

# Masterplan

Premdor/ Rockways Regeneration Site  
Sible Hedingham



August 2012



**Braintree**  
District Council

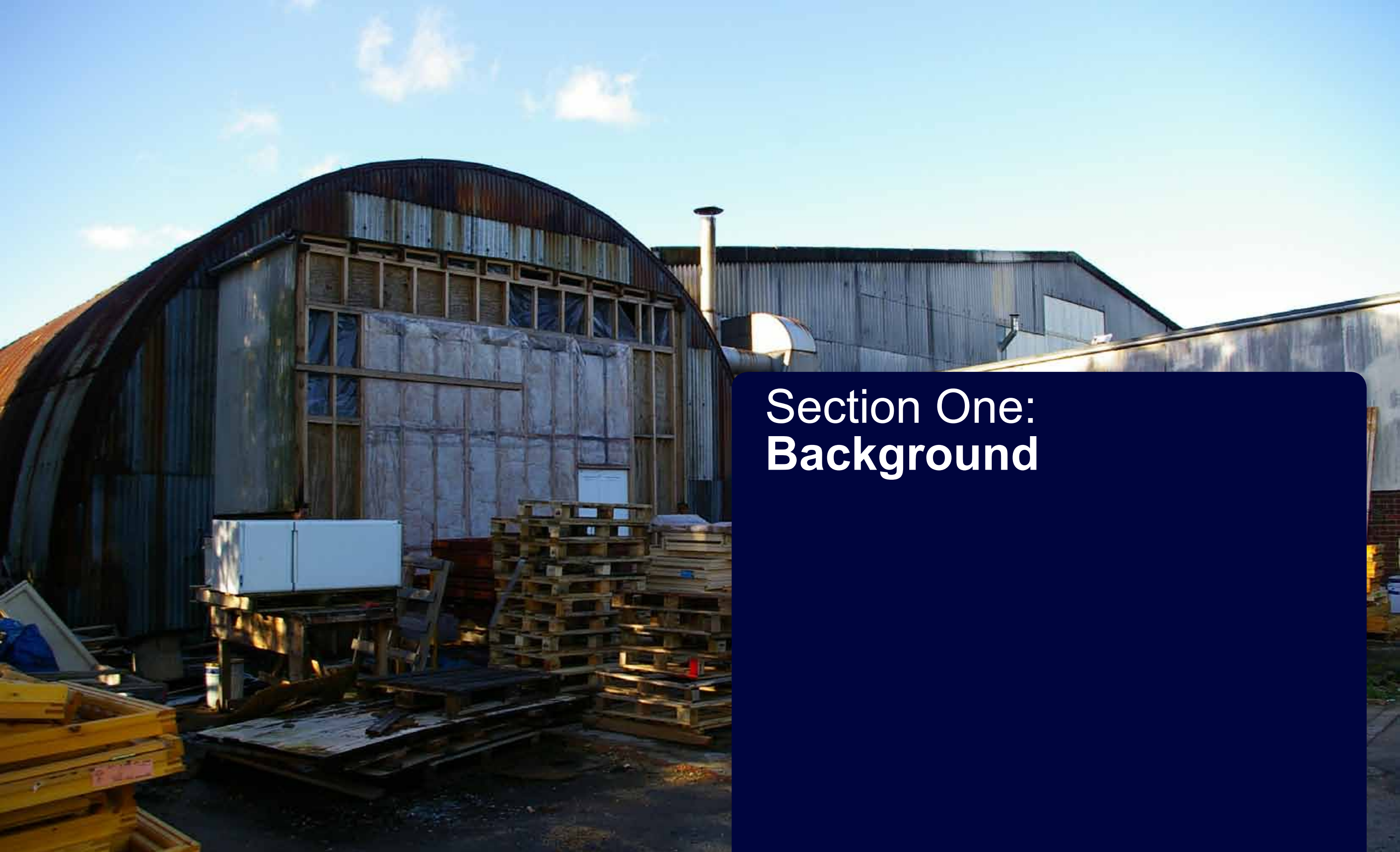
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## Section One: Background

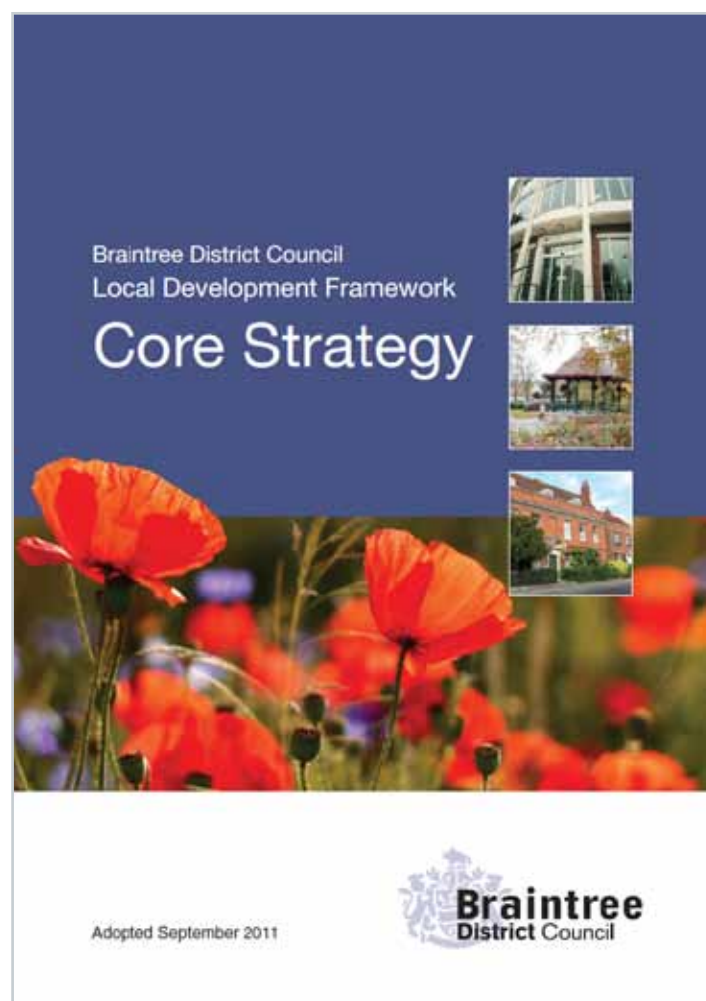


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# A Masterplan for Sible Hedingham



THE CORE STRATEGY REQUIRES A MASTERPLAN TO BE COMPLETED FOR THE PREMDOR/ROCKWAYS REGENERATION SITE WHICH WILL BE APPROVED BY THE COUNCIL AS A SUPPLEMENTARY PLANNING DOCUMENT.

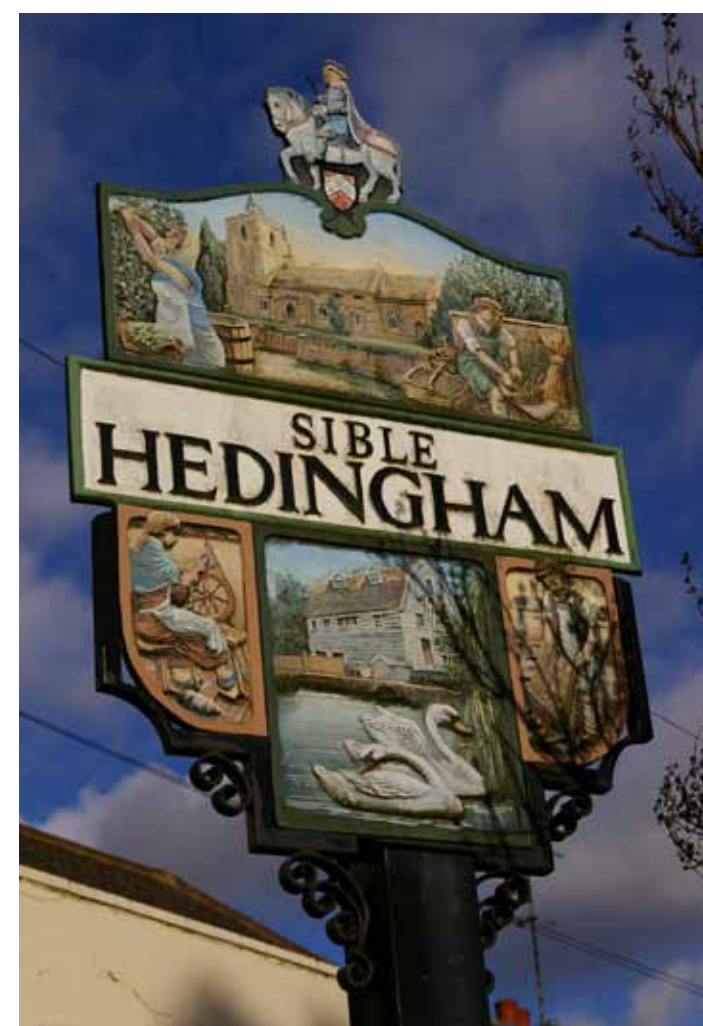
The purpose of this Masterplan document is to:

- provide more detail on how the site will be regenerated;
- set a framework to guide the preparation of future planning applications for the whole of the regeneration area; and
- provide a framework against which future applications are to be considered.

This Masterplan does not attempt to be prescriptive as to the content of future planning applications, but seeks instead to be in conformity with the Braintree District Core Strategy. Upon adoption by the Council, this supplementary planning document (SPD) will constitute a material consideration in the determination of those future planning applications.

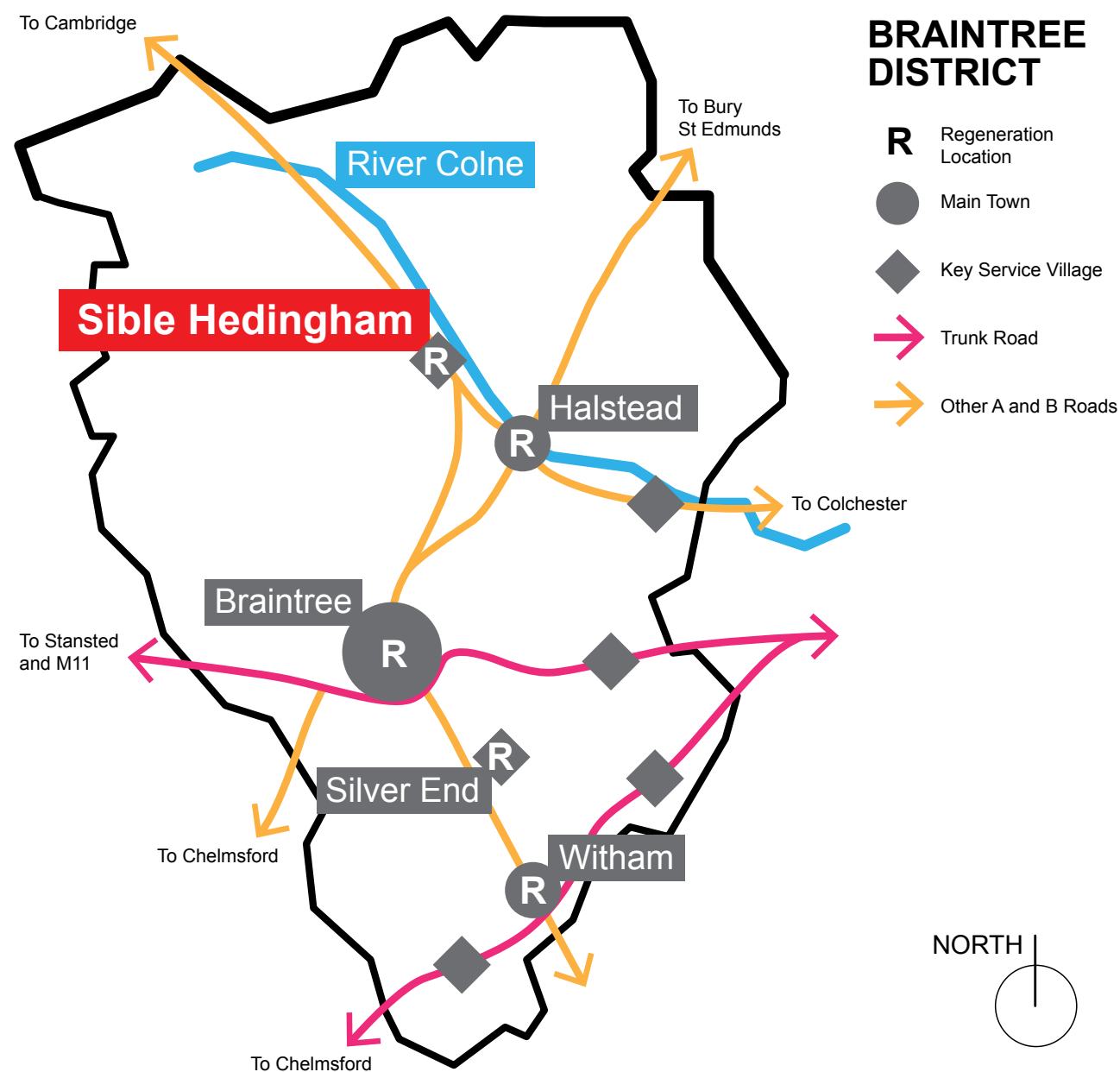
This Masterplan forms a 'transition' between the strategic principles established in the Core Strategy, and detailed development proposals that will eventually be the subject of specific planning applications. At each stage of the process, the development proposals become more refined and greater detail can be established, leading ultimately to a high quality deliverable development.

This masterplan has been prepared by Braintree District Council in conjunction with Bloor Homes Ltd.





# Regeneration in Sible Hedingham – a ‘Key Service Village’



The Braintree District Core Strategy was adopted by the Council in September 2011. The spatial strategy of the document directs the majority of the growth proposed for the District to the three main towns but also identifies 6 key service villages, suitable for some growth, which act as local service centres for the surrounding rural areas. Growth and regeneration within these key service villages is considered necessary to help secure their continued sustainability. Sible Hedingham is identified as one of those 6 key service villages, with the former Premdor premises and the Rockways factory having been identified as a regeneration area.

The land shown on the plan right has been identified by Braintree District Council as a regeneration site to help meet the needs of Braintree District and on a local level the needs of Sible Hedingham for housing, employment and access to open space, over the next 10 -15 years. In addressing the redundant former employment site, the Core Strategy sets out the requirement for regeneration, with much needed new housing providing the catalyst for the delivery of a new Healthcare Facility and Community Employment Hub to foster entrepreneurial employment opportunities. Together, these mixed uses can help secure the continued sustainability of jobs and services in Sible Hedingham, enhancing the settlement.

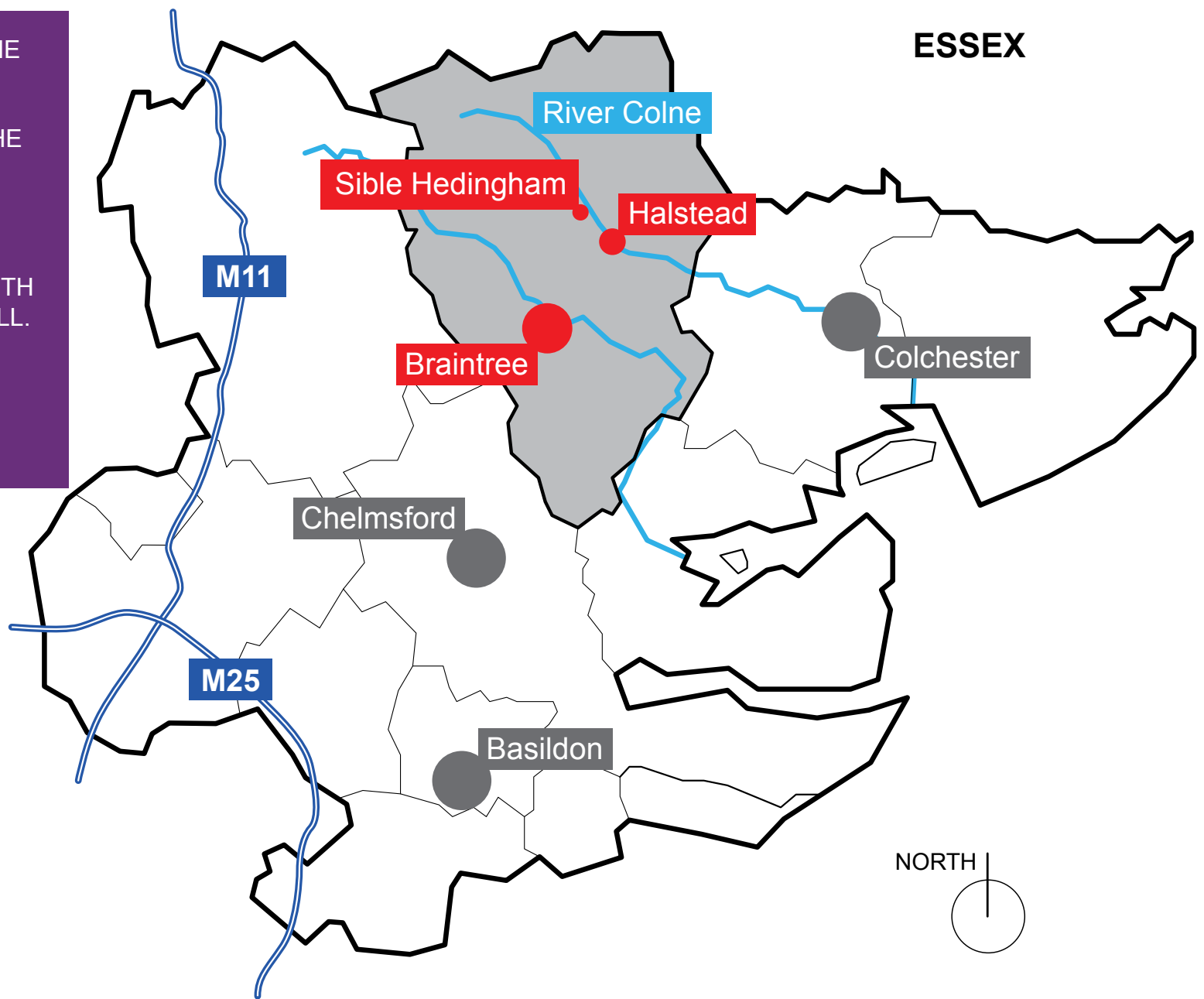




# Site Context / Location

SIBLE HEDINGHAM IS LOCATED IN THE NORTH OF ESSEX APPROXIMATELY 8 MILES NORTH OF BRAINTREE, SITUATED ON THE WEST BANK OF THE RIVER COLNE.

PRIMARY ACCESS TO SIBLE HEDINGHAM IS PROVIDED BY THE A1017 WHICH TRAVELS NORTH / SOUTH BETWEEN BRAINTREE AND HAVERHILL. THE M11 MOTORWAY LIES ABOUT 20 MILES TO THE WEST OF SIBLE HEDINGHAM.



## A Potted History

Sible Hedingham has seen the rise and fall of successive industries over the years from tinsmiths, iron founders, basket makers, coopers, brickworks etc. with the greatest expansion in employment resulting from the arrival of the Colne Valley and Halstead Railway (1861). By 1900 brickworks within Sible Hedingham for example employed circa 500 people. Indeed the proposed regeneration area sits on the site of a former brickworks established in 1899 alongside the Colne Valley and Halstead Railway. The railway itself was decommissioned and taken up in 1966, with the section of the former Railway within the proposed development being subsequently designated as the Hedingham Station Marsh Wildlife Site. The remainder of the proposed development now under the ownership of Premdor closed its gates for business in September 2009, leaving the site to lie in its current condition.

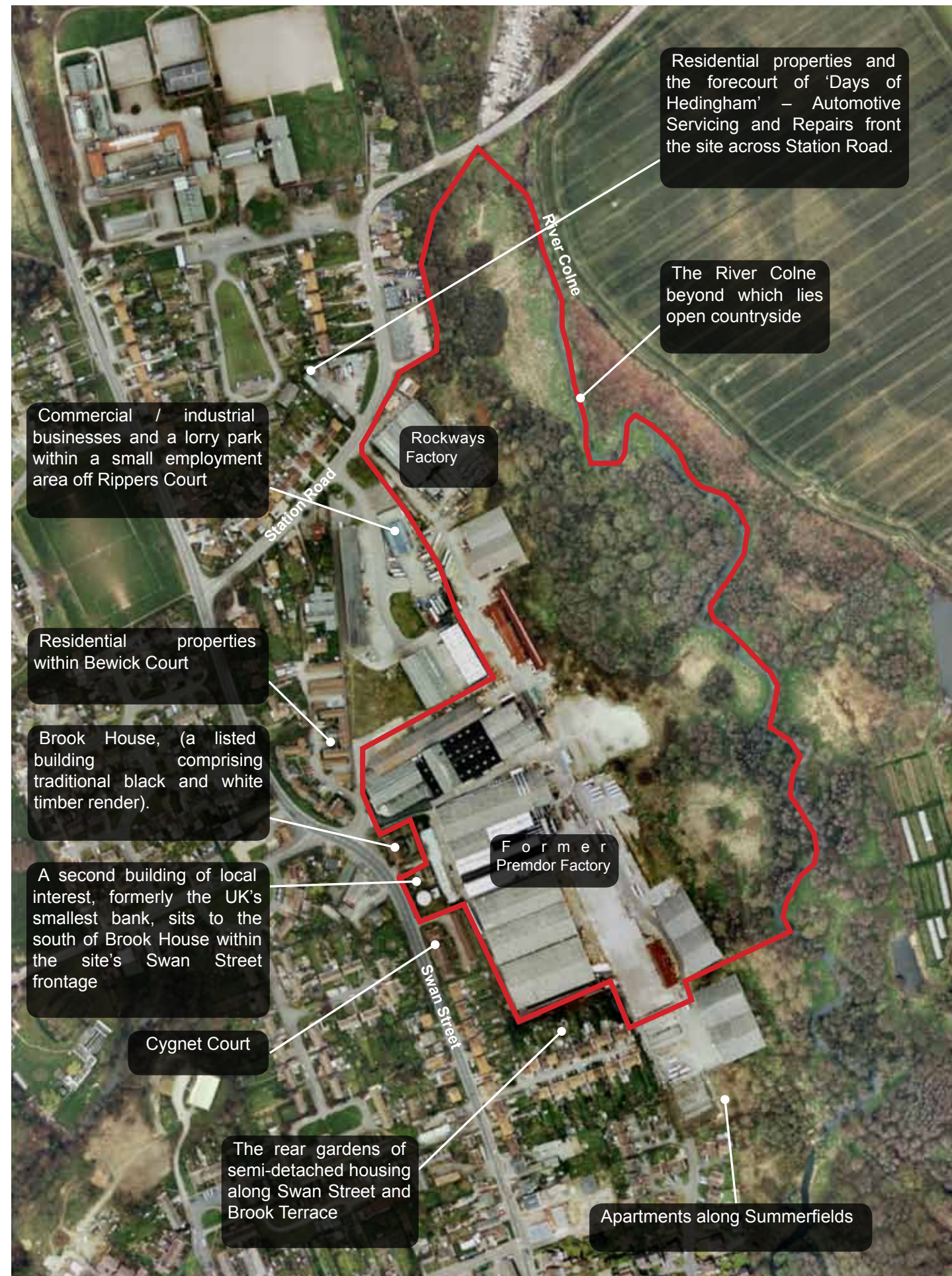
Housing within the village has also seen a steady expansion since the 1900's, with the most notable developments occurring between 1920 and the post war period, 1960s and early 1990s.





## The Regeneration Site

The proposed regeneration area comprises the site of the former Premdor window and door factory and the Rockways factory, an existing aquarium and pond supplier. The two sites total circa 13.7 ha (33.85 acres) in size (including the Hedingham Station Marsh Wildlife Site). Access is gained to the west via a junction from Swan Street with a second access currently serving the Rockways factory to the north, from Station Road.



The areas immediate context comprises:

- To the north residential properties and the forecourt of 'Days of Hedingham' – Automotive Servicing and Repairs front onto the regeneration site across Station Road,
- To the north west the regeneration site adjoins commercial/industrial businesses and a lorry park within a small employment area off Rippers Court;
- To the west the regeneration site adjoins mixed residential properties within Bewick Court it also fronts onto Swan Street, including Cygnets Court and Brook House, (a listed building comprising traditional black and white timber render). This listed building fronts Swan Street with a side elevation facing the site's primary access (albeit screened by a line of mature conifers).
- A second building of local interest, formerly the UK's smallest bank, sits to the south of Brook House (Grade II listed) within the site's Swan Street frontage;
- To the south the regeneration site adjoins the rear gardens of semi-detached and flatted housing within Brook Terrace and Summerfields; and
- To the east the regeneration site adjoins the River Colne beyond which lies open countryside albeit a significant belt of woodland along the River entirely restricts views between the site and open fields further to the east.





## Section Two: Site Constraints and Development Opportunities



# Site Constraints

## Flood Risk and Drainage

The River Colne flood plain is a major environmental constraint to the east of the site. Detailed modelling of the River Colne has been undertaken by MLM Multidisciplinary Consulting (engineers) on behalf of Premdor and more recently on behalf of Bloor Homes. Modelling demonstrates that the former factory sits within Flood Zone 1 (as defined by the Environment Agency) i.e. an area free from flooding. Immediately to the east of the existing factory a marked change in level from circa 44.5m Above Ordnance Datum (AOD) down to circa 42.5m AOD marks the site's transition into flood zone 2 (area subject to a 1 in 1000 year flood) and flood zone 3 (area subject to a 1 in 100 year flood).

In addition to the River Colne an existing tributary crosses the site from west to east. As this watercourse passes beneath Swan Street it enters a culvert before re-emerging for a short section to the rear of Brook House. Beyond this point the watercourse re-enters a culvert for the remainder of its length. Existing piped surface water discharge from the site is channelled into this watercourse.

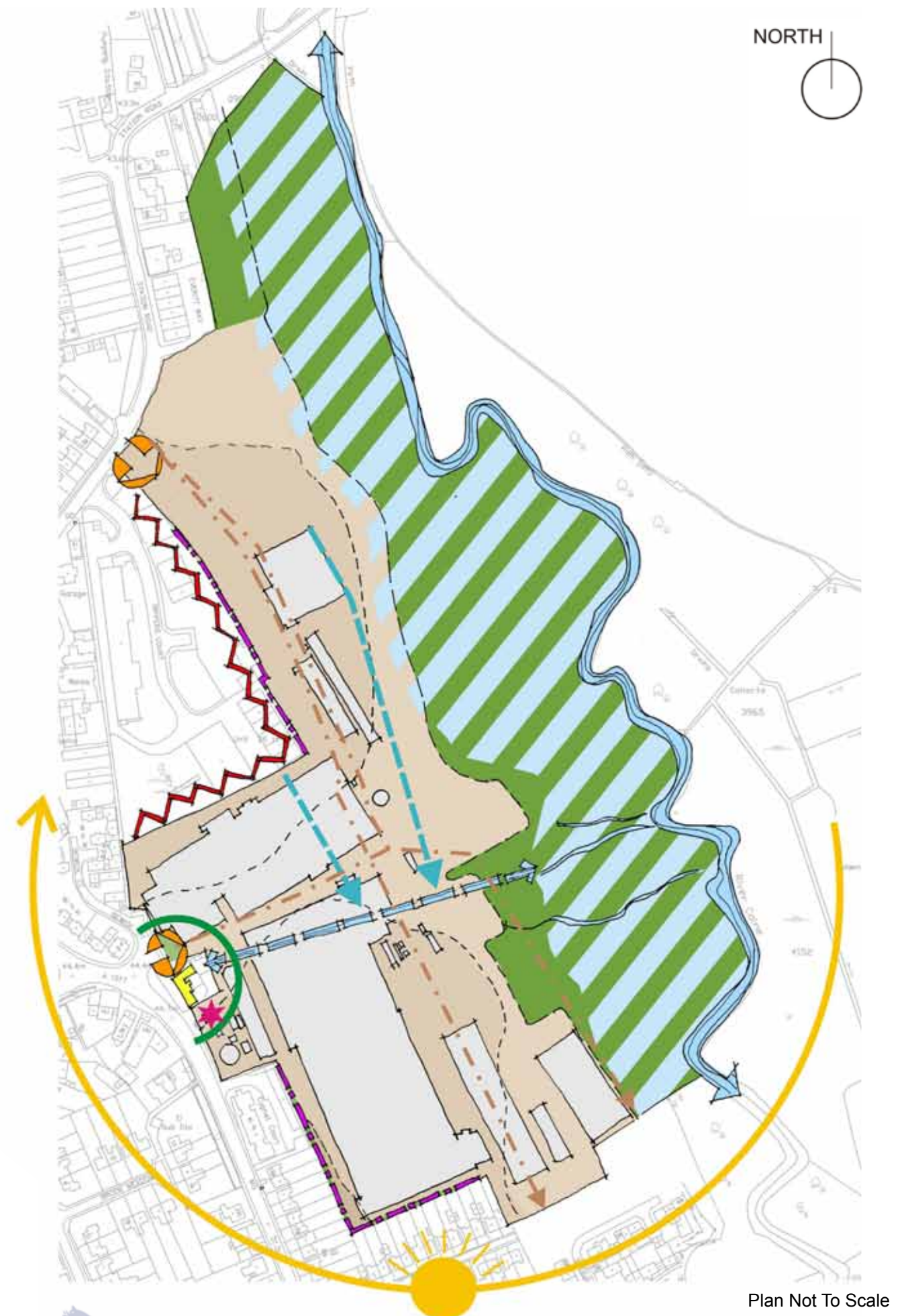
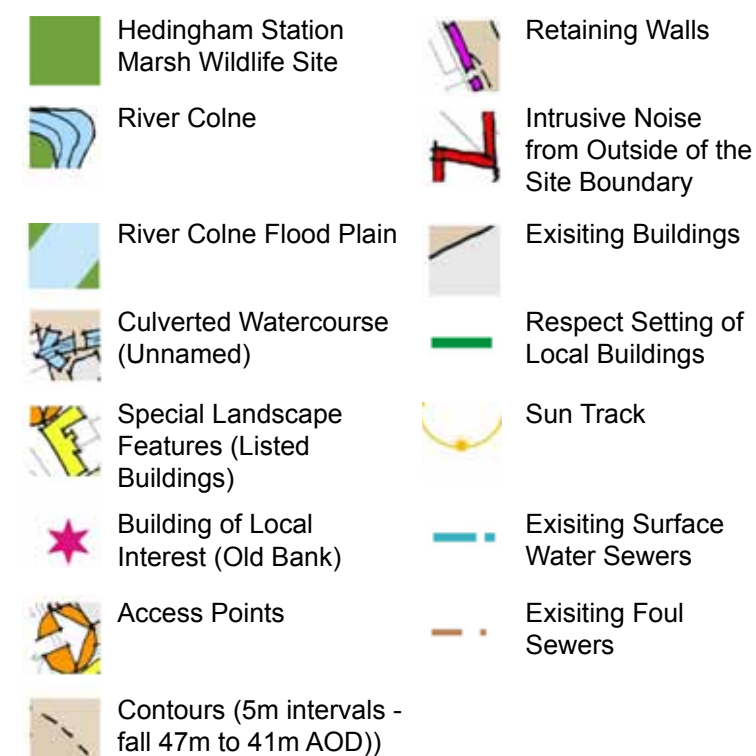
New development will be constructed outside of flood zone 2 and 3 and as such will respect the floodplain of the River Colne. Furthermore development will have due care and regard to the opening up and re-establishment of this culverted watercourse.

## Hedingham Station Marsh Local Wildlife Site

Land to the east of the site formerly the Colne Valley and Halstead Railway now comprises of a mosaic of woodland, scrub, calcareous grassland, swamp and wet ditches. This forms part of the Hedingham Station Marsh Local Wildlife Site (LWS) (Bra117) and is considered to be of county conservation value. The site was designated as a result of its woodland and willow scrub which represent a 'priority' vegetation type for the natural area.

Of greatest significance are the presence of bluntflowered rush and large bittercress both of which are in decline and as a result are locally scarce. In addition to its flora the site supports a significant population of reptiles including common lizard and grass snake and offers valuable nesting and foraging habitat for birds, bats and mammals such as otter and water vole. Full ecological surveys of the site were undertaken on behalf of Premdor by FPCR Environment and Design Ltd in 2008 and again in 2010.

New development will respect the Wildlife Site and will ensure appropriate steps are taken to ensure its long term protection and management.



Plan Not To Scale



## Listed Buildings and Buildings of Local Interest

There are two buildings of local interest situated along the site's western boundary. The first of these is Brook House (Number 198 Swan Street), a grade II listed cottage which backs onto the site to the east and sides the site's primary entrance off Swan Street to the north. Brook House comprises an attractive two storey timber and white rendered building which features prominently along Swan Street.

It will be important to preserve and enhance this buildings setting.

The second building of local interest is an old bank building which lies to the south of Brook House just within the site boundary. Although now empty when in use this building boasted the status of the UK's smallest operational bank. The building is to be retained, and enhanced through repair and suitable reuse.

## Site Access and Existing Footpaths

There are currently two points of access into the site, one serving the former Premdor factory from Swan Street/Bewick Court to the west and the second serving the Rockways factory from Station Road to the north. The developer must demonstrate the suitability of both access points and the geometry of any new junctions onto the existing road network.

There are currently no footpaths through the site, the closest linking Bewick Court with Station Road to the north west of the site. This footpath only abuts the site for a small section before passing to the rear of existing commercial premises off Rippers Court. Footpaths / a cycle link east to west and north to south should be enhanced and extended.

## Contamination

A detailed study by MLM Multidisciplinary Consulting (engineers) has identified a number of areas within the site that will need to be fully remediated prior to any development.

## Levels (existing contours)

Levels across the site currently range between 47m Above Ordnance Datum (AOD) against the site's western boundary to a low of 41m AOD to the south east adjacent the River Colne.

There are a number of retaining structures around the site. Adjacent properties sit higher than the site by circa 1.8m to the north east and 2m to the southwest.

Careful consideration needs to be given to the site levels and retaining structures and how these are incorporated within detailed proposals.

## Services

The site is currently served by existing electricity, telecoms, potable water and foul sewerage connections. Underground cables will require diversion to facilitate the development of the site as will the site's existing overhead telecom supply.

The site's existing foul drainage network will need to either be maintained and /or diverted. An easement of 3.5m will need to be respected in some places.

## Key Views into Site

FPCR Environment and Design Ltd have conducted a visual analysis of the site this concludes that the site is visually well contained and that key views into the site are primarily limited to the site access points off Swan Street and Station Road.

Screen planting along the site's boundaries should be protected, enhanced and supplemented with further structural landscape planting as appropriate.



The Hedingham Station Marsh Wildlife Site



Brook House (Grade II listed)



Existing Swan Street Access



2m level difference between the site and residential properties off Swan Street and Brook Terrace





The Hedingham Station Marsh Wildlife Site



The old bank.



Existing Station Road Access



1.8m level difference between the site and commercial properties off Rippers Court

## Noise

To the north and north west of the regeneration site neighbouring commercial / industrial buildings have the potential to emit noise at levels classified by the World Health Organisation as causing nuisance. As a consequence impacts emanating from these industrial units will need appropriate assessment and mitigation.

## Daylight and Sunlight

The majority of the regeneration site benefits from an open aspect to the south east and west however some shading from the morning sun occurs immediately adjacent to the wooded edge of the Hedingham Station Marsh Wildlife site and midday and evening sun along the site's western boundary with Brook Terrace.

Development will need to be carefully designed to ensure that where practicable properties are orientated to take advantage of a south facing aspect so that they may benefit from passive solar gain for heating and energy generation and have a suitable stand off from the site's east and south western boundaries to ensure housing and gardens are not unduly shaded.

## Proximity of Existing Residential Properties

The closest residential dwellings to the site boundary are as follows (in no particular order):

- Properties on Summerfields (south of the site) = circa 30m
- Properties on Brook Terrace (south of the site) = circa 17m
- Properties of Swan Street (south west of the site) = 20m
- Cygnet Court (west of the site) = 22m
- Brook House (west of the site) = 10m to the west and 1.5m to the north.
- 165-167 Swan Street (west of the site) = 26m
- 1 - 9 Bewick Court (west of the site)= 14m
- 10 Bewick Court (west of the site)= 39m
- 40 - 49 Bewick Court (west of the site)= 3m
- 29-31 Station Road (north of the site) = 21m



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# Development Opportunities

THE PRESENCE OF A BROWNFIELD SITE AT THE HEART OF SIBLE HEDINGHAM, IMMEDIATELY ADJACENT TO AN ESTABLISHED RESIDENTIAL AREA AND WITHIN WALKING DISTANCE TO VILLAGE FACILITIES AND PUBLIC TRANSPORT LINKS PROVIDES AN EXCELLENT OPPORTUNITY FOR HIGH QUALITY, MIXED USE DEVELOPMENT.

## Land for Housing

Development offers the opportunity to contribute to the districts housing needs. This regeneration site is capable of providing high quality housing in a mix of sizes, styles and tenures, including affordable housing.

## Local Employment

Development offers the opportunity to provide land for a new healthcare facility and local employment hub providing reception, administration and flexible meeting spaces with ancillary space for storage and parking. Healthcare / employment buildings will be designed to a high standard providing a landmark adjacent the site's main access and complementing the existing street scene along Swan Street.

## Play Space

Development offers the opportunity for high quality public open space including space for innovative children's play. New play space should be used as a focal element within the development, linking new open spaces with the wildlife site to the east and river walk/cycleway. Play space will be fenced and gated for security as well as to keep dogs out of this area.

## Flood Risk and Drainage

New built development will be located outside the flood zone. Development also offers the opportunity to open up a culverted watercourse which currently passes across the centre of the site. By opening up this culvert this could form a new green corridor offering multifunctional green space and thereby creating an attractive entrance to the site from Swan Street. Consultants appointed by Bloor Homes during the preparation of this plan also believe that this will help to alleviate local flooding issues on Swan Street.

New site wide drainage including the use of permeable paving for example, will effectively attenuate water prior to its discharge into the River Colne.

## Hedingham Station Marsh Wildlife Site

Development proposals offer the opportunity to considerably improve the nature conservation value of the wildlife site through the targeted management of habitats. Furthermore by opening up the wildlife site to the public via the creation of a riverside walk including interpretive signage the wildlife site offers both leisure and educational benefits to both existing and new residents within the village.

New tree, shrub and hedgerow planting within proposed open space alongside street tree planting and the creation of private gardens will act to extend the range of habitats available to the site's flora and fauna and will help to further enhance the site's biodiversity.

## Listed buildings and Buildings of Local Interest

The setting of Brook House (Grade II listed building) on the site's western boundary will be protected and enhanced through the retention of existing boundary planting potentially coupled with new structural planting to further screen views to the east. Furthermore Brook House will no longer be viewed against an industrial back drop but will instead be viewed against a high quality mixed use development including housing, local employment uses and open space.

With regard to the existing bank building to the south of Brook House development offers the opportunity to retain the building within an area of open space and to repair and bring back into use this building of local interest.









## Section Three: The Masterplan



## Spatial Concept and Site Capacity

As you can see from the plan (right) the developments layout has been designed to reflect both the constraints and opportunities afforded by this site. In particular:

- The regeneration site is subdivided into four development plots (three residential and one healthcare / employment uses) arranged within the western side of the site to take account of the floodplain and wildlife site that straddle the River Colne to the east.
- A central public open space bisects the site through the centre, designed to allow the opening up and re-routing of the watercourse currently culverted under the site. This green space links with an area of open space to the east providing the link between residential development and the wildlife site further to the east.
- Open space is also proposed adjacent to Swan Street to help buffer Brook House (grade II listed building) from the development and to provide a suitable setting for the bank building/public art.

- Healthcare / employment uses are focussed adjacent to Swan Street so that these benefit from good access to the A1017 and are capable of contributing positively to the streetscene. Furthermore in this location a new healthcare facility maximises its accessibility to both existing and future residents.
- Access is taken from both Swan Street and Station Road with the primary access coming from the west. Footpath links can be routed along the riverside north to south as well as along the central green space east to west.
- Strategic planting is proposed along the sites north western boundary between the regeneration site and adjacent commercial / industrial land uses.
- The regeneration site has the potential capacity to provide up to 236 houses at an average density of between 30 to 40 dwellings per hectare.



Development Plots



Healthcare / Employment Uses



Public Open Space



Hedingham Station Marsh Wildlife Site



Site Access and Circulation



Footpath / Cycle Links (Extend Riverside Walk)



Strategic Planting



Buildings of Local Interest

Plan Not To Scale



# Illustrative Masterplan

Vision and key objectives for the regeneration of the site:

“THE CREATION OF A NEW HIGH QUALITY ENVIRONMENT, WITH A STRONG SENSE OF PLACE, PROVIDING A SAFE, ATTRACTIVE AND ENDURING DEVELOPMENT, IN CHARACTER WITH THE LOCAL AREA.”

## Objectives:

1. The development of circa 236 high quality houses in a mix of size, style and tenure.
2. Regeneration of the site will offer 1-5 bedroom properties, with terraces, linked townhouses, semi-detached and detached properties and apartments.
3. Development within the site will seek to create a high quality and enduring public realm that incorporates best practice principles. Using as reference the core design texts of “Manual for Streets”, “Safer Places” and “By Design”, as well as drawing on the “Sible Hedingham Village Design Statement” for local context.
4. Development within the site will comply with the standards specified in the District Council’s adopted guidance, including the “Essex Design Guide” and “Parking Standards – Design and Good Practice”.
5. Development within the site will, where practicable, ensure that all garden spaces within the development conform with local authority policy concerning minimum sizes.
6. Development within the site will seek to create a legible environment with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity through the site and into the existing village.
7. Inclusive design; Development within the site will be laid out to ensure it is safe and accessible for all.
8. Development within the site will promote sustainability in its widest sense to reduce energy consumption throughout the natural and built environment.
9. Development within the site will include flexible landscape and public open space, to provide amenity, recreation, biodiversity and sustainable benefits.
10. Development within the site will seek to protect and enhance the site’s existing assets such as listed buildings and the Station Marsh wildlife site.
11. Development within the site should reflect local character drawing upon local examples of materials and architecture where appropriate;
12. Development within the site should place an emphasis on high quality design utilising well-proportioned buildings and spaces.





- A** Site Access from Swan Street
- B** Site Access from Station Road
- C** Main Boulevard
- D** Land for Healthcare Facility and Employment Hub
- E** Parking Court / Homezones
- F** Useable Public Open Space Including Childrens Play Area
- G** Central Open Space Includes Reopening Watercourse Into a Naturalised Channel
- H** Screen Planting Including Noise barriers
- I** Retain Existing Bank Building as Feature and Set Against New Memorial Sculpture and Public Garden
- J** New Riverside Path
- K** Hedingham Station Marsh Wildlife Site Retained and Enhanced
- L** Footway / Cycleway
- M** Gated Access Between Former Premdor Site and Rockways Site for Emergency Vehicles Only

- High Quality Residential Development  
Circa 236 houses
- Land for Healthcare facility and employment hub. Possible temporary community use prior to construction.
- Public Open Space with Space for Innovative Childrens Play Space.
- Structural Landscape Planting to Screen Development from Adjoining Commercial / Industrial Buildings.
- Hedingham Station Marsh Wildlife Site Preserved and Enhanced.
- Community Garden along Swan Street to Include Public Art and the Retention, Repair and Reuse of the Former Bank Building.
- Existing Culverted Watercourse to be Opened up and Routed Along New Green Spine.
- Intimate Block Paved Shared Courts and Semi Private Drives



Plan Not To Scale



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# New Homes and Local Employment

## WHY HOUSING?

In order to keep pace with demand Braintree District Council will:

"...PLAN, MONITOR AND MANAGE THE DELIVERY OF A MINIMUM OF 4637 DWELLINGS BETWEEN 2009 AND 2026"

"SECURING HIGH QUALITY HOUSING DESIGN AND LAYOUTS IS AN ESSENTIAL PART OF PROTECTING THE OVERALL ENVIRONMENT OF THE DISTRICT, PROMOTING SOCIAL INCLUSION AND SECURING SUSTAINABLE COMMUNITIES."

The regeneration site has the capacity to deliver up to 236 new homes. Sible Hedingham currently offers housing of varying size, style and tenure across a range of densities from circa 15 dwellings per hectare (dph) to around 38 dph in more recent additions to the village. In order to reflect the character of the village and the imperative to use land efficiently proposed development densities are to reflect the upper range currently available in Sible Hedingham between 30 - 40 dph. Similarly development will provide a choice of house sizes and styles from 1 and 2 bed apartments to 2, 3, 4 and 5 bed houses.

30% of development will be delivered as affordable housing in order to ensure a balanced and robust community. Affordable housing will reflect the same range (size and style) as market housing, arranged in small numbers distributed evenly throughout the site.

To maintain good legibility and permeability housing will be arranged in development blocks which in turn will be subdivided by interconnecting streets and pathways. Housing should be arranged to ensure public frontages and secure rear private gardens designed in accordance with the District Council's adopted guidance, including the "Essex Design Guide". Best practice advocates that a mix of both wide and narrow frontage forms should be used. Wide frontages allow for variation along the street and narrow frontages allow for continuous frontages such as terraces.

Landmark features will be used to allow pedestrians and car users to orientate themselves. Features such as public squares, pocket parks, prominent buildings, street trees, public art and street furniture can be used for this purpose.





## LOCAL EMPLOYMENT

“LOCAL JOBS ARE MORE SUSTAINABLE AND ALLOW MORE OF THE MONEY GENERATED TO BE PUT BACK INTO THE DISTRICT’S SERVICES AND FACILITIES. THE CURRENT HIGH LEVEL OF COMMUTING TO WORK OUT OF THE DISTRICT IS PUTTING A STRAIN ON ROAD AND RAIL INFRASTRUCTURE AND CONTRIBUTING TO CLIMATE CHANGE.”

“IN ORDER TO PROMOTE THE ECONOMIC VIABILITY OF THE KEY SERVICE VILLAGES, THE COUNCIL WILL PROMOTE THE REGENERATION OF THE FOLLOWING AREAS IN TWO OF THE KEY SERVICE VILLAGES. THE DESIGN AND SCALE OF DEVELOPMENTS WILL NEED TO CONSERVE AND ENHANCE THE CHARACTER OF THESE AREAS AND THE SETTINGS OF HISTORIC BUILDINGS AND PROVIDE IMPROVEMENTS TO THE PUBLIC REALM. SIBLE HEDINGHAM:

- THE FORMER PREMDOR SITE AND ADJOINING ROCKWAYS PREMISES”



Land totalling up to 0.2ha (0.49 acres) will be provided to enable the development of a new healthcare facility, with a proposed enterprise hub providing up to a further 0.1ha of land.

Development of this kind will improve access to healthcare for both existing and future residents and offer a range of employment opportunities with the added benefit of reducing out commuting for work.

Healthcare / employment uses are to be located close to the A1017 to ensure access is readily available to the main road network and to limit potential conflicts with adjacent residential areas (existing and proposed). In this location a new surgery will support existing and proposed residents alike, being equally accessible to both and will benefit from public transport links along Swan Street.

Healthcare / employment buildings will be designed to a high standard providing a landmark adjacent the site’s main access and complementing the existing street scene along Swan Street and the Brook House (listed building). Green areas surrounding these buildings will be designed to enhance the architecture and provide an interesting and varied setting in which to work.





# Access and Transportation

“THE COUNCIL WILL WORK WITH PARTNERS TO IMPROVE ACCESSIBILITY, TO REDUCE CONGESTION AND REDUCE THE IMPACT OF DEVELOPMENT UPON CLIMATE CHANGE.”

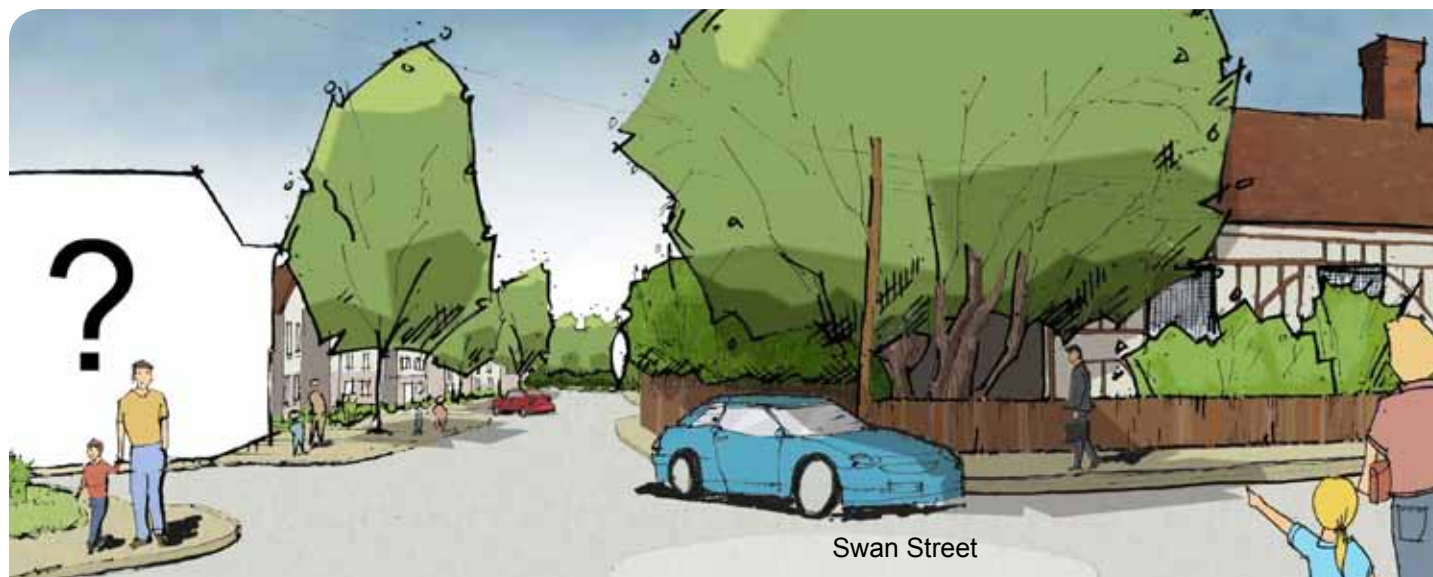
The site's access strategy comprises the following 8 objectives:

1. New development is to provide a choice of integrated routes for all. A clear and easy to use network of streets and footpaths connecting housing, employment and public open space along logical, direct desire lines;
2. Pedestrian and cycle links between new development and the existing village are equally important and as such will be carefully considered to include crossings over Swan Street and Station Road which are safe and easy to use;
3. New development will facilitate the extension of the Hedingham Riverside Walk between Summerfields and Station Road to include a combined pedestrian/cycle route in tandem with a more informal route through the Hedingham Station Marsh Wildlife Site, where this crosses highway land adjacent to Station Road an agreement with the County Council will be required;

4. New junctions onto Swan Street and Station Road are to be carefully designed to ensure adequate forward visibility and road safety;
5. New development will where practicable promote accessibility for the whole community in the widest sense, bearing in mind the needs of parents with young children, the elderly and those with impaired mobility;
6. New development will encourage the control of vehicle speeds and movement through the application of sound urban design practices such as the restriction of forward visibility, narrowing of street widths, the use of frequent connections and changes in direction, and tight junction radii and not by retrofitting speed humps or chicanes etc;
7. New development will accord with Braintree District Council's parking standards and avoid the use of parking courts wherever possible;
8. New development will where practicable promote the use of public transport.







Artists impression of the site access from Swan Street.(looking east).

## Site Access

Access to the regeneration site is proposed via the existing site access onto Swan Street to the west and via an access onto Station Road to the north. The existing access onto Swan Street will be re-configured with new kerbing and white lining. This access will include modifications to the current junction with Bewick Court. In addition two new pedestrian crossings over Swan Street are proposed to the north and south of the entrance.

To the north access onto Station Road utilises an existing single width track currently providing access to the Rockways factory. This access will be improved to serve new housing on the Rockways site and to provide access for pedestrian / cyclist and emergency vehicles via a gated link to the proposed housing on the former Premdor Site.

It will be incumbent on the developer(s) to demonstrate as part of any detailed planning application(s) for the regeneration site that site access / egress is safe and that any significant traffic impacts predicted as a result of development may be mitigated appropriately.

## Streets and Spaces

In line with objective one (page 20) development within the regeneration site will be laid out with a logical hierarchy of routes from a primary distributor or boulevard leading from Swan Street down to secondary streets, providing access to each block of housing, which in turn lead to shared courts and private drives around which groups of houses may be clustered.

The primary distributor or boulevard leading from Swan Street into the development will be wide; tree lined and include housing facing the street. Parking should not dominate the frontage with wide pavements and shared surfaces providing a pedestrian friendly environment.

The opening up of the culverted watercourse alongside this route will enhance the sense of arrival upon entering the site enabling a clear line of sight though the development to the sculptural forms of the play area at the end of this space and to the wildlife reserve beyond. The Boulevard will also provide direct access to the healthcare / employment hub adjacent the site access.



Artists impression of the site access from Station Road.(looking north east)

Secondary streets leading from the boulevard will be used to provide access throughout the regeneration site. These routes will predominantly provide looping and meandering routes through residential areas avoiding dead ends such as cul-de-sacs. Parking along these streets will predominantly be on plot in bays or garages, with pavements varying in width to allow the planting of street trees in strategic locations.

Shared courts and private drives typically comprise of small, intimate courtyards or mews, created by clusters of buildings. The design of these spaces will have regard to the arrangement of buildings, enclosure, privacy, security, safety and surface treatment. These spaces are to be designed to provide priority to pedestrians whilst accommodating vehicle movements and space for parking. These spaces are typically located towards the periphery of development blocks, alongside areas of public open space. As such opportunities for footpath and cycle links between these areas and open space will be taken wherever possible.

## Hedingham Riverside Walk

Development of the former Premdor site provides an opportunity to extend the existing Hedingham Riverside Walk from Summerfields to the south of the development up to Station Road in the north. This comprises a significant stretch of the river Colne as it meanders past Sible Hedingham. Regeneration of the site offers the opportunity to create an informal path alongside the river to include interpretation signage regarding the Hedingham Station Marsh Wildlife Reserve, with a second surfaced route for pedestrians and cyclists routed close to the development.

Where this route crosses highway land adjacent to Station Road new footpath / cycle works will be subject to an agreement with Essex County Council.



# Open Space for All

“THE COUNCIL PROPOSES THAT AREAS AND NETWORKS OF GREEN INFRASTRUCTURE SHOULD BE IDENTIFIED AND CREATED, PROTECTED, ENHANCED AND MANAGED TO PROVIDE AN IMPROVED AND HEALTHY ENVIRONMENT. THIS GREEN INFRASTRUCTURE SHOULD MAXIMISE BIODIVERSITY VALUE, CONTRIBUTE TO CARBON NEUTRAL DEVELOPMENT AND TO FLOOD ATTENUATION. IN DEVELOPING GREEN INFRASTRUCTURE, OPPORTUNITIES SHOULD BE TAKEN TO DEVELOP NETWORKS FOR WALKING AND CYCLING.”



Green Infrastructure refers to a robust framework of structural planting, open spaces (both hard and soft) and habitats. The regeneration areas Green Infrastructure seeks to develop an attractive environment for residents and visitors to the site whilst effectively integrating the site into its wider context. Green Infrastructure promotes recreation, movement and leisure, access to nature and the enhancement of bio-diversity.



Reopening the existing culverted watercourse offers the opportunity to create a new swathe of open space through the centre of the site.







Artists Impression of public open space adjacent to Swan Street including the retention and reuse of the existing bank building and the erection of public art promoted by the Parish Council.



Artists Impression of public open space within the site including a securely fenced and gated Locally Equipped Area for Play. This space should provide an innovative and engaging environment for all ages.

Development should ensure the following:

- The protection, conservation and enhancement of the Hedingham Station Marsh Wildlife Reserve to the east of the site, which will be carried out in accordance with a management plan agreed in writing with Braintree District Council. Active management of this area is necessary to manage invasive or unwanted floral species and to maintain the site's biodiversity potential. The mosaic habitat of woodland, scrub and wetland that makes up the Hedingham Station Marsh Reserve provides an opportunity for public open space that explores this distinctive habitat. The use of boardwalks linking to the Hedingham Riverside Walk will be explored.
- The opening up and routing of an existing culverted watercourse across the centre of the site through new open space to include new riparian planting of trees and shrubs along with wildflower meadow creation.
- The creation of a public open space between the development and wildlife reserve to include space for innovative and secure childrens play. This space will act to buffer the proposed development from the wildlife site, offering space for informal recreation. As part of the scheme, an area for children's play will be provided at the heart of the development. This should accommodate a Local Equipped Area for Play (L.E.A.P) to satisfy the Council's open space requirements and could also include a sculptural element that can act as a focal point to visitors entering the site from Swan Street. Play space will be securely fenced and gated.

- The creation of public open space on the site's Swan Street frontage between Brook House (Grade II listed building) and Cygnet Court. This space will comprise communal gardens, space for Parish Council led public art and the retention, restoration and reuse of the existing bank building located along this frontage. Public open space will also act to preserve and enhance the setting of Brook House.
- The planting of structural landscape belts, namely native tree and shrub planting, around the site's north western boundary to screen and soften views between the development and neighbouring commercial / industrial buildings off Ripper Court
- Opportunities for Sustainable drainage (SuDS) are to fully explored.
- Where practicable the provision of private gardens in accordance with Braintree District Council's standards.
- The planting of street trees at strategic locations to aid orientation, provide urban cooling and enhance the site's visual amenity.





## Section Four: Sustainability



# Sustainability

“ALL DEVELOPMENT PROPOSALS WILL TAKE ACCOUNT OF THE POTENTIAL IMPACTS OF CLIMATE CHANGE AND ENSURE THE PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT, HABITATS AND BIODIVERSITY AND GEO-DIVERSITY OF THE DISTRICT.”



The aim is for the regeneration site to deliver a high quality, environmentally, socially and economically sustainable form of development. Integral to the scheme are the following initiatives:

- A low energy design;
- The use of renewable technologies;
- The enhancement of bio-diversity;
- Sustainable drainage (SuDS); and
- The encouragement of non car modes of travel transport.

A holistic approach to sustainability is required, as such aspirations for the site have been set at a higher level when compared to the current standards. In this context, all new housings will meet the relevant Code for Sustainable Homes Levels across all property types and non domestic buildings will aim to achieve a BREEAM very good rating (or similar rating system) as a minimum. The aim is to reduce energy use and water consumption by improving for example the efficiency and standards of insulation, as well as considering opportunities for technologies such as renewable energy and rainwater harvesting/ grey water recycling. Waste management and reduction will be encouraged through best practice approaches and will include the provision of space for recycling.



The development is not seeking to be insular or inward looking. Indeed footpath and cycle links as well as crossings west over Swan Street and north over Station Road will enable residents to gain easy access to local facilities such as bus stops and shops. Sible Hedingham benefits from an array of services ranging in distance from 25m to 650m primarily to the south along Swan Street.

New development should include measures to reduce transport emissions by reducing reliance on the car. The site's location close to local amenities and bus stops will further assist this objective. In addition new healthcare facilities and an employment hub seek to further integrate the site into the village and reduce reliance on car based travel.



As far as is practicably possible buildings are to be orientated so that a principle frontage i.e. either the front or rear, faces southwards. This permits these properties to benefit from passive solar gain. All properties will have dedicated space for the storage of one bicycle, recycling bins to accord with the council's collection practices and space for external drying.

The Wildlife site will provide recreation and aesthetic benefits as well as a valuable educational resource. Management of the reserves habitats alongside new public open space, gardens and structural landscape planting will help to enhance the site's biodiversity.





## Section Five: Infrastructure Requirements



# Infrastructure Requirements and Community Benefits

THE DISTRICT COUNCIL, IN CONSULTATION WITH LOCAL STAKEHOLDERS, SET OUT IN THE BRAINTREE DISTRICT CORE STRATEGY A LIST OF INFRASTRUCTURE REQUIREMENTS AND COMMUNITY BENEFITS THAT THE REGENERATION AREA SHOULD DELIVER.

As the masterplan has developed these requirements / benefits have shifted. The table (right) summarises the requirements specified in the Braintree District Core Strategy and the infrastructure improvements/ community benefits that are now proposed as part of this Masterplan.

Additional Community Benefits proposed in the Masterplan include:

- Provision of 30% affordable housing on site;
- Provision of land for and construction of a healthcare facility and work hub;
- Refurbishment of the bank building and provision of community park adjacent to Swan Street; and
- A Financial contribution towards education.

Infrastructure / Community Benefit	Funding	Delivery Body	Critical/ Required/ Desirable	Status in Masterplan
River Channel restoration on feeding channel to River Colne	Developer(s)	Developer(s) / Environment Agency	Desirable	Included – to form central design feature
Provision of land for Early Years and Childcare places (0.15ha)	Developer(s)	Essex County Council	Required	Essex County Council have requested a financial contribution towards the provision / enhancement of services elsewhere in the community
New GP Surgery	Developer	Mid Essex Primary Care Trust	Required	Land included within Masterplan alongside employment hub
Public Open Space, Play and Recreation Areas in line with standards set out in the Council's adopted Open Space SPD	Developer(s)	Braintree District Council	Required	Included
Enhancement of habitat of local nature reserve	Developer(s)	Braintree District Council	Desirable	Included
Allotment provision in line with the standards set out in the Council's adopted Open Space SPD	Developer(s)	Developer(s), Braintree District Council	Required	To ensure the most efficient use of the land it is proposed that a financial contribution is made to help fund the provision of off-site allotments
Quality Bus Partnership and Public Transport Improvements	Developer(s), Essex County Council	Essex County Council, public transport operators, Developer(s)	Desirable	Financial contribution to be agreed with Essex County Council Highways
Public Realm Improvements	Developer(s)	Developer(s)	Desirable	Included within Masterplan (public art, street trees, street furniture, public open space, river channel restoration)
Footpath and Cycleway provision, both on site and links to existing network	Developer	Essex County Council	Desirable	Included within the Masterplan and new pedestrian crossings in Swan Street and Station Road.





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