

Land North of Shenfield

Officers' Meadow, Shenfield



Design & Access Statement

August 2023

Methodology

The structure and detail of this document follows guidance set out by the National Design Guide (NDG) and National Planning Policy Framework (NPPF), adopted in July 2021. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

- (a) Explain the design principles and concepts that have been applied to the proposed development;
- (b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

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Introduction

This statement has been prepared jointly by FINC Architects in connection with the consultant team on behalf of Croudace Homes to accompany a Full Planning Application on the land north of Shenfield on Chelmsford Road.

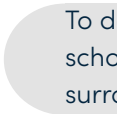
Description of Proposal

Hybrid planning application for 344 units including 35% affordable housing, safeguarded land for a 2FE primary school and early years facility, public open space and associated landscaping, drainage and highways infrastructure.

Vision



To create a landscape lead development that celebrates the site's environmental features combined with the principles established in the Development Framework.



To deliver a place that provides housing and a safeguarded school, which is well-connected and integrated with the surroundings and creates a distinct sense of place.



A central public destination, including access to the proposed primary school.



Respond to a thorough appraisal of local landscape and ecology to make best use of the site's attractive landscape setting



Respond to a thorough contextual analysis of the locality and existing setting within Shenfield



Provide strong/varied connectivity to the wider allocation site and areas of Shenfield



Establish focal gateways into the site from Chelmsford Road and Alexander Lane.



Figure 1: Concept Masterplan
Source: Approved Framework Document

Background

The site sits within a wider area of land currently allocated for development within the recently adopted Brentwood Local Plan (2016–2033), illustrated on the diagram adjacent. It is referred to in Policy R03 ‘Land North of Shenfield’, which outlines that:

“Development should provide:

- a. Around 825 new homes;*
- b. Around 2.1 hectares of land for a co-located primary school and early years and childcare nursery;*
- c. Around 60 bed residential care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with policy HP04;*
- d. 5% self-build and custom build across the entire allocation area; and*
- e. Around 2ha of land for employment purposes which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.”*

Allocated land within R03 sits within various ownership, including Croudace Homes, Redrow Homes, Countryside Properties and Stonebond Properties. This application is made on behalf of Croudace Homes for the land within their ownership.

Land within R03 has the benefit of an approved Masterplan and Development Framework document, dated July 2023.

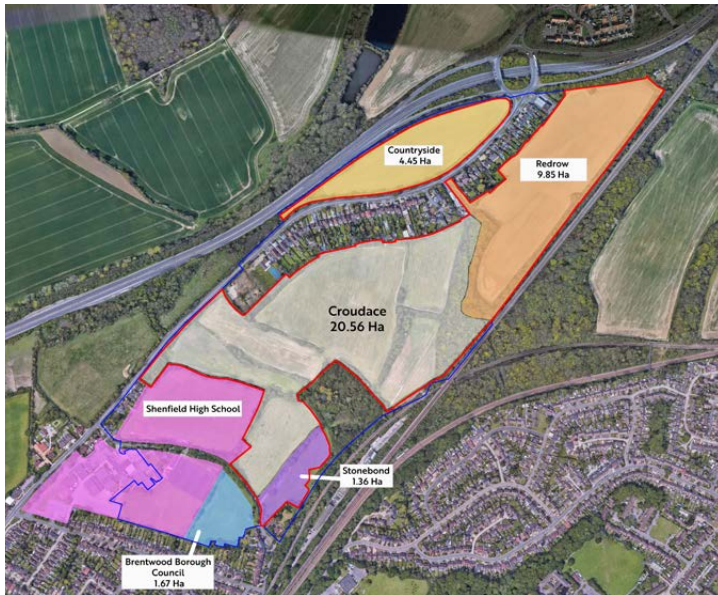


Figure 2: Site Allocation/Ownership plan
Source: FINC Architects



Figure 3: Approved Framework Document
Source: Stantec, July 2023



Context & Analysis

Wider Context

The site is within close proximity to two major strategic routes – namely the A12 to the north (which links London and Brentwood to the west and Chelmsford, Colchester and Ipswich to the east) and the M25, again connecting the site to London and various destinations around the country.

The site is within a 20-minute walking distance or a 10-minute cycle of Shenfield Railway Station to the west. From here, the newly opened Elizabeth Line provides services to major destinations including London Liverpool Street, London Paddington, Reading and London Heathrow Airport. As the train station is within a 15-minute walking distance, or a 10-minute cycle, the site affords strong sustainable transport links.

As illustrated on the Surrounding Movement Plan, the site is conveniently located close to existing public footpaths, affording sustainable connections within the wider development and into Shenfield. These are discussed in more detail later in this document.



Figure 4: Surrounding Movement Plan
Source: FINC Architects

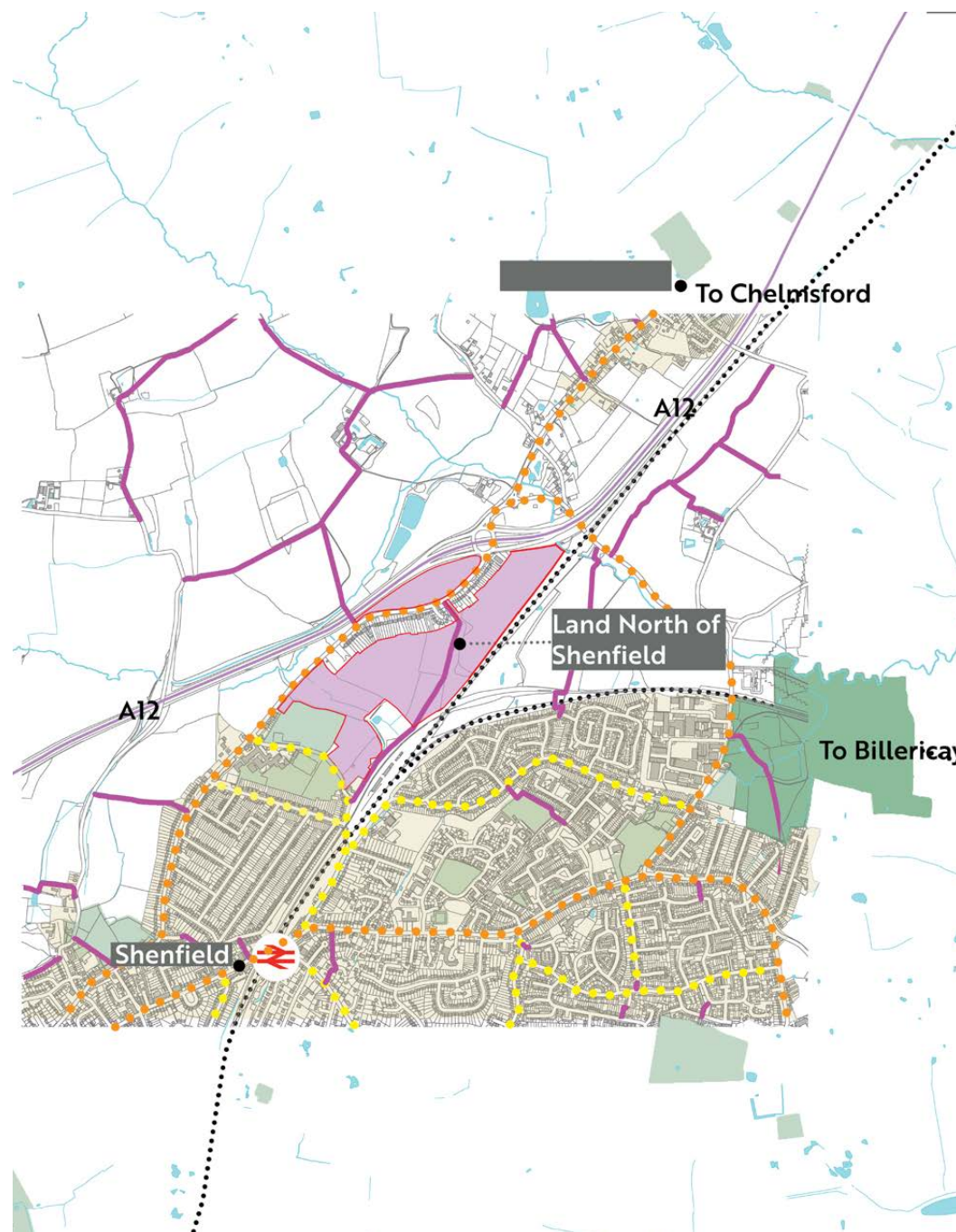


Figure 5: Site Location Plan
Source: FINC Architects

Existing Site Photos

The site is comprised of open fields and situated to the north of Shenfield. The Site is bound to the north west by Chelmsford Road, its associated dwellings and their rear residential curtilages. Beyond Chelmsford Road lies the A12 (dual carriageway) and open farmland. The eastern boundary of the site is delineated by Ancient Woodland, an area of undesignated woodland and a railway line, beyond which lies additional areas of woodland, residential development, and further farmland.

It is also important to consider the character of the surroundings residential development, as outlined below:

- Nature of Streets – typically organic in formation, with gently curving streets;
- Building Heights – largely 2 storey buildings;
- Building Lines – generally consistent, with plots featuring large setbacks and parking to the front or side;
- Roofscapes – largely ranging from gabled, hipped, cross-hipped and dormer roof styles;
- Plot Characteristics – typically detached or semi-detached, with generous rear gardens; and
- Boundary Treatments – mixed, including low-lying brick walls, fences and both low-lying and full-sized hedges.

For further investigation into the sites immediate and surrounding area, please refer to the Contextual Analysis document submitted alongside the Development Framework. The photos adjacent provide a glimpse into the existing characteristics of the site, its boundaries and its immediate context.



Figure 6: Site Context Photos with Site Map
Source: FINC Architects



Opportunities & Constraints

Landscape Features

The site has a varied topography, with the land sloping at various degrees down towards the centre of the site. Overall, the site is more regular and flat in its topography however, with the sites' contours illustrated below.

The site itself is comprised of arable farmland, together with areas of woodland and hedgerow. The surrounding landscape is heavily varied, with a mixture of industry, residential and open space uses.

Whilst the site is largely constrained by existing movement routes, there are also a range of open spaces within the site's wider vicinity. A section of Arnold's Wood Ancient Woodland lies within the site boundary, whilst the majority of this woodland area separates the site's eastern boundary and the adjacent railway line. A 15m buffer will be applied to the eastern boundary adjacent to the Ancient Woodland, to protect the area from any future development. There are a number of group TPOs and individual, that will be retained and managed where possible. These are identified on the plan below.

Hutton Country Park lies approximately 1km to the east, making it the site's closest area of designated open space. To the west there is Merrymeads Country Park, located in between Shenfield and Brentwood.



Key

Site Boundary

Proposed School Site Boundary

Contours

Arnold's Wood Ancient Woodland

Existing Trees/Hedges Category A

Existing Trees/Hedges Category B

Existing Trees/Hedges Category C



Tree Protection Orders



Root Protection Zones



Buffer Zones for Ancient Trees



Existing Waterbodies



Figure 7: Constraints & Opportunities – Landscape Features
Source: FINC Architects

Physical Constraints

The majority of the site is located within Flood Zone 1. However, the lowest areas of the site fall within Flood Zones 2/3, with the affected area illustrated below. This section dissects the site, separating the larger northern portion with the lower parcel, the latter sharing the boundary with Alexander Lane.



Figure 8: Constraints & Opportunities – Physical Constraints
Source: FINC Architects

Key

Site Boundary

Proposed School Site Boundary

Shared Boundary with Existing Structures

Flood Zones

Zone 2

Zone 3

Listed Buildings

Potential Noise caused by Railway

Shenfield High School

Yellow star icon

Yellow arrow icon

Yellow school icon



Context



Access, Movement and Connectivity

The site lies to the north-east of Shenfield – a commuter town within the county of Essex. The site sits approximately 3km from the centre of Brentwood, whilst the neighbouring village of Ingatestone lies approximately 5km to the north-east and Billericay town sits 5km to the south-east of the site.

The site benefits from strong existing movement links. The proposed access points have been located to optimise the required sight lines and to be outside the flood areas. The primary access point is positioned on the western boundary along the A1023 Chelmsford Road and an additional secondary access located on the southern boundary along Alexander Lane.

A public footpath meanders through the site, starting from the A1023 adjacent to Shenfield Auto Services and making its way down south past Arnold's Wood towards Alexander Lane. This route will be maintained and upgraded to maximise sustainable connections throughout the site and into its immediate surroundings. From this, there is potential to create new and designated pedestrian and cycle routes through the development, as illustrated below.

A potential opportunity for the site is proposed in the form of a school plaza – positioned just to the south-west of the school's location. This affords opportunities for sustainable movement in the school drop-off and pick-up, designed to be a legible destination point within the site. By locating this adjacent to a retained veteran tree, which requires a significant root protection area and acts a strong focal point outside the school.

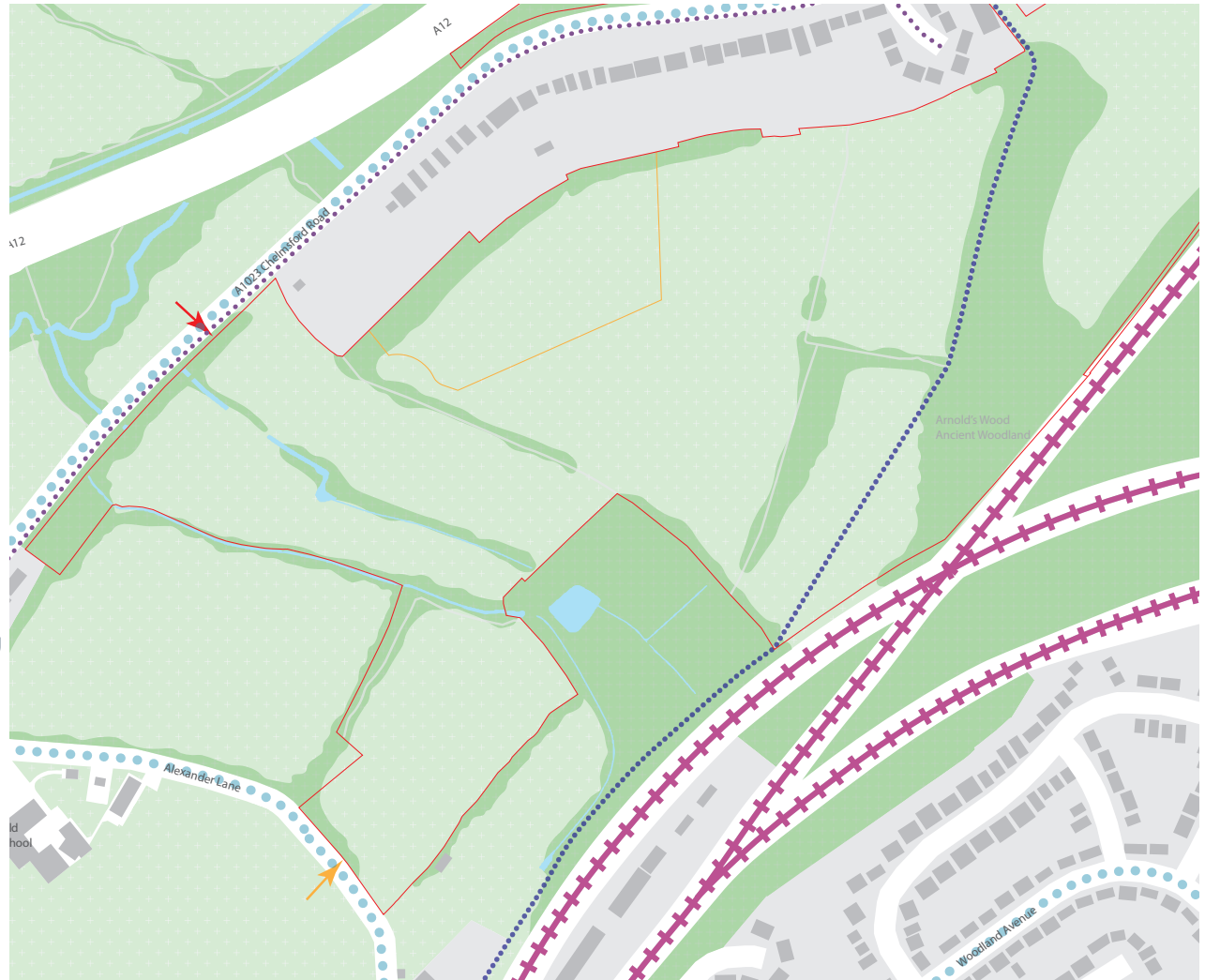


Figure 9: Constraints & Opportunities – Access, Movement and Connectivity
Source: FINC Architects

Key

Site Boundary

Proposed School Site Boundary

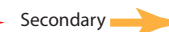
Railway

Key Road

Proposed Access Primary

Public Right of Way

Pedestrian Access



Combined Constraints and Opportunities

The plan below illustrates the collective site considerations, following the previously presented detailed analysis of individual site features on the previous pages.

Primary Constraints List.

- Arnold's Wood - ancient woodland to the east, includes 15m buffer and stands 10-12m high (3-4 storeys)
- Veteran tree to the east, near to the main access point of the site.
- North/South tree belt within the northern field, to the east.
- East/west tree belt connecting Arnold's Wood to the north/south tree belt.
- Additional CAT A trees within the northern field.
- Boundary trees along the northern edge of the site and to the east & west of the southern field. Some additional boundary trees along the southern edge of the site.
- Flood Zones 2&3
- Noise from train lines and Chelmsford Rd too far away to be an issue on this site.
- Location of school site fixed due to levels/access etc.
- Existing PRoW along the eastern boundary cuts diagonally through the small eastern field.
- Vehicular and pedestrian access off of both Chelmsford Road and Alexander Lane.



Figure 10: Constraints & Opportunities Plan
Source: FINC Architects

Key

Site Boundary	—	Flood Zones	Zone 2	Zone 3	Existing Trees/Hedges Category A	●
Proposed School Site Boundary	—	Listed Buildings			Existing Trees/Hedges Category B	●
Railway	—	Potential Noise caused by Railway			Existing Trees/Hedges Category C	●
Key Road	—	Shenfield High School			Tree Protection Orders	—
Proposed Access Primary	→	Contours			Root Protection Zones	—
Secondary	→	Arnold's Wood Ancient Woodland			Buffer Zones for Ancient Trees	—
Public Right of Way	—				Existing Waterbodies	●
Shared Boundary with Existing Structures	—					



Heritage & Archaeology

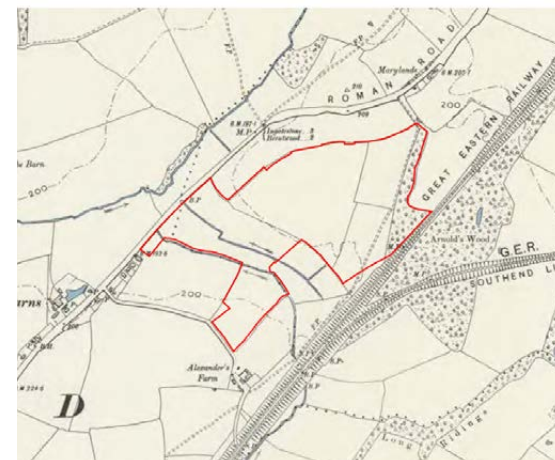
There are no listed heritage assets located on site. The closest asset is the Grade II Listed Milestone in Road Verge, opposite No. 179 on the A1023 Chelmsford Road. Due to the existing buildings separating itself and the site, its heritage setting will not be impacted by any future development.

In addition, the site does not lie within any SSSIs, AONBs or Conservation Areas. The site's historic mapping over the years is illustrated below, with the site itself outlined in red.

Since the 19th century, development has occurred south, south-west of the proposed site. Chelmsford Road and Alexander Lane have also been developed to provide street frontages and immediate context.

The maps adjacent show the evolution of development near the site, including the construction of the A12 and importantly, the retention of Arnold's Wood.

The first map illustrates the site context between 1888–1913, indicating the presence of natural features, including the existing watercourse which dissects the site and Arnold's Wood to the east. In addition, it also illustrates the Great Eastern Railway along the eastern boundary and identifies the location of the aforementioned Milestone on the A1023 Chelmsford Road.



The second map is taken from 1949–1971, illustrating the post-war development around the site and Shenfield's expansion to the north. In addition, an additional railway line is present which runs closer along the site's south-eastern boundary.



The third map illustrates the site's location on today's mapping. It reflects the significant expansion of Shenfield, particularly to the east of the railway line. It also illustrates that the development has largely been limited to Shenfield High School.



Figure 11, 12, 13: Historical Maps
Source: FINC Architects



Identity

Process & Engagement

The NDG states that well-designed places with high quality buildings and attractive spaces have:

- “- a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users”

Throughout the consultation process, active engagement has been prioritised with a range of stakeholders and community meetings/ presentations in order to achieve a cohesive identity within the existing setting and for the existing residents. We have also undertaken a character analysis of the local area which can be seen in Appendix 1, along with developing our own attractive spaces that can be seen later on in the document

This engagement has taken various forms, including consultations with local design officers, pre-planning meetings and Essex Quality Review Panels. Where possible, the proposals have been amended to incorporate comments and consultation responses.

The following plans show how the design concepts looked at four key stages of the process. The first plan shows the initial concept sketch – derived to establish a layout making the most of the existing landscape features and connections/movement strategy.

As an initial exercise for the detailed masterplan, a draft plan was created and illustrated in Figure 14 below. This plan considered the key opportunities and constraints afforded by the parcels in its high-level concept.



Figure 14: Initial Concept Sketch Masterplan
Source: FINC Architects



Figure 15: Initial Draft of Site Layout
Source: FINC Architects



Identity



The plans in Figures 16 & 17 below illustrate the continued design evolution, with the layout being refined following internal and external consultant comments. In doing so, the different streets and spaces have been adapted to create a high quality, coordinated layout. Another concept sketch overlayed on the constraints and opportunities plan was produced in order to identify key character areas and street hierarchy, taking into account the principals established in the Development Framework.

These changes were discussed at an Essex Quality Review Presentation (EQRP), along with the urban design team at Place Services, and were considered welcome evolutions to the scheme by officers.

The overriding concepts of the original scheme and the design brief have been built upon and carried through into this detailed scheme, as demonstrated and explained throughout the remainder of this document.



Figure 16: Developed Concept Plan Sketch
Source: FINC Architects



Figure 17: EQRP meeting Site Layout
Source: FINC Architects

Design Evolution

The proposals have evolved with each meeting and as the constraints have become understood in increased detail.

There were numerous iterations of the layout attempting to establish a location for school site. Given the requirement of this land parcel, including connectivity, levels, size, shape and enclosure, the proposed location of the school site is the only one that is acceptable to Essex's education team.

In addition, low density development was originally proposed on the sites western entrance onto Chelmsford Road and Southern entrance onto Alexander Lane. However, the comments received by Brentwood Borough Council and Place Services requested higher density, gateway buildings be located at these strategic positions.

The layout and design of these areas have been directly provided in relation to the comments received.

Additional comments from Essex's education team on access to the school, as well as landscape, ecology and highways comments have all been addressed through revisions to the site layout.

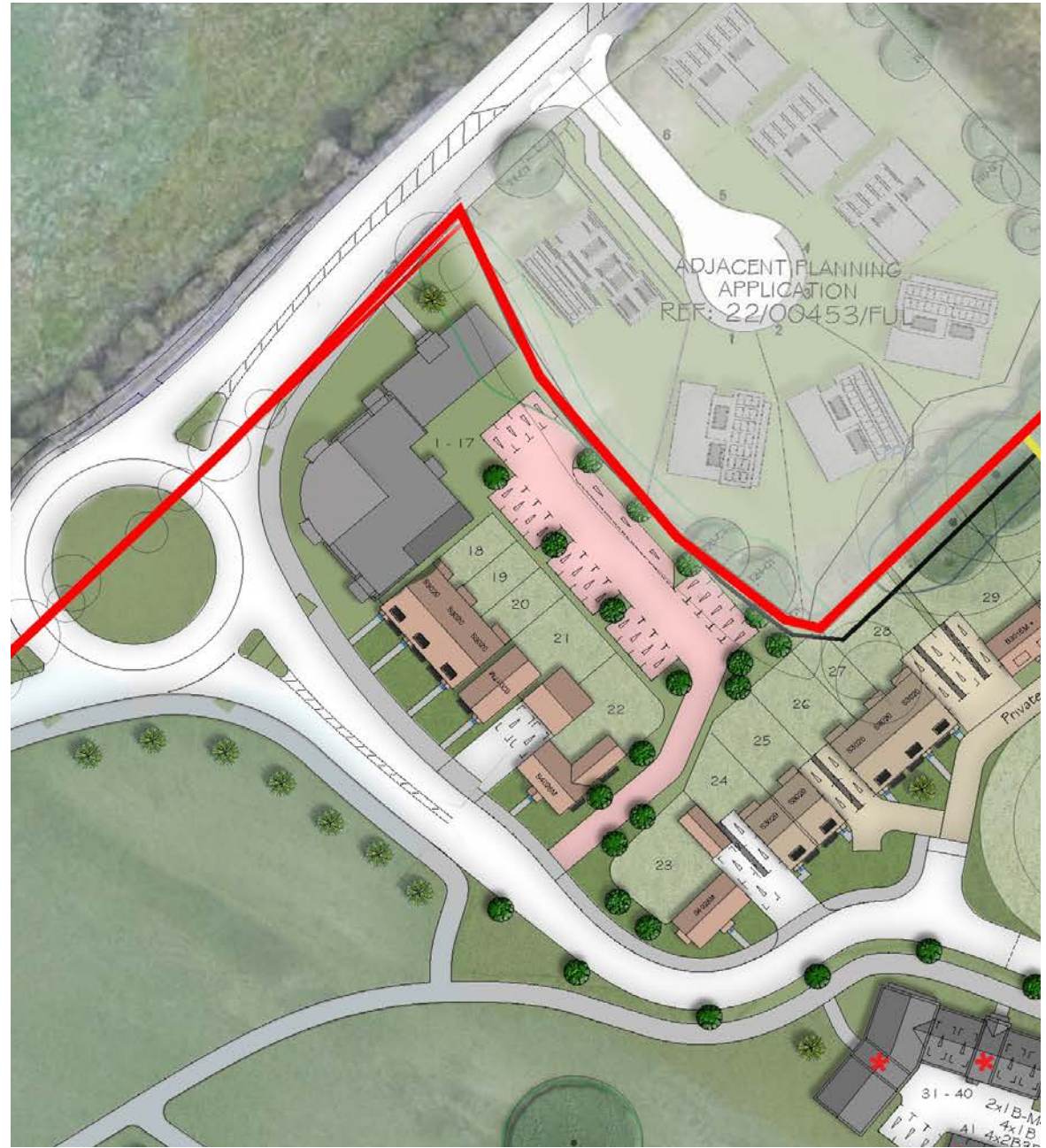


Figure 18: Initial Draft of Site Layout Entrance
Source: FINC Architects



Design

Proposed Site Layout

Following a number of iterations, the illustrative layout is presented on the following page. The landscape-led layout has evolved alongside our consultants reports and illustrates the collaborative nature of the project.

The site layout comprises some key areas, relating to the immediate landscape and physical context in those parts of the site. These areas can be simplified to include the following;



Western Gateway - The apartment building and formal terrace in this part of the site provides a distinct focal/gateway into the development and is provided as 3-storey building to adequately address the open nature of the site entrance. These buildings take design cues from the Brentwood School, located further south on Chelmsford Rd to create focal buildings that stop-end Brentwood and Shenfield.



School Plaza - A large pedestrian plaza, situated around the retained veteran tree and providing pedestrian access to the school. The buildings here follow the mass/detail of the gateway buildings to create a sense of enclosure around this key point of the site.



Eastern Field - The area located between Arnold's Wood and the existing north-south tree belt creates an intimate, informal setting with close proximity to the existing landscaping.



North-south tree belt/Arnold's Wood - This area is also green and leafy in nature, with immediate proximity to large, established trees/landscaping and is therefore informal/rural in nature. This area includes the LEAP and the entrance green to the north, providing connectivity to the wider allocation site.



Southern Gateway - The building are slightly taller and have been designed as a modern take on a traditional Essex barn.



Southern Field - This area connects the main development to the southern gateway and is mostly made up of the Primary Street typology, but does include some green edge/informal areas.



Primary Streets - These formal, tree-lined streets connect the key areas listed above and employ repetition of house types to provide formality and hints of the detailing used in the School plaza to knit the different parts of the site together.

Primary access from A1023
Chelmsford Road to the west

2.1 hectares safeguarded for a 2FE primary
school and early years nursery

344 new high-quality homes, with:

- a range of building types and sizes
- 35% affordable housing (86% affordable rent and 14% intermediate)
- 18no custom build houses

Maintained and enhanced sustainable connections including public footpaths and cycle routes; distinctive and legible movement routes.

3No. play areas (a NEAP, LEAP and LAP)

Secondary access onto Alexander Lane to the south

Functional and accessible open spaces which respect and utilise the site's existing features.



Figure 19: Coloured Site Layout
Source: FINC Architects



Design Areas

Detail

The approved Development Framework document states “The choice of materials, selection of colours, the rhythm of the roof line, the composition of fenestrations and type of architectural detailing combine to create the Identity of a place and how people experience it.”, this has been brought forward into the site and sub-character areas have been identified and adapted to accord with those in the Framework document.

The following pages contain the detailed layout of different parts of the site, along with the conceptual design work that informed the final proposals for this area.

Additional information for the final proposals, including materials and detailing are also provided. The final proposals are also included, showcasing the evolution of different parts of the site.

The following pages should be read in conjunction with the Development Framework document to understand the contextual analysis that has informed the character areas, and the character areas that relate to the different parts of the site.



Key

Western Gateway		
School Plaza		
Eastern Field & North-South Tree Belt		
Northern Gateway		
Southern Gateway		
Primary Streets		

Figure 20: Design Areas Key Map
Source: FINC Architects

Western Gateway (Green Streets)

The Contextual Analysis (CA) document (Appendix 1) identifies a few 3 storey buildings throughout Shenfield and Character area 1, however, the approved Framework document has built upon this CA and identifies the need for focal buildings in order to provide gateways at the thresholds of the site. The Western Gateway features 2 and 3 storey buildings with a mix of dwelling types including flats and formally arranged landscape to create a more intimate sense of enclosure as is outlined in figure 22 from the approved Framework document. Building upon this, the apartment building and formal terrace in this part of the site provides a distinct focal/gateway into the development and adequately address the open nature of the site entrance. These buildings take design cues from the Brentwood School located further south on Chelmsford Rd to create focal buildings that stop-end Brentwood and Shenfield.

Both the apartment buildings and the formal terrace create a continuous frontage into the site, and feature a parapet style roof that is then featured again as you venture further into the site. These focal buildings at the main vehicular entrance to the site are indicative of a change of area and provide way-finding towards the school and the wider site.

On top of the bespoke parapet roof feature running along the western gateway, each building will be made up of a red brick and slate roof tile combination with extruded feature brick work and brick patterning including brick window surroundings. These create a more interesting facade, and are further paired with light green cladding along the formal terrace as well as modern contemporary black front doors for a more modern design.



Figure 21: Western Gateway Design Area Map
Source: FINC Architects

Building Density	Heights/	Predominantly 2 to 3 storeys with occasional 4 storey buildings in key locations. Medium density, which becomes higher in key locations.
Building Line/Setback		Uniform setbacks and mix of housing types with some frontage parking and parking courts.
Roofscape		Typically pitched roof forms. Variety of types and orientations.
Streets		Typically shared surfaces and private drives in regular orientations.
Plots/typology		Mix of terraces, semi-detached, detached and occasional apartments dwelling types.
Boundary Treatment		Defined by formally arranged landscape and hedges where possible. Opportunities for reduced front gardens to achieve a more intimate sense of enclosure within streets acceptable. Occasional tree planting to be incorporated to soften street scene.
Materials		Predominantly red and buff brick with a mix of boarding, render and hung tiles.

Figure 22: Green Streets – Mews Streets Matrix
Source: Approved Framework Document



Figure 23: Material Examples and Example Streetscene
Source: Google and FINC Architects



Identity



Western Gateway (Green Streets)



Figure 24: Western Gateway
Source: FINC Architects



Figure 25&26: Precedent Images of Western Gateway
Source: Google



Figure 27&28: Adjacent development on Chelmsford Road
Source: Google



Figure 29: Early concept sketch for Western Gateway, showing gateway apartments and continuous frontage.

Source: FINC Architects



School Plaza (Green Streets)



The school plaza is a large pedestrian plaza, situated around the retained veteran tree and providing pedestrian access to the school. The plaza also contains seating around the veteran tree further integrating it into the space and providing utility. The buildings here follow the mass/detail of the gateway buildings to create a sense of enclosure around this key point of the site.

The CA (Appendix 1) identifies a few 3 storey buildings throughout Shenfield and Character area 1, however the Plaza will be designed with its own distinct character to establish a strong sense of place with inherited cues from the Green Street areas. Similarly to the Western Gateway, the approved Framework document outlines this as seen in figure 22, with the School Plaza following this matrix more closely with less bespoke gateway features. The Plaza features both flat blocks and terraces with a strong frontage and remaining at 2.5/3 storeys with pitched roof forms and varied orientations.

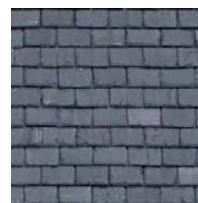
Each unit presents a bespoke parapet roof feature with a variety of materials being present. Buildings feature both red and buff brick, as well as slate, rustic red and brown roof tiles. Additional materials include light green cladding that was also featured at the western gateway as well as some off white render and white eternit cedral boarding being introduced. Modern contemporary black front doors are used for a more modern design.



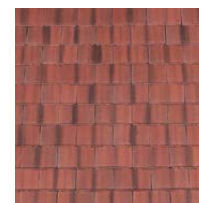
Figure 30: School Plaza Design Area Map
Source: FINC Architects

Building Density	Heights/	Predominantly 2 to 3 storeys. Primarily medium with potential for higher density depending on location.
Building Line/Setback		Frontage, on-plot parking within generous uniform setbacks, with landscape and tree planting in between parking bays. Repetition in built form creating regular rhythm.
Roofscape		Regular rhythm of expressed gables that emphasises verticality and reduces the apparent roof form, allowing for a reduction in scale with height in the fenestration
Streets		Verges with trees to create a formal verdant character with provision for pedestrian/cycle movement, typically open gardens. Formal landscaping and hedges.
Plots/typology		Predominantly semi-detached and detached dwelling types with opportunity for some apartments and terraces
Boundary Treatment		Defined by hedges/open lawn and occasional low walls.
Materials		Predominantly red and buff brick with occasional use of light-coloured boarding and render for focal buildings.

Figure 31: Green Streets - Boulevard Streets Matrix
Source: Approved Framework Document



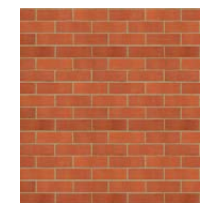
Reconstituted Slate Roof Tiles



Red Rustic Roof Tiles



Brown Roof Tiles



Red Brick



Light Green Cladding



White Boarding



Off-White Render



Buff Brick

Figure 32: Material Examples and Example Streetscene
Source: Google and FINC Architects

School Plaza (Green Streets)



2.5/3 storey buildings enclosing school plaza

Seating built into veteran tree protection for interest/utility



Protected veteran tree

Multi-functional school entrance plaza

Figure 33: School Plaza
Source: FINC Architects

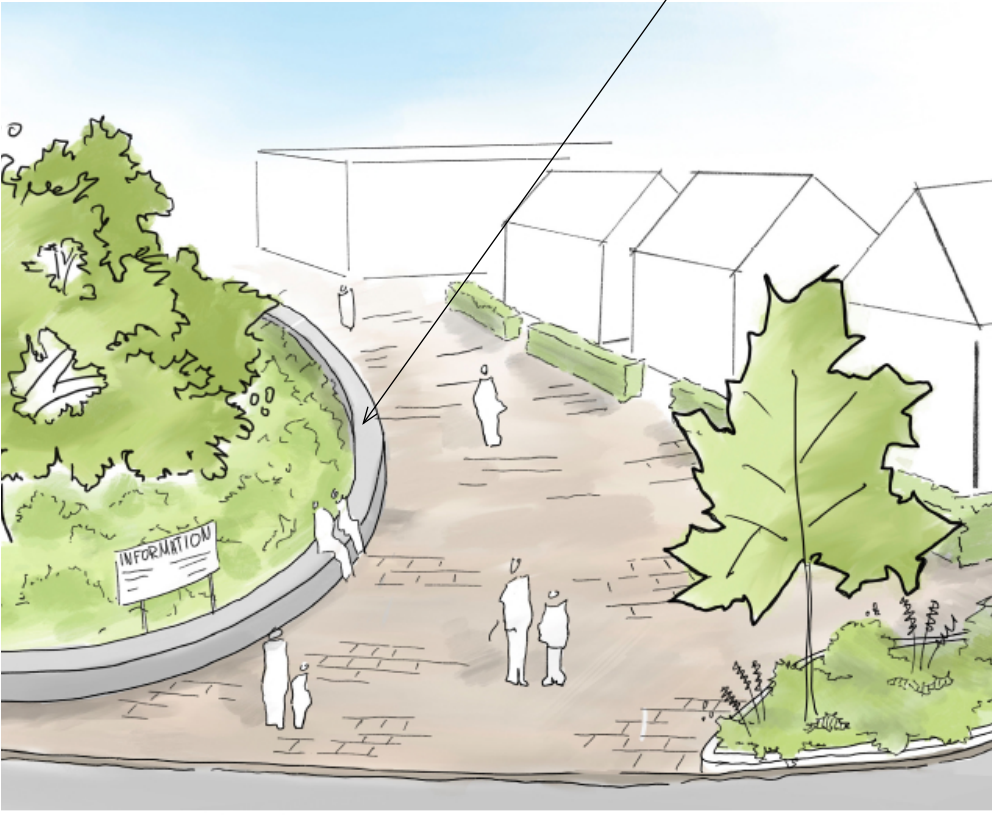
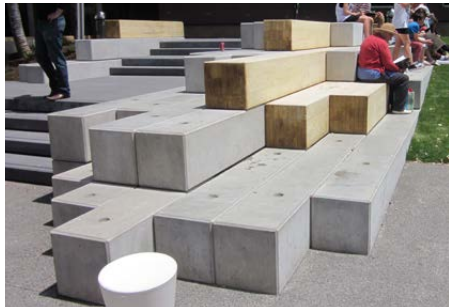


Figure 34: Concept Sketch for School Plaza
Source: FINC Architects

Figure 35, 36, 37 & 38: Precedent Images for integrated seating
Source: Google





Identity



Landscaping and tree lined verge enclosing the plaza

Continuous frontages

2.5/3 storey buildings



Pedestrian crossing connects cycle route to public space

Figure 39: Early concept sketch for School Plaza, showing pedestrian zone, primary street and enclosure of the space with tall buildings.

Source: FINC Architects

Eastern Field & North-South Tree Belt (Green Edge)



The area located between Arnold’s Wood and the existing north-south tree belt creates an intimate, informal setting with close proximity to the existing landscaping. Furthermore, the area nearest the north-south tree belt is green and leafy in nature, with immediate proximity to large, established trees/landscaping and is therefore designed to be informal/rural in nature. This area includes the LEAP and the entrance green to the north, providing connectivity to the wider allocation site.

The CA identifies Character Areas 5 and 6 as showing informal and intimate streets with lower densities and a greater number of detached homes, along with plenty of examples of houses facing onto green open space with green boundary treatments. The approved framework document has since built upon this to create the Green Edge character area that the Eastern Field is then derived from. You can see Figure 41 identifying key aspects of this area from the approve framework document. The Eastern Field area on the site has 2 storey semi detached and detached units with varied pitches and roofscapes sitting within an informal road layout with informal, organic landscaping to plot boundaries, which follows this matrix.

The materials in this area reflect the woodland area they are in with both dark and light boarding being prevalent with the occasional unit featuring render instead. Buildings feature both red and buff brick, as well as all 4 available tile materials slate, red, rustic red, and brown roof tiles creating a varied material palette finished off with Black Front Doors.



Figure 40: Eastern Field Design Area Map
Source: FINC Architects

Building Density	Heights/	Between 2 to 2½ storeys. Lower density.
Building Line/Setback		Organic layout with informal (staggered) building orientation. In-curtilage parking. Limited frontage parking.
Roofscape		Typically gable fronted and hipped roof forms with a variety of pitches to achieve a varied roofscape.
Streets		Organic layout with gentle curves, shared surfaces, private drives, informal, on-plot verdant landscaping.
Plots/typology		Semi-detached and detached dwelling types.
Boundary Treatment		Defined by hedges/mixed species of informal, verdant planting and estate railings.
Materials		Predominantly red and buff brick with occasional accents of dark and light colour boarding.

Figure 41: Green Edge – Woodland Edge Matrix
Source: Approved Framework Document



Reconstituted Slate Roof Tiles



Red Rustic Roof Tiles



Brown Roof Tiles



Red Roof Tiles



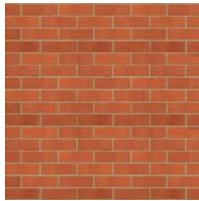
Dark Boarding



White Boarding



Off-White Render



Red Brick



Buff Brick

Figure 42: Material Examples and Example Streetscene
Source: Google and FINC Architect



Identity



Eastern Field & North-South Tree Belt (Green Edge)



Figure 43: Eastern Field & North-South Tree Belt
Source: FINC Architects

Indicative Image of 'Woodland Edge' character



Indicative Image of 'Woodland Edge' character



Indicative Image of 'Woodland Edge' character



Figure 44, 45 & 46: Indicative Image of Woodland Edge Character
Source: FINC Architects

Additional gables increase
roofscape variety

Figure 47: Early concept sketch for Eastern Field and North-South Tree Belt, showing informally plotted streets, mixed materials and increased gables.

Source: FINC Architects





Northern Gateway (Green Edge)



The area is green and leafy in nature, being directly adjacent to Arnold's Wood with the unique entrance way being a boardwalk over a basin for a real woodland experience. This area includes the existing public right of way that leads further south, providing connectivity to the LEAP and wider allocation site.

The CA identifies Character Areas 5 and 6 as showing informal and intimate streets with lower densities and a greater number of detached homes that feature additional gables, along with plenty of examples of houses facing onto green open space with green boundary treatments. The approved framework document has since built upon this to create the Green Edge character area that the Northern Gateway is then derived from. You can see figure 49 identifying key aspects of this area from the approve framework document. The Northern Gateway features 2 storey semi detached and detached units with varied roofscapes sitting within an informal road layout with informal, organic landscaping to plot boundaries in order to front onto the Woodlands. This complies with figure 49 from the approved Framework Document.

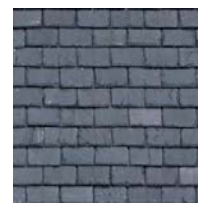
The materials in this area reflect the woodland area opposite with both dark and light boarding occasionally used. Buildings feature both red and buff brick, as well as all multiple tile materials used, which are slate, rustic red, and brown roof tiles creating a varied material palette finished off with Black Front Doors.



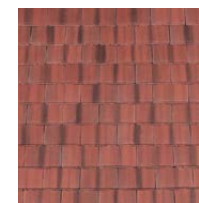
Figure 48: Northern Gateway Design Area Map
Source: FINC Architects

Building Density	Heights/	Between 2 to 2½ storeys. Lower density.
Building Line/Setback		Organic layout with informal (staggered) building orientation. In-curtilage parking. Limited frontage parking.
Roofscape		Typically gable fronted and hipped roof forms with a variety of pitches to achieve a varied roofscape.
Streets		Organic layout with gentle curves, shared surfaces, private drives, informal, on-plot verdant landscaping.
Plots/typology		Semi-detached and detached dwelling types.
Boundary Treatment		Defined by hedges/mixed species of informal, verdant planting and estate railings.
Materials		Predominantly red and buff brick with occasional accents of dark and light colour boarding.

Figure 49: Green Edge - Woodland Edge Matrix
Source: Approved Framework Document



Reconstituted Slate Roof Tiles



Red Rustic Roof Tiles



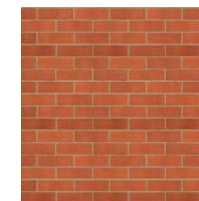
Brown Roof Tiles



Dark Boarding



White Boarding



Red Brick



Buff Brick

Figure 50: Material Examples and Example Streetscene
Source: Google and FINC Architects

Northern Gateway (Green Edge)



Figure 51: Northern Gateway
Source: FINC Architects



Figure 52, 53 & 54: Indicative images of Woodland Edge character
Source: FINC Architects



Identity



Ancient woodland

Informal frontage

North/South treebelt

Verdant, informal landscaping

Figure 55: Early concept sketch for Northern Gateway, showing green edge character area design and gateway route through from wider site

Source: FINC Architects



Raised boardwalk over basin to provide a gateway to the north

Use of gables

Occasional use of dark and light boarding

Attenuation basin

Irregular Plotting

Southern Gateway (Green Edge)



This area connects the main development to the southern gateway and is mostly made up of the Primary Street typology, but does include some green edge/informal areas. The buildings are slightly taller and have been designed as a modern take on a traditional Essex barn.

The CA identifies a few 3 storey buildings throughout Shenfield and Character area 1, however, buildings in the Southern Gateway take subtle cues from traditional Essex barns but also utilise contemporary details where possible. The approved Framework document has built upon these details when creating the Lanes character area and figure 57 outlines this in a matrix which our Southern Gateway derives from. The Southern Gateway allows access from Alexander Lane with informal landscaping to the boundary with plenty of it being retained from the existing treelines. It also features 3 storey gateway buildings that enclose the entrance with many houses featuring additional gables to create varied roofscapes and parking hidden behind frontages.

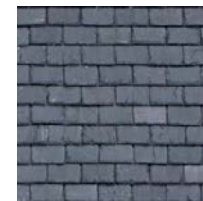
The materials in this area reflect the woodland area they are in with both dark and light boarding being heavily used. Buildings feature both red and buff brick, as well as tile materials slate, red, rustic red, for the roofs finished off with Black Front Doors creating a varied material palette that resembles that of the woodland area it is in.



Figure 56: Southern Gateway Design Area Map
Source: FINC Architects

Building Density	Heights/	Between 2 to 3 storeys with occasional 4 storey buildings in key locations. Medium density.
Building Line/Setback		Informally arranged, varied setbacks with in-curtilage parking. Limited frontage parking to allow visitor bays if applicable and drive to garages.
Roofscape		Typically pitched roof forms with a variety of pitches and styles.
Streets		Informal planting with an organic, relaxed feel related to existing and proposed open spaces.
Plots/typology		Apartment buildings or town houses at key locations and semi-detached dwelling types.
Boundary Treatment		In-curtilage informal verdant shrub planting to create a primarily/natural feel to the street.
Materials		Red brick with accents of dark colour boarding.

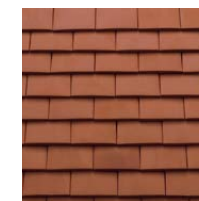
Figure 57: Green Edge - The Lanes Matrix
Source: Approved Framework Document



Reconstituted Slate Roof Tiles



Red Rustic Roof Tiles



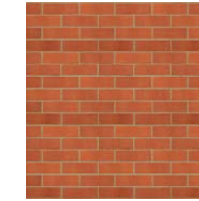
Red Roof Tiles



Dark Boarding



White Boarding



Red Brick



Buff Brick

Figure 58: Material Examples and Example Streetscene
Source: Google and FINC Architects



Southern Gateway (Green Edge)



Identity



Figure 59: Southern Gateway
Source: FINC Architects



Gable Features



Parking hidden behind frontages



Figure 60, 61, 62 & 63: Indicative Images of The Lanes character
Source: FINC Architects

Figure 64: Early concept sketch for Southern Gateway, showing higher density, gateway apartments, with extensive black boarding.

Source: FINC Architects





Primary Streets (Green Streets)



These formal, tree-lined streets connect the key areas listed above and employ repetition of house types to provide formality and hints of the detailing used in the School plaza to knit the different parts of the site together for vehicles, cyclists and pedestrians.

The CA does not identify any existing areas with a regular rhythm and symmetry like the Primary Street design area does. There are areas that consist of greener streets such as areas 1 and 4, but not to the extent the Primary Street is planted or utilised. The approved Framework document has developed the Boulevard streets design which can be seen in the figure 66 matrix and considers its public space relationship along with its movement routes. The Primary Street consists of formal, symmetrical frontage sporting 2 to 3 storey buildings, with structured front gardens and wide verges with trees lining the road.

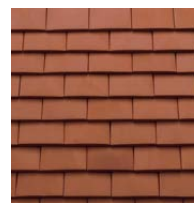
The materials in this area reflect the woodland area they are in with both dark and light boarding being heavily used. Buildings feature both red and buff brick, as well as tile materials slate, red, rustic red, for the roofs finished off with Black Front Doors creating a varied material palette that resembles that of the woodland area it is in.



Figure 65: Primary Street Design Area Map
Source: FINC Architects

Building Density	Heights/	Predominantly 2 to 3 storeys. Primarily medium with potential for higher density depending on location.
Building Line/Setback		Frontage, on-plot parking within generous uniform setbacks, with landscape and tree planting in between parking bays. Repetition in built form creating regular rhythm.
Roofscape		Regular rhythm of expressed gables that emphasises verticality and reduces the apparent roof form, allowing for a reduction in scale with height in the fenestration
Streets		Verges with trees to create a formal verdant character with provision for pedestrian/cycle movement, typically open gardens. Formal landscaping and hedges.
Plots/typology		Predominantly semi-detached and detached dwelling types with opportunity for some apartments and terraces
Boundary Treatment		Defined by hedges/open lawn and occasional low walls.
Materials		Predominantly red and buff brick with occasional use of light-coloured boarding and render for focal buildings.

Figure 66: Green Streets – Boulevard Streets Matrix
Source: Approved Framework Document



Red Roof Tiles



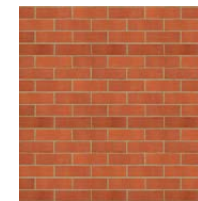
Brown Roof Tiles



Reconstituted Slate Roof Tiles



Light Green Cladding



Red Brick



Buff Brick

Figure 67: Material Examples and Example Streetscene
Source: Google and FINC Architects

Primary Streets (Green Streets)



Figure 68: Primary Streets
Source: FINC Architects



Figure 69, 70 &71: Primary Street indicative images
Source: FINC Architects



Identity



Figure 72: Early concept sketch for Primary Street, showing repetitive building pattern and formal plotting

Source: FINC Architects



Built Form

The NDG states that well-designed places have:

- “-compact forms of development that are walkable, contributing positively to well-being and placemaking;
- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion”

Proposed Flatblocks

The approved Framework document has built upon the NDG and the guidelines it presents, and goes on to state the site should utilise “**Landmark buildings at gateway and key locations to create a sense of arrival and mark vistas from road approaches**”, which our proposal has followed and utilise with various statement flatblocks at key locations. Most notable is the flatblock at the Western Gateway featuring bespoke parapet roofs, feature green cladding along with extruded brick detailing which then provides wayfinding and welcomes visitors off of Chelmsford Road and into the Boulevard Street. This flatblock also references to Brentwood School, with the pair providing stop-ends to Shenfield. All flatblocks on the site are bespoke, with feature materials and detailing dependant on their character area.



Figure 73: Flat Block 1-18 NTS
Source: FINC Architects



Figure 75: Flat Block 47-56 NTS
Source: FINC Architects



Figure 74: Flatblock Key Map NTS
Source: FINC Architects



Proposed Streetscenes

The approved Framework document states we are “creating a distinctive sense of place and memorable character for the Site will be greatly influenced by the relationship between the buildings, streets, open spaces, and the quality of the public realm”, which our proposal accords with. Each street displays a distinct sense of character depending on where it is in the site and provides a range of interesting sights as users wander the site whether they are in a vehicle or on



Figure 76: Streetscene B-B NTS
Source: FINC Architects



Figure 77: Streetscene E-E NTS
Source: FINC Architects



Figure 78: Streetscene B-B & E-E
Key Map NTS

Proposed Streetscenes



Figure 79: Streetscene D-D NTS
Source: FINC Architects



Figure 80: Streetscene G-G NTS
Source: FINC Architects



Figure 81: Streetscene D-D & G-G Key Map NTS
Source: FINC Architects



Movement, Access and Connectivity

The NDG states that a well designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."

This is also echoed in the approved Framework document, leading to our site considering both these documents when designing the extensive movement network, firstly by retaining and enhancing its existing connections to create a permeable and accessible development.

The proposals utilise the existing public right of way that runs through the site, integrating it into the proposals to provide greater connectivity to the wider area, forming sustainable connections into and across the development.

The development's vehicular access is primarily served off of a proposed roundabout located on the A1023 Chelmsford Road, on the site's western boundary. In addition, a secondary vehicular access is located off of Alexander Lane to the south, with both meeting at a key focal point in the centre of the development. The primary movement route then stretches north-east towards the wider development edges. These routes meander around the site, accounting for its topography and retained vegetation.

Shared surfaces branch off of the arterial routes, which adopt a more organic approach in their design and encourage lower vehicle speeds, whilst encouraging sustainable methods of movement such as walking and cycling. Private drives and mews streets then branch off of the shared surfaces to serve the development edges.

The plan adjacent illustrates the key forms of movement throughout the proposed development and its surroundings. The plan also illustrates that we are in compliance with the approved Development Framework document.



Figure 82: Access, Movement and Connectivity
Source: FINC Architects

Key

Site Boundary		
Proposed School Site Boundary		
Vehicle Access		
Shared Surfaces		Public Right of Way
Pedestrian Footpath and Access		Railway
Existing Roads		Proposed Access Primary Secondary

Nature, Landscape & Biodiversity Strategy



The key landscape and biodiversity principles are:

1. The existing landscape features will be protected, conserved and enhanced where possible. Existing trees, hedgerows and water-bodies will be retained to provide the new landscape structure. This approach creates a series of landscape compartments in which to embed the proposals.
2. Sensitive integration of the new development, where the proposals will consider the wider landscape character to mitigate impact on local views by locating development in the least-sensitive locations. The enhanced planting design will help to screen and filter views into the site and to integrate the proposed development within the surrounding landscape.
3. The creation of a year-round landscape celebrating seasonal change through a carefully selected planting palette.
4. The creation of increased biodiversity value via a coordinated landscape and ecology strategy to provide site-wide benefits. Identified habitats within and around the site will be protected, with further planting of appropriate species to provide habitat creation, nesting opportunities and movement routes for wildlife.
5. The landscape design will be fully integrated with the site-wide SuDS strategy, for both water management and ecological purposes.
6. The provision of enhanced recreation and amenity opportunities for the local community via improved access to the site. A mix of informal recreation, including walking routes, seating and open green spaces will be provided for people to enjoy nature and the surrounding countryside, together with formal and informal play opportunities.



Figure 83: Landscape Strategy Plan
Source: Stantec





Landscape Masterplan

Nature



-  Site Boundary
-  The School plaza
-  Leap/Neap Play Areas
-  Designated school area
-  Footpath and Boardwalk
-  Private Driveway
-  Shared Pedestrian/Vehicle Surface
-  Pedestrian Route
- SOFT LANDSCAPE ELEMENTS**
-  Proposed Trees
-  Proposed Native Hedgerow
-  Proposed Native Shrub Planting
-  Proposed Ornamental shrub planting
-  Proposed Amenity Grassland
-  Proposed Wildflower Grassland
-  Proposed Tussock Grassland
-  Proposed Rear Garden
-  Retained Trees and woodland
-  Planted Swale and Rain Garden within Verge



Figure 84: Illustrative Landscape Masterplan
Source: Stantec

Green & Blue Infrastructure

The plan adjacent illustrates the green and blue infrastructure across the development. It highlights key areas of public open space which are strategically located both towards the centre of the development, as well as at its edges. By doing so, this will ensure areas of open space are convenient and accessible for all users and residents.

It also illustrates the existing trees that have been retained across the site, together with the trees that have been removed. Where trees have been removed, they are generally considered of low value. Any tree removal will be mitigated within a landscape and ecology strategy that will provide 10% biodiversity net gain on site.

The plan also locates proposed flood mitigation and sustainable drainage attenuation features, together with retained and enhanced woodland, hedgerows and trees. In doing so, the site has maximised opportunities for habitat retention and creation, collectively delivering an integrated drainage, landscape and ecology structure for the development.

The plan illustrates that we are in compliance with the approved Development Framework document and the Green and Blue infrastructure strategy it has set out.



Key

Site Boundary
Proposed School Site Boundary
Arnold's Wood Ancient Woodland
Existing Waterbodies

Attenuation Basins
Open Space
Retained Trees
Introduced Trees



Figure 85: Green & Blue Infrastructure Plan
Source: FINC Architects



Public Spaces, Place-making & The Masterplan

The proposed layout is naturally divided into a number of defined areas and spaces, each within their distinct place-making features.

For instance, the areas towards the centre of the site are naturally higher density, being surrounded predominantly by buildings and form arterial streets.

By contrast, areas towards the development edges and shared surfaces which front onto Arnold's Wood to the west, are considerably lower density in nature and form a 'green edge' to the development. This is illustrated at a higher level in the Character Areas set out in the Development Framework document.

Within the development, a number of public spaces are accessible within a 400m radius, which equates to approximately 5-minutes walk to meet adopted Local Plan policy.

These spaces include focal points and pocket parks, which serve as both formal destinations and informal recreational areas. Their locations are all relatively central within the development, which ensures their accessibility and maximises their potential.

The plan adjacent illustrates the location of these focal open spaces in relation to the proposed layout. The plan also illustrates that we are in compliance with the approved Development Framework document and its Public Space strategy.



Key

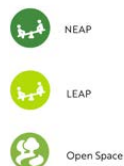


Figure 86: Public Spaces, Place-Making & The Masterplan Plan
Source: FINC Architects

Main Entrance

Accessed via a proposed roundabout on the Chelmsford Road, that will present a recognisable gateway to the development, featuring substantial new tree planting to replace the trees removed as a result of the realignment of the road, and native / ornamental planting to frame views across Officers' Meadows.

A series of new pedestrian routes will be created through the new parkland to allow easy access to the open space, the Neighbourhood Equipped Area for Play (NEAP), the School Plaza at the heart of the Site, and onwards into the development.



Main Entrance Roundabout Plan
Source: Stantec



Figure 87: Main Entrance Illustrative Image
Source: Stantec



Officers' Meadow

Landscape features within the meadow area:

1. Central wetland area with habitat enhancement
2. Attenuation basin - part of the Site wide SuDS pond network, that will be enhanced with marginal and aquatic planting (two ponds will feature permanent standing water) with access restricted by timber post and rail fencing
3. Open grassland area for recreation and play
4. Meeting point
5. Species-rich wildflower meadow
6. NEAP - a formal play area with a mixture of fixed and informal play elements
7. Structural planting to provide interface between residential areas and the meadow
8. New tree and shrub planting at the main entrance and along Chelmsford Road, to provide enclosure of the meadow and to frame views into and out of the Site
9. Network of footpaths and cycle routes to provide access to the meadow and destinations within the wider Site and beyond
10. Veteran Oak with its protected buffer area, fenced with an estate railing around the perimeter of the buffer



Figure 88: Officers' Meadow Plan
Source: Stantec



Figure 89: Officers' Meadow Precedent Images
Source: Google



Officers' Meadow

This significant area of open space provides a destination parkland for the future residents, including a NEAP, a variety of recreational and amenity spaces, areas of species-rich wildflower meadow, native and ornamental planting to the boundaries, and substantial habitat enhancement.

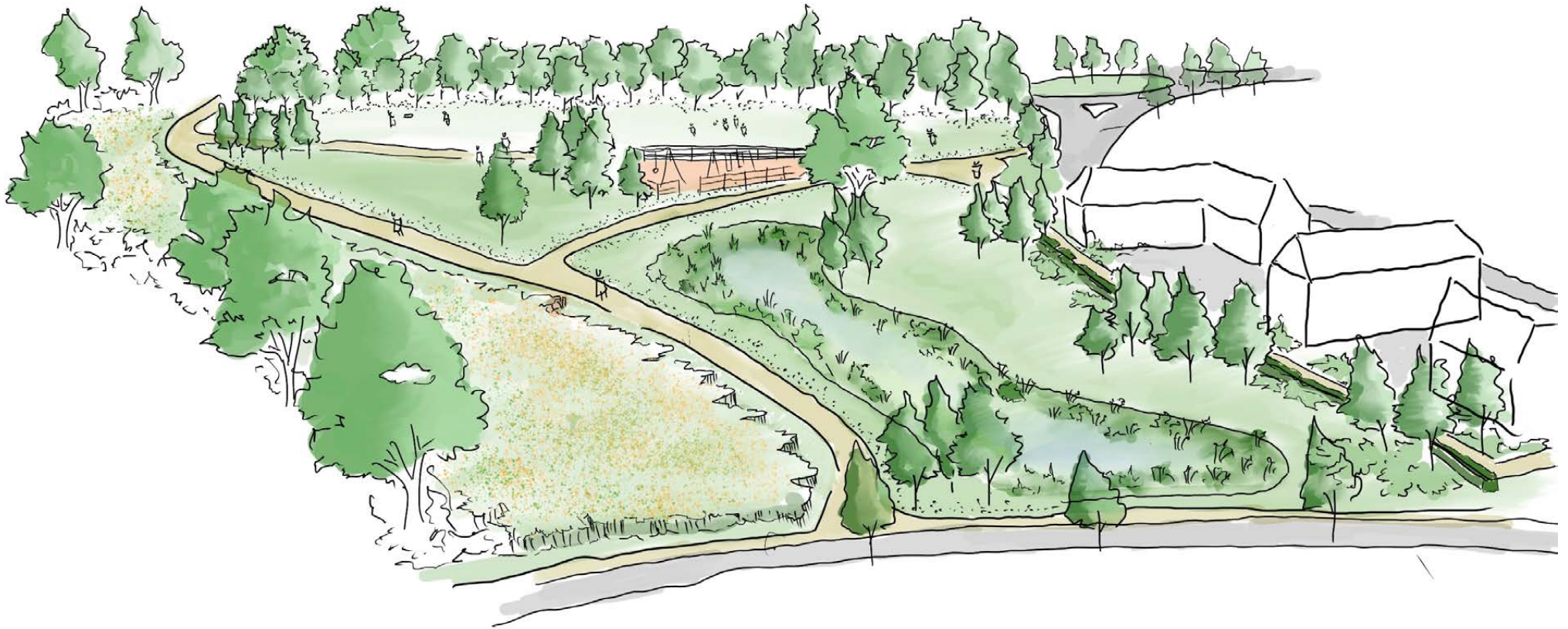


Figure 90: Officers Meadow Illustrative Image
Source: Stantec



Alexander Lane Access

The existing Alexander Lane will be stopped-up and a new secondary access will be provided, framed by retained and proposed tree planting. The lane will become a shared pedestrian/cycle route, passing through a new area of public open space that follows the previous alignment of Alexander Lane:

1. Proposed access and pedestrian crossing
2. Where possible existing roadside vegetation will be retained, with new tree and shrub planting to replace any vegetation that has to be removed as a result of the development
3. Proposed street tree planting along the main spine road running through the scheme and leading towards Chelmsford Road
4. Potential for infill planting to soften the Alexander Lane corridor, creating an alternative pedestrian/cycle route towards Chelmsford Road
5. Bug hotels and other habitat enhancements will be included within the re-imagining of Alexander Lane, potentially as a means of branding/marketing the scheme



Figure 91: Alexander Lane
Source: Stantec

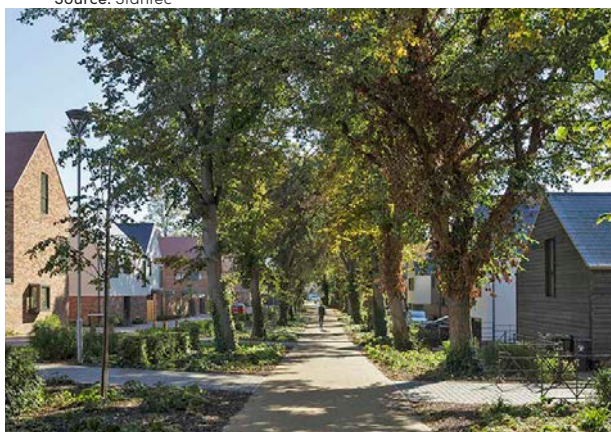


Figure 92: Alexander Lane Precedent Images
Source: Google & Green Earth Habitats

The Boardwalk

The attenuation basin in the north-east corner of the site will feature a curving boardwalk to maintain the existing pedestrian and cycle route:

1. Attenuation basin - part of the Site wide SuDS pond network, that will be enhanced with marginal and aquatic planting, as this pond will feature permanent standing water, with perimeter access restricted by timber post and rail fencing
2. Timber boardwalk - to provide pedestrian and cycle access over the SuDS pond
3. Tree and shrub planting to provide containment to the attenuation basin
4. Enhancements to existing footpath
5. Footpath continues onwards through the proposed development to link with existing PRoW on southern boundary



Figure 93: The Boardwalk
Source: Stanlec



Figure 94 : The Boardwalk Precedent Images
Source: Google





Play Provision

The public open space offers two key opportunities for delivering play: (1) through a Neighbourhood Equipped Area for Play (NEAP) within the new central parkland, and (2) a Local Equipped Area for Play (LEAP) in the south-eastern part of the Site. Cycle parking will be provided at both the NEAP and LEAP.

Informal recreation will be provided in other open spaces to allow interaction with nature, and other recreational pursuits including as walking, running, and active sports. Pedestrian routes will feature a range of incidental play opportunities to allow for further play opportunities whilst passing through the Site. Calmer areas will also be provided for rest and relaxation.

NEAP

The NEAP is an area of open space designated, laid out, and equipped for older children, but with play opportunities for younger children as well. It is located within 1000m/15 minutes walking time from all the proposed homes, and the minimum activity zone will be 1000m², comprising an area for play equipment and structures, and a hard-surfaced area. The NEAP will be sized to provide play opportunities that cannot be provided within a LEAP, and designed to provide a greater variety of opportunity for both active/passive play, meeting, and socialising. Seating for adults and siblings will be provided, together with one or more litter bins.

Please refer to Drawing '35229 LN-LD-02' for further details relating to the NEAP



- | | | |
|-------------------------|--------------------------|---------------------|
| 1 Double cable way fall | 4 Pyramid climbing frame | 7 Play boulders |
| 2 Double swing | 5 Climbing combination | 8 Slide with ladder |
| 3 Felled tree | 6 Single curver | 9 Timber bench |

Figure 95: The NEAP
Source: Stantec



Figure 96: NEAP Precedent Images
Source: Google



Play Provision

LEAP

The LEAP is an area of open space specifically designated and laid out with features and experiences for children who are beginning to go out and play independently, within 400m/5 minute walking time from a child's house. The minimum activity zone will be 400m² with a buffer of zone of 10 metres minimum depth separating the activity zone and nearest property. The LEAP has been designed to provide a stimulating and challenging play experience that will include equipment to providing opportunities for: balancing, rocking, climbing, overhead activity, sliding, swinging, jumping, crawling, rotating, imaginative play, social play, and play with natural materials such as sand and water, or other activities. Seating for accompanying adults and siblings will be provided, together with one or more litter bins.

Please refer to Drawing '35229 LN-LD-08' for further details relating to the LEAP

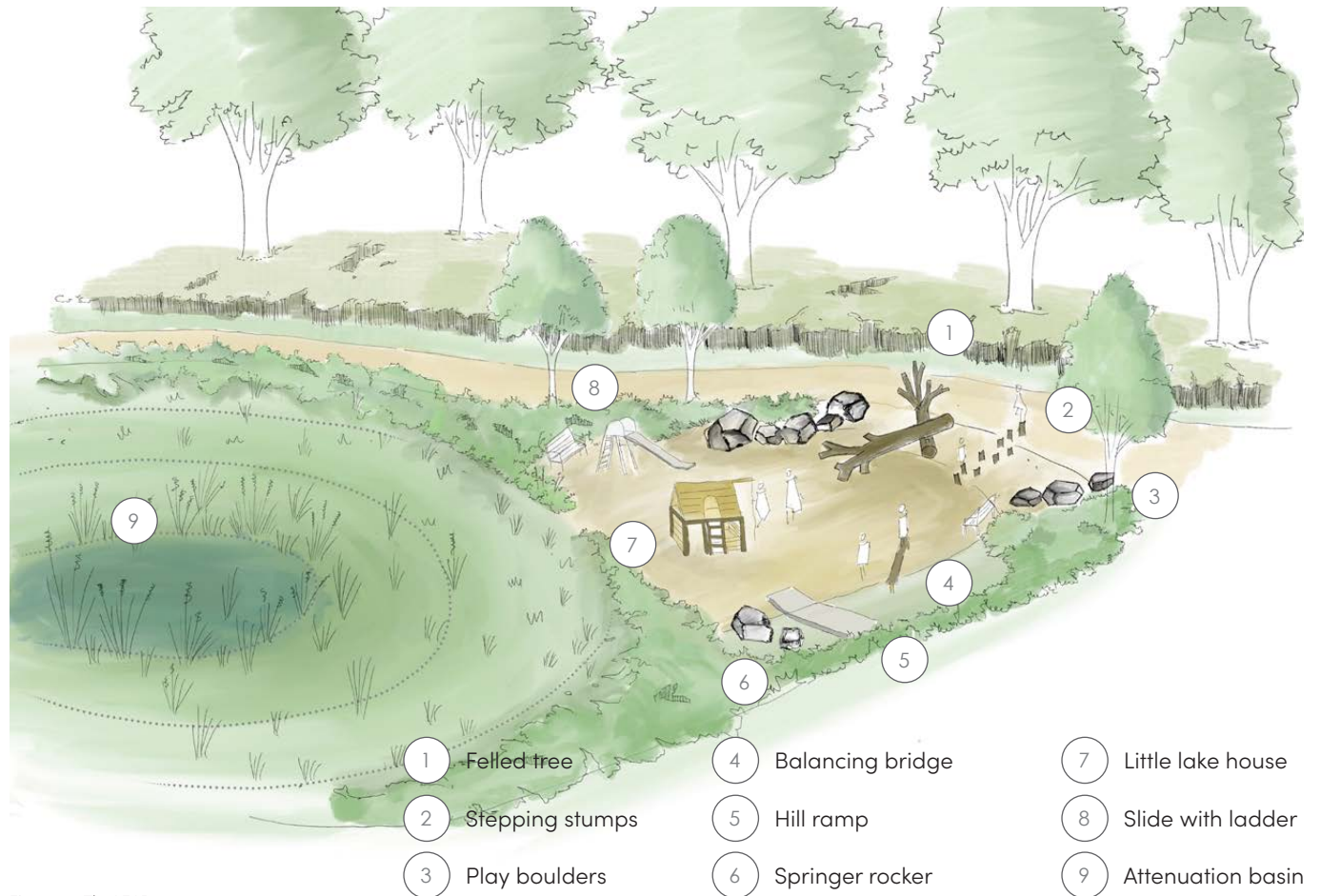


Figure 97: The LEAP
Source: Stantec



Figure 98: LEAP Precedent Images
Source: Google





Land Use & Amount

The site measures approximately 21.32ha, of which 7.98ha are allocated to various forms of open space and 9.47ha are allocated to residential development land. This excludes the 2.1ha of land provided for the school site.

All homes are arranged across 2, 2.5 or 3-storey buildings, in accordance with the Development Framework and include a variety of sizes from 1-bed flats, to 4-bed houses.

The density of the residential land parcels equates to 35–40 dwelling per hectare (dph).

For full details see the Schedule of Accommodation included in the Appendices.

Tenure	No. of Homes	% of Homes
Market	223	65%
Affordable	121	35%
Custom-Build	18	8% of Market Homes
Total Homes	344	
Category		
M4(2)	172	50%
M4(3)	7	5% of Affordable Homes

Figure 100: Housing Tenure Matrix
Source: FINC Architects



Figure 99: Net Developable Area Plan
Source: FINC Architects

Open Space Type	Hectares	% of Total
Amenity Green Space	2.94	26.6%
NEAP	0.11	1.0%
LEAP	0.04	0.4%
LAP	0.01	0.1%
Natural/Semi Natural Open Space	4.83	43.7%
Strategic Landscaping	3.13	28.3%
Total	11.06	

Figure 101: Open Space Matrix
Source: FINC Architects

Accommodation Schedule

Affordable				
House Type	Bedrooms	Nett (sqft)	Dwelling Number	Total Area (sqft)
1B AFF M4-3	1	678	7	4,746
1B Apt AFF	1	540	41	22,140
2B Apt AFF	2	678	14	9,492
2B FOG	2	751	6	4,506
A2708M	2	855	38	32,490
A3710M	3	1,001	13	13,013
A4715M	4	1,158	2	2,316
Totals			121	88,703

Sales				
House Type	Bedrooms	Gross (sqft)	Dwelling Number	Total Area (sqft)
1B Apt	1	550	6	3,300
2B Apt	2	753	12	9,036
2B FOG	2	751	2	1,502
B2009M	2	775	40	31,000
B2013M	2	865	1	865
B3015M	3	1,016	9	9,144
B3016M	3	1,036	5	5,180
B3017M	3	994	25	24,850
B3019M	3	1,281	5	6,405
S3020M	3	1,309	26	34,034
S3022M	3	1,309	9	11,781
S4023M	4	1,197	18	21,546
S4024M	4	1,438	17	24,446
S4025M	4	1,440	11	15,840
S4026M	4	1,448	20	28,960
S4028M	4	1,525	7	10,675
S4029M	4	1,555	1	1,555
G4031M	4	1,761	6	10,566
G4032M	4	1,771	3	5,313
Totals			223	252,698

Grand Total			344	341,401
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All plots are m4(2) compliant

5% of affordable plots (7 plots) to be M4(3) compliant

5% of total plots to be Cutom Build (18 plots)

Affordable 35%		
Bedrooms		%
1B	48	40%
2B	58	48%
3B	13	11%
4B	2	2%
Total	121	100%

Affordable / Social Rent		
1B	42	40%
2B	49	47%
3B	11	11%
4B	2	2%
Total	104	100%

Shared Ownership		
1B	6	35%
2B	9	53%
3B	2	12%
4B	0	0%
Total	17	100%

Sales		
Bedrooms		%
1B	6	2.7%
2B	55	24.7%
3B	79	35.4%
4B	83	37.2%
Total	223	100%

Grand Total	344	
--------------------	------------	--

Affordable %		35%
---------------------	--	------------

Figure 102: Accommodation Schedule
Source: FINC Architects



Homes & Buildings, Amenity Areas

Garden Sizes

The houses' rear gardens have all been design in accordance with Essex Design Guide and the Approved Development Framework Document, with 1 and 2 bed properties featuring gardens of 50sqm and above, and 3 bed+ properties featuring gardens of 100sqm and above. The total amenity area for apartment buildings consists of two parts: ground level amenity spaces and balconies. The total area will comply with "Development Framework" - 25sqm per flat. The detailed calculation as below.

Plot Numbers	Ground Amenity Area (SQM)	Balcony Spaces (SQM)	Total Amenity Area(SQM)	SQM per Flat
1-18	482	142	624	34.67
34-70	649	115	764	20.65
217-222	650	11	661	110.17
301-310	237	32.4	269.4	26.94
311-325	328	46.8	374.8	24.99

Figure 103: Flatblock Amenity Space Matrix
Source: FINC Architects

In addition, most plots feature back-to-back distances of a minimum 25m, in line with Essex Design Guide.

Boundary Treatments

Development plots will be defined by a range of boundary treatments such as fences, walls and hedgerows to create the distinction between public and private spaces. Rear gardens will typically be enclosed by 1.8m high close-boarded fences. If the garden fence boundary faces onto the street, 1.8m high brick walls will enclose the rear gardens, with the brick matching that of the adjacent dwelling. These boundary treatments will be alternated throughout the site to ensure variety.

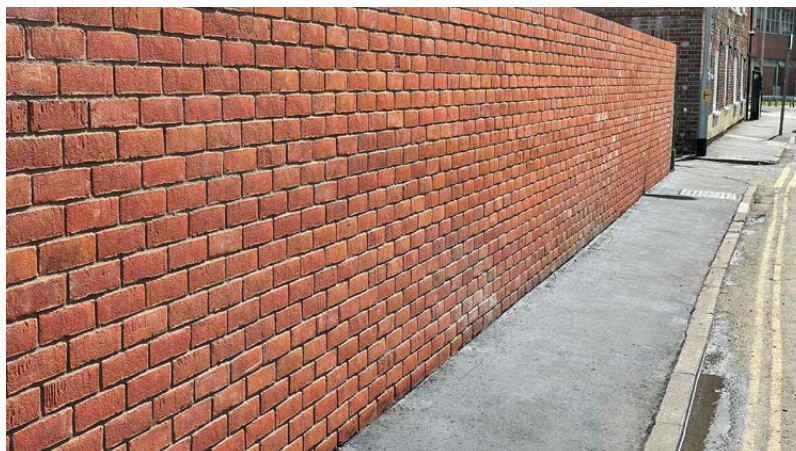


Figure 104: Boundary Treatment Examples
Source: Google

Parking and Bins

Car Parking Standards

The quantum of parking required on site accord with Policy BE13 of the Brentwood Local Plan (2022). This dictates 1 car parking space for 1B dwellings and 2B Flats, and 2 parking spaces for 2+ dwellings. The submitted Accommodation Schedule includes details to prove compliance with this standard. Parking spaces are all in compliance with Essex Design Guide (EDG) policies.

In total, 86 no visitor parking spaces are provided across the site. These spaces are spread out evenly throughout the layout to ensure usability for all plots. These also comply with the 25% policy in the Essex Design Guide.

677 no. on plot parking spaces are provided in a variety of forms, as outlined in the Design Code document. These include on-plot parking, perpendicular parking, flexible parking and combination parking with potential for limited courtyard parking.

All houses are provided with in-curtilage parking either to the front or side of properties, whilst a limited number of in-curtilage rear parking spaces are provided. The majority of houses feature private garages, designed in compliance with Essex Design Guide. The apartment blocks proposed are served by overlooked parking courts, sheltered from street views and surrounded by landscaping to soften their impact on neighbouring buildings.

Cycle storage will be provided in accordance with Policy BE13 of the Brentwood Local Plan (2022), plus additional for apartment buildings within dedicated secure bin and cycle stores.

The parking strategy is detailed in the 'Vehicle & Cycle Parking Strategy' plan submitted with this application.

Bin Storage

The Design Code provides guidance on the provision and design of bin storage solutions. The majority of houses are either semi-detached or detached, enabling convenient direct access to rear gardens. All bins will be stored to the rear of properties and put out for collection on the relevant day. The enlarged front gardens throughout the site enable bins to be stored off footpaths whilst awaiting collection and prior to being placed back in rear gardens.

Fully integrated, internal bin stores are proposed for the apartment blocks. This results in a neat solution that will reduce impact of bin storage/collection on an ongoing basis.

The refuse collection strategy is detailed in the 'Refuse & Recycling Strategy' plan submitted with this application.



Landscape Materials Palette

The paving and surfacing materials will be subtle and sensitive to the Site. The designed public spaces within phase 2 will have self-bound gravel paths to give a high-quality character to key areas within the Site, whilst minimising visual impact.

Seating will be of a traditional style, with fixed benches and chairs located within publicly accessible areas. Natural materials will be used for play equipment including timber and rounded boulders.

Streets

- Asphalt pavements and roads to Primary Streets to adoptable standard
- Concrete kerbs to adoptable standards
- Block paving to Secondary and Tertiary Streets
- Block paving to Secondary and Tertiary Street parking bays
- Granite sett/block paved crossovers/ transition areas.

Public Spaces

- Self-bound gravel surfacing
- 1:3 grass slopes to attenuation ponds
- Fixed benches
- Custom seating
- Wayfinding elements
- Educational boards

Boundary Treatments

- Metal estate rail
- Post and rail fencing
- Closeboard fencing

Please refer to Drawings '35229 LN-LD-00 - 10' for further details relating to the hard landscape proposals



Primary streets:
Asphalt



Primary streets:
Conservation kerbs



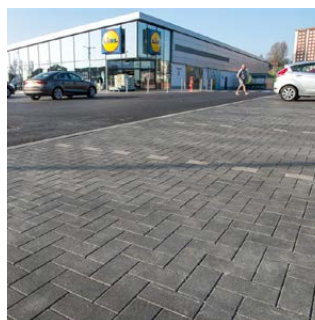
Paths:
Self-bound gravel



Rumble strips:
Granite setts



Secondary streets:
Block paving



Parking bays:
Block paving



Street furniture:
Timber benches



External Lighting:
Low-level bollard lighting



School Plaza:
Estate fencing



School Plaza:
Interpretation board



School Plaza:
Creative hoardings



Attenuation basins:
Timber post & rail

Planting Palette

The planting strategy is a core component of the landscape proposals and must serve a number of roles: for people, for wildlife and for the character of the wider landscape. A set of planting typologies and associated outline plant species lists have been developed in line with the principles. These encompass the broader landscape elements and the more designed landscape spaces.

Urban Edge

The Urban Edge character 'area' covers the main approaches to the Site from the north that are most visible and will give the first impression of arriving at the development. The soft landscape strategy provides a green buffer to provide protection from nearby corridors, with robust street tree planting and shrub and ornamental planting below the canopies.

Green Streets

The Green Streets character area comprises the majority of the development, with two types of streets within this character area: 'Boulevard Streets' – formal street tree planting within verges to create a formal verdant character with provision for pedestrian/cycle movement. Typically open gardens with instant hedgerows; 'Mews Streets' – shared surface streets with a more intimate sense of enclosure. Smaller front gardens and trees/hedgerow planting where possible.

Green Edge

The Green Edge character area comprises parts of the Site that face onto the ancient woodland, open spaces or other landscape features and include two types of design: 'Woodland Edge' – facing Arnold's Wood, SuDS basins, and other existing treebelts; 'The Lanes' – relates to the open aspect of proposals onto Alexander Lane. Informal planting, with hedges and ornamental planting that blends into the existing vegetation.



Urban edge:
Acer campestre



Urban edge:
Cornus sanguinea



Urban edge:
Hebe rakaiensis



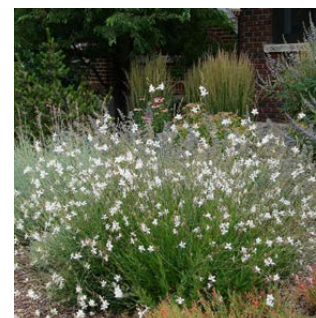
Urban edge:
Lavandula angustifolia



Green streets:
Carpinus betulus



Green streets:
Ligustrum ovalifolium



Green streets:
Gaura lindheimeri



Green streets:
Pennisetum 'Rubrum'



Green edge:
Sorbus aucuparia



Green edge:
Salvia 'Amistad'



Green edge:
Dryopteris filix-mas



Green edge:
Viburnum davidii

Please refer to Drawings '35229 LN-LD-11 - 21' for further details relating to the soft landscape proposals

Figure 106: Planting Palette Precedent Images
Source: Google



Technical

Sustainability

The proposals have been designed to maximise energy efficiency, through their siting, design and orientation. The Proposed Development therefore follows the nationally recognised energy hierarchy of:

- Reducing energy demands in the first instance ('Be Lean');
- Before using energy efficiently and cleanly ('Be Clean'), and only then;
- Using renewable and low carbon technologies ('Be Green'), where possible.

In addition, the buildings will be constructed with a 'fabric first' approach to energy efficiency, exceeding the Building Regulations with regards to energy consumption. The fabric efficiency of the proposed dwellings has been designed to reduce heat demand and energy needs. This includes providing high levels of insulation and low air permeability, with consideration for thermal bridging junctions. The diagram below illustrates this approach.

The proposed development seeks to supply energy efficiently by using only electric based heating and hot water systems, including the use of Air Source Heat Pumps, meaning the development will be designed to be fossil fuel-free.

Solar Photovoltaic (PV) panels will be provided to dwellings on Site, whilst orientating buildings to be south-facing where possible to increase the efficiency of solar PV.

In compliance with the Essex Design Guide, electric charging points will be provided for each new dwelling, as shown on the Parking Parameters Plan.

A sustainable surface water drainage system is proposed throughout the site and forms part of the proposed extensive open space, as part of the wider development. This will ensure that any surface water run-off within the development is appropriately managed.

Furthermore, the materials chosen for construction, including hard and soft landscaping elements, will be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.



Figure 107: Solar PV Panels Indicative Image
Source: Google

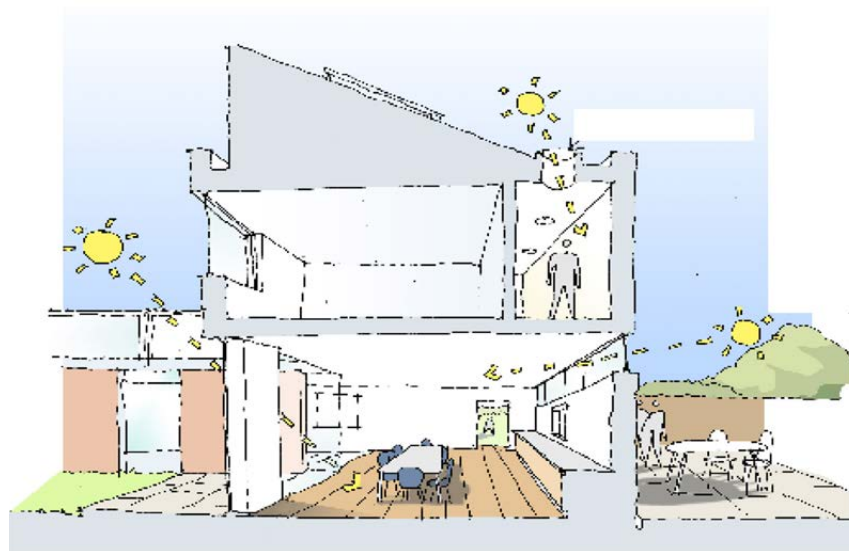


Figure 108: Fabric First Sustainability Concept
Source: FINC Architects

Conclusion

This Design and Access statement has been produced in support of a hybrid planning application for 344 units including 35% affordable housing, safeguarded land for a 2FE primary school and early years facility, public open space and associated landscaping, drainage and highways infrastructure.

The document illustrates how the proposals have evolved, through consultation with Brentwood Borough Council and their consultant team, Place Services, the Essex Quality Review Panel, Essex County Council, Essex Education team, local residents and other relevant people/organisations.

This document provides detail on the existing site constraints, wider area constraints and context to establish key principals and concepts for the proposals and how these principals have been rigorously tested, reworked and coordinated to absorb comments and detailed technical constraints across all disciplines.

This has resulted in the proposals detailed within this document for an extremely high-quality landscape lead development, with excellent connectivity, place-making and integration into the area.

The development provides a much-needed variety of new housing, exceeding requirements for sustainability, open space and biodiversity net gain whilst adhering to the principals set out and approved within the National Design Guide and Development Framework document.



Figure 109: Indicative Handdrawn Render
Source: FINC Architects

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Physical Context

This section describes and analyses the physical context of the site.

Topography

The surrounding landscape, together with the site itself, is largely flat in topography.

Green Space

Whilst the site is largely constrained by existing movement routes, there are also a range of open spaces within the site's wider vicinity. A section of Arnold's Wood Ancient Woodland sits within the site boundary, with a larger area of the woodland running adjacent to the railway line and the eastern boundary line.

Hutton Country Park lies approximately 1km to the east, making it the site's closest area of designated open space. To the west there is Merrymeads Country Park, located in between Shenfield and Brentwood.

Landscape

The site itself is comprised of arable farmland, together with areas of woodland and hedgerow. The surrounding landscape is heavily varied, with a mixture of industry, residential and open space uses.

Heritage Assets

There are no heritage assets located on site. The closest asset is the Grade II Listed Milestone in Road Verge Opposite number 179 on the Chelmsford Road. However, due to its positioning away from the proposed development, its heritage setting will not be impacted.

Movement

The site lies to the north-east of Shenfield – a commuter town within the county of Essex. The site sits approximately 3km from the centre of Brentwood, whilst the neighbouring village of Ingatestone lies approximately 5km to the north-east and Billericay town sits 5km to the south-east of the site.

To the north of the site lies the A1023 Chelmsford Road, which was previously the A12. The new A12 Ingatestone Bypass features as the site's north-eastern boundary. To the south, the site is bound by the railway, whilst the eastern boundary is defined by the existing Alexander Lane.

In terms of strategic transport and movement, the site is within close proximity to two major strategic routes – namely the A12 to the north (which links London and Brentwood to the west and Chelmsford, Colchester and Ipswich to the east) and the M25, again connecting the site to London and various destinations around the country.

A public footpath meanders through the site, starting from the A1023 adjacent to Shenfield Auto Services and making its way down south past Arnold's Wood towards Alexander Lane. The site is within a 15-minute walking distance or a 10-minute cycle of Shenfield Railway Station to the west. From here, the newly opened Elizabeth Line provides services to major destinations including London Liverpool Street, London Paddington, Reading and London Heathrow Airport.

Flood Zones

The majority of the site is located within Flood Zone 1, with a small section in the south-western area adjacent to Alexander Lane falling within Flood Zones 2/3.



Figure 6-8: Views across site
Source: FINC Architects Ltd

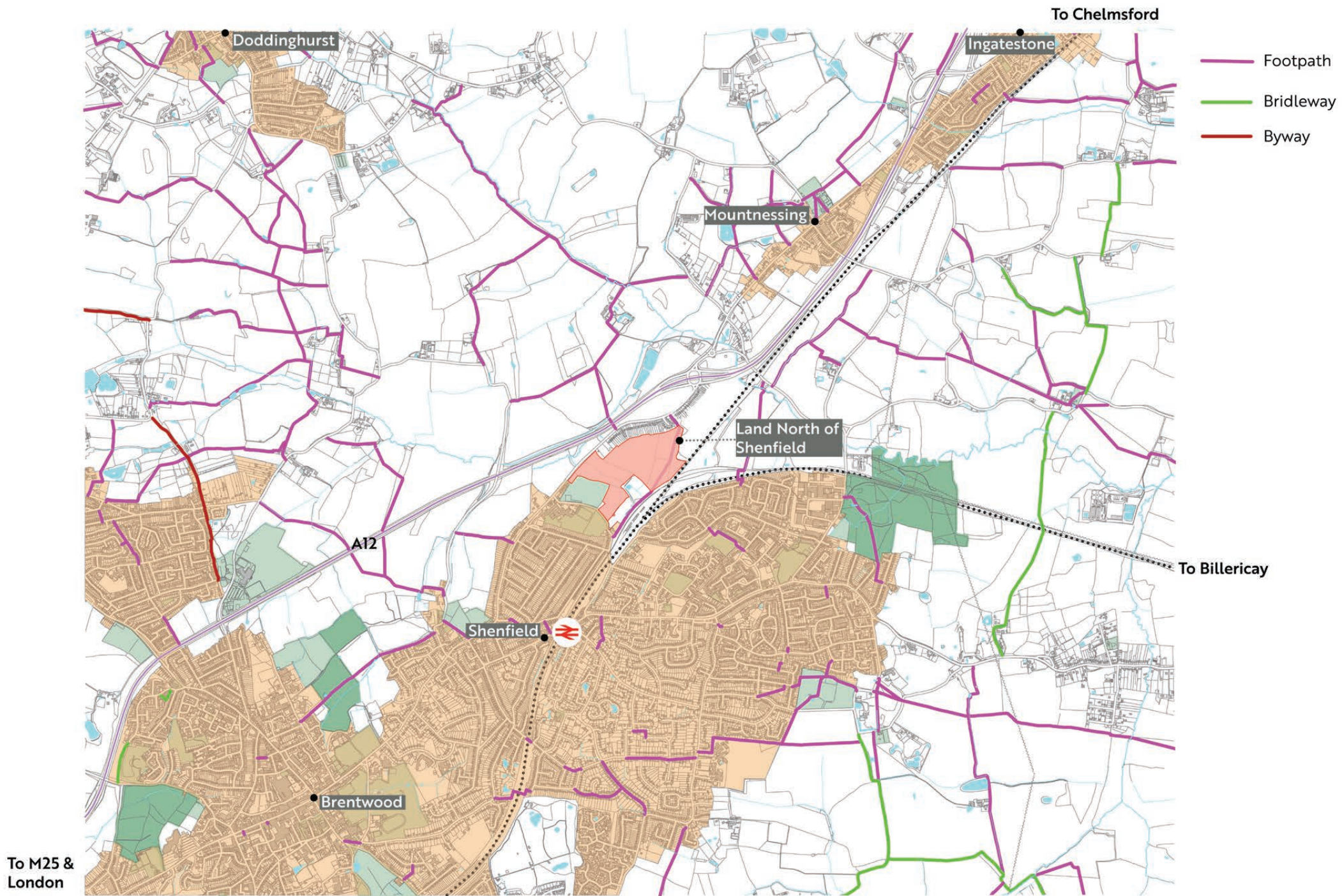


Figure 9: Site Context Plan
Source: FINC Architects Ltd

Urban Context

Whilst the previous section examined the surrounding physical context in terms of its environmental, social and cultural qualities, this section illustrates the surrounding context of the existing built form.

As previously stated, the site is situated to the north of Shenfield, with its boundaries featuring a combination of Ancient Woodland (Arnold's Wood), agricultural fields, movement routes including the A1023 and Alexander Lane, Shenfield High School and residential boundaries.

Building Heights

The surrounding residential development typically features 2 storey development with occasional 1 storey dwellings along Oliver Road and Hunter Avenue. Similarly the majority of dwellings on the Chelmsford Road to the north are 2 storeys in height.

Building Lines

The built form context shows building lines to be consistent, with plots generally featuring large setbacks from the roads, particularly along the Chelmsford Road. Parking is typically located to the front of dwellings, enabling the existing streets to be less car dominated upon view.

Roofscape

In terms of style, the built form context exhibits a range of details as follows:

- Gable roofs;
- Hipped roofs;
- Cross-hipped roofs;
- Dormer roofs; and
- Rear dormer conversions.

Nature of Streets

The surrounding streets vary in their nature. For example, the residential area directly to the south featuring Kilworth Avenue, Sebastian Avenue and Hunter Avenue comprises typically linear

streets with few natural curves. In contrast, the area to the east which includes Long Ridings Avenue and its branching routes, are considerably more organic in their formation, featuring gently curving routes. It is worth stating that within the wider Shenfield area, the majority of streets adopt this organic feel.

Plot Characteristics

Typically, surrounding plots are either detached or semi-detached in nature. They are organised to front the roads, with parking located to the front of the dwelling, and rear gardens. These gardens vary in their shape and size, with dwellings directly to the south featuring deep, generous rear gardens with back-to-back distances of approximately 70 metres. By contrast, plots along Long Ridings Avenue to the east are slightly tighter in their formation, with back-to-back distances of around 35m.

Window Styles

In terms of windows, surrounding plots tend to feature either bay or casement styles including the occasional fanlight.

External Finishes and Detailing

The surrounding area features a variety of external finishes and detailing, including:

- Render detailing;
- Gable cladding;

Boundary Treatments

There are a mix of boundary treatments within the site surroundings, including a mixture of low-lying brick walls, fences and low-lying and full-sized hedges. The majority of plots have distinctive boundary treatments, directly contributing towards the continuing rhythm and enclosure of the neighbouring streets.



Figures 10-12: Site Context Photos
Source: FINC Architects Ltd

Social Context

Healthcare

There are a number of GP surgeries close to the site within the centre of Shenfield. The closest hospitals are located in Brentwood (Nuffield Health, Brentwood Community Hospital and Spire Hartswood Hospital).

Education

Shenfield contains a number of primary schools (Long Ridings, St Mary's Church of England, Willowbrook, Hutton All Saints Church of England and St Thomas of Canterbury Church of England) and a handful of pre-schools (Poppetts Day Nursery, Sunflower Montessori, Shenfield Day Nursery, Wind in the Willows Nursery and Jack and Jill Preschool).

In terms of secondary schools, Shenfield High School sits directly adjacent to the site, with Saint Martin's School further to the south-east of Shenfield in Hutton Mount area. Further secondary schools are located within Brentwood – for instance Brentwood School, Brentwood Ursuline Convent High and Becket Keys Church of England Secondary School.

In addition, a sixth form is incorporated within Shenfield High School, whilst the Pauline Quirke Academy of Performing Arts has its home in Brentwood.

Retail/Community Facilities

A variety of retail facilities are found within Shenfield town centre, including a number of major national retailers including Marks and Spencer, Tesco, Barclays and Costa Coffee.

Further industrial retail hubs are found to the north-east of Shenfield. In addition, the Hutton area of Shenfield features some smaller independent shops including Oliver's Butchers, Hutton Florist and a barbers. Hutton also features a number of community facilities including Hutton Community Centre, Hutton Recreation Ground, New Youth Theatre Essex and St Peter's Church of E Church.

To M25 &
London

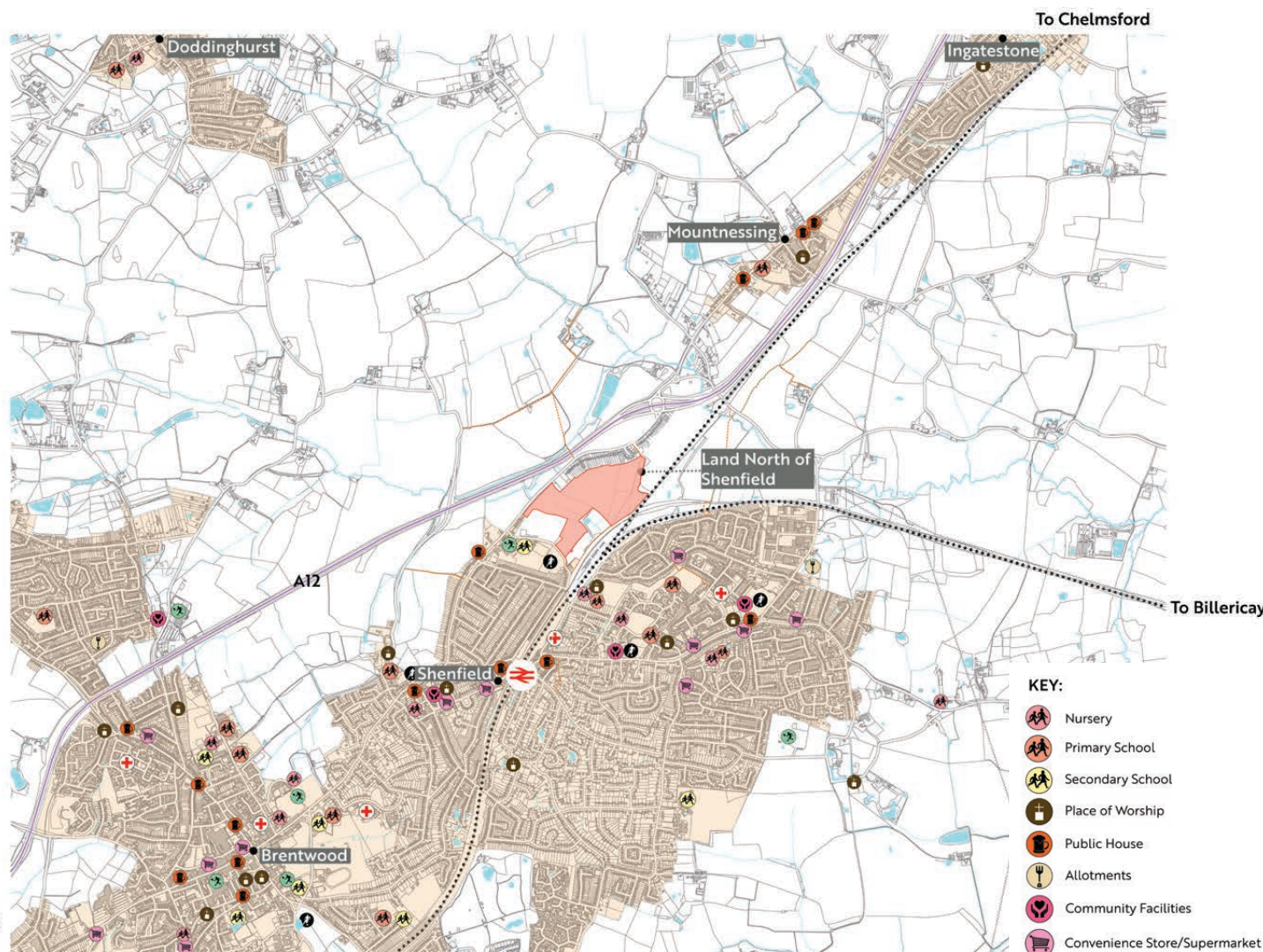


Figure 13: Local Facilities Plan
Source: FINC Architects Ltd

Local Character Analysis

To ensure that the character of the development responds appropriately to the existing context within Shenfield and creates a distinct place that is strongly rooted to its setting, an extensive analysis of the surrounding context is required.

Through a combination of desk-based assessments and in-field data collection, a number of character areas have been selected to further analyse.

The character areas are as follows, with their locations illustrated on the map opposite:

1. Shenfield Station and High Street;
2. Chelmsford Road A1023;
3. Sebastian Avenue/Kilworth Avenue;
4. Ridgeway;
5. Thaxted Green/Langford Green;
6. Poplar Drive/Bannister Drive;

Each area has been thoroughly analysed, both through desk-based and in-field assessments, to extract key qualities representative of the site's context. This ensures that the proposed development will successfully integrate within its surrounding character.

These areas have been chosen due to their individual characters. Each area represents variety in the built form context, seen through characteristics including street widths, building lines and boundary treatments, as previously described. Collectively, these areas include a range of characters that should be incorporated through development proposals at Land North of Shenfield.

Approach

included in this analysis. These include:

- **Urban Form** - covers high level matters of use, nature of street layout, size and structure of urban blocks and density;
- **Buildings and Plots** - considers the next level of configuration and includes building types, number of storeys, size and layouts of plots;
- **Public Realm** - analyses the provision of open space within the street scene, including matters of integration of open space, street-trees and the nature of carriageways and pavements;
- **Parking** - assesses the location of parking and its impact on the streetscene, whether on-street, on-plot or garaged; and
- **Details and Materials** - includes finer aspects of the area include construction materials, distinctive secondary elements, silhouette and boundary treatments.

To aid the effectiveness of the character analysis, a Character Matrix ensures that the local context of each area is thoroughly analysed. An example of the Matrix is presented adjacent.

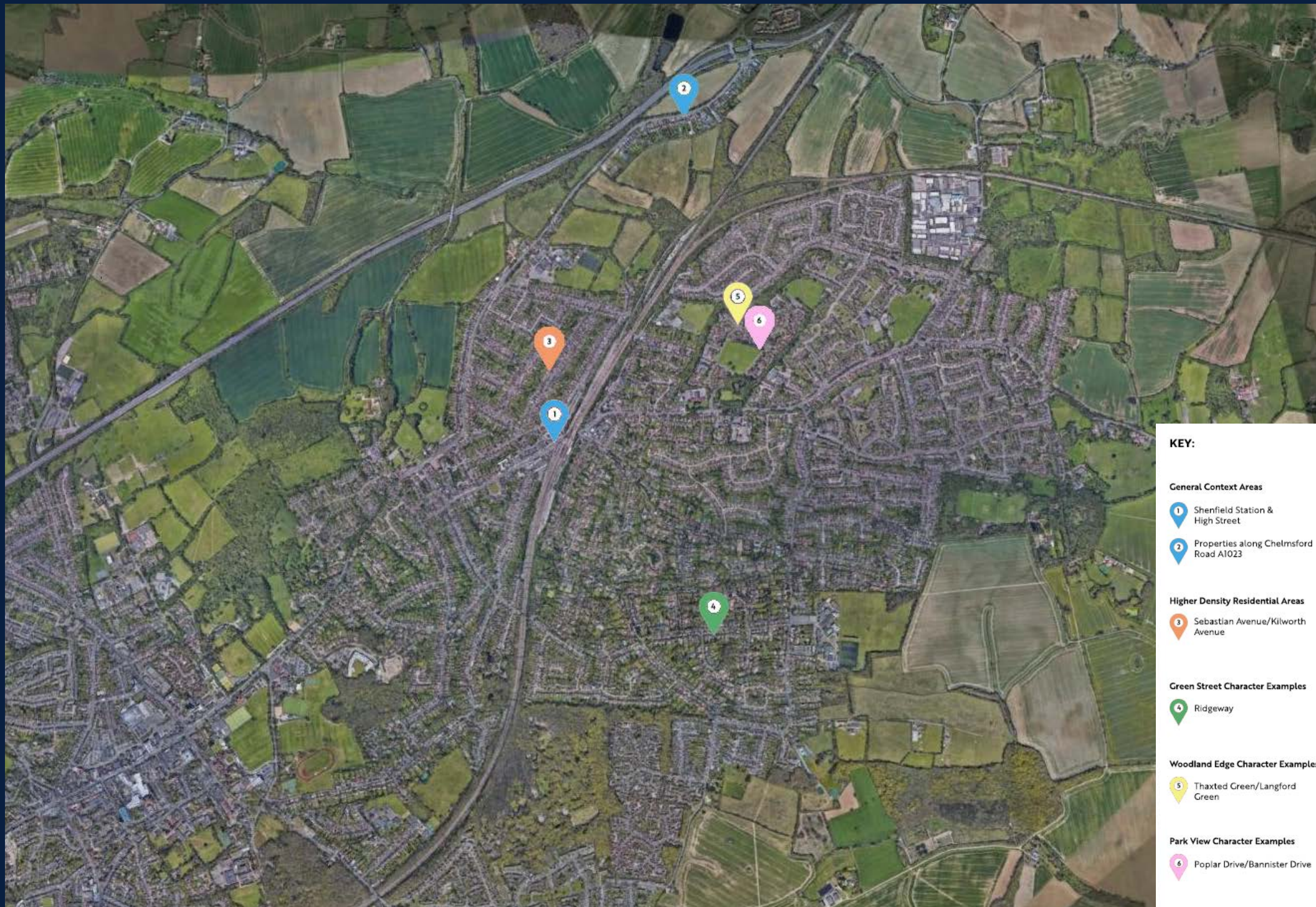
The following pages take each of these individual character areas and present the findings of the desk-based assessments through OS maps, together with the in-field photographs and streetscene examination.

Shenfield Character Analysis

	Location							
	Shenfield High Street	Chelmsford Road A1023	Sebastian/Kilworth Avenue	Thaxted/Langford Green	Poplar/Bannister Drive	Ridgeway	Alexander Lane/Rayleigh Road	Friars Avenue
Building Heights	1-3 storeys, mainly 2-2.5	1-3 storeys, primarily 2-2.5	Equal spread of 1-1.5 storeys and 2-2.5 storeys	2-2.5 storeys	2-3 storeys, primarily 2-2.5 storeys	2-3 storeys, primarily 2-2.5	2-3 storeys, primarily 2-2.5	2-2.5 storeys
Building Typologies (terraced/semi/detached)	Typically terraced or flat blocks, primarily commercial in nature, flats above shops	Detached houses along the entire street with some Semi-detached scattered along the road	Semi-detached houses as well as detached houses and bungalows	Detached houses	Detached houses, flat block	Detached	Detached, Semi-detached and Terraced	Detached and Semi-detached
Building Styles (consistent/varied)	Varied, mixed in material, style and features. Some 1960s style larger blocks, occasional features, little architectural detail	A varied building style with some houses resembling each other in built form but with colour and material differences. Residential architecture detail	Consistent building style with plenty of house types that have been repeated. Material and colouring are also consistent throughout house types	Varied house styles that are consistently present with different colours, materials and handed versions.	Very varied in style, material, colouration and features.	Very varied, most houses seem to have their own individuality	Various house styles with very few being repeated. New build houses are custom houses so aren't repeated anywhere else.	Overall look of the houses is very consistent, with some variations in features and materiality
Roofscape & Styles	Typically flat roof, little variation in roofscapes	Hipped with roof, gabled along main road with some front gabled, side gabled, secondary	Some hipped roofs, with mostly front and side gabled roofs	Front or side gabled with projections being front gabled or hipped. Garage attachments are primarily hipped with gabled dormer windows	Hipped houses with front gabled projections. Side gabled with front gabled projections	A mix of hipped and front gabled for most houses. Multiple tiers and roof	Side gabled and front gabled prevalent throughout this road	Hipped
Perceived Densities	Higher density	Average density	High density	Average density	Lower Density	Average Density	Lower Density	Average Density
Building Lines (uniform/jagged)	Uniform	Uniform, facing the street	Uniform and consistent	Uniform, generally facing the street	Uniform and clean	Uniform	A little jagged, boundaries are clear but uneven	Uniform and tidy
Boundary Treatments & Enclosure (hedges/walls/fences/planting)	N/A	Low brick walls, some with metal grating. Gates at some property entrances. Wooden fencing with concrete posting at both half and full height. Hedging at some boundaries and for use enclosure, both half and full height.	Minimal boundaries between homes with either none, some planting or low wooden fences. Front boundaries tend to be bare, have low brick walls or have planting to separate them from the path.	High brick walls and low hedges with some boundaries open between houses and shared front gardens. Front boundaries are open	High brick walls, hedges are the primary method specially to conceal houses from the main open road. Other boundaries are unmarked but clear through garages or driveway separation.	Houses are very enclosed from the public realm and from each other. High walls, gates, hedges and fences are all present and used at different types of boundaries	Mesh and wooden fencing as well as hedging are the most frequently occurring boundary treatments separating dwellings. Low brick walls at the front of properties separating them from the public realm.	Tall wooden fencing and various hedging used primarily for boundaries between properties. A range of materials are used to create the front boundary to the dwellings, from small chain and wooden fencing to low brick walls.
Building Setbacks & Front Gardens (small/large)	Small setbacks, buildings line pavements	Large with big front driveways and front gardens	Large with small gardens, some without gardens	Small front gardens, mostly grass with little planting	Small front gardens	Extra Large, large front gardens and big sweeping driveways	Large setbacks, with most half driveway and half garden	Large driveways with some added garden in some dwellings
Provision of Open Space (street trees/roads separated by open space/good integration)	Occasional street trees, grass verges where possible, wide pavements breaking up High Street and built form	No trees, grass verges separating the road from the footpath. Open streets	No open space, footpath is directly adjacent to the road	Pavement directly adjacent to road, no designated open space just gardens separate the houses from the road and path. Forest directly bordering these roads, so this provides some trees	Street trees and grass verges provided with a large, open green space that can be used for recreational activity in the centre.	Grass verges break away the path from the road giving more space. Due to the size of the gardens there are no	Houses on one side of the street, other side is lined with Forest or a brick wall for another dwelling.	Grass verges separating the street from the path. Some built or small hedges can be seen in some of these verges too to create a physical barrier from the road.

A number of aspects of the surrounding character have been

Figure 14: Character Area Locations Plan
Source: FINC Architects Ltd



KEY:

General Context Areas

- 1 Shenfield Station & High Street
- 2 Properties along Chelmsford Road A1023

Higher Density Residential Areas

- 3 Sebastian Avenue/Kilworth Avenue

Green Street Character Examples

- 4 Ridgeway

Woodland Edge Character Examples

- 5 Thaxted Green/Langford Green

Park View Character Examples

- 6 Poplar Drive/Bannister Drive

CHARACTER AREA 1

Shenfield Station and High Street

Shenfield Station and High Street presents as a well established, essential commercial area to Shenfield.



Figures 15-16: High Street Location Plans
Source: FINC Architects Ltd

Urban Form

- A high density area with continuous building frontage;
- Wide streets with a continuous building line either side;
- Occasional change in height or roof type to break the continuity; and
- Off plot parking keeps the street slightly separate from the dwellings.

Buildings and Plots

- Buildings are mainly 1 storey of commercial use with 1.5 storeys of residential above, totalling 2.5 storeys;
- Long stretches of terraced buildings with occasional breaks where the roof line or storey height changes;
- Some 1960s style large blocks comprised of flat dwellings; and
- Dwellings slightly setback from the public realm with no defined boundaries.

Public Realm

- Sparse areas of designated public open space integrated in the street;
- Some tree planting present to the south of the high street with opportunistic grass verges; and
- Open, wide pavement defining a boundary between the road and the built form.

Parking

- Off-plot bay parking of the main high street; and
- Occasional permit only parking.

Details and Materials

- Brick and concrete mostly used for the façades, with some render accents;
- Flat roofs and side gabled roofs primarily, with some dormer windows, and little variation along the street; and
- Little detailing on the façades, rarely a balcony or bay window.



Relevance to Design

This character area provides some useful references for how a higher density and continuous frontage setting can be achieved within a masterplan. It demonstrates how mixed use dwellings can be successful and provides a good foundation that can be built upon in a modern way.

Positive Aspects

- ✓ Pedestrian and cyclist friendly with major transport links easily accessible
- ✓ Defined element boundaries through strong built form and street elements
- ✓ Open streets that are not encroached on by the off plot parking, allowing enough space for all vehicles and pedestrians

Points to Consider

- 💡 Introduce more green elements to break up the monotonous street line and provide enrichment to the user
- 💡 More variety in materiality
- 💡 Increase in dwelling details to provide a more interesting built form

CHARACTER AREA 2

Chelmsford Road A1023

Chelmsford Road is an isolated strip of varied dwellings that welcomes those entering Shenfield from the A12.



Figures 20-21: Chelmsford Road Location Plans
Source: FINC Architects Ltd

Urban Form

- Wide main road with uniform face-on frontage and varied built forms;
- Perceived medium-density area with plenty of space between homes;
- Spacious streets with high verges fostering pedestrian safety; and
- On-plot parking with private driveways and garages.

Buildings and Plots

- Range from 1-3 storeys but primarily 2-2.5 storeys;
- Mostly detached dwellings with occasional semi-detached, leading to breaks in the building line;
- Range of boundary treatments such as planting, hedges and high fence panelling used with a range of heights; and
- Large setbacks with large front gardens and driveways.

Public Realm

- Very few areas of designated public open space;
- Little tree planting present on road but strong vegetation presence in surroundings; and
- Wide and elevated pavements from main road, separated by grass verges which clearly define vehicular and pedestrian/cyclist routes.

Parking

- On-plot parking and attached garages provided for multiple vehicles; and
- No off-plot parking on A1023.

Details and Materials

- Primarily brick and rendered façades with occasional tiling and boarding accents;
- Mock Tudor style for a number of dwellings; and
- Varying detail on façades with different front projections, bay windows, column supported porches and dormer windows.



Relevance to Design

This character area is a successful example of a varied, medium-density area and how consistent built form can sit hand-in-hand with individuality of the dwellings themselves. It is able to illustrate how the existing surroundings can contribute to the public realm whilst maintaining the arterial route as the focus of the area.

Positive Aspects

- ✓ Response to the positioning of the development against a busy road strong through high verges and large setbacks;
- ✓ Sense of place whilst maintaining individuality; and
- ✓ Strong and clearly defined boundary treatments.

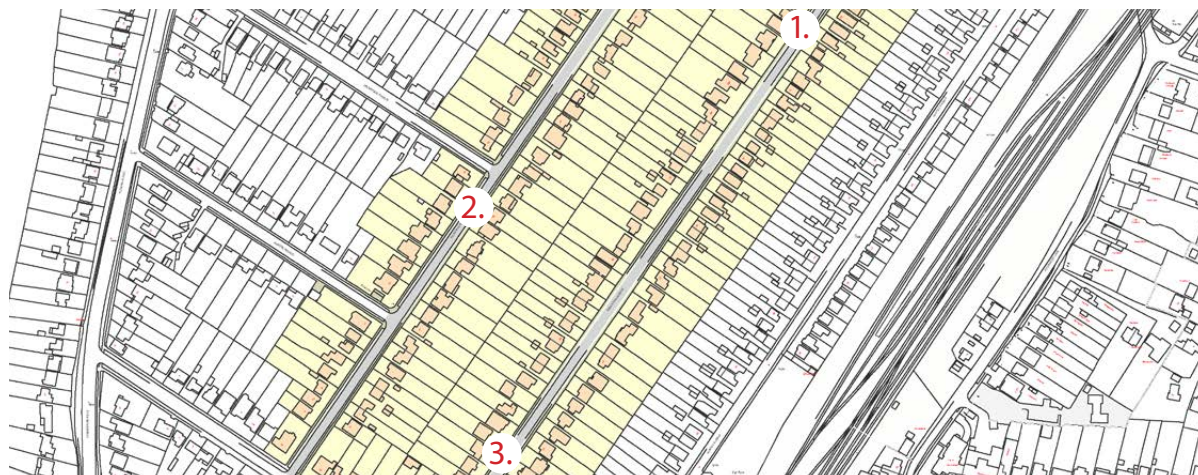
Points to Consider

- 💡 Be cautious when trying to create unique frontages for each dwelling, you can lose sense of place by doing too much
- 💡 High verges can be useful to keep paths defined and safe, but can be difficult to use for those who are not able-bodied

CHARACTER AREA 3

Sebastian Avenue and Kilworth Avenue

Sebastian and Kilworth Avenue are examples of linear streets with connections to key places around Shenfield



Figures 25-26: Kilworth and Sebastian Avenue Location Plans
Source: FINC Architects Ltd

Urban Form

- Wide secondary roads featuring back-to-back built form;
- A perceived high-density area with relatively wide plots;
- Little street decoration with few trees or planting; and
- On-plot parking with private driveways and garages to create a tidy streetscene.

Buildings and Plots

- Range of storey heights from 1-2.5 storeys;
- Largely semi-detached houses with occasional detached dwellings and bungalows;
- Large range of defined boundary treatments between plots, dependent on plot style - some strong with hedges and fences, others have shared driveways;
- Range of front boundary treatments - most are minimal with occasional low brick walls, planting and fencing; and
- Large setbacks featuring driveways and occasional front gardens.

Public Realm

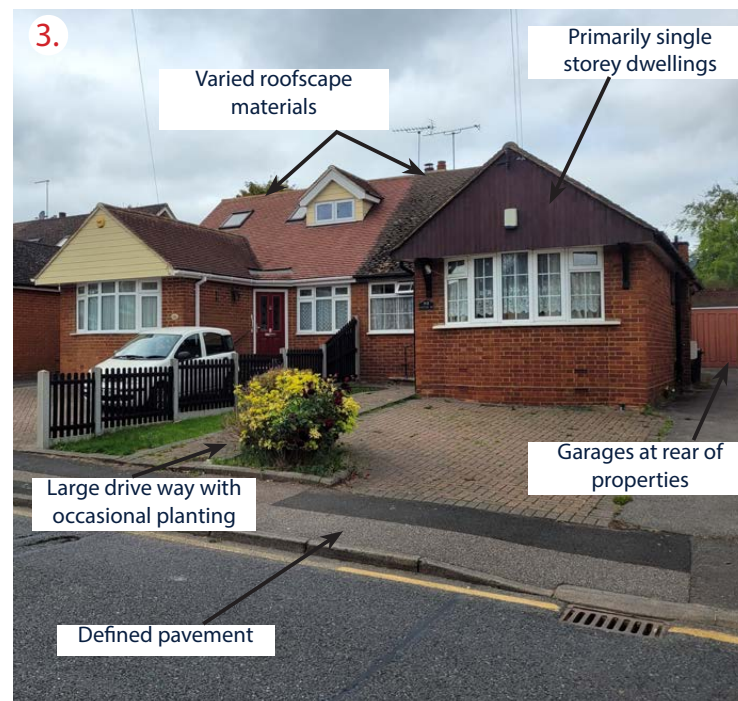
- Few areas of public open space integrated into the street, footpath is directly adjacent to the road with minimal grass verges;
- Minimal tree planting; and
- Raised pavements fostering pedestrian safety.

Parking

- On-plot parking in front of dwellings for multiple vehicles with either attached or detached garages located behind properties;
- No off-plot parking.

Details and Materials

- Primarily brick with frequent use of boarding, and occasional tile on accenting front projections;
- Mix of hipped and gabled roofs, with typically side and front-gabled roofing;
- Various porch details, both column and bracket supported porches, with some facing the street directly and some running parallel; and
- A range of bay window details, with different materials and shapes defining different house types.



Relevance to Design

This character area gives an indication of how high density dwelling areas can be designed cohesively whilst using details and material choices to accent and bring life to a package. It also highlights the necessity for different dwelling types to be considered, with bungalows and dwellings with fewer bedrooms bringing functional enrichment to an area.

Positive Aspects

- ✓ Range of dwelling types bringing in a variety of people into the area
- ✓ On plot parking and restrictions allowing for clear, easily accessed streets
- ✓ Material and accent choices to bring individuality whilst maintaining a consistent built form

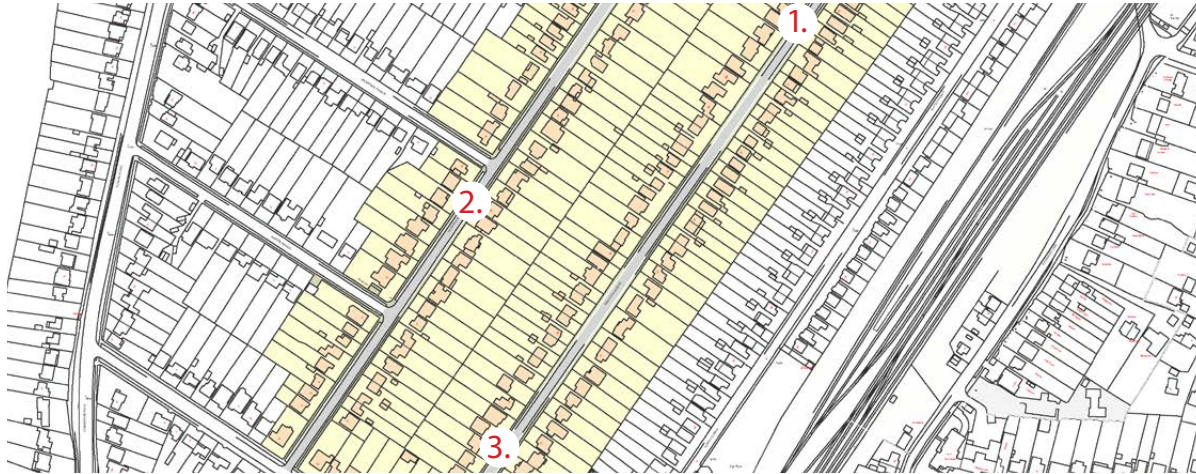
Points to Consider

- 💡 Introduce street trees and grass verges to enable more variety and softness to the landscape
- 💡 Define boundaries in a more substantial way which will also bring variety to the street scene.

CHARACTER AREA 3

Sebastian Avenue and Kilworth Avenue

Sebastian and Kilworth Avenue are examples of linear streets with connections to key places around Shenfield



Figures 25-26: Kilworth and Sebastian Avenue Location Plans
Source: FINC Architects Ltd

Urban Form

- Wide secondary roads featuring back-to-back built form;
- A perceived high-density area with relatively wide plots;
- Little street decoration with few trees or planting; and
- On-plot parking with private driveways and garages to create a tidy streetscene.

Buildings and Plots

- Range of storey heights from 1-2.5 storeys;
- Largely semi-detached houses with occasional detached dwellings and bungalows;
- Large range of defined boundary treatments between plots, dependent on plot style - some strong with hedges and fences, others have shared driveways;
- Range of front boundary treatments - most are minimal with occasional low brick walls, planting and fencing; and
- Large setbacks featuring driveways and occasional front gardens.

Public Realm

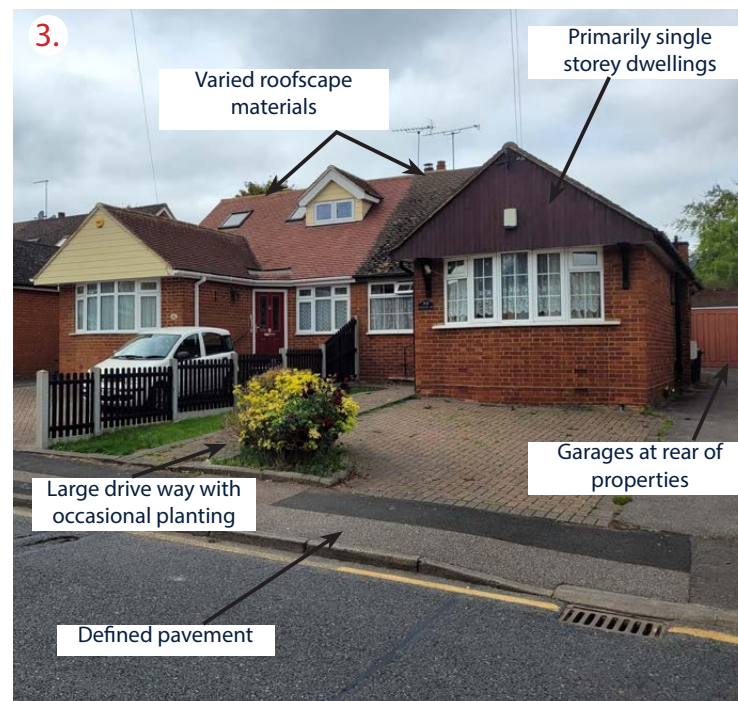
- Few areas of public open space integrated into the street, footpath is directly adjacent to the road with minimal grass verges;
- Minimal tree planting; and
- Raised pavements fostering pedestrian safety.

Parking

- On-plot parking in front of dwellings for multiple vehicles with either attached or detached garages located behind properties;
- No off-plot parking.

Details and Materials

- Primarily brick with frequent use of boarding, and occasional tile on accenting front projections;
- Mix of hipped and gabled roofs, with typically side and front-gabled roofing;
- Various porch details, both column and bracket supported porches, with some facing the street directly and some running parallel; and
- A range of bay window details, with different materials and shapes defining different house types.



Relevance to Design

This character area gives an indication of how high density dwelling areas can be designed cohesively whilst using details and material choices to accent and bring life to a package. It also highlights the necessity for different dwelling types to be considered, with bungalows and dwellings with fewer bedrooms bringing functional enrichment to an area.

Positive Aspects

- ✓ Range of dwelling types bringing in a variety of people into the area
- ✓ On plot parking and restrictions allowing for clear, easily accessed streets
- ✓ Material and accent choices to bring individuality whilst maintaining a consistent built form

Points to Consider

- 💡 Introduce street trees and grass verges to enable more variety and softness to the landscape
- 💡 Define boundaries in a more substantial way which will also bring variety to the street scene.

CHARACTER AREA 5

Thaxted Green and Langford Green

Thaxted Green and Langford Green are private cul-de-sacs with distinct houses to the area



Figures 35-36: Thaxted and Langford Green Location Plans
Source: FINC Architects Ltd

Urban Form

- An open cul-de-sac with consistently styled buildings with sporadic frontage;
- A perceived-average density area with extra large plots and varying entrance points;
- A mixture of shared surface, integrated and raised pavements present; and
- On-plot parking with private driveways and garages, together with some availability to park off-plot for visitors.

Buildings and Plots

- Storey heights between 2 and 2.5 storeys;
- Detached homes only;
- Typically strongly defined external boundaries, both from the street and between plots, with high brick walls, fencing and planting; and
- Medium sized setbacks, separated by private driveways with good sized front gardens.

Public Realm

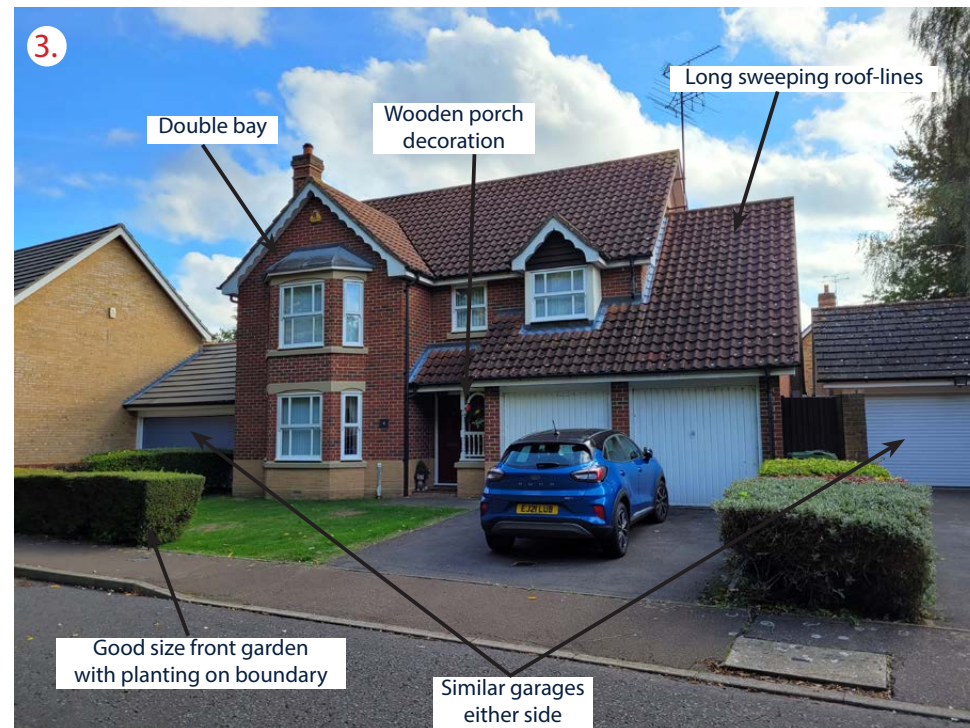
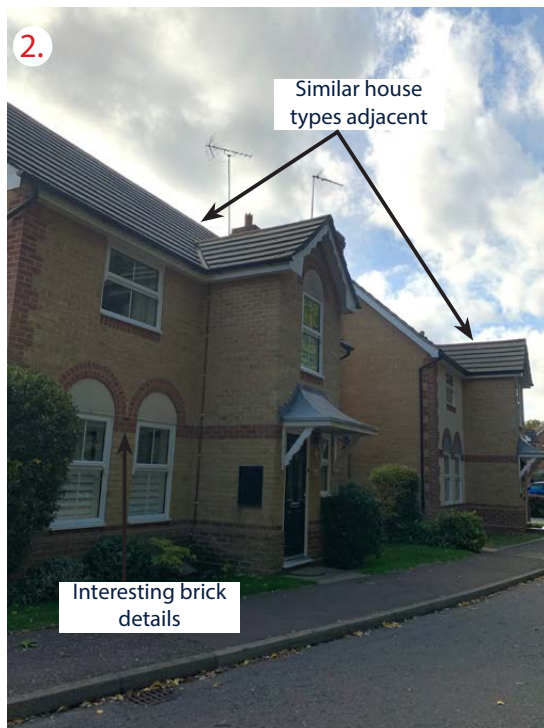
- Cul-de-sacs are spacious and open but lacking any designated public space;
- Approximately 100m from Hutton Poplars Green - large green with room for ball games and socialising; and
- Directly adjacent to a public right of way - strong connections into surroundings

Parking

- On-plot parking in front and to the side of dwelling provided for multiple vehicles with some attached garages.

Details and Materials

- Modern homes that are similar to one another with different features, materials or detailing used to individualise;
- Bays or double-height bays typically used, together with porches with a wooden support detail; and
- Brick generally the primary material, with occasional render on front projections.



Relevance to Design

This character area provides an excellent example of how a cul-de-sac can be integrated into a wider setting without feeling isolated. It also highlights how having similar house types in several areas can give a cohesive look without being monotonous.

Positive Aspects

- ✓ Similar house types being used with individualised features to make an area look more interesting;
- ✓ Allowing some off plot parking to give way to visitors; and
- ✓ Strong level of privacy whilst still being accessible to pedestrians.

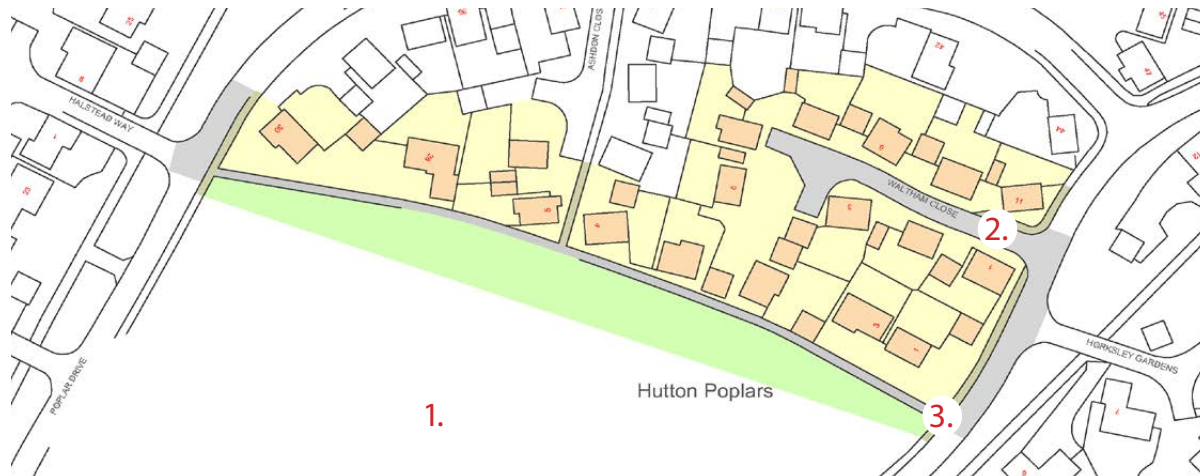
Points to Consider

- 💡 Open spaces are able to contribute considerably to cul-de-sacs. Whilst roads tend to be quieter, children and pedestrians are at risk doing activities in the open road; and
- 💡 Over use of the same built form can cause an area to lose its intended aesthetic.

CHARACTER AREA 6

Poplar Drive and Bannister Drive

Poplar and Bannister Drive are quieter residential streets facing an open public space and branching into various cul-de-sacs



Figures 40-41: Poplar and Bannister Drive Location Plans
Source: FINC Architects Ltd

Urban Form

- Overlooking a large playing field to the south, with dwellings having their own house types and details;
- A perceived lower-density road with a varied frontage. Some are continuous in a row with some sparsely placed with frontage away from the street;
- On-plot parking with private driveways and garages to tidy the streetscape; and
- Wide route with a raised pavement running along. Areas that branch off tend to be narrow and merge into shared surfaces.

Buildings and Plots

- Typically 2-3 storey houses and occasional apartment building;
- All homes are detached;
- High brick walls and hedges used as boundary treatments; and
- Small setbacks featuring small front gardens separating dwellings and the routes.

Public Realm

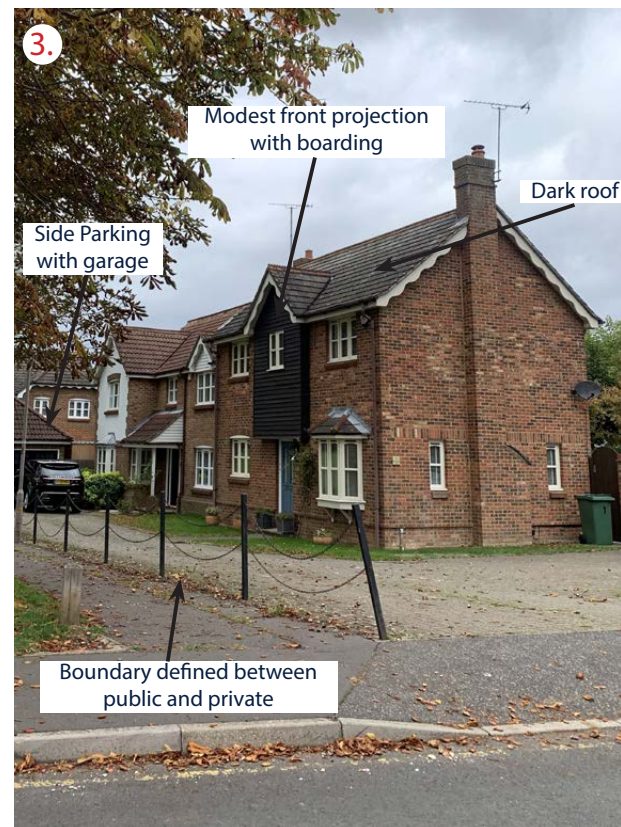
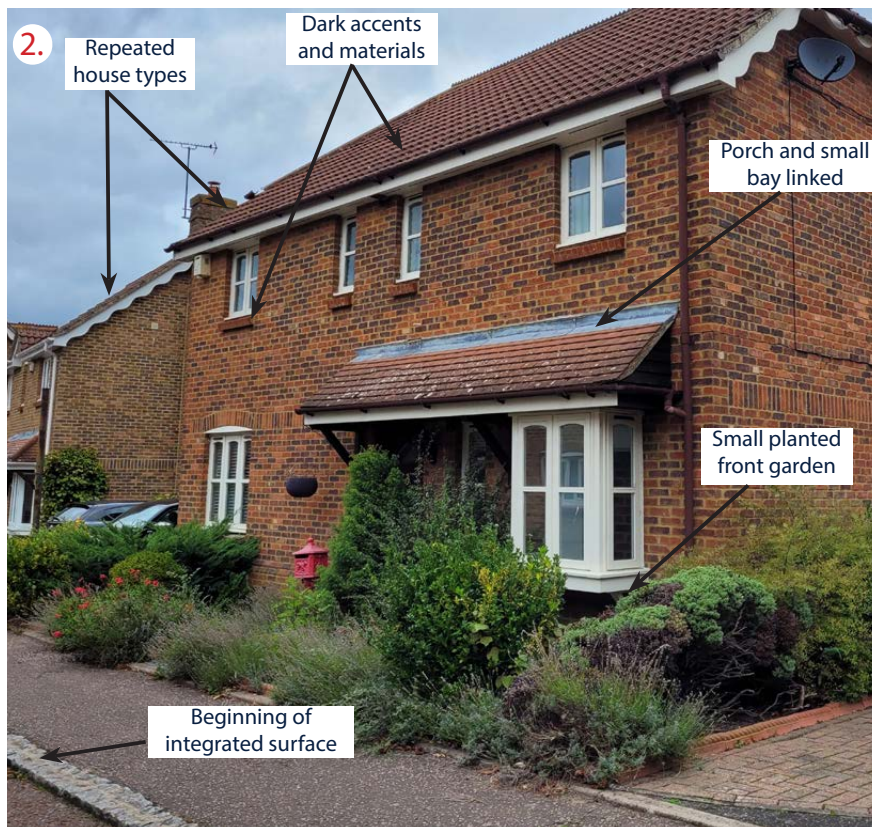
- Significant area of open space at Hutton Poplars Green to the south; and
- Strong use of large trees to line public realm and key movement routes, to create a visual and acoustic barrier for the dwellings.

Parking

- On-plot parking to the side of dwellings with either detached or attached single garages.

Details and Materials

- Rich red brick façades or with red contrast brick and darker roof tiles are prevalent in this area;
- Discrete front projections accented with boarding that varies in colour; and
- Smaller homes have bracket supported porches that link to discrete bay window details.



Relevance to Design

This character area demonstrates a successful case of a central key area that provides public and private needs for all users. It also showcases how to branch off into several cul-de-sacs that have their own identity whilst maintaining an appropriate density and aesthetic overall.

Positive Aspects

- ✓ Features that are proportionate and respond well to the plot;
- ✓ Large centralised public space; and
- ✓ Using a colour and material pallet that ties an area together whilst each smaller section has their own traits to be unique.

Points to Consider

- 💡 Be mindful of providing appropriate barriers between public and private spaces without making them feel disjointed; and
- 💡 Small and quaint streets can provide a lot of character but still require enough space to be comfortable for residents.

LOCAL CHARACTER INFLUENCES FOR LAND NORTH OF SHENFIELD

LAND NORTH OF SHENFIELD OFFERS AN EXCITING OPPORTUNITY TO CREATE AN ATTRACTIVE, SUSTAINABLE AND HOLISTIC NEW SUBURB WHICH ASSIMILATES INTO ITS SURROUNDINGS.

CONCLUSION

In conclusion, to ensure that the site is well integrated within its surroundings and is reflective of the existing local character, this Context Analysis document has assessed both the site and the character of its context. This appraisal of local character has identified a number of positive elements and points to consider for the future development at Land North of Shenfield. The key findings of this document are outlined below:



- The built form should incorporate a variety of densities that are responsive to uses, street types and location within the site to aid the creation of a varied and distinctive townscape;
- Dwellings should be setback from the public realm to give a sense of privacy, enclosure and safety;
- The development should ensure that plot sizes are appropriate to the size of the dwellings which can be dictated by location, density and character;
- The development should incorporate a simple architectural style based on a variety of materials and a restricted number of details. The use of uniform materials and architectural details can help to aid a formal character and a strong identity, as successfully demonstrated in Thaxted Green and Poplar Drive;
- Predominant façade materials comprise brick and render with some mock Tudor style housing to mimic the surrounding context;
- On plot car parking should be provided for dwellings with an amount of visitor parking provided on street with other areas being restricted;

• Car parking will be integrated into the design of the street so that it does not dominate the streetscene and impact on the quality of the public realm;

- The development will incorporate a generous amount of public open space;
- The proposals should consider how areas of public open space can aid a more formal or informal character;
- The use of planting in front gardens and verges is highly effective in softening the appearance of the built environment and creating an attractive character.



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