedgerows
- Hedgerows of limited value - potential to remove
- Pond
- Category A & B trees to be retained on site
- Category C and below trees with low value, potential to remove
- Site Boundary

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



Analysis Diagram

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

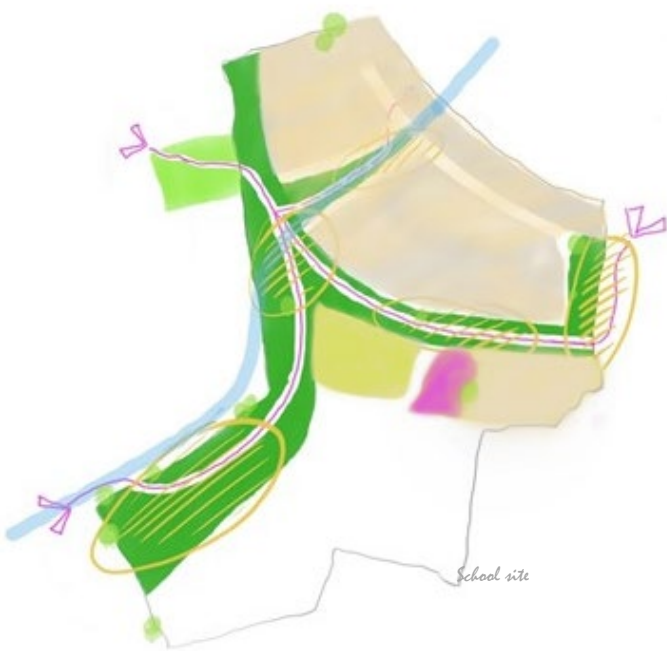


Built Form – Proposed built areas formed around green fingers creating a landscape driven scheme with built form facing onto greens areas and tree lined streets creating a sustainable green community .

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– Linear 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.







**Creating a framework of interconnecting multifunctional landscape spaces:**

The concept for the Site’s overall green infrastructure framework and layout is to provide a generous network of interconnecting multifunctional landscape spaces. It is intended to create an inclusive public realm within the proposed new residential area that promotes feelings of safety and security. The public realm will be designed to address the needs of the whole community including the disabled and the elderly.

In this design context, some of the areas of open space will most likely be spaces for passive (rather than active) use, to provide a green setting for the adjacent houses, providing a pleasant outlook for residents as well as helping with legibility for people as they move through the Site. Green spaces will also provide opportunities for the planting of trees of significant long-term stature and as well as other types of urban greening including hedge planting and the seeding of wildflower grassland.

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.





Landscape Features, Linear Parks and Green Corridors

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

- Site designated for Residential Development
- Location designated for mixed Community and residential. Extent of provision and scale of building to be finalised during detailed design stages
- Site designated for Extra Care/Independent Living
- Potential for element of existing building to be retained
- Proposed School Site
- Linear Parks / Green Corridors
- Indicative area of SWALE / SUDS
- Indicative location of LEAP
- Zone for Strategic Landscape and Parking Provision for Existing Residents
- Potential to build up to 3 - 4 stories of accommodation
- Potential to build up to 3 stories of accommodation
- Reinforced hedgerow
- Trees Retained
- Vehicular Access
- Cycle / Pedestrian Routes
- Pedestrian Routes
- Key Frontages
- Secondary Frontages



Built Form Strategy



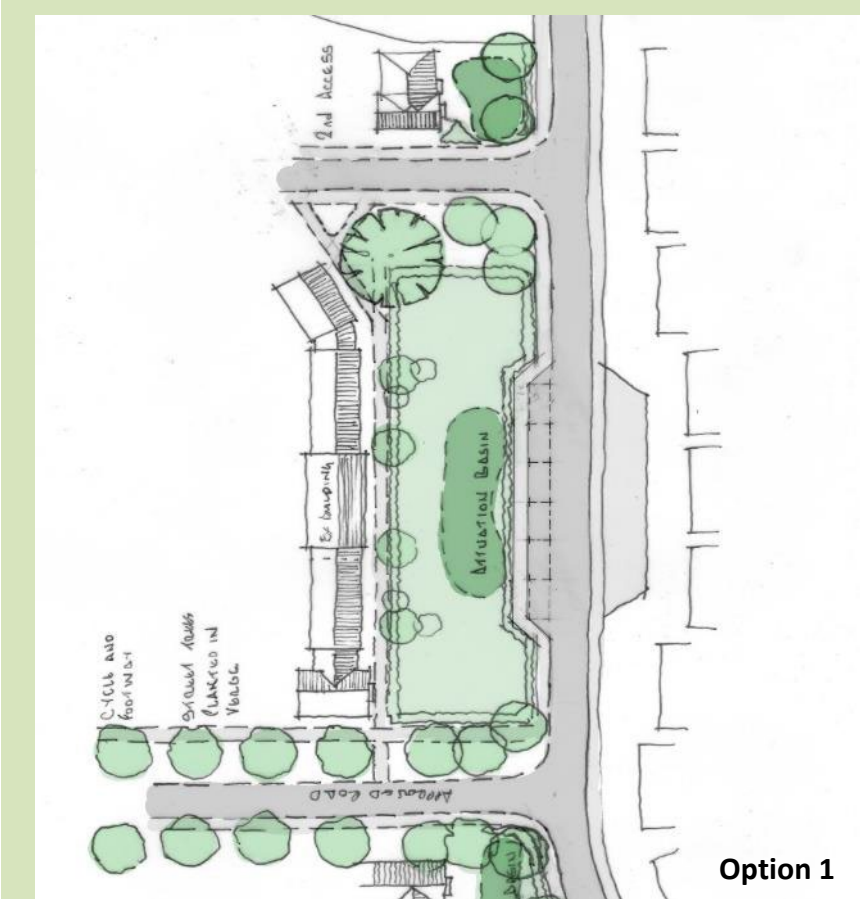
The assessment of density in the surrounding areas has aided the forming of the masterplan layout, form and massing. Careful analysis of the scale and heights of the neighbouring buildings ensures a consistency of the built form of the Melbourne area of Chelmsford whilst creating a variety of residential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

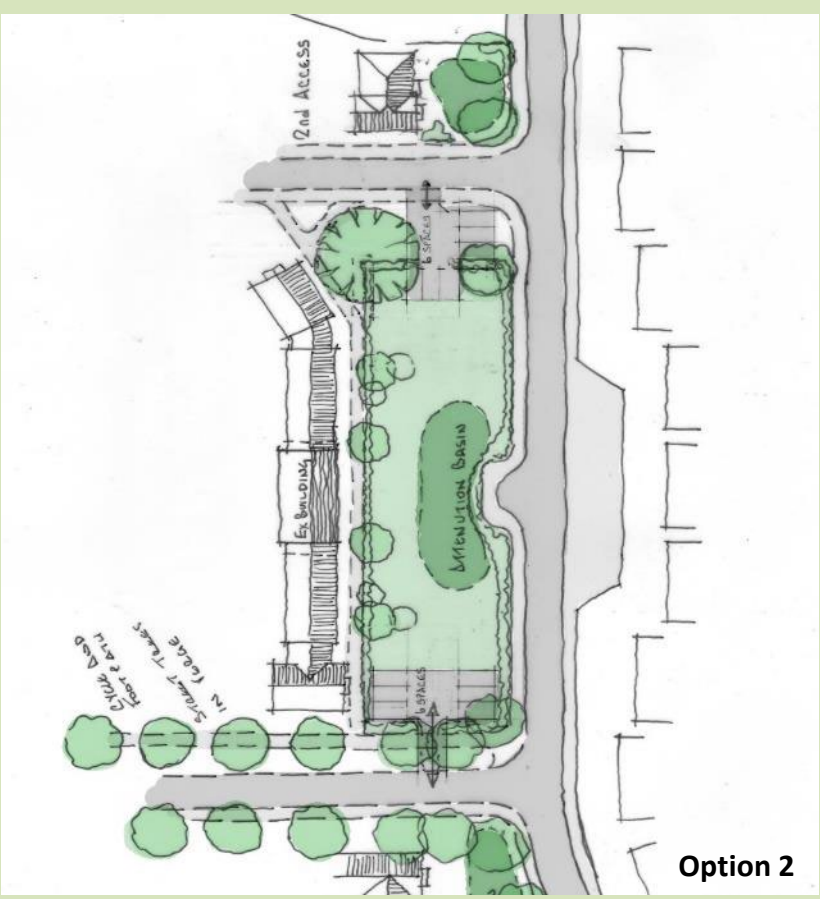
1. Linear predominantly 2 storey dwellings to reflect the urban grain outlined in Character Area 1. Relates to neighbouring residential development.
2. 3-4 Storey flats facing out onto the open green space reflecting the scale and massing of the 3 storey accommodation to the north west and south of the 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.



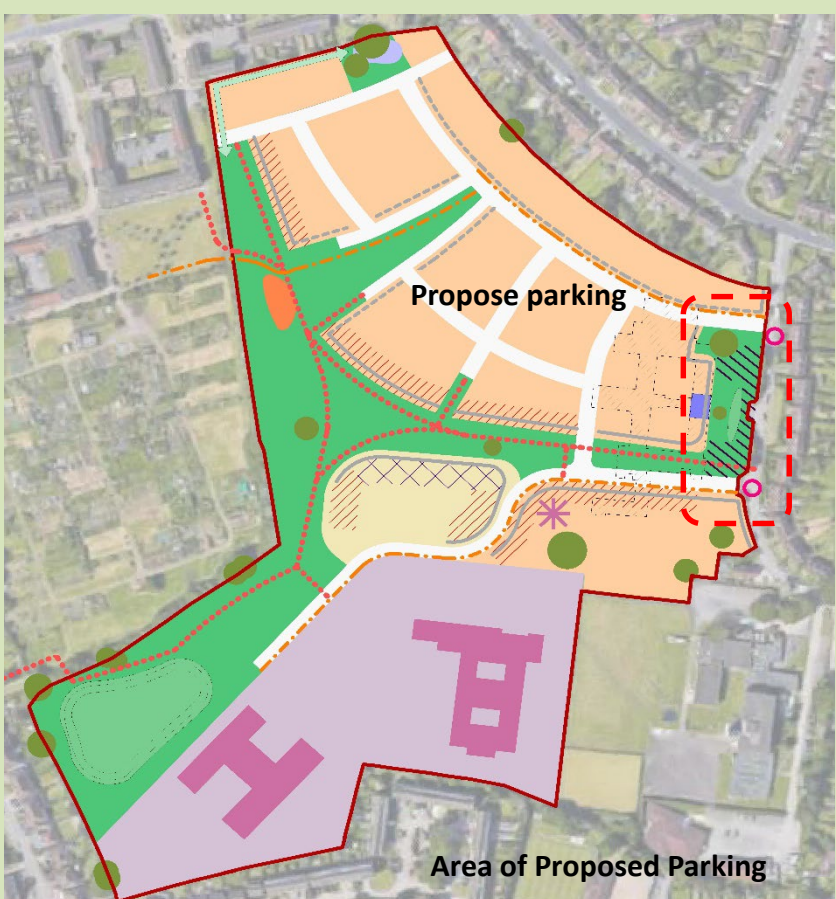
Parking to Fox Crescent



Option 1



Option 2



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

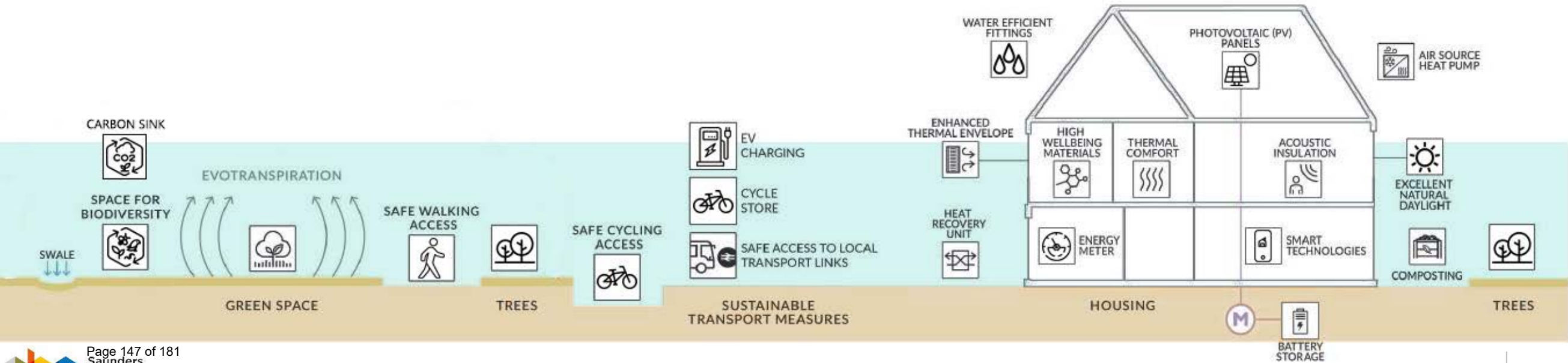
We would be keen to explore Dementia Friendly design principles to support multi-generational communities and independence in later life, to tie in with the Extra care provision. This includes ensuring multisensory spaces that offer familiarity, legibility, distinctiveness, accessibility, comfort and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

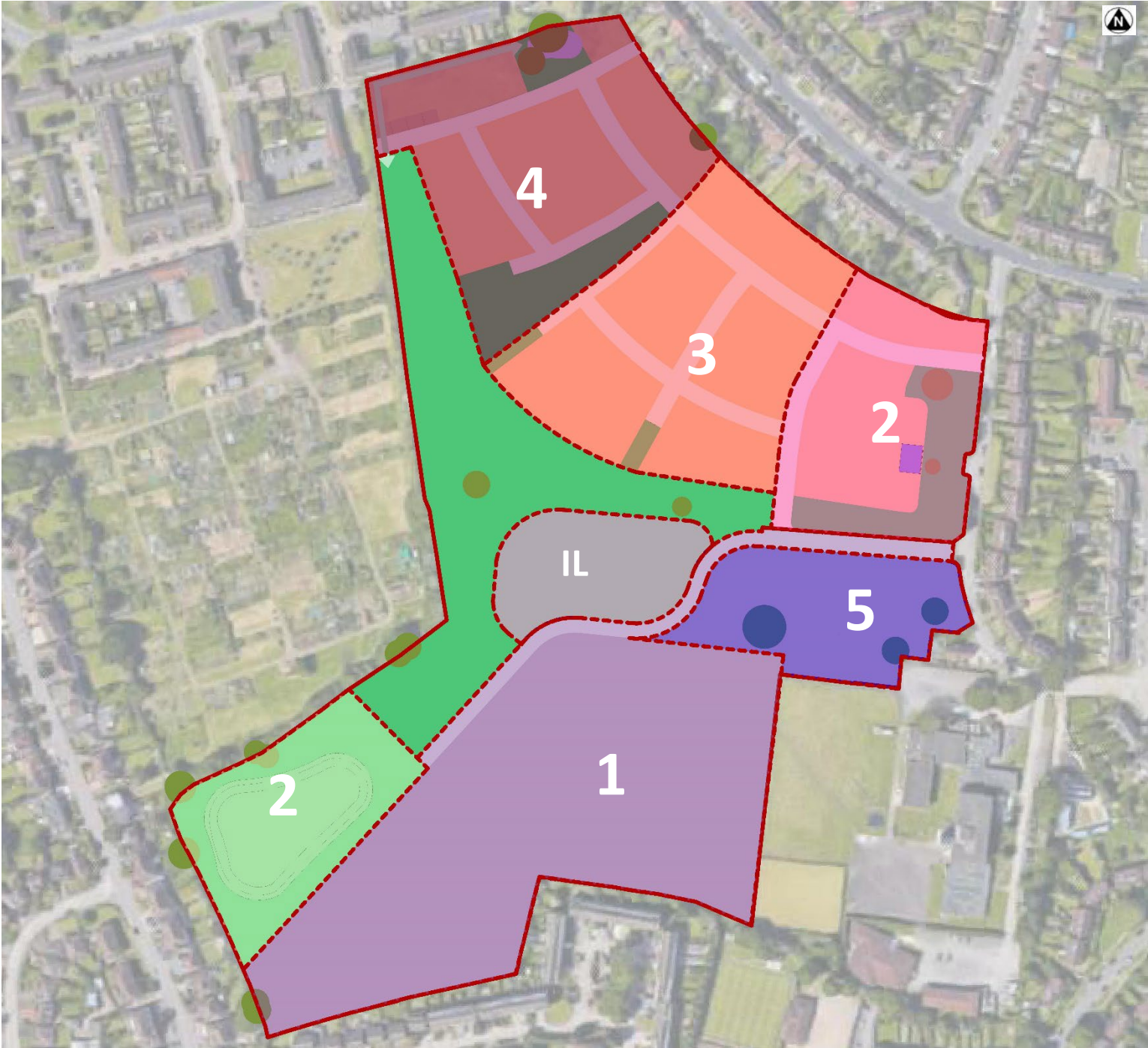
- The provision of accessible open space;
- Creation of a high quality living environment;
- Creation of direct, convenient and safe walking and cycling routes;
- Active street design;
- Incorporation of energy efficiency measures;
- Provision of community facilities; and
- The creation of safe public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









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## Chelmsford City Council Cabinet

7 June 2022

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### Declaration of Frankland Fields as a Local Nature Reserve

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Report by:  
Cabinet Member for Greener and Safer Chelmsford

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Officer contact:  
Paul Van Damme, [paul.vandamme@chelmsford.gov.uk](mailto:paul.vandamme@chelmsford.gov.uk) 01245 606606

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#### Purpose

As part of the City Council's Climate Change and Ecological Emergency Action Plan and the Green Infrastructure Plan, it is intended to make a Local Nature Reserve declaration for Frankland Fields, South Woodham Ferrers.

This report invites Chelmsford City Council to declare Frankland Fields a Local Nature Reserve and register the LNR with Natural England.

#### Options

1. Declare Frankland Fields a Local Nature Reserve and register the LNR with Natural England on the national register of LNR's.
2. Not make such a declaration.

#### Preferred option and reason

The preferred option is to make the declaration and complete the registration process in pursuit of the City Council's Climate and Ecological Emergency Action Plan and the Green Infrastructure Plan adopted as part of the Local Plan.



## Recommendations

That Cabinet support the declaration of part of Frankland Fields as a Local Nature Reserve and request that this site is listed on the Natural England register of Local Nature Reserves.

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### 1 Background

- 1.1 Frankland Fields is and has been managed and maintained in accordance with an appropriate management plan since 2014 and this plan was approved and validated by Natural England in November 2021 in preparation for this declaration. Appendix 1 shows the defined area for the proposed Frankland Fields LNR outlined in red.
- 1.2 In accordance with the Natural England's validation process, a public consultation was arranged from the 13<sup>th</sup> December 2021 to the 5<sup>th</sup> January 2022. The consultation was published by using informational signage within the Park at all pedestrian entrances and on the City Council's 'Love Your Chelmsford' website. The South Woodham Ferrers Town Council was also included in the consultation and contacted direct.
- 1.3 The reasons for the designation were set out and explained, inviting the public, park visitors and local residents to make their comments via a designated email address.
- 1.4 No objections to the proposal were received..
- 1.5 On the 8<sup>th</sup> November 2021, a letter from Natural England was received inviting the City Council to make its declaration [see Appendix 2]
- 1.6 There are no additional financial implications to this declaration in that the current management and maintenance standards, processes and procedures are already adopted in preparation of the LNR declaration.
- 1.7 Subject to approval by Cabinet to make the proposed declaration, a Mayoral Dedication Ceremony will be arranged to publicly mark the declaration.

### List of Appendices

- Appendix 1: Map of defined area for the proposed Frankland Fields LNR shown outlined in red
- Appendix 2: Letter from Natural England dated 8th November 2021 inviting the City Council to make a declaration of a Local Nature Reserve



## Corporate Implications

### Legal/Constitutional:

As part of the City Council's Climate and Ecological Action Plan and the Green Infrastructure Plan, it is intended to make a Local Nature Reserve Declaration for Frankland Fields.

### Financial:

There are no additional financial implications to this declaration in that the current management and maintenance standards, processes and procedures are already adopted in preparation of the LNR declaration

### Potential impact on climate change and the environment:

The current management and maintenance arrangements and the declaration confirm the positive impact on the local environment and habitats and seek to enhance and preserve these for the future.

### Contribution toward achieving a net zero carbon position by 2030:

None

### Personnel:

None

### Risk Management:

None.

### Equality and Diversity:

None

### Health and Safety:

None

### Digital:

None

### Other:

None



Consultees:

Natural England

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Relevant Policies and Strategies:

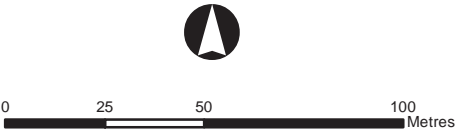
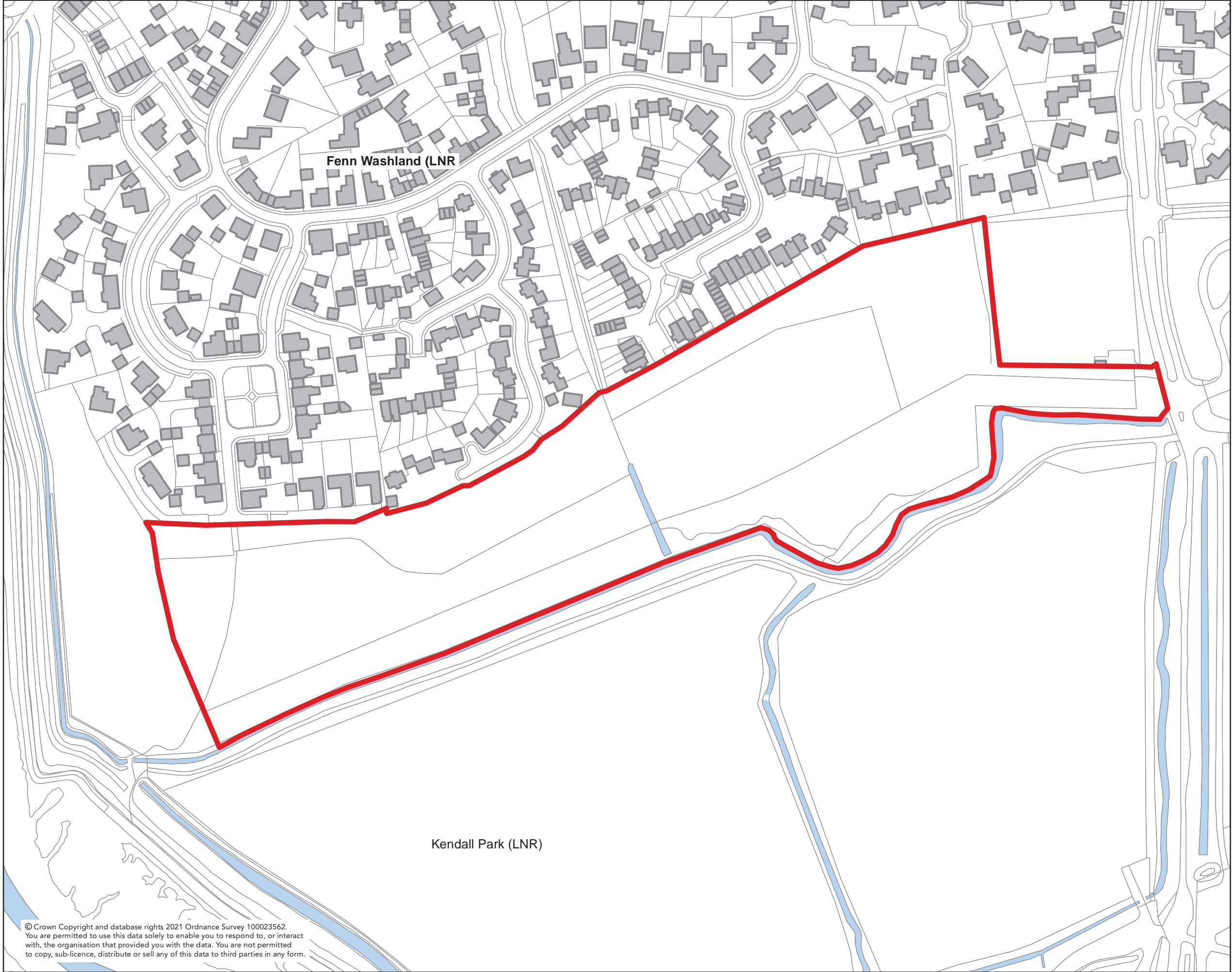
The declaration of a Local Nature Reserve for Frankland Fields is included in the City Council's Climate and Ecological Emergency Action Plan and the Green Infrastructure Plan

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Franklands Fields

 Area of Local Nature Reserve



**Directorate for Sustainable Communities**  
Civic Centre, Duke Street,  
Chelmsford, CM1 1JE  
Tel. 01245 606606  
Web [www.chelmsford.gov.uk](http://www.chelmsford.gov.uk)



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Date: 08/11/21

Our ref: 1510211543GN

Your ref: Frankland Field LNR Designation



Edd Gillan  
Arboricultural and Conservation Officer  
Parks and Green Spaces

Chelmsford City Council  
Essex

Email: [Edd.GILLAN@chelmsford.gov.uk](mailto:Edd.GILLAN@chelmsford.gov.uk)

West Anglia Area  
Team  
Eastbrook,  
Shaftesbury  
Road,  
Cambridge,  
CB2 8DR

0300 060 3900

Dear Edd Gillan,

## **PROPOSAL TO DECLARE FRANKLAND FIELDS AS A LOCAL NATURE RESERVE**

I am writing regarding the proposal to declare Frankland Fields as a Local Nature Reserve (LNR) under the National Parks and Access to the Countryside Act 1949 (as amended).

Natural England's purpose is to conserve and enhance the natural environment for its intrinsic value, the wellbeing and enjoyment of people and the economic prosperity that it brings.

Frankland Fields, managed according to the management plan is of value to both local wildlife, the neighbouring Crouch and Roach Estuary Site of Special Scientific Interest and the local community.

As such, Natural England is delighted to support the declaration of the site as a LNR. Protecting this site and its habitats will allow it to continue to be used and valued by local people for recreation and enjoyment of the natural environment.

Thank you for showing me around the site recently. I am delighted to have seen the diverse site and also how this benefits the nearby SSSI.

The area is well balanced and with a few improvements, which we discussed and you are aware of, the area can become an excellent place for both people and nature.

At this key stage, I would like to make reference to a few aspects, for your consideration;

- We would encourage Nicola and her community / volunteer team to carry out base line wildflower surveys, in 2022, using quadrats. Do share any surveys with us please.
- We would encourage partnership working with these local groups:
  - 1) Essex County Council's Marsh Farm Country Park Ranger: Rob Haworth:  
[Rob.Haworth@essex.gov.uk](mailto:Rob.Haworth@essex.gov.uk)
  - 2) Essex Wildlife Trust's Landscape Conservation Area Manager South East: Marc Outten:  
[MarcO@essexwt.org.uk](mailto:MarcO@essexwt.org.uk)



- We would like the meadow management to be improved in the western side as we discussed
- We hope the meadow management can be maintained and we encourage you to undertake yearly surveys if possible

Natural England confirms that it has been consulted on your proposal to declare Frankland Fields a nature reserve under the provisions of Sections 19 and 21 of the National Parks and Access to the Countryside Act 1949 (as amended). The requirements for consultation contained in Section 21(6) of that Act have therefore been met. As a member of the West Anglia Local Delivery Team, I would like to formally welcome these proposals on behalf of Natural England.

The next step is for Chelmsford City Council to make the necessary arrangements for the formal declaration of the reserve. This can be limited to the issuing of public notices or can be extended to include an event to celebrate the declaration.

Once the declaration is complete, we will need confirmation of the declaration date, and a copy of the declaration papers and a map showing the exact boundaries of the declared area.

In regard to the map, may I please request, if this is possible, that the map is in a digital format and hopefully your mapping department can provide a ESRI shapefile or ESRI geodatabase file of the boundary traced (so it matches vertex to vertex) from OS MasterMap. If this is not possible, then a paper copy will be suitable.

The site will also be promoted through Natural England's internet site finder. To ensure our records are up to date, I would be grateful if you could also complete and return to me the attached Local Nature Reserve Fact Sheet once the site has been declared.

If you are unsure about any part of the declaration process, please refer to the guidance booklet that I have attached in the email associated with this letter, or contact me using the details below.

Yours sincerely

Graham North  
West Anglia Local Delivery Team  
graham.north@naturalengland.org.uk





## Chelmsford City Council Cabinet

7 June 2022

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### Air Quality Strategy

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#### Report by:

Cabinet Member for Greener and Safer Chelmsford

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#### Officer Contact:

Paul Brookes, 01245 606436, [paul.brookes@chelmsford.gov.uk](mailto:paul.brookes@chelmsford.gov.uk)

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#### Purpose

To consider the adoption of an Air Quality Strategy for Chelmsford

#### Options

1. To approve the Air Quality Strategy
2. To approve the Air Quality Strategy with amendments
3. Not to approve the Air Quality Strategy

#### Preferred option and reasons

The proposed strategy would meet the Council's statutory duty to monitor air quality and help to reduce air pollutants.

#### Recommendations

That the Air Quality Strategy attached as Appendix 1 be approved.

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### 1. Introduction

- 1.1 Chelmsford City Council has a statutory duty to carry out certain duties in respect of air quality this includes monitoring air quality and if national air quality objectives are exceeded it is required to co-ordinate measures that will reduce pollutants to ensure the air quality objectives are met.



- 1.2 As part of its duties the Council is also required to submit an annual local air quality assessment report to DEFRA. This year's report can viewed at the following link [2022 Air Quality Status Report](#) DEFRA also recommends that local authorities develop an air quality strategy.
- 1.3 Whilst carrying out its statutory duties in respect of air quality the Council is well placed to further use its expertise and resources in this area to raise public awareness of air quality and encourage residents to take measures that help contribute to improving air quality and also ensure the Council's own operations are carried out in a way that minimises any adverse effect on air quality. This approach supports the Council's Climate and Ecological Emergency Action Plan.

## 2. Air Quality Strategy

- 2.1 The Air Quality Strategy attached at Appendix 1 sets out why air quality matters, the Council's duties in respect of air quality, the Council's policies and actions that will contribute to improving air quality, and the indicators to be used to assess the success of the strategy.
- 2.2 The Council's statutory duties are detailed in the strategy, more information on the monitoring element of these duties are provided in the Council's Air Quality Monitoring Plan which is referred to in the strategy and will be accessible via the following link [Air Quality Monitoring Plan](#). As part of its statutory duty the Council carries extensive monitoring of key pollutants, this monitoring data will shortly be available overlayed on a map on the Love Your Chelmsford website [love your chelmsford](#) this will include live monitoring data from the Council's real-time monitoring stations on Springfield Road, Rainsford Road, Baddow Road, and Chignal St James, as well as Nitrogen Oxide data from over 40 locations across the district.
- 2.3 The strategy goes on to discuss the measures the Council are taking to improve air quality from its own operations and areas it can influence, and the strategy also describes the policies that are pertinent to air quality particularly those relating to Planning which will have a significant positive effect in enabling and promoting sustainable transport options and thereby contributing to improving air quality.
- 2.4 Success of the strategy will be largely determined by a mid to long term downward trend in air pollution.

## 3. Conclusion

- 3.1 DEFRA recommends that local authorities develop an air quality strategy. Whilst describing how the Council meets its statutory duty in respect of air quality the strategy also sets out how other Council policies and actions contribute to the wider objectives of improving air quality.



List of appendices:

Appendix 1 – Proposed Air Quality Strategy

Background papers:

Nil

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Corporate Implications

Legal/Constitutional:

None

Financial:

None

Potential impact on climate change and the environment:

The Strategy will help raise public awareness of air quality and encourage residents to take measures that help contribute to improving air quality. It will also ensure the Council's own operations are carried out in a way that minimises any adverse effect on air quality. This approach supports the Council's Climate and Ecological Emergency Action Plan.

Contribution toward achieving a net zero carbon position by 2030:

As above

Personnel:

None

Risk Management:

N/A

Equality and Diversity:

(For new or revised policies or procedures has an equalities impact assessment been carried out? If not, explain why)

N/A

Health and Safety:

None

Digital:



None

Other:

None

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**Consultees:**

None

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**Relevant Policies and Strategies:**

Our Chelmsford Our Plan

Climate and Ecological Emergency Action Plan

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Greener and Safer Chelmsford

# Air Quality Strategy

June 2022



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## Chelmsford City Council's Vision for Air Quality

The Council's vision, as outlined in Our Chelmsford Our Plan, is to make Chelmsford a greener, safer and more attractive place, implementing measures to reduce waste, lower energy consumption and improve air quality.

Implementing the air quality strategy for Chelmsford will further reduce damaging vehicle and CO<sub>2</sub> emissions and reduce air pollution generally, whilst also meeting the Council statutory duty to monitor air quality and to co-ordinate measures that will reduce pollutants to ensure the air quality objectives are met.

## Aims of the Strategy

This strategy sets out:

- Chelmsford City Council policies and actions which will contribute to improving air quality
- the air quality monitoring plan for Chelmsford.
- targets to be achieved across the duration of the strategy



## Why Air Quality Matters

Air pollution is a contributing factor to many health problems such as asthma, as well as damaging ecosystems, biodiversity and valued habitats.

Poor air quality is subject to legal requirements and local authorities have a duty to work towards achieving National Air Quality Objectives

Normal day to day life can contribute to air pollution and poor air quality. Road transport is the biggest source of local pollution and despite similar emissions requirements, diesel vehicles have been identified as emitting far higher pollution than petrol vehicles.

Current air pollution is invisible and is very different to the smogs that affected London in the 1950s in which a thick smog covered the city for days which caused major disruption and many fatalities.

The effect of air pollution now is more subtle in nature but not in impact. The health effects range from respiratory symptoms from irritation of the lungs and airways, affecting those that suffer with existing heart and lung conditions. The Committee on the Medical Effects of Air Pollutants (COMEAP) have estimated that each year in the UK, between 28,000 and 36,000 deaths are attributable to air pollution.

Recent environmental research has identified strong correlations between pollution and public health, there has been strong media interest and public awareness about air pollution.

The Department of Food, Environment and Rural Affairs (Defra) recommends that all local authorities consider developing an Air Quality Strategy. Chelmsford City Council acknowledges this and has set out this strategy to identify current policies and to commit to actions, within its control, to reduce personal exposure to air pollution, reduce emissions and to tackle local air quality issues.

## Air Quality Duties

Chelmsford City Council is required by The Air Quality (England) Regulations 2000 to carry out various duties to ensure air quality is monitored and improved where necessary. The Local Air Quality Management (LAQM) framework provides local authorities with policy guidance, technical guidance and air quality tools.

Local authorities in England are required to report on Nitrogen Dioxide (NO<sub>2</sub>), Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>) and Sulphur Dioxide (SO<sub>2</sub>) within their Air Quality Annual Status Reports (ASRs).

In order to report on local air quality, the Council has produced an air quality monitoring plan and undertakes extensive air quality monitoring in accordance with the plan.

Accurate air quality data is important to ensure that the Council undertakes its statutory duty for managing local air quality and to inform the decision-making process for planning and development.

Every year the Council reviews and adjusts the air quality monitoring plan as necessary.

Chelmsford City Council compiles and submits Annual Status Reports to Defra annually for appraisal. The reports are published on the Essex Air [website](#).

If monitored air quality exceeds the National Air Quality Objectives, an Air Quality Management Area is declared and an Air Quality Action Plan (AQAP) is developed.





## Local Air Quality Management (LAQM)

### Annual Status Report

Every year Chelmsford City Council undertakes a formal review and assessment of local air quality. The findings are compiled into the annual air quality Annual Status Report that is submitted to Defra.

These reports contain the previous calendar year's monitoring data. Once completed, these reports will be available to view on the Essex Air [website](#).

### Air Quality Monitoring Plan

The Chelmsford City Council Air Quality Monitoring Plan that accompanies this strategy sets out the Council's approach to monitoring pollution across Chelmsford. Accurate air quality data is important to ensure that the Council undertakes its statutory duty for managing local air quality and to inform the decision-making process for planning and development.

The Council operate a large air quality monitoring network consisting of four air quality monitoring stations and diffusion tubes deployed at more than forty sites. Monitoring is carried out in Air Quality Management Areas (AQMA) and known air pollution hotspots, alongside busy roads, at junctions where significant queuing occurs and at background locations not influenced by road traffic.

Sites are reviewed annually to ensure that monitoring is always being undertaken at worse case locations of relevant exposure.

The [monitoring plan](#) sets out the technical details of air quality monitoring and the QA/QC process that is undertaken.

### Air Quality Web Mapping

Alongside the publication of this strategy, Chelmsford City Council will be providing web pages on the Love Your Chelmsford website which shall provide a user friendly way of publishing current air quality data from the monitoring stations, diffusion tubes and air quality forecasting systems.



### Air Quality Sensor Nodes

The new generation of low-cost, highly portable air quality sensors allow for accurate and precise air quality monitoring which are cheaper, more compact and user-friendly than traditional air quality monitoring stations. Chelmsford City Council is proposing to use these sensors to complement the existing monitoring network and to provide better coverage within pollution hotspots.

## Air Quality Management Areas (AQMA)

When an exceedance of the air quality objectives occurs at a relevant exposure (normally defined as the façade of a residential property) an Air Quality Management Area (AQMA) must be declared.

Chelmsford City Council has two designated Air Quality Management Areas (AQMA) declared for exceedances of the nitrogen dioxide (NO<sub>2</sub>) annual mean air quality objective 40µg/m<sup>3</sup>.

AQMA Name	AQMA Description	City / Town	Air Quality Objective Exceedance	Annual Mean Concentration at Declaration	Most Recently Ratified Annual Mean Concentration	AQMA Declaration Date
Army & Navy AQMA	<ul style="list-style-type: none"> <li>Army &amp; Navy Roundabout and surrounding roads</li> </ul>	Chelmsford	NO <sub>2</sub> Annual Mean	51.0µg/m <sup>3</sup>	37.5µg/m <sup>3</sup> (2021)	Declaration 2005 Amended 2012
A414, Maldon Road Danbury	<ul style="list-style-type: none"> <li>A414 between Gay Bowers Lane and Village Green</li> </ul>	Danbury	NO <sub>2</sub> Annual Mean	47.3µg/m <sup>3</sup>	34.6µg/m <sup>3</sup> (2021)	Declared 2018

## Air Quality Action Plans (AQAP)

### Army and Navy, Chelmsford AQMA

Due to the Army and Navy flyover having to be removed on safety grounds, traffic operation has changed. A new [hamburger](#) junction has been proposed. Production of an updated air quality action plan for the new Army and Navy junction shall be possible when air quality data and traffic data has been collected after traffic has returned to pre pandemic levels.

### A414 Maldon Road, Danbury AQMA

Source apportionment defines that the passenger car is the major contributor to pollution within the AQMA. However, due to the success of homeworking, many normal users have reduced their travelling through the AQMA towards the A12 or Chelmsford railway station for access to central London. Traffic levels are not expected to return to 2019 levels and future exceedances of the air quality objectives are not anticipated. Production of an air quality action plan shall only be possible when air quality data and traffic data has been collected after traffic has returned to pre pandemic levels.



## Public Health

### airTEXT

Chelmsford City Council is a member of the *airTEXT* consortium that operates a free service for the public providing air quality alerts by SMS text message, email and voicemail, and 3-day forecasts of air quality, pollen, UV and temperature are available online.

The service has been promoted by officers at Broomfield Hospital and further publicity work is planned.

Residents and visitors to Chelmsford can sign up at the following link <https://www.airtext.info/signupemail> to receive the free *airTEXT* alerts and health advice by email, text message or voicemail alerts.

An example of a local bulletin displayed on the *airTEXT* Website is shown below:

	Thursday 28 April	Friday 29 April	Saturday 30 April
Air Pollution	<b>Low</b> No action required. Effects unlikely to be noticed.	<b>Low</b> No action required. Effects unlikely to be noticed.	<b>Low</b> No action required. Effects unlikely to be noticed.
UV	<b>Moderate</b> Protection required. Seek shade during midday hours, cover up and wear sunscreen.	<b>Moderate</b> Protection required. Seek shade during midday hours, cover up and wear sunscreen.	<b>Moderate</b> Protection required. Seek shade during midday hours, cover up and wear sunscreen.
Pollen	<b>Low</b>	<b>Low</b>	<b>Low</b>
Temperature	Max. Day 16°C/60°F Min. Night 5°C/41°F	Max. Day 13°C/55°F Min. Night 7°C/44°F	Max. Day 15°C/59°F Min. Night 6°C/42°F
<small>Forecast updated: Thursday 28th April 2022 11:01      Forecast updated: Thursday 28th April 2022 05:02      Forecast updated: Thursday 28th April 2022 04:43</small>			

## PM<sub>2.5</sub> Monitoring

Due to increasing concern of the health effects of exposure to fine particulate matter (PM<sub>2.5</sub>), Defra encourage local authorities to undertake PM<sub>2.5</sub> monitoring.

Chelmsford City Council monitors PM<sub>2.5</sub> at the Springfield Road (Chelmsford Prison) air quality monitoring site which routinely measures the highest PM<sub>10</sub> in the monitoring network.

This location is sited next to a busy road and junction along with an adjacent bus stop and is considered a worst-case scenario.

Results from the completed monitoring are in the table below.

Site ID	PM <sub>2.5</sub> Annual Mean Concentration		
	2019	2020	2021
CM2 Springfield Road	11.42µg/m <sup>3</sup>	10.16µg/m <sup>3</sup>	10.90µg/m <sup>3</sup>

The Environment Act 2021 will bring forward at least two new air quality target objectives to be set in secondary legislation by 31st October 2022. It is expected that at least one of these targets will focus on reducing the annual mean level of PM<sub>2.5</sub> or reduce population exposure to PM<sub>2.5</sub>.

The Council will comply with Defra guidance to work towards PM<sub>2.5</sub> targets or objectives.

## Smoke Controlled Areas

The Environment Act 2021 enables Local Authorities to take enforcement action if they consider a smoke emission within a Smoke Controlled Area to be substantial.

Within a Smoke Controlled Area, smoke should not be emitted from a chimney unless an authorised fuel is being burnt or an exempt appliance is being used.

There are no Smoke Control Areas in the Chelmsford area and the Council will be exploring whether the creation of Smoke Controlled Areas would improve local air quality.

## Essex Environmental Protection Study Group

The Council is a member of the Essex Environmental Protection Study Group. Membership consists of all local authorities in Essex and Essex County Council. The consortium provides a forum for authorities to discuss local air quality issues, share experiences and best practice in carrying out their duties.

The study group hosts the Essex Air [website](#) which acts as a hub for local air quality information and reports. The [@essexair](#) twitter feed provides air quality forecasting information and local air quality news.

A redesign has been proposed for the Essex Air website to improve accessibility and provide a better public platform for air quality data.





## Reducing Emissions

### Our Chelmsford, Our Plan

'Our Chelmsford, Our Plan' sets out priorities for Chelmsford City Council in the coming years.

The plan places emphasis on a broad range of environmental matters, to ensure that the growth and development of Chelmsford and the Council's existing operations and activities are as sustainable as possible.

The plan sets out how the Council will make Chelmsford a more attractive place, promote Chelmsford's green credentials, ensuring communities are safe and creating a distinctive sense of place. This will be achieved by measures to reduce waste, lower energy consumption and improve air quality.

Key transport infrastructure improvements will encourage more people to use sustainable transport options, thereby reducing congestion and journey times, whilst helping to improve air quality

### Climate and Ecological Emergency

In July 2019, Chelmsford City Council declared a Climate and Ecological Emergency and pledged to take action to make our activities net-zero carbon by 2030. As a result of this declaration, in January 2020 the Council adopted a Climate and Ecological Emergency Action Plan and have pledged to reduce the Council's carbon emissions to net zero by 2030 and to lead in encouraging others to do the same.

The action plan places focus on fifteen key areas of activity which includes improving air quality. These include:

- Updating planning guidance on integrating sustainable design and on-site renewable energy measures into new developments. This planning guidance is in the form of the Making Places supplementary planning document
- Working with Essex County Council to improve cycling and walking routes, encourage sustainable transport and reduce traffic congestion



- Upgrading the Council's fleet to use the latest low-emission technology, including ultra-low emission electric powered vehicles as they become operationally and commercially viable.
- Planting woodland and significantly increasing the number of trees, which are key in absorbing carbon emissions. Chelmsford City Council has ambitious plans to plant one tree for every resident in Chelmsford over the next ten years. The Council is calling for local people to get involved and become part of the 're-greening' of their local area.

In total, over 175,000 trees are set to appear in Chelmsford over the next decade. A strong start has been made this winter, with Council staff and corporate volunteer groups planting over 5,000 in city parks during the past three months, but many more still need to be placed. Although these trees do not reduce pollutants such as nitrogen dioxide or particulate matter, they are important for absorbing carbon dioxide and storing carbon help stop climate change.





## Making Places

**Effective planning policies can play a significant role in helping sustain air quality improvements by providing encouraging alternatives to the private car. Reducing the need to drive is central to improving air quality, and whilst walking, cycling and public transport, are crucial by themselves they are not sufficient to achieve wider objectives.**

The Making Places supplementary planning document sets out to provide access to a choice of safe, convenient and sustainable modes of travel for all.

The Council through regeneration is developing high quality public areas and create good conditions for walking and cycling into the City Centre.

- Create spaces and places which put public transport before the private car
- Ensure safe and accessible cycle and pedestrian routes are at the heart of place making
- Provide suitable, well designed and integrated parking spaces for all modes of transport

Taken together, these measures aim to ensure access to alternative modes of transport to the car, thereby easing congestion and reducing journey times, leading to improved air quality.

Where the car is required, the Council is using planning policies to deliver support for the uptake of low emission vehicles, including provision of low emission vehicle refuelling facilities such as EV charging points at new residential and commercial developments.



All new development from single dwellings up to major development will be required to provide access to electric vehicle charging points to encourage the use of ultra-low emission vehicles. Major developments are required to provide or contribute towards car clubs for their residents.

Proposed developments are screened for new sources of air pollution, exposure to existing air pollution and the air quality impacts of new traffic generation.

## Chelmsford City Council Local Plan 2021 - 2036

**A key priority for the Local Plan is ensuring a balance between growth in the City area with anticipated impacts of development. This sustainable approach leads to proposals for new infrastructure to be provided alongside growth.**

The Local Plan will provide for increased opportunities for existing and new communities to use sustainable travel will be secured through a new railway station in north east Chelmsford from December 2025 and proposals for bus priority schemes. Within development sites, improved and new cycling and walking routes are required, providing wider connections to neighbourhood centres, leisure facilities, employment, and transport hubs.

The Council will expect promoters of development to fully assess the impact of development through appropriate air quality assessments. However, to support the Local Plan 2016-2036, the Council commissioned an Air Quality Impact Assessment to carry out air quality modelling to identify the baseline air quality profile across the administrative area, and for two future scenarios: 2036 with and 2036 without the local development plan in place.

The report identified that local development plan will not affect compliance with the Air Quality Objectives and that whilst an increase in traffic is expected, the increase in pollution is anticipated to be negligible.

The Local Plan will allow for Chelmsford to become a place with an improving transport system offering enhanced connectivity and supporting sustainable new development including a railway station in North Chelmsford, expansion of the Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements.





## Procurement

The Council agreed a procurement social value policy which supports the actions identified as a result of the Climate and Ecological Emergency, which was declared by the Council in 2019.

The Council recognises that procurement activities can have a significant impact on Chelmsford's economy, community and environment. The strategy supports the actions identified as a result of the Climate and Ecological Emergency.

The procurement strategy will underpin all sourcing processes, allowing them to directly contribute to the ambitions of the Council's Our Chelmsford, Our Plan.

## Council Fleet

The Council will look for all opportunities to reduce emissions. The Council fleet contains a mix of owned and leased vehicles which comply with the latest Euro VI emission limits.

Recycling and waste vehicles utilise electric powered tail/bin lifts. In addition to directly reducing nitrogen dioxide emissions, these reduce carbon emissions and noise pollution when in use.

The use of biofuels is currently being investigated for use in the refuse and recycling vehicles fleet. Biofuels lower vehicle emissions of carbon dioxide, nitrogen dioxide and particulate matter.

The Council has replaced the diesel car used by the Mayor and Deputy Mayor to attend official engagements with a petrol hybrid car.



The process of procuring electric pool cars and fleet vehicles is underway and has already installed electric charging points for Council fleet vehicles.

Electric utility vehicles have replaced traditional petrol utility vehicles for use within the Council's parks and green spaces. Petrol handheld tools, such as hedge trimmers, strimmers and blowers have been replaced with battery versions.

These vehicles and handheld tools not only operate with zero emissions, but also emit less noise and vibration, improving the environment for both residents and workers.





## Staff Travel Plan

As a large local employer, the Council supports staff in choosing more sustainable ways of commuting to and from work and also during their work activities.

A Travel Plan is a package of measures introduced by an organisation to encourage staff to use safe, healthy and sustainable travel options as an alternative to single-occupancy car use. Chelmsford City Council is committed to encourage more sustainable options as part of its environmental responsibility.

The Council's current travel plan holds gold level accreditation from the ModeSHIFT STARS business travel plan scheme.

### Measures include:

- Staff receive a discount on public transport
- Season ticket loans for public transport
- Car sharing scheme
- Cycle to Work scheme
- Flexible working hours that aids staff to meet personal needs but also helps reduce peak hour travel
- Secure cycle storage facilities with lockers and showers
- Upgrading fleet vehicles to ultra-low emission
- Procuring ultra-low emission pool vehicles
- Installation of electric vehicle charging points
- Home and hybrid working practices



**Chelmsford is a city offering sufficient, high quality and appropriately located parking which supports the economic and community activities of the city and balanced with reducing the number of car trips into the city centre to help ease congestion and improve air quality.**

The Council promotes sustainable commuter travel options that help reduce traffic congestion and air pollution.

Key interventions to date include:

- Two successful Park and Ride sites at Sandon and Chelmer Valley
- Express bus service serving new developments at Beaulieu and Channels
- Reduction in public car parking provision in City Centre with redevelopment at Wharf Road, Riverside and Bond Street car parks

The Council has installed electric vehicle charging points in four of our car parks:

- Fairfield Road
- Baddow Road
- Meadows Surface
- Moulsham Street

You can park for free for up to three hours while charging your vehicle and each EV charging point can charge two cars at once and all include three types of connector.

These charging locations will supplement the public electric vehicle charging points already in the city which are located at Sandon and Chelmer Valley Park & Ride sites and privately operated charging points located at some supermarkets and car dealerships.

## **Licensed Hackney Carriages and Private Hire Vehicles**

Private Hire Vehicles and Taxis are an essential form of transport. Many people depend on both for travel that other forms of transport are incapable of making.

It is important that Council policies provide a platform for reducing emissions and improving air quality and the Taxi Licensing policy sets vehicle emission standards for licensed vehicles.

The Taxi Licensing policy sets out that all new and replacement vehicles licensed after 1st April 2020 are required to comply with the Euro 6 emissions standards. All vehicles that remain licensed after 1st April 2024 are required to meet this standard or be replaced.

In the interests of improving air quality, any application for the renewal of a taxi or private hire vehicle that fails to meet this standard will be refused.

## Domestic Combustion

Domestic wood and coal burning emit up to 38% of the PM<sub>2.5</sub> across the United Kingdom.

Burning wet wood requires heat to boil off excess moisture within the fuel source. This process creates lots of smoke and contributes to air pollution.

Chelmsford City Council will promote Defra accredited schemes and campaigns to educate users to choose the right fuel, provide advice on moisture content within fuel and to look after a wood burning stove.

Complaints relating to smoke nuisance will be investigated by the Council.



## Industrial Combustion

Chelmsford City Council regulates small 'Part B' industrial processes under the Environmental Permitting regulations. This involves regular inspections where combustion and non-combustion processes could lead to emissions of PM<sub>2.5</sub> and volatile organic compounds (VOCs) which can contribute to the formation of PM<sub>2.5</sub> in the atmosphere.



## Review of Air Quality Strategy

The effectiveness of the Air Quality strategy will be across a 5-year review cycle. The table below shows the headline indicators that will be used for review.

Headline Indicator	Target	Commentary
<b>Monitored NO<sub>2</sub></b>	Downwards trend of monitored air pollution	Short term changes in measured pollution do not provide statistical accuracy to judge air quality improvements. A period of five years will provide enough data to quantitatively assess whether improvements have occurred. In addition to annual review contained within the published ASR, these will be assessed every five years for the Air Quality Strategy
<b>Monitored PM<sub>2.5</sub></b>	Downwards trend of monitored air pollution	A reduction in concentrations of PM <sub>2.5</sub> is necessary for improving Public Health. In addition to annual review contained within the published ASR, these will be assessed every five years for the Air Quality Strategy
<b>Monitored air quality within AQMA (NO<sub>2</sub>)</b>	Achievement of UK air quality objectives	Even if air quality objectives are achieved, an AQMA may still remain. Before revoking an AQMA the Council needs to be certain that there will be no future exceedances
<b>Monitored air quality concentrations at rural background site</b>	Downwards trend of monitored air pollution	Pollutant concentrations may vary significantly from one year to the next due to the influence of meteorological conditions, and it is important to identify trends over mid to long term
<b>Number of <i>air</i>TEXT subscribers</b>	50 new subscribers per year	Increased number of subscribers to the service
<b>Provide public air quality alerts when air pollution is high</b>	100% of high alerts will be broadcast on social media	When the <i>air</i> TEXT service forecasts pollution to be high, alerts and accompanying health advice will be put on the Council's social media
<b>Travel Plan status</b>	Maintain Gold Accreditation	ModeSHIFT Stars travel plan scheme or similar

## Glossary

Abbreviation	Description
<b><i>air</i>TEXT</b>	<i>air</i> TEXT is a free service for the public providing air quality alerts by SMS text message, email and voicemail and 3-day forecasts of air quality, pollen, UV and temperature
<b>AQAP</b>	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values
<b>AQIA</b>	Air Quality Impact Assessment – Reports provided in support of planning applications
<b>AQMA</b>	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
<b>Air Quality Objective</b>	The Air Quality Objectives are policy targets generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedences, within a specified timescale. The Objectives are set out in the UK Government's Air Quality Strategy for the key air pollutants
<b>ASR</b>	Air Quality Annual Status Report
<b>Defra</b>	Department for Environment, Food and Rural Affairs
<b>Euro Standard</b>	Euro standards define the acceptable limits for exhaust emissions of new vehicles sold in EU and EEA member states
<b>Exceedance</b>	An exceedence defines a period of time during which the concentration of a pollutant is greater than, or equal to the Air Quality Objective
<b>LAQM</b>	Local Air Quality Management
<b>µg/m<sup>3</sup></b>	Micrograms of air pollutant per cubic meter of ambient air
<b>NO<sub>2</sub></b>	Nitrogen Dioxide
<b>PM<sub>2.5</sub></b>	Airborne particulate matter with an aerodynamic diameter of 2.5µm (micrometres or microns) or less
<b>PM<sub>10</sub></b>	Airborne particulate matter with an aerodynamic diameter of 10µm or less
<b>QA/QC</b>	Quality Assurance and Quality Control
<b>VOCs</b>	Volatile Organic Compounds



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## Public Health and Protection Services

### Chelmsford City Council



Civic Centre, Duke Street, Chelmsford. CM1 1JE



01245 606606 (ask for public health)



[www.chelmsford.gov.uk/your-council/contacting-us/contacting-us-online/](http://www.chelmsford.gov.uk/your-council/contacting-us/contacting-us-online/)



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