



Chapel Gate

Design & Access Statement

April 2021



BPTW brings together specialisms in Architecture and Planning to transform not just physical spaces, but people's lives. Our work tells our story. We are bold. We are innovative. We care.

For over 30 years we have worked with many of the UK's leading developers and housing providers to create desirable new homes and places. With 120 staff, our teams are made up of individual experts who cultivate a friendly, creative and collaborative partnership with everyone we work with. From start to finish, we are committed to deliver success on every measure.

BPTW. Together we transform people's lives.

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1.0 Introduction

1.1 Introduction

Sempra Homes is a quality house builder providing a mix of affordable rent, shared ownership and private sale new homes. Working in conjunction with Basildon Council there are a number of sites coming forward from Sempra Homes as part of their strategic delivery programme, aspiring to deliver much needed homes for the Basildon.

An experienced design team has been assembled that reflects Sempra Homes' commitment to deliver a high quality residential scheme for Basildon



Design Team



Architect



Planning Consultant

Townscape & Visual Analysis Consultant



Arboricultural Consultant



Ecological Consultant



Principal designer

Employer's Agent

M+ E Consultant



Civil Engineers
Structural Engineers



Sunlight & Daylight Consultant



Political & Community Consultant



Landscape Architect



Transport Consultant



Wind & Microclimate Assessors



Fire Consultant



Air Quality Assessors



Acoustic Consultant



Photograph: Existing car park

1.2 Site Location

Design objectives & vision

This document has been prepared by BPTW on behalf of Semptra Homes. In collaboration with other consultants, BPTW has been appointed to produce a design proposal for a residential development at the formerly disused Car Park on Laindon Link and adjacent open green space in Basildon.

This document provides an analysis of the wider site context and constraints and opportunities of the site in order to establish the principles for the development.

The development at the former Car Park, henceforth known as Chapel Gate, is of strategic importance due to its position on the corner of Laindon Link and Nether Mayne. Due to its setting and strategic location to Basildon Town Centre, the Chapel Gate site provides an opportunity for an extension to the existing town centre community and to provide high quality housing and amenity for the residents of Basildon.

The proposal is for 233 residential dwellings with accompanying landscaping and carparking. Through design development, the proposals aim to connect with the ambitions of the emerging master plan.

Site Location

The site is within the town of Basildon, in the ward of Lee Chapel North, postcode SS15 5AA. The local authority is Basildon in the county of Essex.

The site is bounded by infrastructure; Laindon Link road to the North, A176 Nether Mayne road to the East and the main railway line connecting Basildon to London Fenchurch to the south.

The site predominantly comprises a hard standing carpark to the east and woodland and semi improved grassland to the west. The site area is approximately 2.38 hectares



Aerial satellite image, courtesy of Google inc. Development site outlined in red.

1.3 Our Vision



“Adding to the collective vision of Basildon Town Centre”

2.0 Site and Context Assessment

2.1 Site Context

Basildon

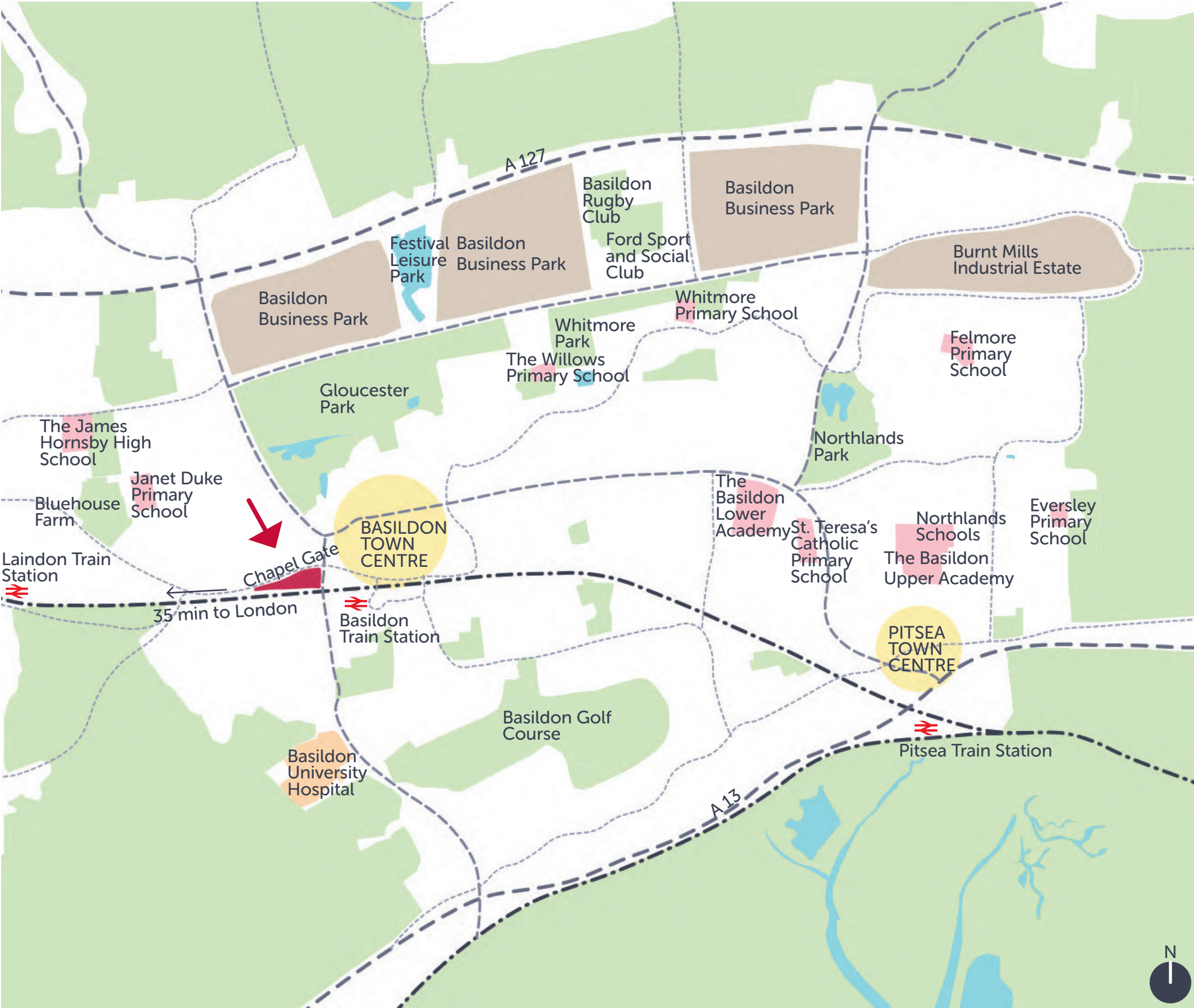
The town of Basildon lies 32 miles east of Central London, 11 miles south of the city of Chelmsford and 10 miles west of Southend-on-sea

Basildon was created as a New Town after World War II in 1948 to accommodate the London population overspill, from the conglomeration of four small villages; Pitsea, Laindon, Basildon and Vange.

The proposal for providing housing at Chapel Gate forms part of Basildon's strategy to increase the number of much needed housing in the area for local people.

Chapel Gate is located 0.7miles to the west of Basildon Town Centre

- Key**
- Chapel Gate Site
 - Green Areas
 - Town Centres
 - Industrial / Business Park
 - Education
 - Hospital
 - Railway
 - Train Station
 - Primary Road
 - Secondary Road
 - Tertiary Road



Public Open Space

We have reviewed information relating to public open spaces within reach of our proposed scheme at Chapel Gate. This image identifies open space, green space and education facilities.



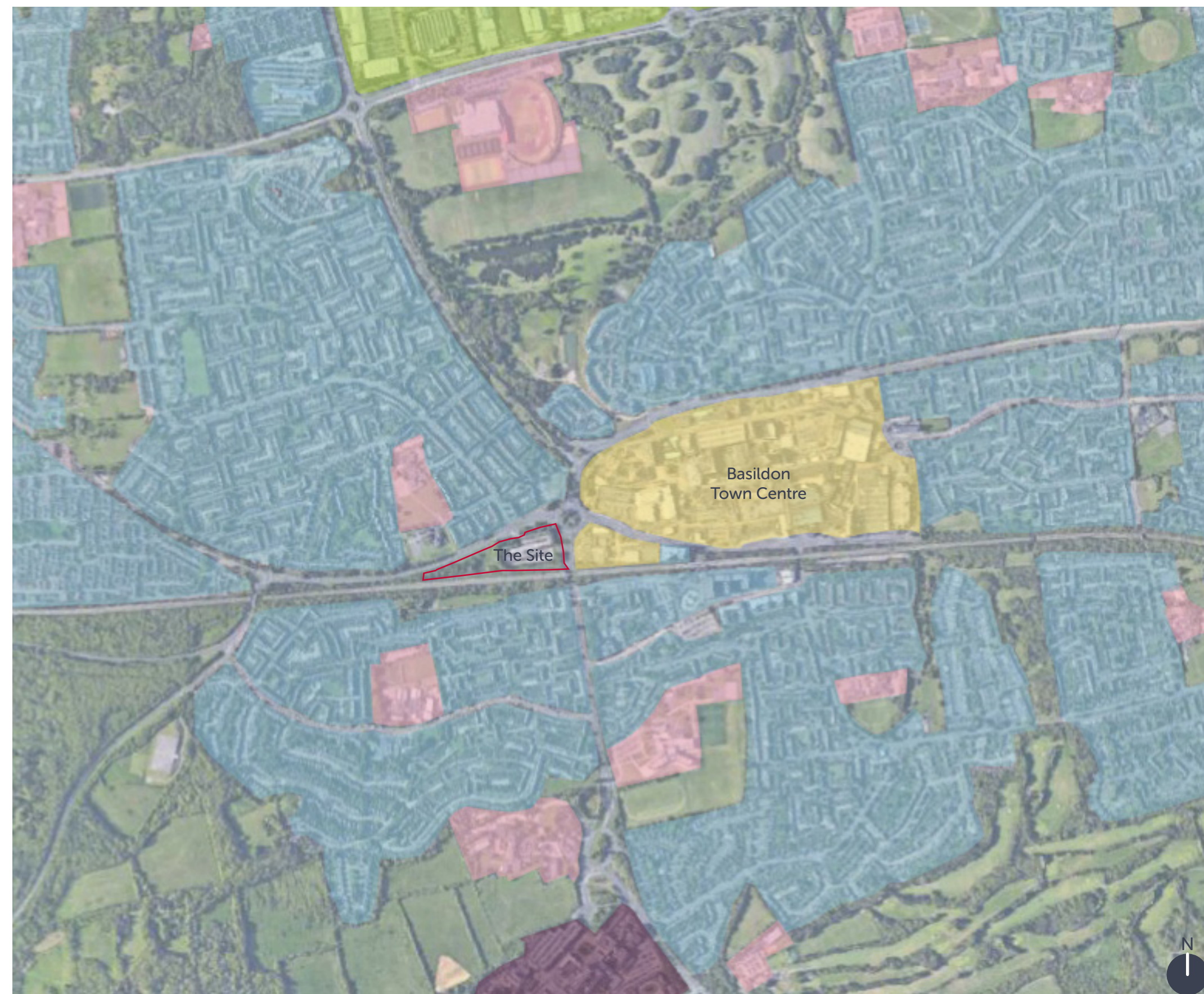
Key

- Sites
- Public Open Space HC5
- Local Green Spaces HC6
- Education Playing Fields HC8

Local Character Areas

Chapel Gate is located on the periphery of Basildon Town Centre to the east and wider area of housing to the west and north that were developed predominantly from the 1960s.

Due to its proximity to Basildon Town Centre, the surrounding area has a mixture of typologies; from educational, commercial, residential and industrial which we have noted on the diagram on the right.



Key

- Sites
- Educational/Recreational
- Commercial
- Residential
- Industrial
- Medical

Pedestrian Route

The Chapel Gate site is in good walking and cycling proximity to the Town Centre and its amenities. Basildon Train Station is approximately 12min (0.5mile) away. Basildon railway station is on the London, Tilbury and Southend Line and it takes an average of 41 minutes to travel by train to London Fenchurch.

The site is directly connected to the footway and cycleway network within Basildon via the underpasses into the centre of the roundabout located just beyond the northeast corner of the site. The shared footway and cycleway runs from the centre of the roundabout in a north-easterly direction into Basildon town centre and westerly via the shared link along the northern side of Laindon Link. This route is a part of the National Cycle Network (NCN) route 13. The connection located at the eastern end of the site also connects southwards, under the railway line, to the south connecting to Basildon University Hospital and the A13.

The site is very accessible and provides a great opportunity for much needed new homes within close proximity to amenities.



Key

- Sites
- Pedestrian routes around site
- Public Right of Way

Vehicular Routes

The Chapel Gate site is well located at the junction of two main roads.

Laindon Link to the north is part of the B1007 road, which connects Basildon Town Centre to the east and Laindon to the west.

Nether Mayne to the east of the site is part of the A176 road which connects to the A13.

Access to the site will be identified within this document and further information contained in the Transport Assessment which supports the application



Key

- Sites
- Railway
- Primary Road
- Secondary Road
- Minor Road

2.2 The Site

The site currently comprises a disused car park to the east and semi improved grassland and woodland to the west; with a small watercourse forming a natural separation between the two areas.

The site is bounded by infrastructure to the north, east and south and tapers to the west. Mature high quality trees and planting forms a natural boundary to the north east, east and west of the site. For the condition and quality of vegetation / trees within the development area. This document should be read in conjunction with the arboriculture report by PJC Consultancy

An existing vehicular entrance for the former carpark is located to the north, from Laindon Link and a public footway and cycleway is located to the east of the site.

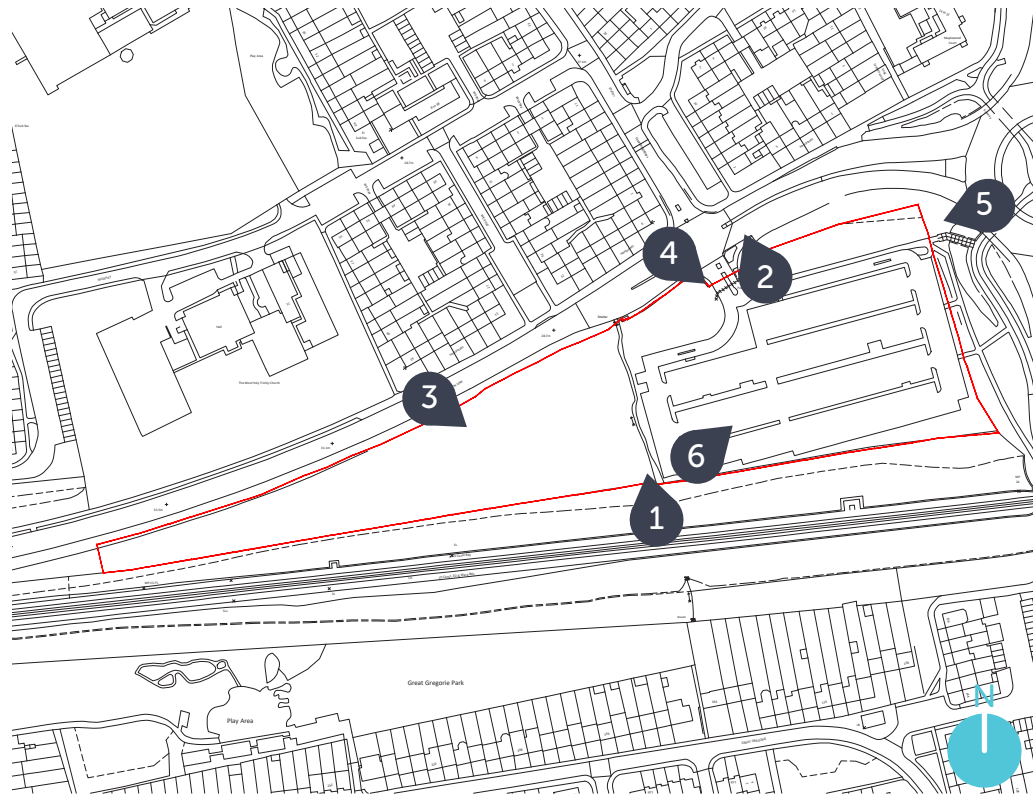
The site slopes gently downwards from west to east.

The site area is approximately 2.38 hectares



2.3 Site Photographs

Our visits to site have offered insight to the connection with existing public footpath and cycleway, condition of existing trees and landscape features and the relationship with adjacent railway embankment and surrounding residential buildings to the north.



1 Existing boundary edge conditions



2 Neighbouring houses to the North



3 Open land toward the West of the site



4 Blocked existing vehicular access



5 Pedestrian link to roundabout underpass



6 Existing car park with watercourse to the left hand side

2.4 Site History

Lee Chapel

The site is a disused car park on the edge of Basildon Town Centre. The surrounding area was historically known as 'Lee Chapel' - a parish linking the nearby Laindon Hills with Langdon. The parish is said to have housed two small hamlets, East Lee - where the chapel is thought to have been near the junction of Knares and Stanway, and West Lee, whose chapel sat near to Westley Hall.

Basildon New Town

Basildon was one of eight 'New Towns' created in the South East of England after the passing of the New Towns Act in 1949.

The New Town incorporated Laindon, to the west of the site, and Pitsea to the east into the existing settlement.

The first plans for the new town show a new road layout for the Lee Chapel area which was set to become more built up with residential streets.

Conservationists were able to save several of the sites earmarked for development around Basildon but many of the farms nearby the site, such as Lee Chapel Farm, built in 1540 and pictured above, are no longer standing.

Car Park 14

The site had historically contained a handful of dwellings, but was redeveloped as a car park in the late 20th Century. This provided overflow parking for the Westgate retail park when it was built around the turn of the Century. Since the retail park became less busy the Car Park became increasingly empty and has been closed for the last 10 years.

This has led to the car park becoming overgrown in recent years, although there is a large amount of hardstanding still remains.



Lee Chapel Farm, South of the site



The cover of a Basildon New Town Tenant's Handbook



Examples of the new housing emerging in Basildon



'Car Park 14' entrance closed off to the public

1920s

- > The site is flanked by the London Tilbury & South End Railway directly to the south and two main roads/tracks running North to South either side of the site.
- > The site was predominantly agricultural land with an area of woodland in the centre.

1939

- > The area around the site had begun to urbanise already, even before the New Towns Act of 1949.
- > Local housing was largely detached at this stage and are of a fairly low density.

1946

- > Elizabeth Drive (now Laindon Link) bounds the site to the North, connecting the 2 primary North South Routes either side of the site
- > The area South of the railway is still yet to be developed

1980s

- > In the last 20th Century the local street layouts changed significantly, becoming more similar to what exists today.
- > The dwellings and plots that previously populated the site were largely replaced by woodland to the west of the site and a car park to the east.
- > The arrival of the A176 running to the East of the site changes the character of the site significantly - defining it by its relationship with the large roundabout to the North East.

All maps obtained from www.oldmapsonline.org



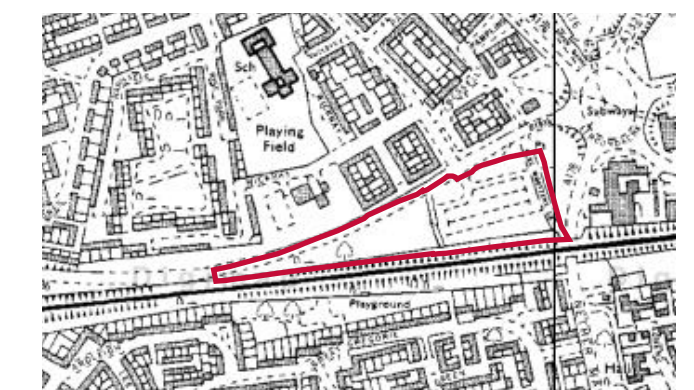
1920



1939



1946



1980s



1 Holy Trinity Church and amenity



2 Looking East along Laindon Link



3 Railway bridge adjacent to the site



4 Existing car park and TPO tree



5 View toward the site from opposing roundabout corner



6 Existing pedestrian access



2.5 Existing Trees

An arboriculture survey was undertaken by PJC to record the number of trees, assess the quality and value of the existing tree stock. The report provided assessments of the material constraints posed by the existing trees on future developments with a view to aid the design process in ensuring that prospective developments integrate appropriately with the existing trees while maximising the potential of the site.

The arboriculture survey noted the following:

- > The eastern half of the site comprises a disused car park with belts of trees on all boundaries and further trees in landscaped islands throughout.
- > The western half of the site is largely comprised of a woodland belt with a grass area to the north
- > Dense and established informal tree groups G1 and G56 are located on the northern boundary of the carpark area. They provide good screening between the car park and the road/residential properties to the north
- > A number of relatively large oak trees are located to the east of the car park, outside the site boundary. These highly visible and most are of good condition.
- > A broad, informal shrub group is located on the western edge of the car park. These trees are visible externally of the site. There are a number of mature oaks within the group
- > The majority of the western half of the site comprises a broad, informal woodland belt (G66). Most of the individual trees are of limited arboriculture value, however collectively are highly visible from the land to the north of the site.
- > Two tree preservation orders (TPO 10/92 and TPO 19/06) protect several trees at the site. These include T8, T9, T10, T11, T12, T40, T41, T48, T50, T51, T54, T55, G62, T64, G66 (part only), T67, G68 and G69.

For further information, please refer to Arboriculture Survey report included as part of the planning application.



Existing tree survey plan by PJC Consultancy

2.6 Existing Ecology

An ecological survey was undertaken by DF Clark Bionomique Ltd to survey and assess the biodiversity features present on and near the site.

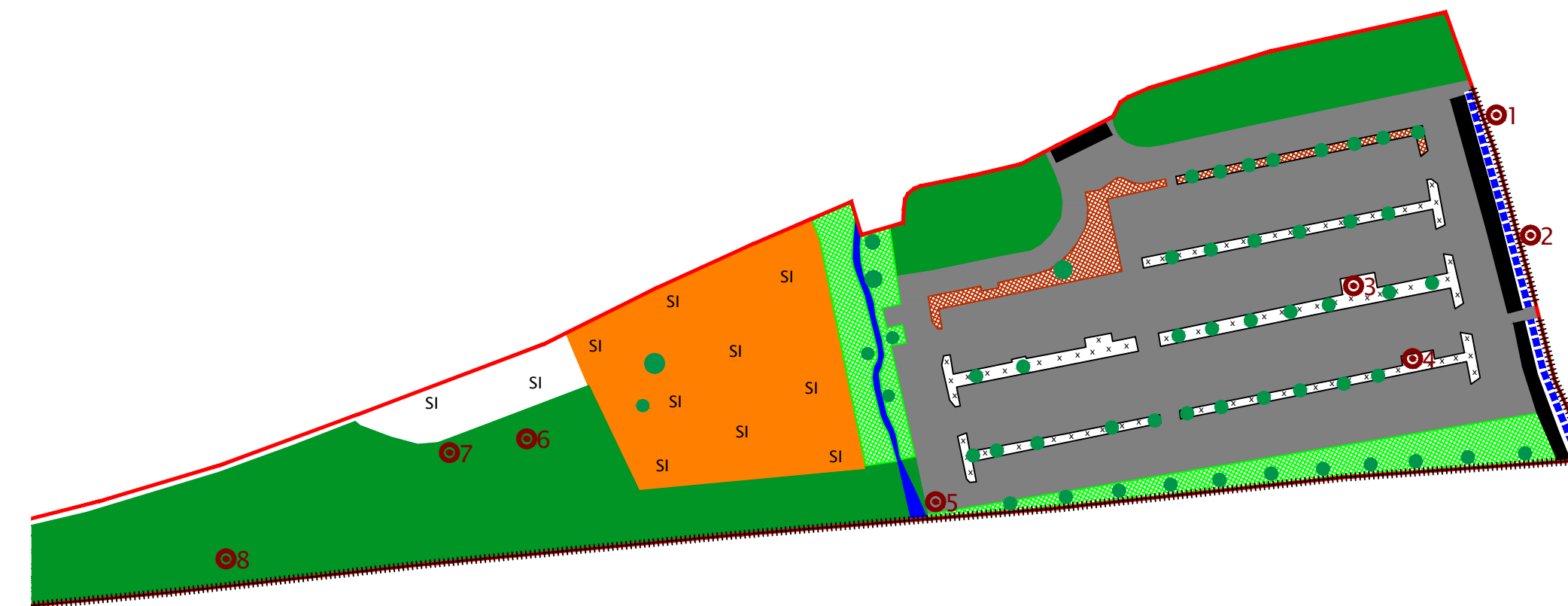
The eastern extent is currently occupied by a disused open-air hardstanding car park with associated introduced shrub, ephemeral/short perennial planting and scattered broadleaved trees. The western half comprises areas of species rich and species poor semi improved neutral grassland in the north. The south west of the site is occupied by semi natural broadleaved woodland. A small watercourse running north-south is also present on the site; acting as a natural barrier between the carpark to the east and the grassland to the west.

The site is dominated by habitats of low ecological value. The habitat of greatest ecological value is the semi natural broad leaved woodland to the west assessed to be of local value.

For further information, please refer to Ecological Impact Assessment report produced by DF Clark Bionomique.

Key

---	Dry Ditch
X X X X	Ephemeral / Short Perennial
	Fence
SI	Species-Poor Semi-Improved Grassland
SI	Species-Rich Semi-Improved Neutral Grassland
■	Standing Water
■	Semi-Natural Broad-Leaved Woodland
●	Scattered Broad-Leaved Trees
■	Introduced Shrub
■	Dense Scrub
■	Rubble and Hard Core Bund
■	Hardstanding
---	Site Boundary
○	Target Note



Habitat Plan by DF Clark Bionomique Ltd

2.7 Basildon Town Centre Masterplan

Overview

During our analysis and setting out principles for the site development, we have referred to the information set out in the "Basildon Town Centre Regeneration Strategy". We recognise the significance of the location of this site to the Town Centre and intent to extend these principles, where appropriate into our design developments.



A framework for growth



Encourage high quality development and regeneration



Establish a diverse and inclusive destination



Create new green links and spaces

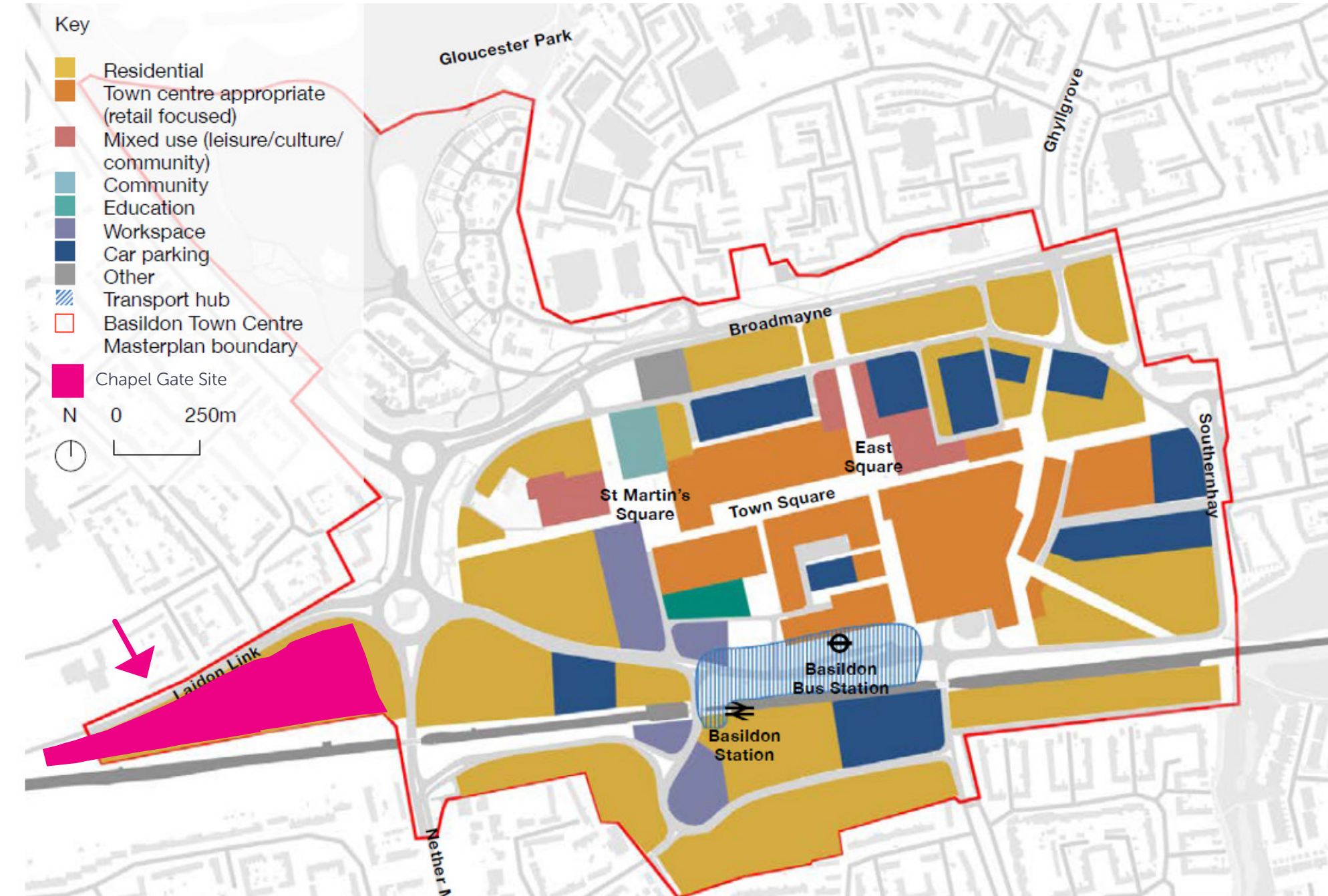


Promote a sustainable approach

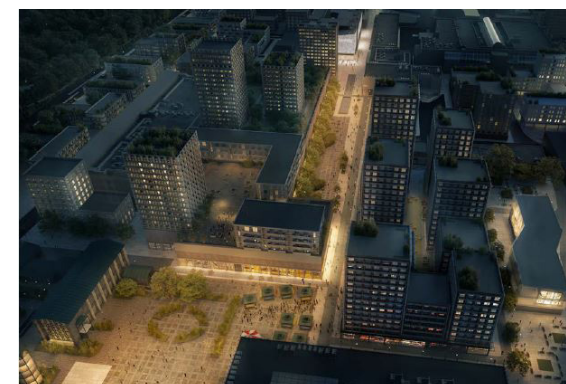


Create a welcoming town centre arrival point

Strategic aims map from the draft Basildon Town Centre Masterplan



Images from the draft Basildon Town Centre Masterplan



Urban Strategy Integrated Approach

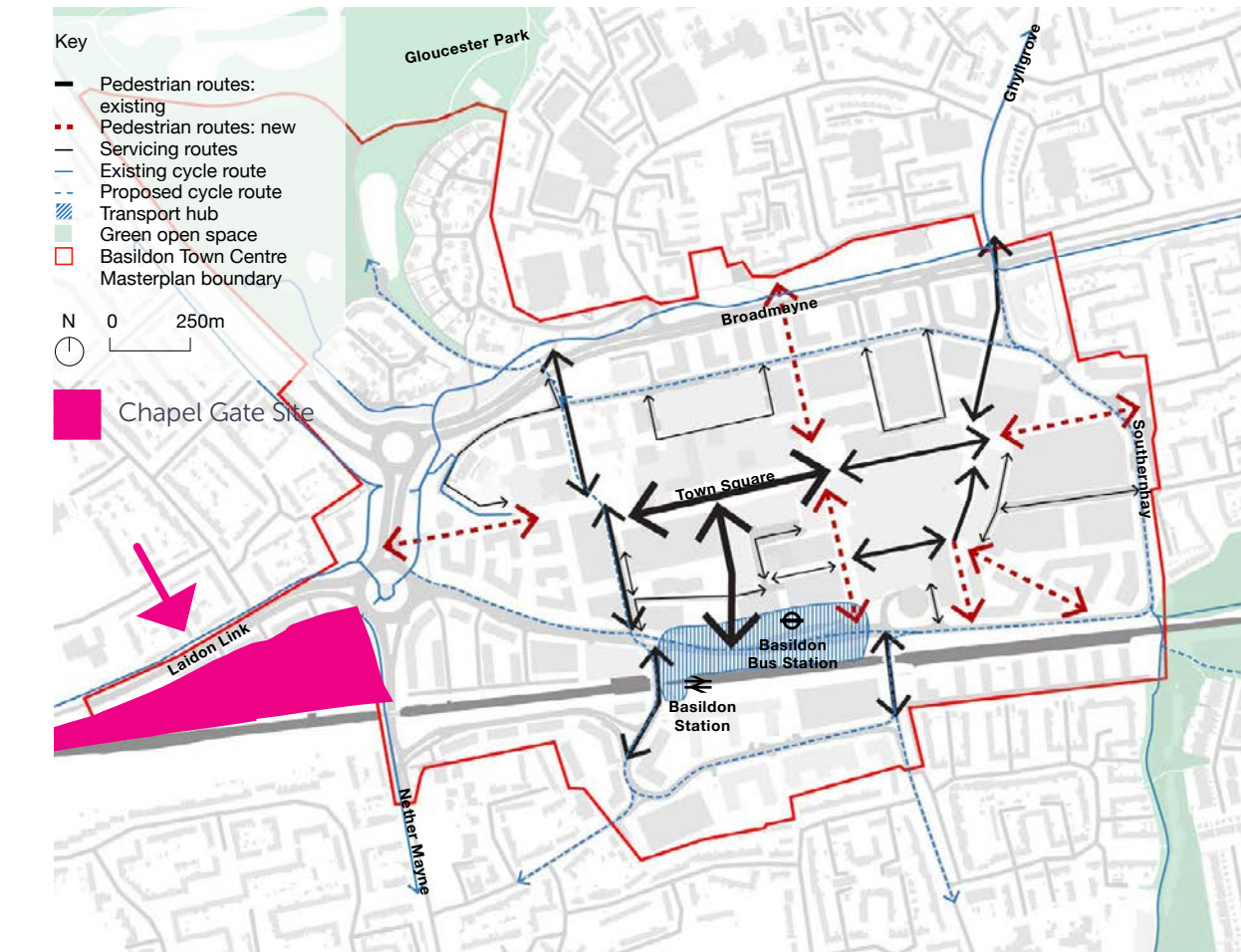
The site is identified in the Basildon Town Centre Regeneration Strategy, September 2020, as an area for redevelopment with the area referred to as St Martin's Quarter and Westgate Area and more specifically, Southern Development Site.

As part of our site analysis and development, we have identified the potential for the North East corner of our site, facing the roundabout and junction of Laidon Link and Nether Mayne to become further integrated in line with the strategy for Town Centre Regeneration.

An opportunity to create a point of wayfinding to this NE corner for residents and visitors to navigate by walking, cycling and car has been identified; with potential to express this location through some located increase of height which we have explored at early stages through town scape sketches.

Further potential can be recognised along the railway line, utilising the southern part of the site to create a new point of identification along the railway line by adding a set of buildings that become a familiar aspect entering Basildon by train.

As part of this integrated approach we have worked with the opportunities identified through the regeneration strategy and incorporate / extend these principles where relevant to our site proposals such as; reuse of public art, integrating wayfinding strategies and consistency or complementary materials.



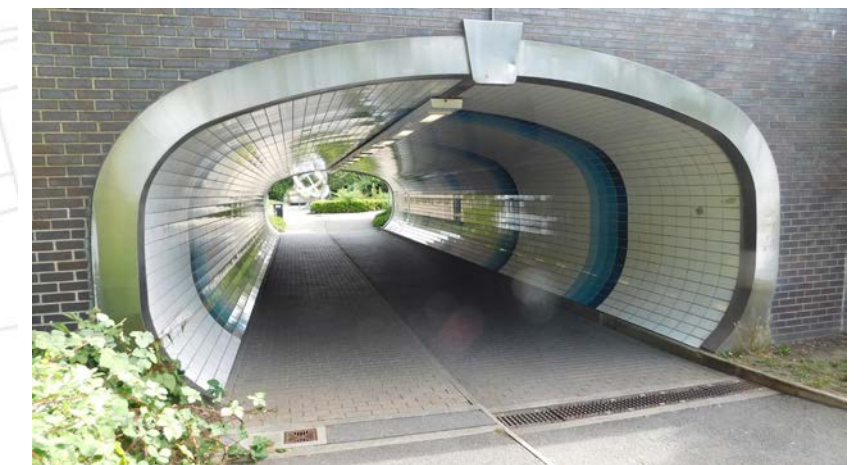
5.3 Connectivity and Movement; page 17 of Basildon Town Centre Regeneration Strategy September 2020



View of cycle route along the east of the site; towards underpass



6.1 Focus Area St Martin's Quarter and Westgate Area; page 26 of Basildon Town Centre Regeneration Strategy September 2020



View of underpass

3.0 Site and Context Evaluation

3.1 Basildon and New Town Era

Overview

Basildon was founded as one of eight New Towns near to London in 1949 by Lewis Silkin MP to combat the damage done to London during the war and to help to tackle the housing crisis. It was created by merging two smaller towns, Laindon and Pitsea, together and building thousands of new homes alongside a cultural centre with a large shopping centre, a cinema, pool and an arts centre.

When developing our proposal, we been inspired by the New Town ideology and have drawn elements from this to inspire the architectural language of our proposal



Basildon New Town imagery c 1960s
Keay House in the foreground and Brooke House in the background (source: basildon.com)



Key Features

When observing the neighbouring and historical buildings and landmarks; there were two key features we noted.

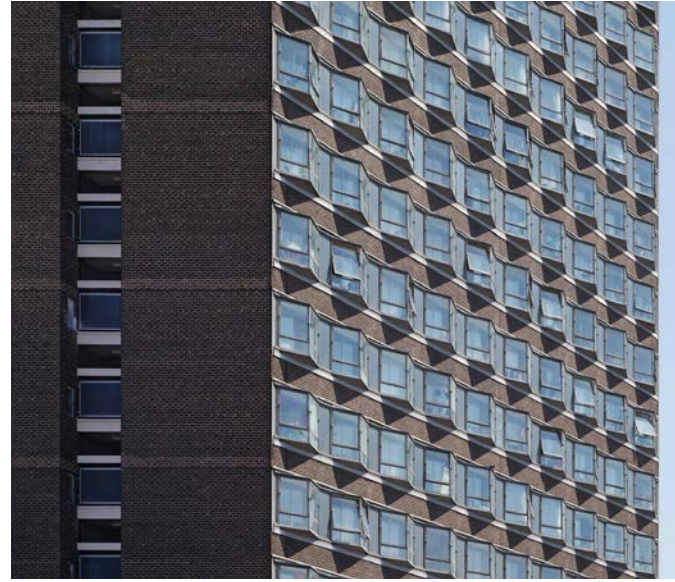
Repeating Geometry and Pattern

The development of Basildon Town Centre coincided with the development of new engineering technology of the second industrial age. The invention and widespread use of reinforced concrete in architecture meant that larger and taller buildings are able to be realised quickly. The buildings are typically of robust, simple massing with repetition in components such as windows and columns.

Mosaic and Colour Details

Where buildings are of public importance such as libraries and bus stations, additional detailing through the use of mosaic and colour tiles have been added; especially at street level.

Repeated Geometry



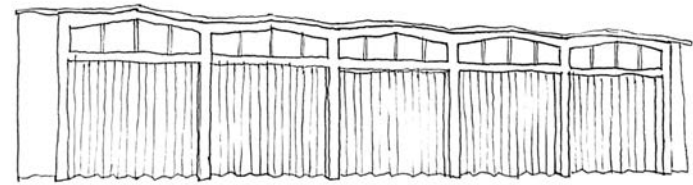
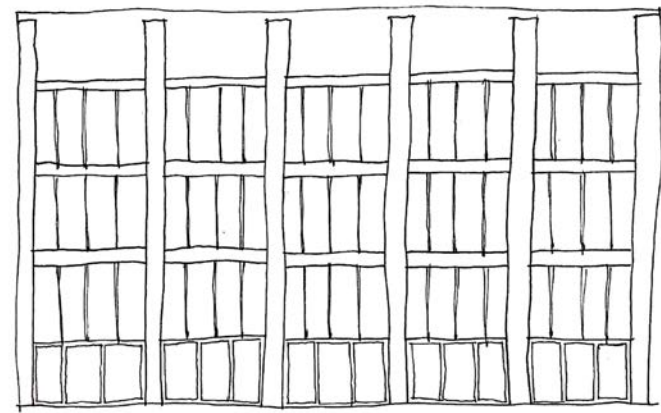
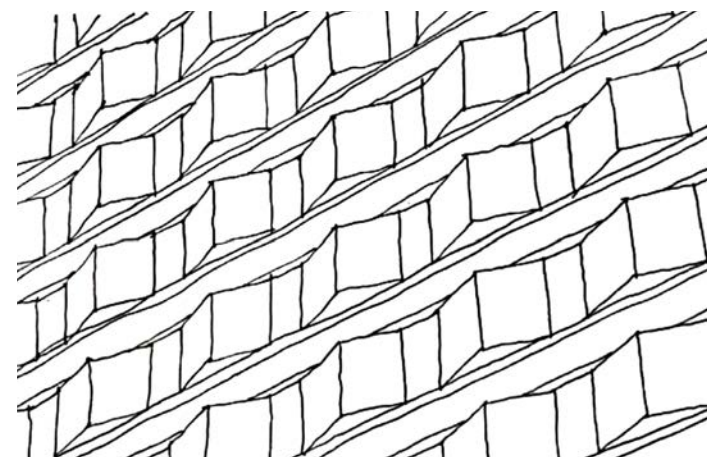
Brooke House



Gloucester Park Swimming Pool



Basildon Fire Station



Mosaic tile detail



East Walk



East Square facing Brooke House



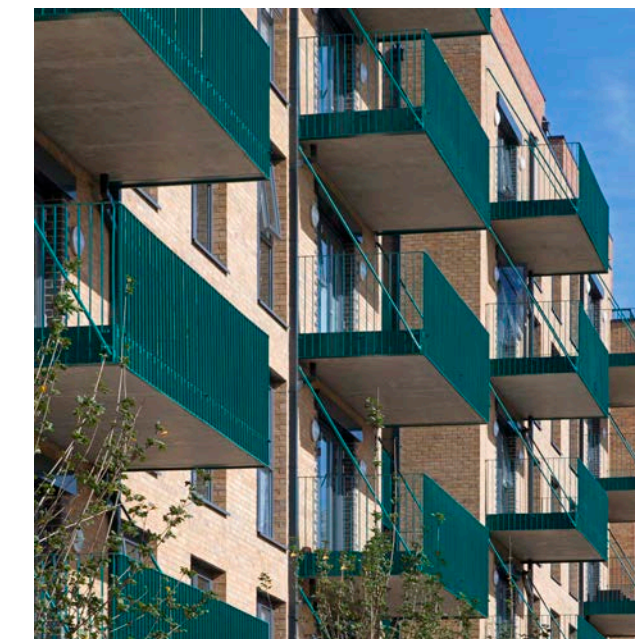
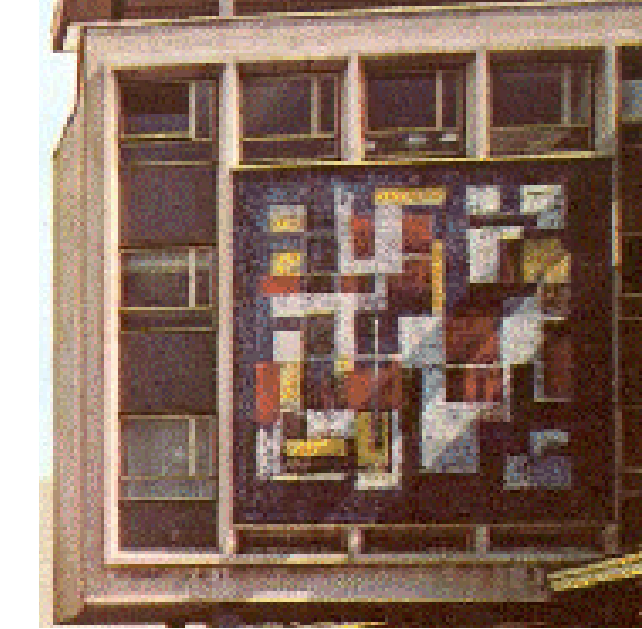
Basildon Bus Station

Details

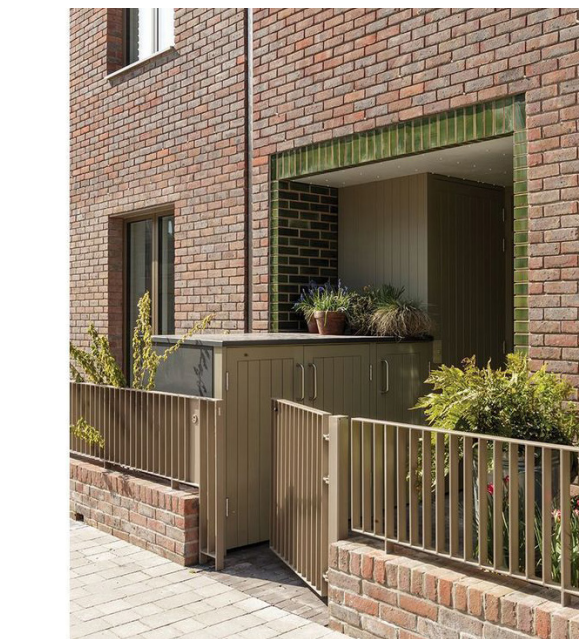
Taking inspiration from the New Town architecture, we have noted specific colours utilised across the public art and mosaics and to the right are some examples where we propose to add interest and colour to the development

- > Balconies
- > Entrances
- > Ground floor facades facing main pedestrian and cycle pathways

Mosaic colour palette



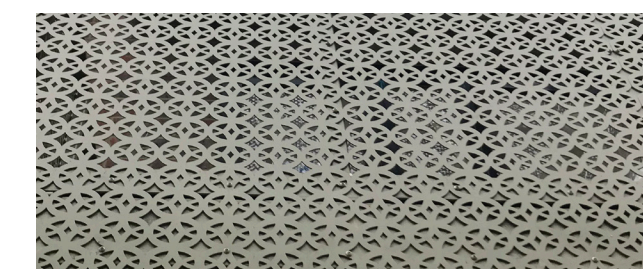
Coloured balcony railing detail - Watts Grove (BPTW)



Coloured Glazed Brick to define entrance



Tile detail on window inset - Brixton Junction (BPTW)



Balcony fretwork detailing in construction- Rochester Riverside (BPTW)