



## Examination of the Chelmsford Draft Local Plan

### **Hearing Statement**

on behalf of the

North East Chelmsford Garden Village Consortium

Matter 6b – Housing Provision in Growth Area 2 – North Chelmsford

Responses to Questions 65a to 65g

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### **APPENDICES**

- 1. Draft Development Framework Document. JTP and Consultant Team. November 2018.
- 2. Viability & Deliverability Analysis. North East Chelmsford Strategic Growth Site 4. Turner Morum LLP. November 2018.
- 3. Infrastructure Delivery Plan. North East Chelmsford Strategic Growth Site 4. Turner Morum LLP, TPA, Mayer Brown and Arcadia. November 2018.
- 4. Memorandum of Understanding relating to the transport strategy. TPA March 2018.



### Matter 6b - Housing Provision in Growth Area 2 - North Chelmsford

<u>Main issue</u> –Whether the supply of housing development in Growth Area 2 – North Chelmsford (GA2) is sound

- 65.Are the housing site allocations in GA2 within Location 4: North East Chelmsford, Location 5: Great Leighs and Location 6: North of Broomfield justified and deliverable? In particular:
  - a. Is the scale of housing for each site allocation, particularly the large new Garden Community for North East Chelmsford and the other Strategic Growth Sites, justified having regard to any constraints, existing local infrastructure and the provision of necessary additional infrastructure?
  - b. Is the housing trajectory realistic and are there any sites which might not be delivered in accordance with the timescale set?
  - c. Are the planning and masterplanning principles justified?
  - d. Are the specific development and site infrastructure requirements clearly identified for each site allocation, are they necessary and are they justified by robust evidence? Is any other infrastructure necessary for site delivery?
  - e. Are the site boundaries justified?
- Q65a Is the scale of housing for each site allocation, particularly the large new Garden Community for North East Chelmsford and the other Strategic Growth Sites, justified having regard to any constraints, existing local infrastructure and the provision of necessary additional infrastructure?
- The Consortium's Regulation 19 Submission and hearing statement to Matter 5 Spatial Strategy, explains that the current developments at Beaulieu and Channels are successfully delivering large scale new communities of the highest quality. The extant planning permissions comprise a total of 4,350 homes and 65,800 sq. m of mixed uses including employment/commercial and a new business park. Development is geared to the phased provision of a major package of transport, community and green infrastructure. The overall package, and particularly the transport infrastructure, will provide benefits that go beyond those required just to serve Beaulieu and Channels. This infrastructure will make a major contribution towards serving strategic growth sites at Great Leighs and to the south of Braintree. The overall provisions including the land reserved for the NE Chelmsford by-pass corridor, the financial contributions towards the new Beaulieu Station, the existing park and ride, the committed construction of the Radial Distributor Road (RDR) and major improvements to the Boreham Interchange and A12 will cumulatively result in the creation of a major multi-modal transport hub to serve mid-Essex. This will result in the NE Chelmsford location becoming the most accessible area in the City (other than the



### Examination of Chelmsford Draft Local Plan Hearing Statement on behalf of the North East Chelmsford Garden Village Consortium

City centre). In addition, the committed mix of land uses, community facilities and network of green infrastructure will create in the North East sector of the City the greatest level of sustainability benefits generated by the advantages of the economies of scale, compared with any other Growth Area.

- 2. Despite the overall level of infrastructure secured by the Beaulieu and Channel developments, there are nevertheless additional major items necessary to improve strategic transport facilities and enhance accessibility within the sub-region, thus serving both the Local Plan proposals and those to the south of Braintree. The spatial strategy to focus growth in the most sustainable locations, with the majority to GA2 North Chelmsford, is consistent with the strategy established in the Core Strategy and takes advantage of the opportunity to complete infrastructure planned both in the existing plan period and in the new Local Plan and beyond. For example, the strategy seeks to secure delivery of the new Beaulieu Station and provide in logical phases sections of the of proposed NE Chelmsford by-pass between the Boreham Interchange and the Great Leighs bypass. This will complete the "missing gap" in the A130 strategic route between the A13 in South Essex and the A120 and M11. It should also be noted that the Beaulieu Station will generate significant relief and benefit to the Chelmsford City Station because it will increase passenger capacity on the line and relieve the current overcrowded conditions at peak times. There is also the opportunity in the development of the NE Chelmsford Garden Community to provide other infrastructure of more than local significance, for example: the Radial Distributor Road 2 (RDR2); major new employment and leisure/recreation opportunities; a new secondary school (which could also serve other developments in GA2) and a new County Park.
- 3. The level and quantum of infrastructure summarised above can only be delivered viably through comprehensive planning of a scheme with sufficient economies of scale. This is recognised in NPPF 2012 paragraph 52 which states: "The supply of new homes can sometimes be best achieved through planning for larger scale developments, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities." It is clear that such principles are based, inter alia, on comprehensive plan-led development that is of sufficient size to benefit from the economies of scale to create sustainable mixed-use communities with a wide range of facilities and necessary infrastructure to foster self-containment and reduce the need to travel.



### Examination of Chelmsford Draft Local Plan Hearing Statement on behalf of the North East Chelmsford Garden Village Consortium

4. The draft North East Chelmsford Development Framework Document (DFD) at Appendix 1 demonstrates how these objectives can be achieved and why the scale proposed for Strategic Growth Site 4 is fully justified. The site has relatively few environmental or technical constraints, even allowing for the need to complete the existing mineral workings; it has the potential to extend and complete the existing committed infrastructure and to create wider benefits for the region and sub-region. There are no other Strategic Growth Sites that can offer the overall advantages and comprehensive package of benefits that can be delivered on this site, including those already committed at Beaulieu and Channels that are to be integrated into the new Garden Village.

## **Q65b** Is the housing trajectory realistic and are there any sites which might not be delivered in accordance with the timescale set?

- 5. The Consortium's representation to both the Preferred Options stage (March 2017) and the Regulation 19 Consultation included a document entitled "The Proposals". This set out the context for the Garden Village proposals and included a development trajectory (pages 141-144). This work has been developed further in collaboration with the City Council in accordance with its masterplanning procedure and an agreed PPA. The current draft DFD (Appendix 1) sets out in Section 9 details of Delivery and Planning including a schedule of phases and dates within the Plan period for the incremental delivery of community infrastructure, transport infrastructure, indicative housing completions, restored land remedials relating to area subject to mineral working, extraction phasing, foul and surface water drainage and utility provision.
- 6. Additionally, the Consortium instructed Turner Morum LLP, specialist development consultants, to prepare a report on "Viability and Deliverability Analysis. North East Chelmsford Strategic Growth Site 4" (Appendix 2). This sits alongside a site specific Infrastructure Delivery Plan (IDP) prepared by the same firm and other consultants (Appendix 3). In relation to the analysis of the proposed housing trajectory, the former report considers the timings of the housing delivery as set out in the draft DFD and the updated CCC trajectory at Annex 5 of the Schedule of Additional Changes (SD002). This looks into delivery rates in other major developments and research undertaken by Buchanan for the East of England RSS EiP (which included work undertaken by this author on behalf of Countryside Properties), together with the findings of a recently published independent "Review of Build Out Rates" by the Rt. Hon. Oliver Letwin MP and, additionally, actual delivery rates at Beaulieu and Channels and other large sites. The report also takes into account the committed mineral extraction on the site and its planning.





7. The overall conclusion of the above report is that:

"I consider that based on the information I have reviewed there is no restriction for the mineral extractors within NEC which would limit the ability of the Consortium to deliver 3,000 units on this site within the plan period.

I also understand all the necessary land is controlled under either Option or Promotion Agreement for the delivery of 3,000 dwellings and this is confirmed through the Statement of Common Ground and Collaboration Agreement.

Finally, based on my experience and analysis of this scheme I do not consider it unreasonable to believe that a trajectory of 3,000 completions is achieved by 2036: as evidenced above the average rate of completion of this to be achieved is in line with contextual evidence. I also consider this is a strong market to develop in and so long as a variety of housing products is delivered I do not consider market saturation to be an issue.

My overall assessment at this stage is that the NEC allocation is both viable and deliverable within the plan period". (para 8.1 to 8.4)

### **Q65C** Are the planning and masterplanning principles justified?

8. The Draft Masterplan/DFD at Appendix 1, together with the previous "The Proposals" document, go into detail to explain the background context, key considerations, design principles and an overall development framework showing how the policy for Strategic Growth Site 4 can be delivered. The current draft DFD includes sections describing the Vision, the Garden Village Concept and Principles, Placemaking Principles, Contextual Analysis, Site Features, Design Evolution, Engagement Process, Community Assets, the Framework including Illustrative Masterplan, Character Areas, Movement Framework and Delivery and Phasing. The document shows how all the key components can be integrated into a comprehensive scheme to create a new Garden Village community that integrates, extends and optimises the opportunities presented by the development of Beaulieu and Channels.





9. The extensive evidence base prepared by both the Council and the Consortium in relation to the NE Chelmsford Garden Community, as set out in the draft DFD, IDP and Viability & Delivery report, demonstrates that the planning and masterplanning principles are robust, viable and deliverable and are therefore justified. Furthermore, the Consortium is working in collaboration with CCC through its masterplanning and PPA procedure to refine and finalise the proposals in order to guide future planning applications.

**Q65d** Are the specific development and site infrastructure requirements clearly identified for each site allocation, are they necessary and are they justified by robust evidence? Is any other infrastructure necessary for site delivery?

- 10. Strategic Policy S11 Infrastructure Requirements sets out the main context and overall key priorities for infrastructure provision or improvement proposed in the new Plan. The policy for each Strategic Growth Site then sets out a list of infrastructure requirements to be provided by each allocation. For NE Chelmsford these are listed under various headings including: supporting on-site development; movement and access; and specific site infrastructure requirements. As part of the evidence base, the Council's Infrastructure Delivery Plan (IDP) sits alongside the Plan. Paragraph 6.54 of the Reasoned Justification states that the Council will work with local landowners and partners to bring forward the infrastructure required to facilitate the Plan. Policy S12 outlines how the delivery of infrastructure will be secured, e.g by planning condition and/or planning obligations, or through other infrastructure funding sources.
- 11. With regard to the site specific requirements set out in the policy for SGS4 NE Chelmsford and as detailed in the IDP, the Consortium and its advisers have undertaken detailed analysis and scrutiny of the requirements. This work supplements the Council's evidence base and provides a commercial assessment or audit of the stated requirements to appraise the viability and realistic prospect of delivery. The following relevant reports have been prepared on behalf of the Consortium to support their proposals and delivery:
  - North East Chelmsford Garden Village draft DFD (JTP and Consultant Team, November 2018)
  - Memorandum of Understanding relating to the transport strategy (TPA, March 2018)
  - Infrastructure Delivery Plan Report (Turner Morum and others, November 2018)
  - Viability & Deliverability Analysis Report (Turner Morum, November 2018)





- 12. The draft DFD contains in Section 9, details of Delivery and Phasing including a schedule of the incremental provision of community infrastructure, transport facilities, indicative housing completions in each 5 year period and other relevant factors relating to the site.
- 13. The MoU on transport, following a review of the evidence base relating to the Garden Community site, concludes that the consultants are satisfied that it provides a robust assessment of the transport implications of the proposed development and its associated transport infrastructure requirement, including improvement to the wider highway network.
- 14. The IDP Report concludes that the analysis undertaken suggests that the infrastructure/S106 requirements are reasonable and would not prevent the site from coming forward as anticipated. It also confirms that the Consortium have signed a SoCG and Collaboration Agreement to ensure all parties work together to deliver the required infrastructure.
- 15. The Viability & Delivery Analysis report and its conclusions are referred to in paragraphs 6 & 7 above.
- 16. Apart from the documents referred to above, the Consortium have also agreed SoCGs on Highways and Transport, Strategic Matters, and Minerals Issues.
- 17. In overall conclusion, in response to Q65d, the Consortium's evidence summarised above is that the specific development and site infrastructure requirements are clearly identified for the NE Chelmsford allocation. Further infrastructure improvements will be identified in the Transport Assessments that will accompany future planning applications and the City Council, Essex County Council and the Consortium have made an allowance for the corresponding cost (£10m). Consequently the requirements are necessary and justified by robust evidence. No other major infrastructure is necessary for delivery.

#### **Q65e** Are the site boundaries justified?

18. The work undertaken by and for the Consortium demonstrates that the site boundaries shown for the allocation, as shown on the Policies Map, as proposed to be changed and shown on AC255 (SD002)





are justified. They include all the land owned or being promoted by members of the Consortium and as shown in the draft DFD.

#### **O65f** Will the site allocations in these locations achieve sustainable development?

- 19. The evidence prepared by and for the Consortium and in particular the over-arching draft DFD, clearly demonstrates that the overall package of proposals will achieve sustainable development and deliver the overall requirements set out in the policy for SGS4 NE Chelmsford. The DFD shows how a high-quality comprehensively planned new sustainable Garden Community can be realised. Not only will it provide a significant amount of new housing and employment in the Plan period, but it will also extend and maximise the opportunities that are already committed at Beaulieu and Channels for sustainable travel. Moreover, the key features of:
  - the economics of scale
  - the adoption of Garden City principles
  - the extensive green infrastructure and landscape setting
  - the creation of community hubs and family of neighbourhoods with different characters and themes.
  - the extensive matrix and network of footpaths, cycleways, bridleways and public transport
  - being planned holistically within a framework and design philosophy that follows various structuring elements for place-making

will cumulatively create a Garden Village of the highest quality, that will also be the most sustainable and self-contained of all the new Growth Sites within the Plan.

#### **Q65g** Are any amendments necessary to ensure soundness?

20. The Consortium considers that no amendments are necessary to ensure soundness, other than points made in relation for Matter 1 Q8b relating to Appendix D and the notation on Policies Map 1 that requires the safeguarding of the existing open area currently comprising the golf course as explained in the Statement of Common Ground relating to Strategic Matters.





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Introduction

Village



## Introduction

#### Purpose and Scope of the Development Framework Document

The purpose and scope of this Document is to respond to the requirements of the Policy Strategic Growth Site 4- North East Chelmsford in the Chelmsford Local Plan and guide the delivery of development and infrastructure in support of the Garden Village. The Document is intended to provide the framework and masterplan for the consideration of future planning applications that will come forward within the Strategic Growth Area to deliver key housing, employment and infrastructure elements of the proposals. It will particularly ensure that the development will be comprehensively planned so that each planning application works towards creating the design vision for the site and delivery of the Garden Village.

It sets out the Vision for the Garden Village to be an exemplary new settlement, which will deliver at least 3,000 homes during the Chelmsford Local Plan period up to 2036 and around 5,500 in total.

The Garden Village will be supported by a wide range of community and transport infrastructure as well as large areas of beautiful open space and parkland as part of the city's Green Infrastructure Plan, including a new Country Park, neighbourhood parks and green links to other areas of the city.

As a distinct, self-contained community for Chelmsford, it will comprise a series of linked 21st century villages reflecting the character of Chelmsford and be embedded in the distinctive Essex landscape.

A new Neighbourhood Centre will provide a state of the art transport interchange and landmark employment hub with a fine grain of retail, leisure, entertainment and community facilitites. Each village will contain a neighbourhood hub to provide for the community's every day needs.

The Garden Village will be designed in collaboration with new and existing residents, ensuring that there are mechanisms in place to ensure long-term stewardship by the community. North East Chelmsford will have a long-term legacy that Chelmsford will be proud of.

The Garden Village will help to deliver much needed infrastructure for Chelmsford including Beaulieu Train Station, Phase 1 of the North East Chelmsford Bypass, Radial Distributor Road 2 (RDR2) and new transport interchanges.

The North East Chelmsford Garden Village Consortium have brought together a team of consultants to work with the City and the County Council to ensure that the new Garden Village is deliverable and viable, as well as being a benchmark for Garden Village design.

This Development Framework Document sets out the principles for the new Village's character, location of uses, green spaces, movement and delivery of infrastructure. It will be the framework from which future detailed design is developed and controlled to ensure that the shared vision is delivered.

### The Consortium

North East Chelmsford Garden Village Consortium Cliffords Ltd and Clifford Family Trust, Countryside Zest,
Hanson Quarry Products Europe Ltd, Threadneedle
Pensions Ltd and Ptarmigan Land

### The Vision

Strategic Growth Site 4 – North East Chelmsford will be a new Garden Village and the largest strategic allocation in the Chelmsford City Council Local Plan to 2036

### **Building on Success**

North East Chelmsford Garden Village is being delivered by consortium members responsible for Beaulieu and Channels

















The Vision

Village

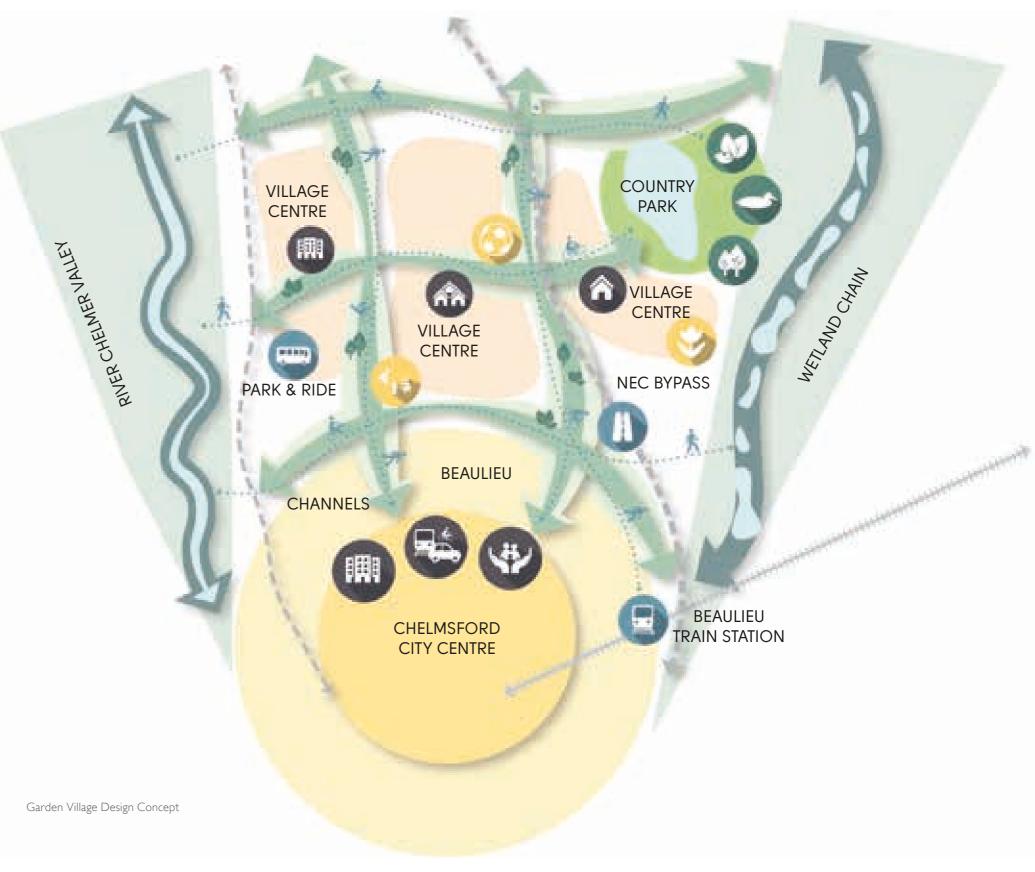
# The Vision for North East Chelmsford

The vision for North East Chelmsford is to be a thriving settlement that offers the best of town and country living. It will deliver new housing with healthy placemaking principles, new employment opportunities, a supporting transport network, social and recreational infrastructure and open space to cater for the needs of the residents and City. It will build on the success of the new neighbourhoods of Beaulieu and Channels and be a Garden Village that meets the needs of the City's growing community.

This chapter describes the principles underpinning the vision for a new Garden Village at North East Chelmsford. The key themes shaping the masterplan include the:

- Garden Village Concept
- Health Placemaking; and
- Living Landscapes

The key themes and principles reflect the vision to create a 21st century Garden Village, a unique place providing opportunities to live, work and socialise in a place embedded in the landscape.

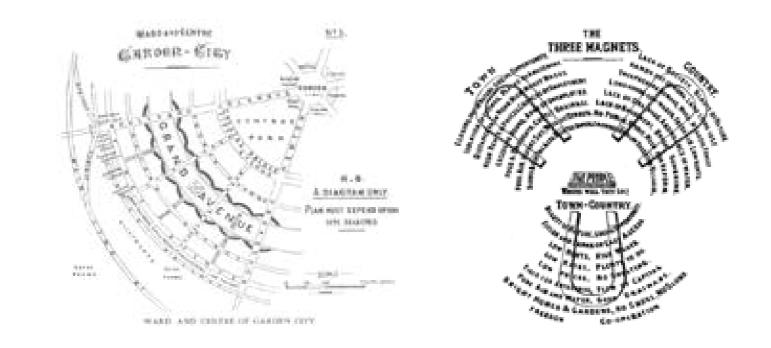


# Garden Village Concept Defining Characteristics

Garden Cities and Garden Villages have been a successful model for creating new communities across the UK for over a century.

The concept for Garden Villages has changed little over the years, from the famous original Garden Communities of Bournville, Welwyn and Letchworth in the early 20 Century, to the 21 Century Garden Villages launched by the Government in 2017. The vision for Garden Villages - well planned and self-contained settlements, as opposed to sprawling suburbia or overcrowded inner cities, was hugely popular with both the planners and residents that moved into them. Promoting health and wellbeing and a strong sense of community, is an enduring part of the vision. Each village was designed as a sustainable size with a fine balance of homes, employment, education and community uses, all set within a beautiful landscape to promote healthy living. Each village was surrounded by its own "Green Belt" of countryside and parkland.

North East Chelmsford will be an exemplar Garden Village, encompassing all of the key Garden Village Principles set out by the Town and Country Planning Association (TCPA), The Essex Design Guide and Chelmsford City Council Local Plan Policy for Strategic Growth Site 4.







THE RIGHT

**LOCATION** 



FIT THE

LANDSCAPE







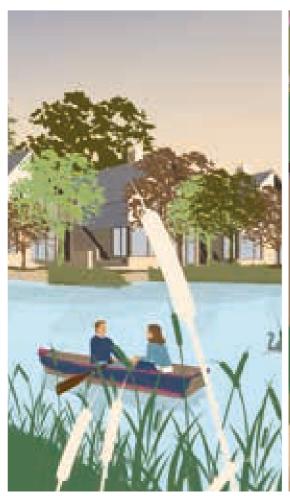






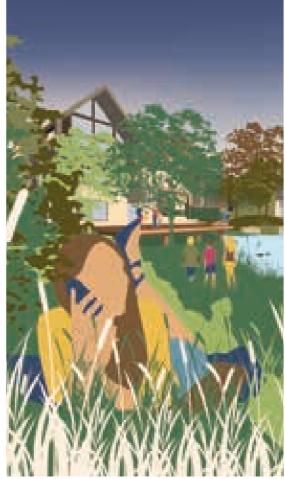
# Garden Village Principles

The Garden Village principles below will inform the design of North East Chelmsford Garden Village.



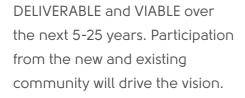














A new PLACE not a suburb.



Respecting and enhancing the BEAUTIFUL LOCATION. It is surrounded by distinctive landscape on 3 sides.

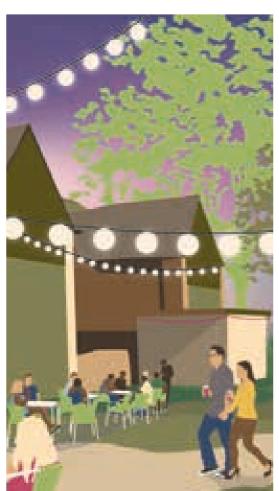


A perfect balance of LIVING, WORKING and VISITING, within walkable neighbourhoods.



HOMES for EVERYONE – a variety of neighbourhoods of different character with beautifully designed homes and open spaces.

# Garden Village Principles













VILLAGE CENTRES - a series of hubs creating leisure and community destinations with a rich mix of uses, designed with and managed by the community.



Two employment centres: the INNOVATION QUARTER and BEAULIEU BUSINESS PARK.



Delivery of SUSTAINABLE transport modes, futureproofed for future trends.



Highly sustainble on all levels, designed as connected WALKABLE neighbourhoods with walking and cycling trails linking hubs, greenspaces and key destinations.



A multi-functional LIVING LANDSCAPE network where people and wildlife can live together.

# Healthy Placemaking Live Well Chelmsford

In addition to Garden Village Principles, the design for North East Chelmsford Garden Village will have Healthy Placemaking Principles imbedded at every scale, in line with Chelmsford's Health and Wellbeing Plan 2016-2019.

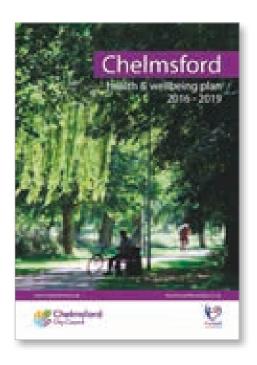
The health and wellbeing aims and priorities within the plan reflect those highlighted within Essex County Council's forthcoming Public Health Strategy. The plan recognises that many factors affect our health and wellbeing such as poor housing, unemployment and feeling unsafe.

The Live Well campaign includes the following 5 key themes; be well, eat well, feel well, stay well and age well.

These themes will be incorporated within the design principles for the North East Chelmsford Garden Village, addressing ways in which healthy placemaking can be integrated within the new community.

Building on Chelmsford's Health and Wellbeing Strategy the team have developed six Healthy Placemaking Principles that address health issues through good placemaking:

- 1. Urban Planning
- 2. Walkable Communities
- 3. Neighbourhood Building Blocks
- 4. Movement Networks
- 5. Environmental Integration
- 6. Community Empowerment





## Be Well

People of all ages can benefit from

being physically active.

Encourage more people to undertake regular physical activity by creating more safe open green spaces for people to enjoy.



# Eat Well

Healthy eating in order to lead a healthy life. Providing opportunities for food growing and raising awareness about sustainable diets.



## Feel Well

Assisting with a state of mental wellbeing in which every individual realises his or her potential. Create neighbourhoods with services and facilities to support the needs of the new community.



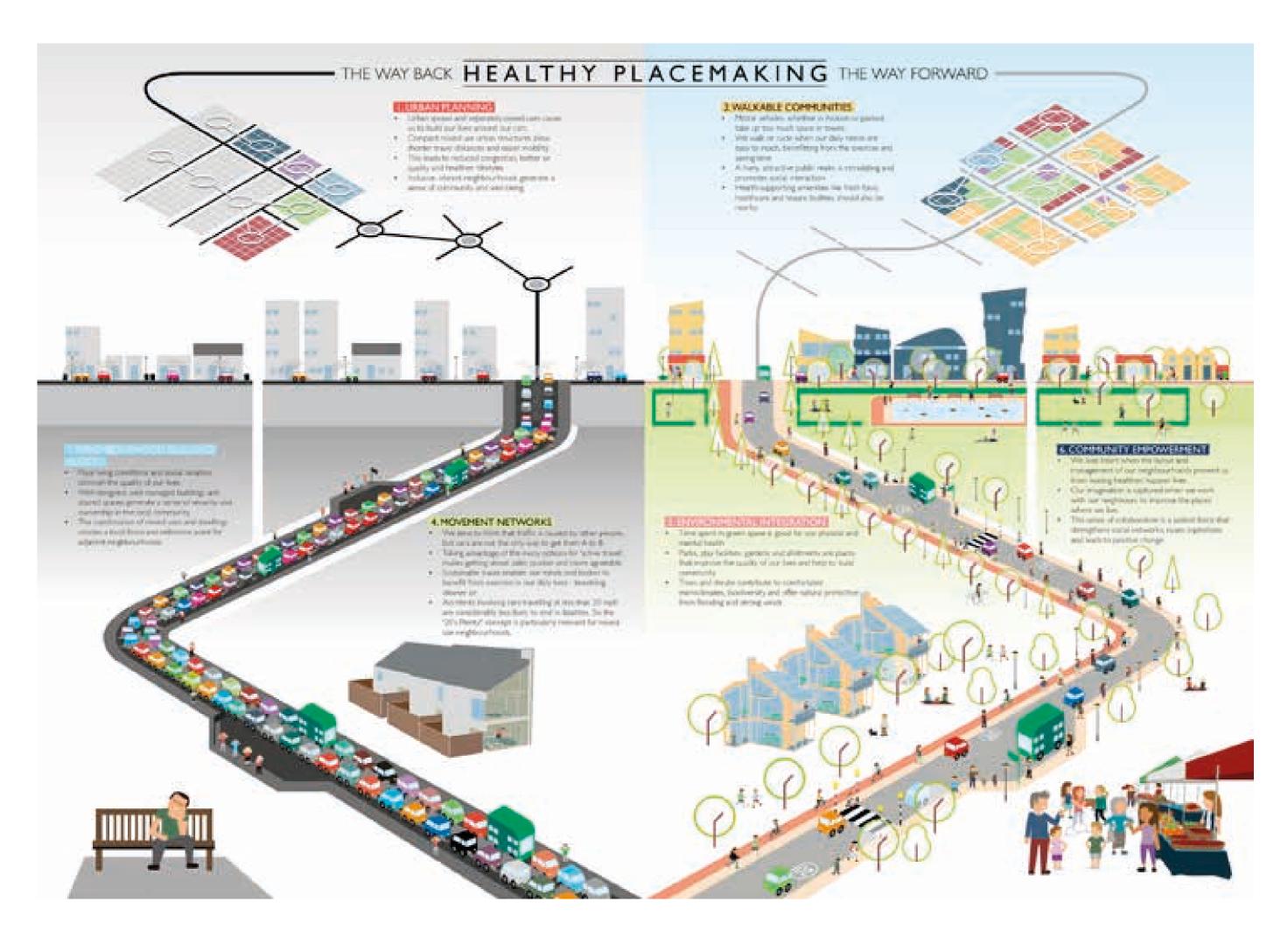
## **Stay Well**

Sign posting to the right clinical services at the right time, including health checks. Ensuring residents have access to the the best local healthcare services.



## Age Well

Assisting with planning for a healthier retirement. Encouraging people to look at improving their health and wellbeing now, to be able to lead a better quality of life in the future.



# Healthy Placemaking Principles



## **Urban Planning**

Healthy places begin with good urban planning. The urban environment can be organised to maximise convenience, synergy and social interaction. A varied mix of uses at local level enables the spaces and places of everyday life to be connected by short distances and to offer an environment that responds to the needs of people of all ages and backgrounds. An overarching spatial vision that prioritises health and wellbeing is a powerful tool for shaping these decisions.





# Walkable Communities

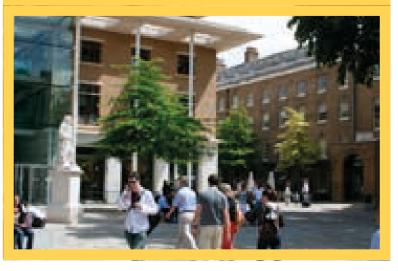
Healthy places are built on walkability. Successful urban environments are designed with amenities and community facilities located to enable people to meet their daily needs within less than one kilometre of their home. In healthy neighbourhoods the public realm prioritises the needs of pedestrians and cyclists by creating high quality, distinctive and stimulating spaces. Proximity is only half the equation; ease of access to the infrastructure for active travel also plays its part.





## Neighbourhood Building Blocks

Healthy places work at a very local level, where buildings and shared spaces work together to meet people's needs for a safe, supportive and comfortable living environment. Its good if buildings are accessible and appropriately sized and residents should feel that they have control and responsibility over communal spaces. Outside, shared spaces should be comfortable, sociable, well-lit and overlooked by buildings, supporting the principle of natural surveillance.



# Healthy Placemaking Principles



## **Movement Networks**

Healthy places are underpinned by sustainable and accessible transport, improving safety, increasing physical activity and decreasing travel time and emissions. Good design discourages car use whilst supporting public transport, walking and cycling, and by structuring the built environment to be sufficiently compact for key destinations to be close to one another. This means that the car can be left at home, freeing up roads for public transport to become frequent, reliable and safe, with enough demand to make it viable.





# **Environmental Integration**

Healthy places prioritise green infrastructure and create public spaces that are appropriate and accessible for all users, encouraging people to spend time outdoors. Access to green space and water delivers multiple benefits, increasing the quality and value of neighbourhoods whilst supporting physical activity and social interaction. Thoughtful design harnesses nature to create comfortable micro-climates, encourage biodiversity in built-up areas and incorporate orchards and community gardens.





## Community Empowerment

Healthy places are rooted in early and ongoing community involvement, where a collaborative approach can help turn fear and negativity into creativity and ambition. Community members can build social networks or skills through the process and find empowerment in the realisation that they can influence local decisions. Individually and together, they can discover new opportunities to make positive contributions to the improvement of their lives and their environment.



# Living Landscapes Landscape Principles



## Bio-diversity Gain

Move from a net loss of biodiversity to achieving net gains.

Biodiversity enhancements will be accomplished through retention of valuable hedgerows, enhancement of green infrastructure and creation of an optimal habitat for local wildlife.

Landscape strategies will be designed to enrich the site for wildlife and form part of the Boreham Common Living Landscape, providing net gains in biodiversity. The North East Chelmsford Garden Village will deliver a nationally exemplar Garden Village that strengthens and interconnects a coherent ecological network through landscape conservation with unity between wildlife and the community.



## Landscape Conservation

Ensure an integrated large-scale approach to conservation is taken.

North East Chelmsford Garden Village will be strategically planned to maximise its contribution to and integrate with the wider Chelmsford multifunctional landscape network.

The scheme will retain and create new Green
Infrastructure, including the enhancement and
extension of water meadows within the Chelmer
Valley Living Landscape. This will deliver a
permeable and coherent ecological network
between North East Chelmsford and neighbouring
designated sites.



# Wildlife Habitats

Restore, recreate and connect wildlife habitats.

The Garden Village will increase biodiversity by safeguarding, restoring and creating optimal wildlife habitats and integrating biodiversity into the built environment on both strategic and local levels.

Landscape connections between Local Wildlife Sites will reduce fragmentation, improve connectivity and create functioning ecosystems as part of a Living Landscape.

The proposed sub-regional scale Country Park will serve the new community and Chelmsford as a whole. Connectivity beyond the Garden Village will also be enhanced through provision of access into the Chelmer Valley Green Wedge and wider countryside.

The following Landscape Principles will be incorporated in the masterplan to ensure Living Landscapes and connections to the wider landscape network are defining features of the Garden Village.



# **Community Led Projects**

Ensure people are at the heart of biodiversity projects.

North East Chelmsford Garden Village will provide opportunities to adopt a community-led approach to landscape and biodiversity projects that will integrate, educate, and inspire.

Community gardens and orchards within the Garden Village create an accessible growing landscape encouraging residents to grow their own food.



## Healthy Green Spaces

Design a landscape framework linking the Chelmer River Valley to the new Country Park.

The Garden Village will have a strong green infrastructure network connecting a clear hierarchy of green spaces forming a multi-functional landscape framework.

An inspirational living landscape strategy will create a parkland destination and a variety of open spaces with opportunities for walking, picniking, meeting, gathering, playing and recreation. Connections to the nature will provide opportunities for enjoyment of the outdoors and improvements to health and wellbeing.

# Living Landscapes Landscape Principles



# Governance & Management

Community stewardship bodies and land management will ensure continued maintenance and investment in the living landscape network.

There are opportunities for the new community to champion the creation of community assets which reflect the long term needs of the residents and vision for the Garden Village.





Site Location & Contextual Analysis

Farden Village

## Site Location

## Regional

In this chapter we aim to understand Chelmsford and its position within the region, its growth over time and its distinctive character. This analysis will inform the design of North East Chelmsford Garden Village, creating a locally distinctive place.

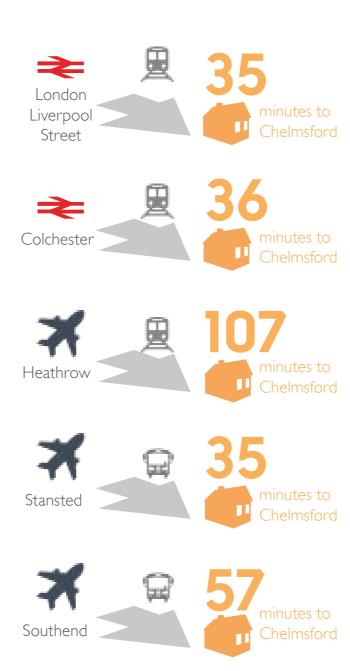
### Strategically well placed on the regional transport network.

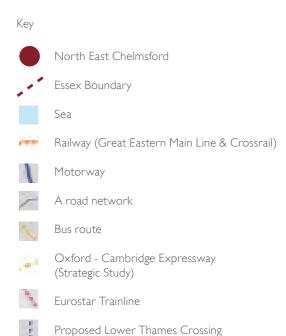
Chelmsford, the Capital of Essex, is recognised as a key location for growth. Chelmsford has strong regional and subregional transport links and is an area experiencing economic growth and increased pressure for new homes.

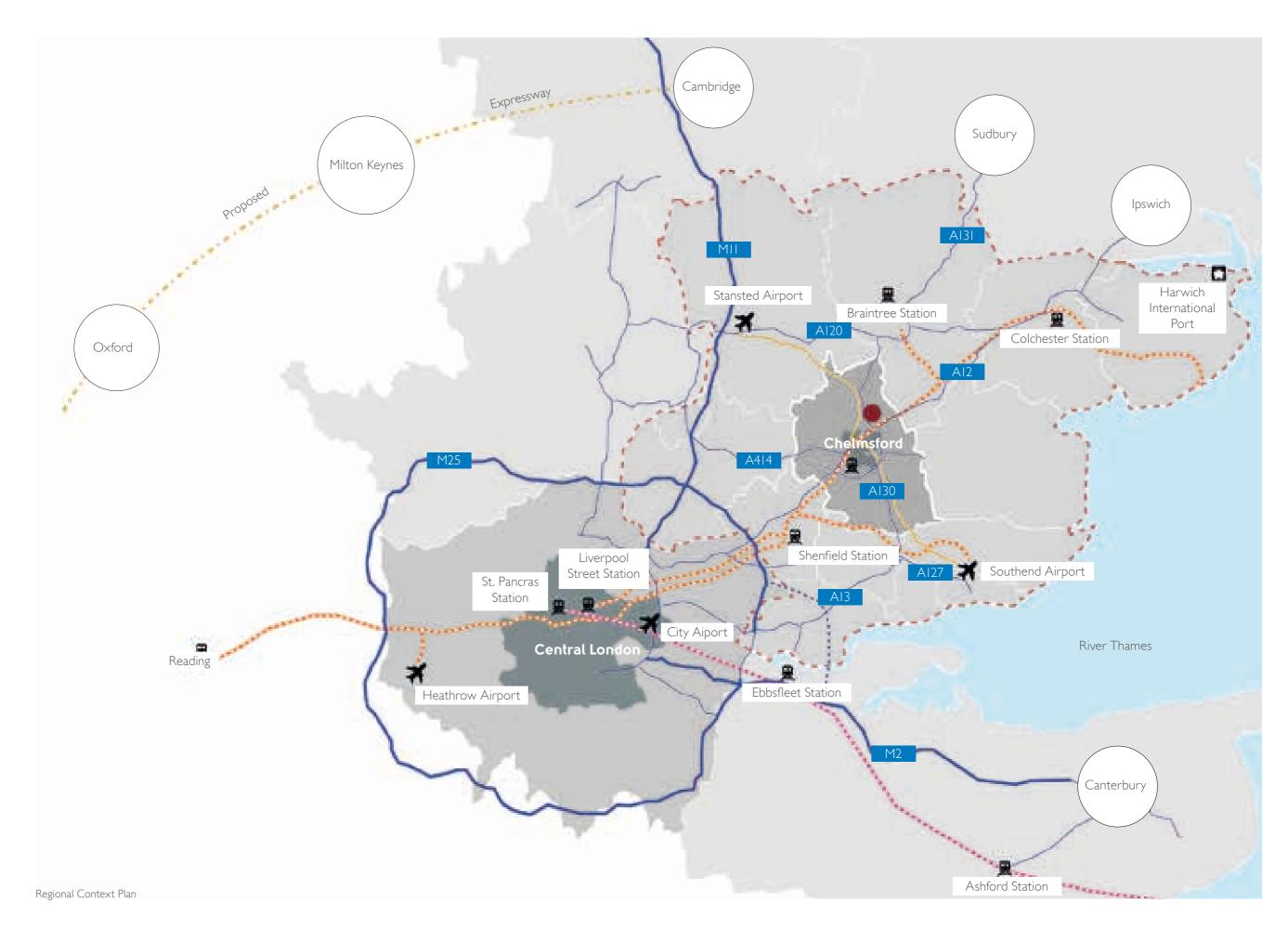
Chelmsford is located on the A12, 40 miles north-east of London and 24 miles south-east of Colchester.

A frequent train service from Chelmsford to London Liverpool Street has a journey time of 35 minutes. The Elizabeth Line (Crossrail) opens in December 2019, when the station at Shenfield (one stop from Chelmsford) will be served by 12 trains an hour at peak times connecting to Heathrow Airport and Reading.

Stansted Airport is located 20 miles north-west of Chelmsford, served by the X30 bus with a journey time of 35 minutes.







# Site Location Sub Regional

Sustainable and accessible location with strong connections to Chelmsford City.

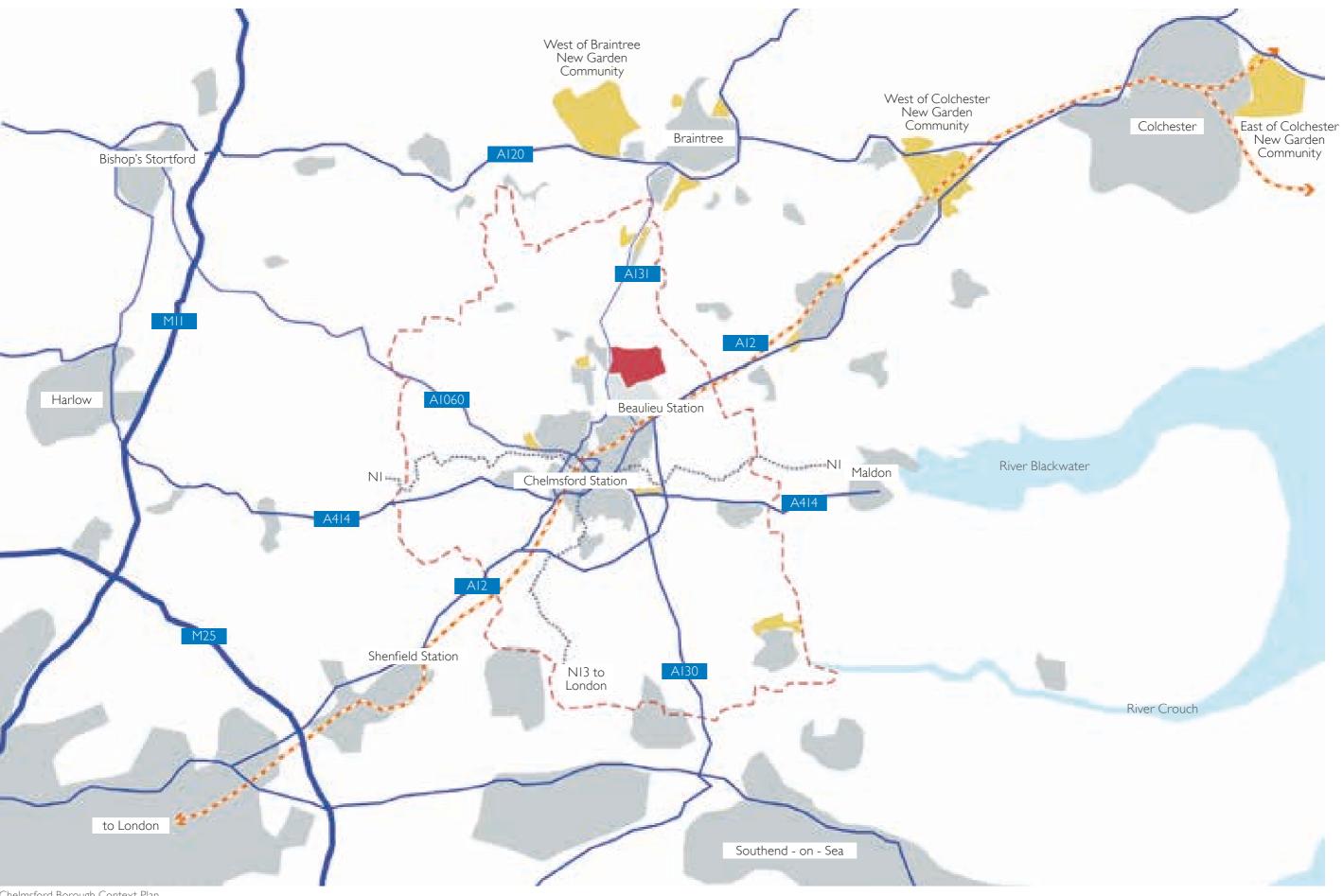
The site is located north east of Chelmsford, east of Essex Regiment Way (A131) and north of the A12.

There are proposals for three new garden communities accross North Essex:

- 1. West of Braintree
- 2. West of Colchester
- 3. East of Colchester

These three sites could deliver up to 43,000 new homes along the North Essex Al20 corridor with significant employment opportunities and transformational new infrastructure over the next 50 years.





Chelmsford Borough Context Plan

## Contextual Analysis Movement

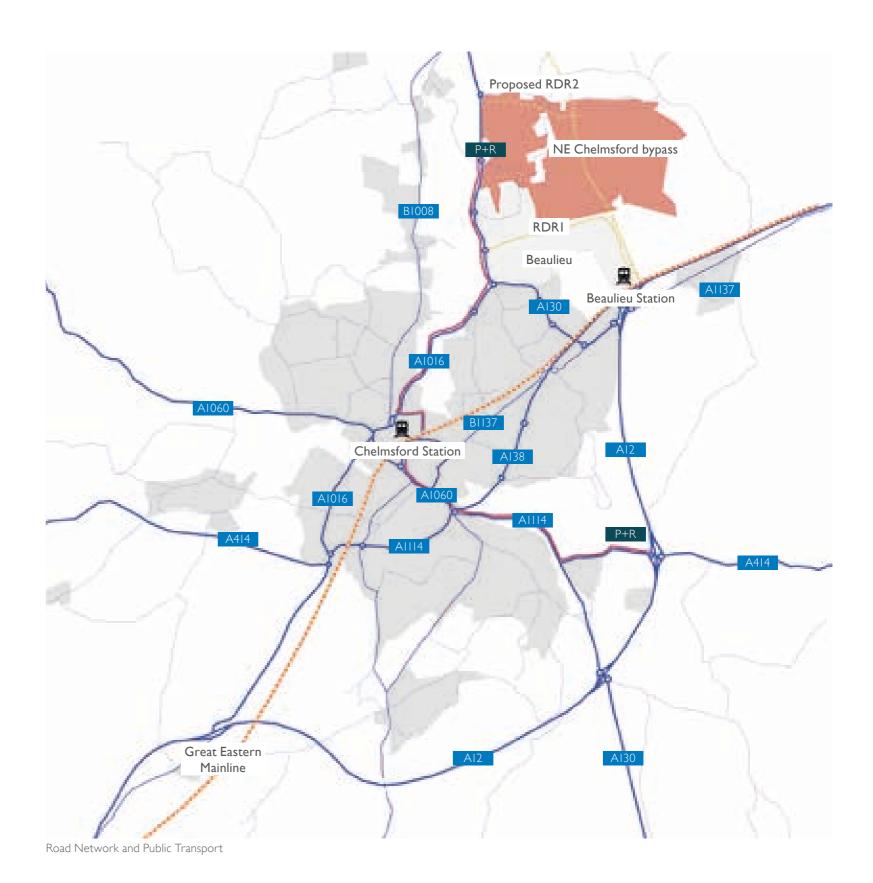
The site links into the existing movement network and provides opportunities to relieve some of Chelmsford's existing transport pressures.

The site is in a highly sustainable and accessible location, north of the A12 and adjacent to Essex Regiment Way where an existing Park & Ride provides a frequent bus service to Chelmsford City Centre, Broomfield Hospital and the Anglia Ruskin University Campus. Chelmsford is served by an extensive bus network serving local and regional destinations from its central bus station adjacent to the rail station.

The site has strong transport connections and provides the opportunity for the construction of the North East Chelmsford Bypass, RDR2 and the enlargement of the Park & Ride creating a transport interchange node.







### Pedestrian and Cycle Links

# Contextual Analysis Slow Movement

Chelmsford has an extensive network of trails, footpaths and cycle routes, from the larger strategic routes to local public rights of way (PROWs).

The Saffron Trail passes through the centre of Chelmsford, it is a long distance footpath over 70 miles long leading from Southend-on-Sea to Saffron Walden. The route passes through unspoilt villages, historic monuments, along riverside walks and through the wilds of the Essex countryside.

The Centenary Circle is a 21 mile circular footpath circumnavigating Chelmsford through the flats fields of the Essex countryside, along rural lanes, the Chelmer river path and through woodlands.

The rivers through Chelmsford form a key focus for pedestrian routes through the city and are popular green, leisure routes bisecting the city.

Chelmsford sits on 2 National Cycle Routes. National Route
13 links London to Fakenham in Norwich passing through
Chelmsford and Colchester en route. National Cycle Route 1 is
a long distance cycle route stretching the length of the country,
Chelmsford sits on the London to Ipswich section of the route
(96 miles) following the North Sea Cycle and EuroVelo 2 routes.



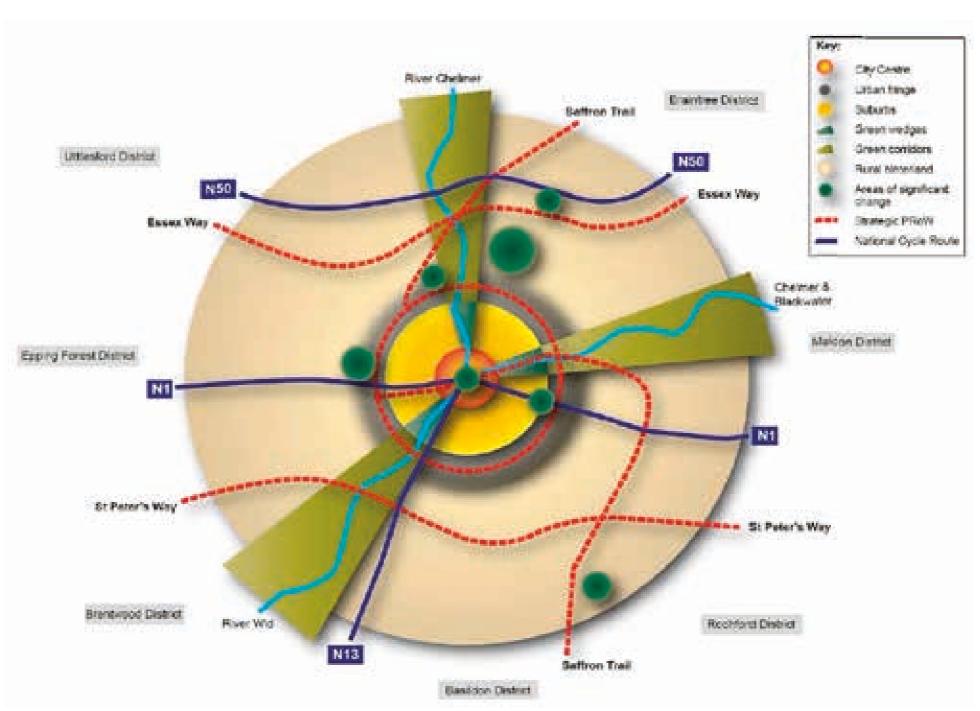
### Landscape

Chelmsford is characterised by a green infrastructure network which incorporates a range of biodiversity, heritage and landscape assets.

The city has grown significantly over the past decades with further growth proposed. Chelmsford City Council's Green Infrastructure Strategic Plan sets out the city's aspirations for the protection, enhancement and positive use of Green Infrastructure.

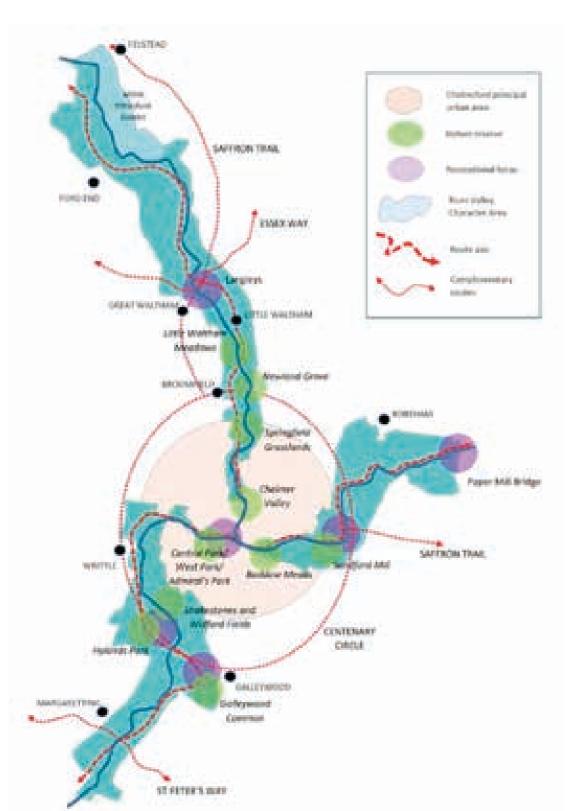
The key priorities identified within Green Infrastructure Strategic Plan include:

- incorporating Living Landscapes
- reinforcing Green Wedges and corridors
- creating and enhancing Local Wildlife Sites
- enhancing access to green infrastructure for residents of the city
- creating and protecting natures reserves
- enhancing and protecting river valleys
- · creating new green links and connections

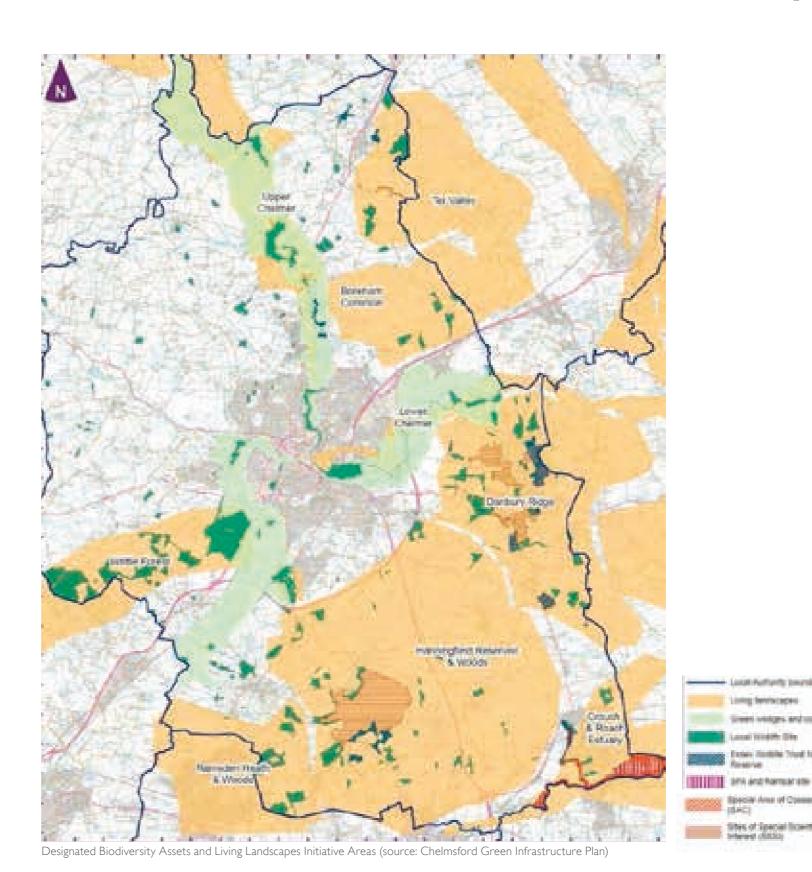


Areas for intervention (source: Chelmsford Green Infrastructure Plan)

Landscape



Connectivity - River Valleys (source: Chelmsford Green Infrastructure Plan)



## **Contextual Analysis** Landscape

#### **Green Infrastructure Network**

The North East Chelmsford site provides the opportunity to create linkages and connections to the Upper and Lower Chelmer river valleys and green wedges through a network of footpaths, cycleways and green corridors. There is potential to develop a living landscape integrated within the Garden Village and connecting to Boreham Common.

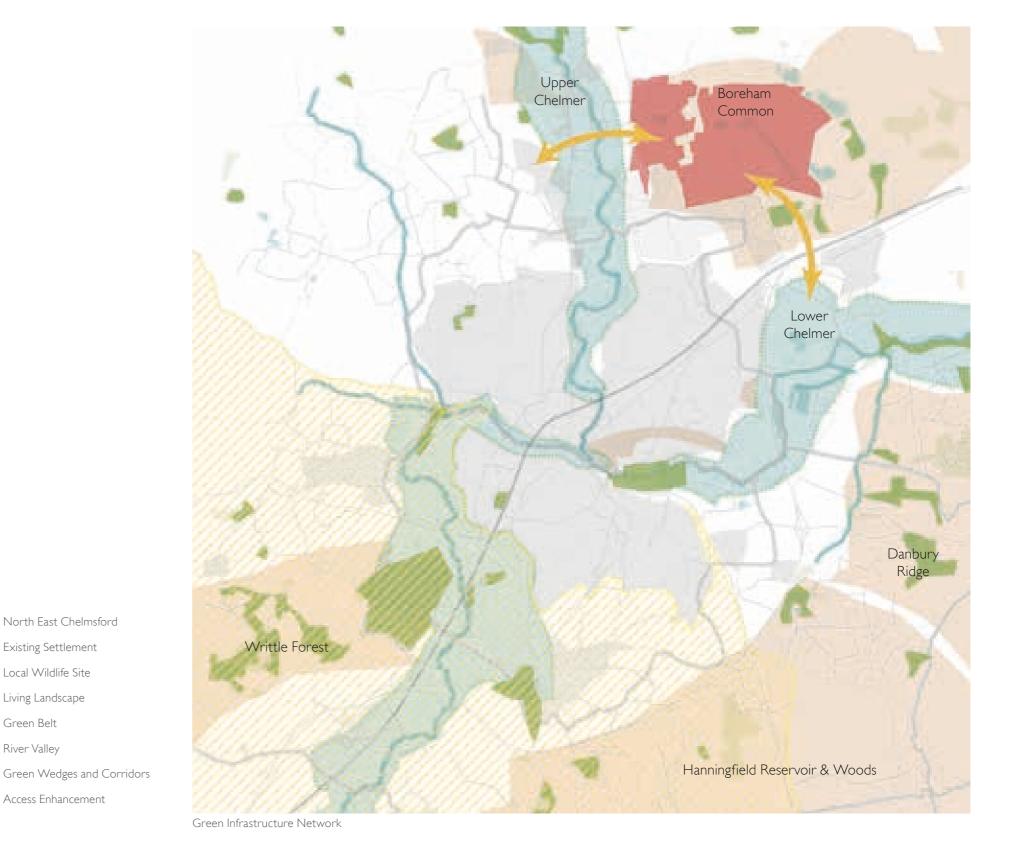
Key

North East Chelmsford

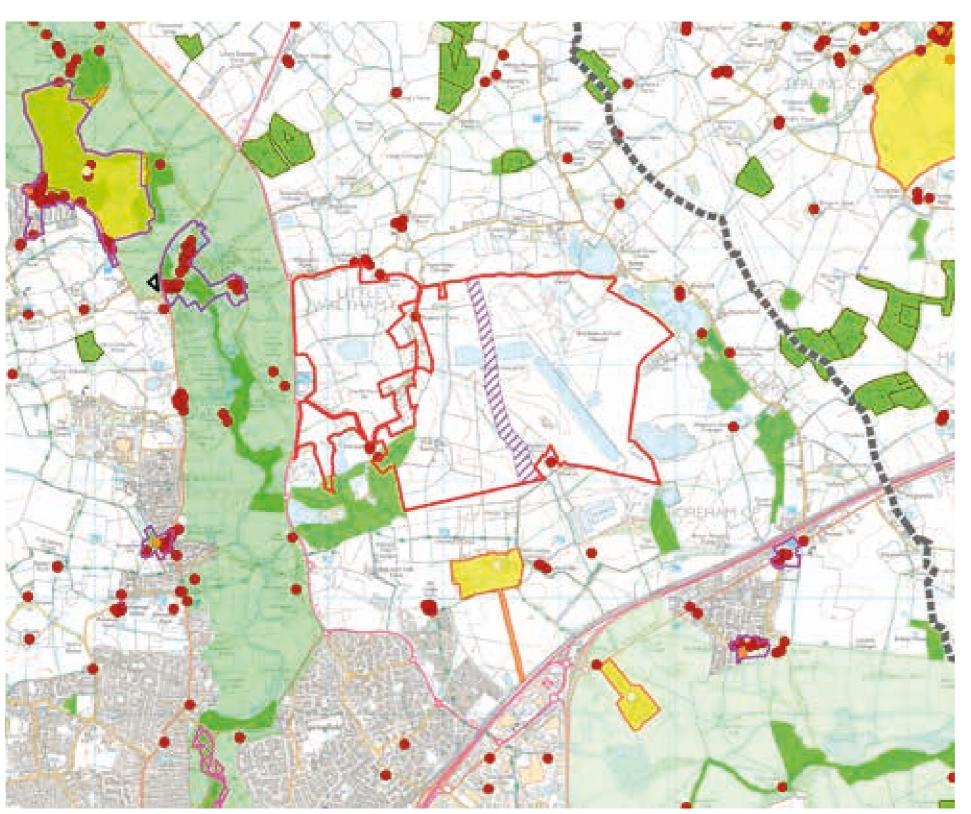
Existing Settlement Local Wildlife Site Living Landscape

Access Enhancement

Green Belt River Valley



## Contextual Analysis Landscape

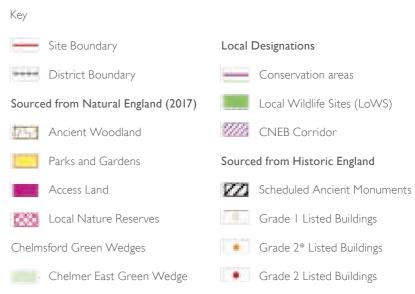


### **Landscape Designations**

The Chelmer East Green Wedge extends along the western edge of the site following the River Chelmer it encompasses Local Wildlife Sites including Little Waltham Meadows Nature Reserve.

The Grade I listed 'New Hall', originally a Tudor palace/ hunting lodge and now a public school is set within a Grade II registered park and garden. The 17th century gardens are incorporated within the Landscape Design and Management Plan for the Beaulieu scheme, enhanced by dedicated estate parkland to protect the setting of the gardens.

The site itself is not the subject of any landscape related designations.



Chelmer North Green Wedge

### **Historic Growth**

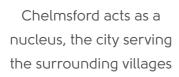
The form of North East Chelmsford Garden Village will be influenced by the way in which Chelmsford and its surrounding settlements have developed over time, how they sit within the landscape, topography and movement routes.







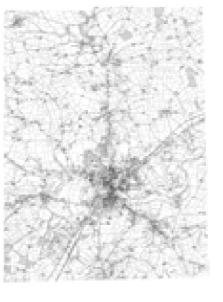






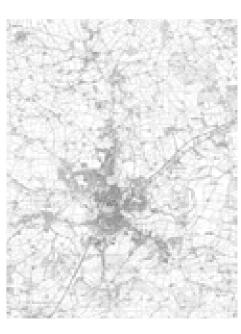


Individual villages begin to become less obvious: settlements including Great Baddow and Broomfield become part of Chelmsford





There is significant growth to the south and north west of Chelmsford, villages such as Writtle and Little Waltham maintain their separation



# Contextual Analysis Historic Growth

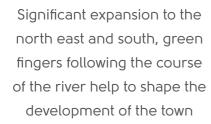






2018









Surrounding settlements continue to become part of Chelmsford as it expands, but they maintain their village identity. Development to the south is halted by the green belt





Development continues, urban extensions now focused on the importance of avoiding coalescing with outer villages



## Contextual Analysis Character Study

The city of Chelmsford and the surrounding historic settlements provide a combination of urban and village characteristics developed over time.

The local context provides a rich pattern of traditional townscape forms which define a 'sense of place'.

We have studied a selection of areas which represent both urban and village character including:

- 1. High Street, Chelmsford
- 2. The University, Chelmsford
- 3. Beaulieu
- 4. Writtle
- 5. Great Waltham
- 6. Little Waltham
- 7. Broad's Green
- 8. Boreham

The following pages draw obervations on the defining structuring principles and the mix of uses which are the focus of each place. The lessons learnt from each study area will be reflected in the masterplan for the Garden Village.







Beaulieu Local Centre

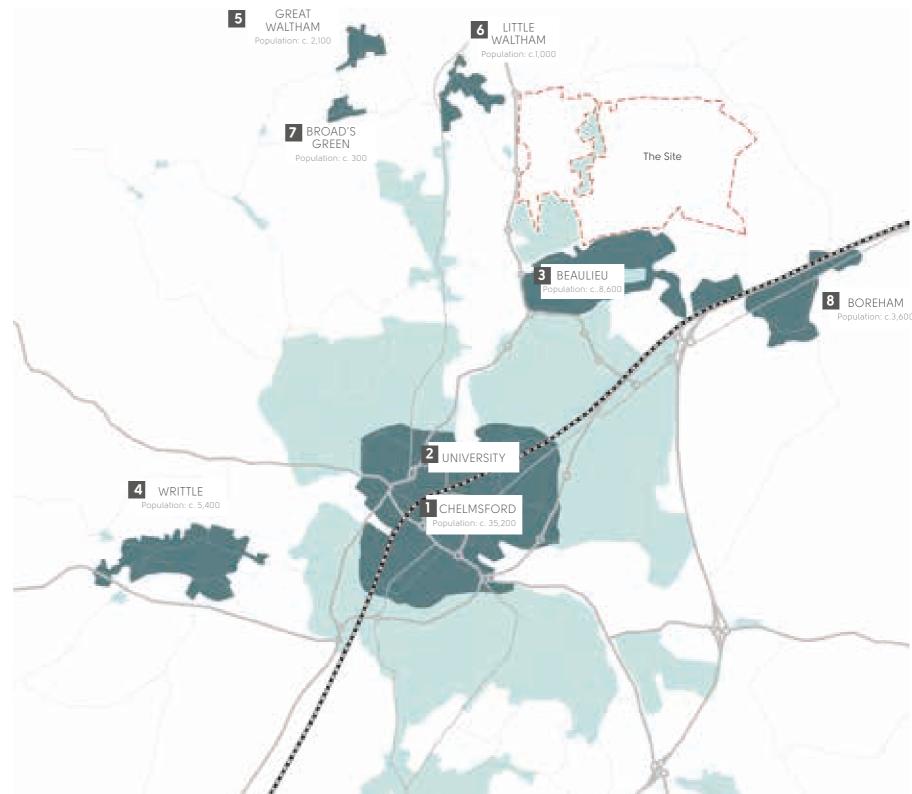


Great Waltham

## Contextual Analysis Character Study

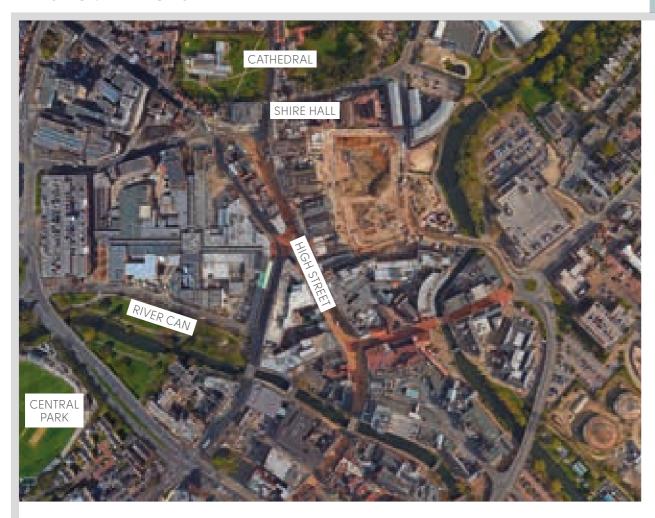


Chelmsford today

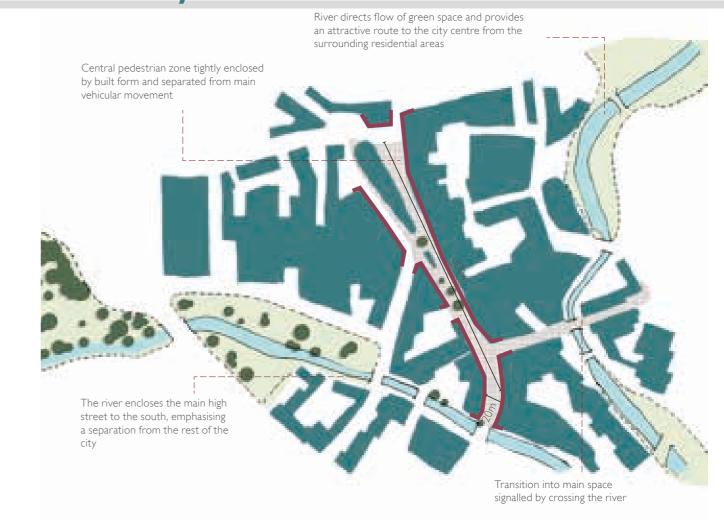


## **Character Study: Urban**

**KEY SPACE: THE HIGH STREET** 



## HIGH STREET, CHELMSFORD



- Long linear pedestrianised high street
- Links landmarks: Shire Hall and Cathedral to River Can and Central Park
- High street defined by strong built frontage with a mix of retail and other uses
- Shared surface space narrows and widens along the route with variation in character







## **Contextual Analysis** Character Study: Urban

## KEY SPACE: THE UNIVERSITY UNIVERSITY, CHELMSFORD





Pedestrian/cycle path following key desire line to central square

- University campus comprising buildings along the River Chelmer
- Dual aspect rectangular education buildings set within landscape
- Central pedestrian/cycle path leading to an urban square
- Hard surfaced urban square with seating and lanscaping, flexible for events use







## **Character Study: Urban**

**KEY SPACE: THE SQUARE** 





Hart Lane

POPULATION: C. 8,600















### PRINCIPLES

- Green corridors divide Beaulieu into distinct neighbourhoods
- Green links provide connections to neighbourhood centre & beyond to Chelmsford
- District / local centres create focal points within the development, clustering mixed ses around central squares

### **FACILITIES**

restaurant, foodstore, health centre, 7 retail units, community centre, 2 primary schools, 1 secondary school, hotel, business park (c. 40,000 sqm),





## **Character Study: Village**























### PRINCIPLES

- Large village with two village greens located on key routes and intersections
- Two main streets through the village meet north of the village green
- Green spaces are focal points within the residential neighbourhoods
- Mixed uses concentrated along the main street which opens onto the village green

### **FACILITIES**

4 pubs/restaurants, village hall, 2 churches, GP surgery, 2 foodstores, petrol station, 15 retail units, library, 1 infant and 1 primary school



## **Character Study: Village**

**KEY SPACE: GREEN SPACES AT ROUTE INTERSECTIONS** 



### PRINCIPLES

- Village along a main historic route
- Cluster of mixed uses located at the intersection of two key routes
- Pocket green spaces along key routes divide built areas allowing surrounding landscape to flow into the village

### **FACILITIES**

church, pub/restaurant, primary school, post office























## **Contextual Analysis Character Study: Village**

**KEY SPACE: THE RIVER** 



## River cuts through village, with Street narrows towards generous green buffer from built river, with a denser urban

LITTLE WALTHAM POPULATION: C. 1,000









### PRINCIPLES

- Village bisected by river corridor, generous green corridor creates buffer between built space and river
- Historic linear street with mixed uses crosses river corridor
- Defined built frontage along The Street creating strong sense of place

### **FACILITIES**

2 pubs/cafe, pharmacy, 2 churches, petrol station, 1 pre-school, 1 primary school, sports and social club











## **Character Study: Village**

**KEY SPACE: VILLAGE GREEN** 



### PRINCIPLES

- Large green with all houses fronting onto the open space
- Homes set back from the village lanes, separated by generous tree lined verges and meandering footpaths
- Pub is a landmark building at the corner of the green and intersection of the lanes

### **FACILITIES**

1 pub

## BROAD'S GREEN POPULATION: C. 300













Pedestrian areas separated from main vehicular movement by generous verges



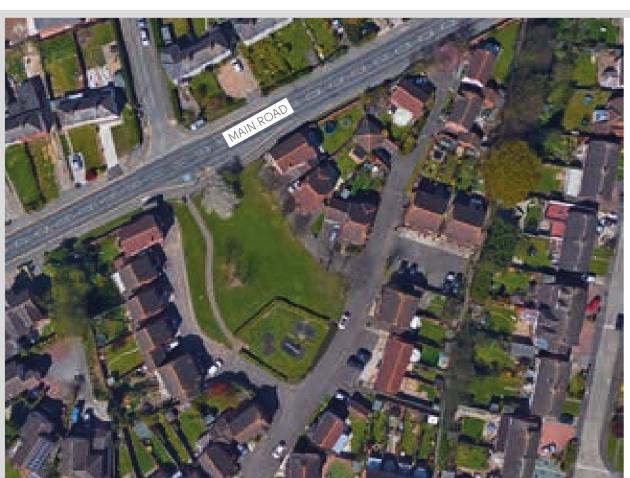






## Contextual Analysis Character Study: Village

### KEY SPACE: THE MAIN STREET



## BOREHAM

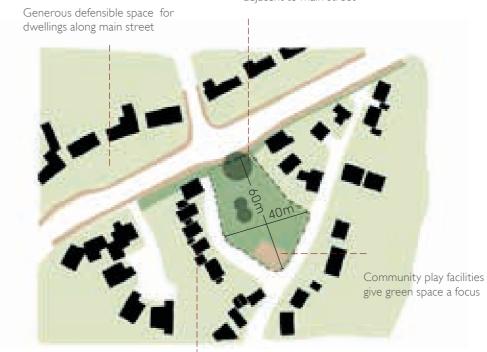
POPULATION: C. 3,600

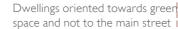






Small pocket of public green space adjacent to main street













### PRINCIPLES

- Linear Main Street and historic loop along Church Road and Plantation Road forms the structure of the village
- Pockets of green space break up the residential areas fronted by houses
- Mixed uses are scattered along the main routes through the village

### **FACILITIES**

2 pubs/cafe, pharmacy, 2 churches, petrol station, 1 pre-school, 1 primary school, sports and social club

# Wider Area



Historic routes and landscape will form the green fingers and a green network around the new settlements



Green corridors will define distinct villages



Green links and pedestrian routes will connect the different villages



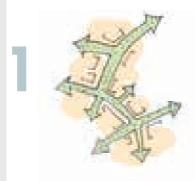
Pedestrian routes separated from the vehicle routes where possible



Water is used across the development for sustainable drainage, to assist in wayfinding, add value & enrich open spaces

## Village Scale

### **Built Form**



New settlements, will give pedestrians priority in an animated network of green corridors and waterways

New village centres with mix of uses, community facilities employment in every village



Pedestrian routes will be away from the road where possible

village centre

Higher densities will be clustered to define the

## Open space



All district and local centres, will give pedestrians priority in an animated network of green and blue corridors



Green buffer surrounds every new village



Green routes connects
each neighbourhood
centre



Historic loops and routes could be reflected in the design of the village

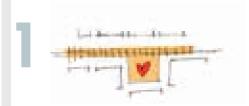


When buildings are located in the landscape they should be multi-aspect to accommodate the space

## Village Centres

### **Local Centre**

### Village Greens



The centre should have a vibrant new square, along a pedestrian friendly street



Village centres should be defined by a central green



The streets should be pedestrian friendly and easy to cross



Higher density around the green



Shared surface space should narrow and widen along the route with variation in character



VIllages will have a varied frontage, with buildings overlooking the key spaces



Mixed uses should line key frontages of the new street and square



Village greens should be located on key routes and intersections



Shared surface space should be flexible and allow space for events to happen



Village centres will be characterised by natual landscape, play areas, community gardens and informal sport pitches

# Contextual Analysis Character Study Summary

Observations drawn from the character studies have inspired the following design intentions which will be reflected in the Garden Village masterplan.

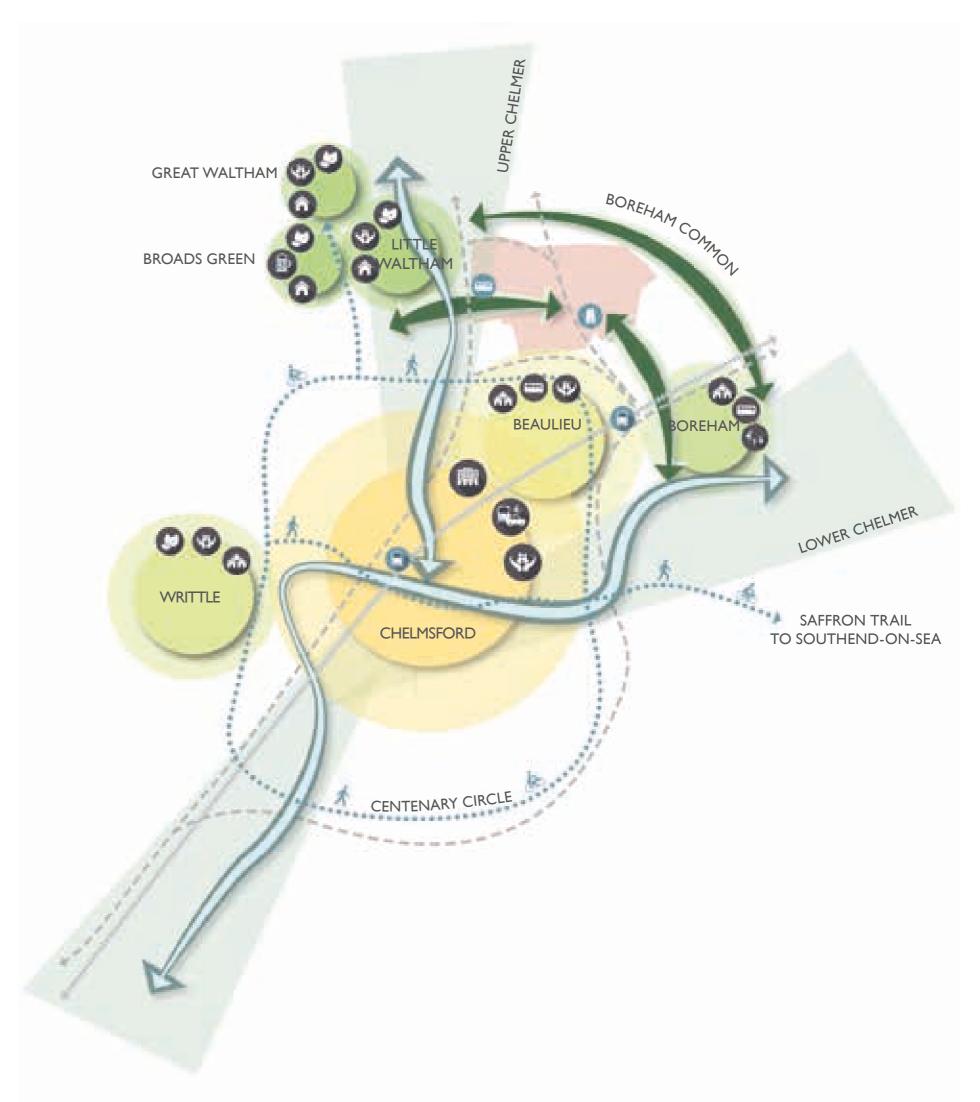
The sketches opposite illustrate design intentions reflecting the townscape principles and typical defining features of local places.

Development of the illustrative masterplan will incorporate these principles in a comprehensive design that sensitively responds to the local development patterns and the character of the place.

# **Contextual Analysis Summary**

The North East Chelmsford site is strategically located benefiting from strong transport links to the city whilst being wrapped within a distinctive green infrastructure network threaded into the countryside.

The site context provides the opportunity to integrate the Garden Village vision and principles alongside the defining features of the townscape and landscape character of Chelmsford and the surrounding area.









**Site Features** 

Village

## Site Features Site Analysis

This chapter analyses the site and its immediate surroundings. It descrives all the site's key features including:

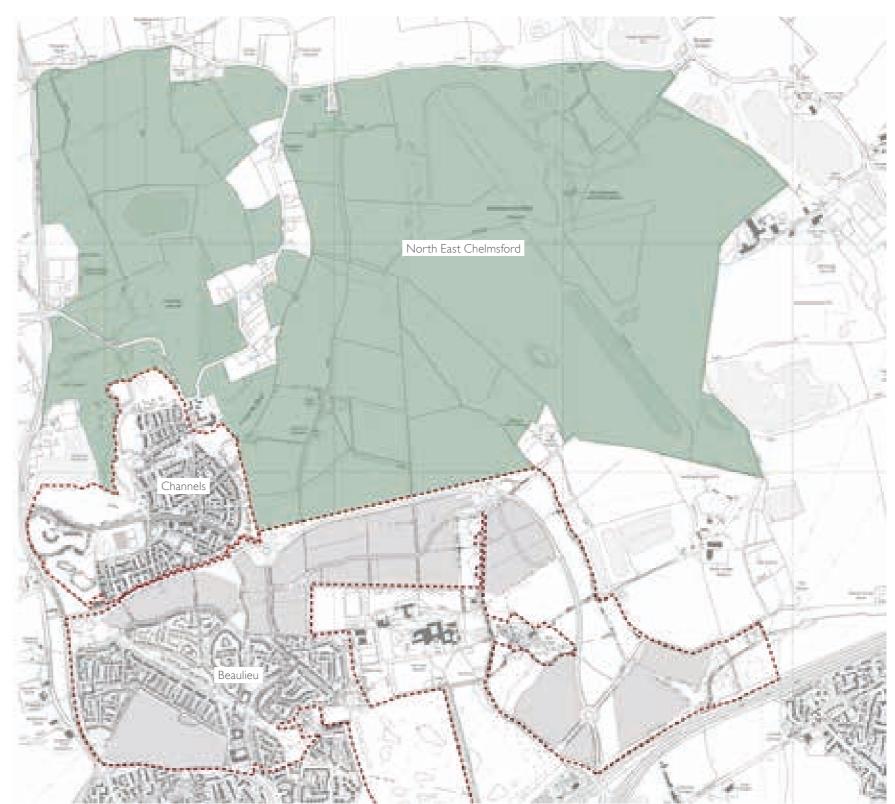
- 1. Adjacent Neighbourhoods
- 2. Land Control
- 3. Movement
- 4. Heritage
- 5. Landscape
- 6. Views
- 7. Topography
- 8. Drainage
- 9. Minerals

It highlights the history of the site including multiple uses from farming, to extraction, aeronautics and leisure activities. An understanding of the site and its key features will inform the development of the masterplan.

The North East Chelmsford site is located north of the new neighbourhoods of Beaulieu and Channels.

Beaulieu is a new development of 3,600 homes comprising a series of residential neighbourhoods with distinct character. A new community hub at Beaulieu Square provides local amenities for residents and two new schools including an 'All Through' school are proposed. The development is set within 71 hectares of green open space including allotments, sports grounds and parkland.

Channels is located north of Beaulieu and the Radial Distributor Road 1 (RDR1), it is a new neighbourhood comprising 750 homes set within 21 hectares of open space including a Country Park, a series of lakes, skate park, play areas and growing areas. The Channels Estate is a bar/brasserie and wedding venue located to the east of the scheme.



North East Chelmsford Context Plan

## Site Features Adjacent Neighbourhoods



Beaulieu and Channels neighbourhood's



Channels landscape character



Beaulieu neighbourhood



Channels Estate



Beaulieu landscape character

Key

Cliffords

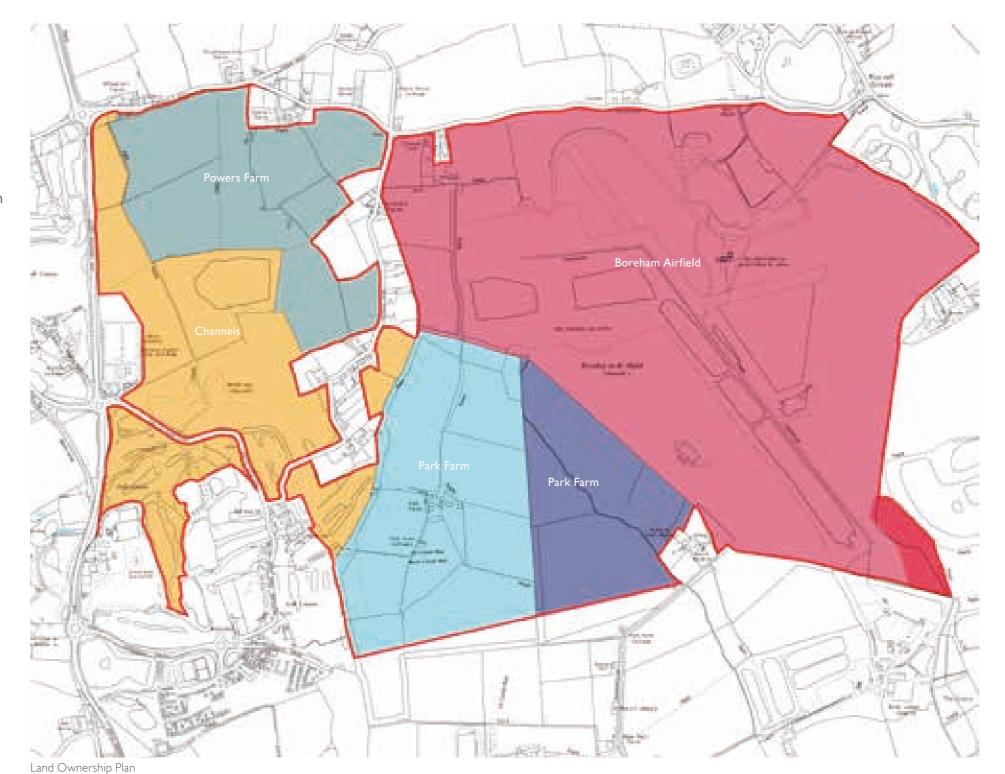
Hanson Power Farm
Hanson Park Farm
Hanson Park Farm

Threadneedle
Threadneedle

# Site Features Land Control

The North East Chelmsford Garden Village Consortium are supporting Chelmsford City Council to deliver a comprehensive vision for the Garden Village.

The site is under severall land ownerships, the North East Chelmsford Garden Village Consortium incorporating Cliffords Ltd and Clifford Family Trust, Countryside Zest, Hanson Quarry Products Europe Ltd, Threadneedle Pensions Ltd and Ptarmigan Land are promoting the site and developing a comprehensive masterplan for the Garden Village which responds to site features, opportunities and constraints whilst integrating with the adjacent neighbourhoods of Beaulieu, Channels and the surrounding area.





### **Site Features**

### Movement

The site is well placed adjacent to the Chelmer Valley Park and Ride on Essex Regiment Way and RDR I connecting to the strategic road network via Boreham Interchange. Several Public Right of Way routes bisect the site providing links to the Centenary Circle and wider countryside.

Walking and cycling will be first choice for journeys within the future community itself and a network of corridors for the movement of pedestrians and cyclists will be provided, especially for journeys to and from schools, shops and other facilities in the employment and neighbourhood hubs.

Land will be safeguarded for an extension to the existing
Chelmer Valley Park & Ride facility which will be enhanced to
respond to the City Council's desire that this facility becomes
a comprehensive "transportation hub" providing access
to onward and return bus services to Chelmsford Station,
Beaulieu Station and Stansted Airport, local schools and
employment which will encourage reverse commuting from
the City Centre by existing P&R bus services to the proposed
development, particularly for employees and visitors. It will
also include for the provision of Car Club spaces and cycle hire.

The masterplan will make provision for RDR2 and the first phase of the Chelmsford North East Bypass (CNEB) in order to provide an effective strategic link between the A131 and the Boreham Interchange (with the A12).

Combined with the implementation of appropriate traffic management and public transport priority measures on the existing local highway network, the combination of RDR2 and the first phase of the CNEB will provide an effective strategic link between the A131 and the A12 to ensure that through traffic does not use the local highway network.



Public right of way



Cyclist on Domsey Lane

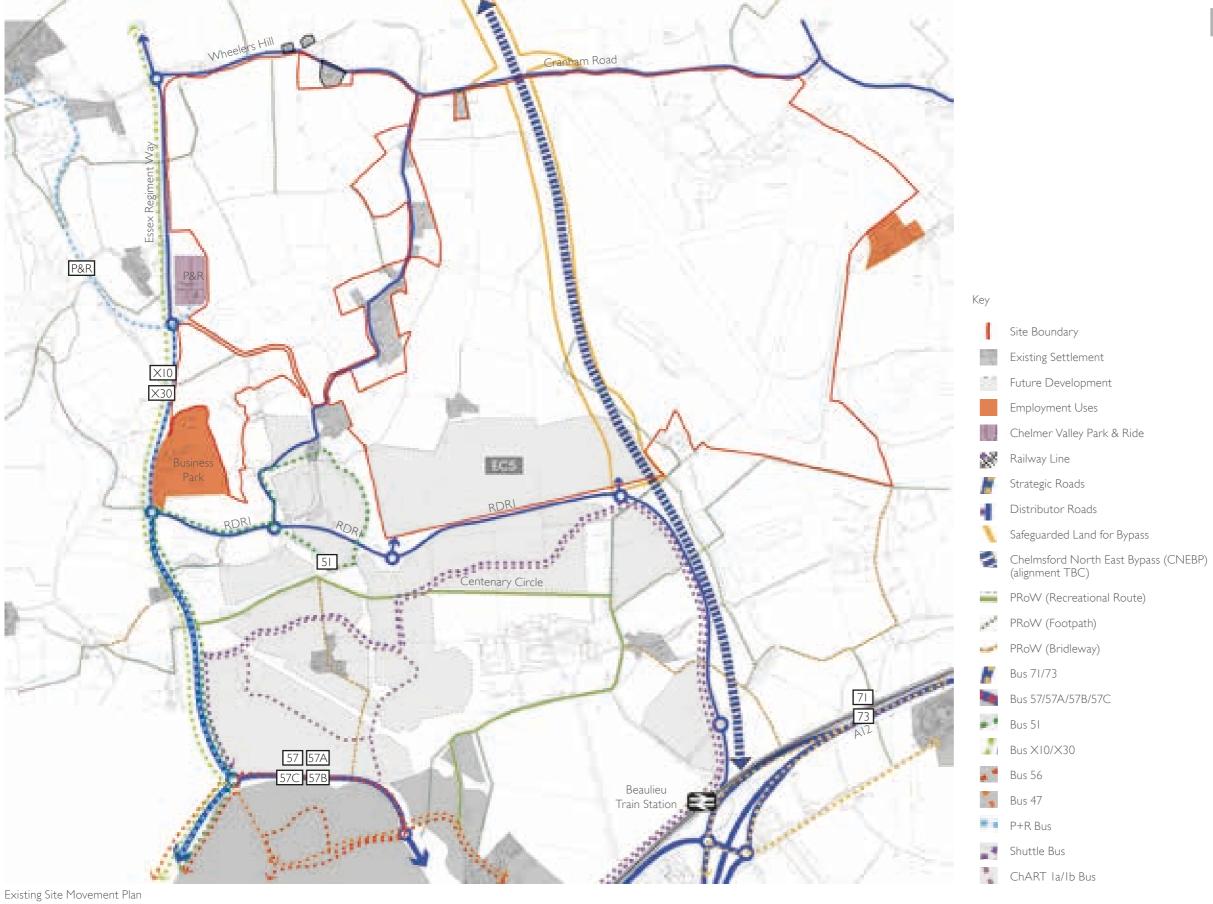


Beaulieu Bus: Express Service to Chelmsford Train Station



Beaulieu Train Station (under construction)

## Site Features Movement



## Site Features

### Heritage

#### Archaelogical Landscape

The site forms part of a wider archaeological landscape, located on the Boreham Plateau overlooking the River Chelmer and the River Ter, which includes the remains of the Palace of Beaulieu as well as settlement features dating from prehistory through to the modern period. There are several known archaeological sites within the site boundary including features excavated prior to mineral extraction dating from the Neolithic through to the post-medieval period; crop marks; and remains associated with the World War Two Boreham Airfield.

Mineral extraction has resulted in the modification of the landscape within the east and south west of the site and therefore the removal of any archaeological deposits within these areas. Prior to extraction detailed excavation resulted in the identification of multi-period deposits. Along with the recovery of numerous isolated finds dating from the late Neolithic to the post-medieval, the identification of crop marks indicating potential Bronze Age burial mounds and Iron Age enclosures there is a high potential for archaeological remains of multiple periods to exist within the site.

#### **Historic Mapping**

In the 16th century the dominant feature in the landscape was New Hall's deer park which is shown on contemporary maps as two or three interconnecting areas enclosed by fences. Prior to 1799 the park was considerably larger than it is today, at its peak reaching as far north as Park Farm and as far east as Mount Maskells. Evidence of former park boundaries can be seen to the north of the present park in the remnants of the park pale, a bank with a fence on top to contain the deer.

Prior to the creation of the medieval deer park it is likely the Site would have been wooded, possibly forming part of a wood common used by the surrounding parishes. The fields within the north east section of the Site bounded by Wheelers Hill, Domsey Lane, Essex Regiment Way and Pratt's Farm lane are partially formed of pre-18th century irregular enclosure indicating that this area of the site fell outside of the Deer Park and therefore is likely to have been enclosed earlier than the rest of the site. The remainder of the site was enclosed as the deer park retracted during the 17th and 18th century.

Very few traces of the former parkland remain, however, sections of the park pale have been identified in the fields surrounding Park Farm. Other components of the park landscape within the Site include New Lodge subsequently renamed Park Farm. A second lodge, Duke's Lodge, is shown on 18th century maps as located within the north eastern corner of the Site. Further features of the post-medieval landscape that remain within the site include the layout of Wheelers Hill Lane, Domsey Lane, Pratts Farm Lane and Belsteads Farm Lane which bound or intersect the site. These lanes are shown in detail on Chapman and Andre's Map of Essex dated to 1777 connecting the various farms in the eastern section of the Site.



Saxton's Map of Essex 1576



Chapman and Andre's Map of Essex 1777

## **Site Features** Sheepcote's Farm Heritage Alstead's Farm Cranham Farm Duke's Lodge Duke's Wood New Lodge Key Site Boundary he Grave Historic Woodland Historic Farm New Hall Historic Road Field Boundary Deer Park Pale Hedgerows Present on the 1874 First Edition OS Map Parish Boundary Historical Landscape

## Site Features Heritage

### **Listed Buildings**

Land to the north, east and west of the deer park was farmed outside the estate and a number of listed farmhouses dating to the 15th to 18th centuries remain, no listed buildings fall within the site boundary. A group to the north includes Shuttleworth, Hobbits (formerly Scot's Farm), Shoulderstick Haul and Powers Farmhouse. To the south-west are Belsteads Farmhouse (and associated listed barn) and Channels while to the south-east is Mount Maskells. Within the site boundary is Peverel's, a 17th century timber framed farmhouse. The only building within the site boundary that was originally part of the New Hall estate remains at Park Farm. The farmhouse dates to at least 1799 when the hall was sold and has retained its barn and outbuildings. Its former name, New Lodge indicates that it was at one time located on the park's boundary.

Historically the site was ringed by farms, many of which still retain listed farmhouses dating to the 15th to 18th centuries. Other farms such as Cranham Farm and Duke's Lodge were demolished in the modern era. Though some of the road network was in place in the medieval period other roads appeared in the post-medieval period to link new farms to the existing roads and to each other. The largest expanse of ancient woodland, Duke's Wood was lost when RAF Boreham was laid out in 1943. Field boundaries have been removed, fields enlarged and new field boundaries applied but a number of historic field boundaries remain.



Shuttleworths



Shoulderstick



Mount Maskells



T2 Hangar



Hobbits



Park Farm



hannels



Watch Office



Perverel's



Park Farm



elsteads



Speech Broadcasting Building

## **Site Features** Heritage



Domsey Lane, crosses the site, a sign of the dominance of New Hall's estate and resulting lack of settlement. Domsey Lane initially stopped at Peverel's Farm but later was extended to Belstead and Channels. To either side of Domsey Lane the field boundaries shown on historic maps of the 19th century can be discerned in the landscape, many of the hedges incorporating a number of species together with mature standard trees.

To the east of the site is the former RAF Boreham. Although most of its buildings have been removed the former Watch Office; a T2 type hangar; a Romney hut; the former Speech Broadcasting Building; and the War Memorial to the US Army Air Force based at Boreham still remain. Sections of the perimeter track and dispersal loops remain in the vicinity of the Watch Office and a long stretch of perimeter fence is still in place to the east of Mount Maskells. Outside the site boundary to the north of Cranham Road the former Operations Block still

### Site Boundary Listed Building Non-designated Building

Indicative Conservation Area Boundary

New Hall Registered Parks and Gardens Boundary

Built Heritage Assets Plan

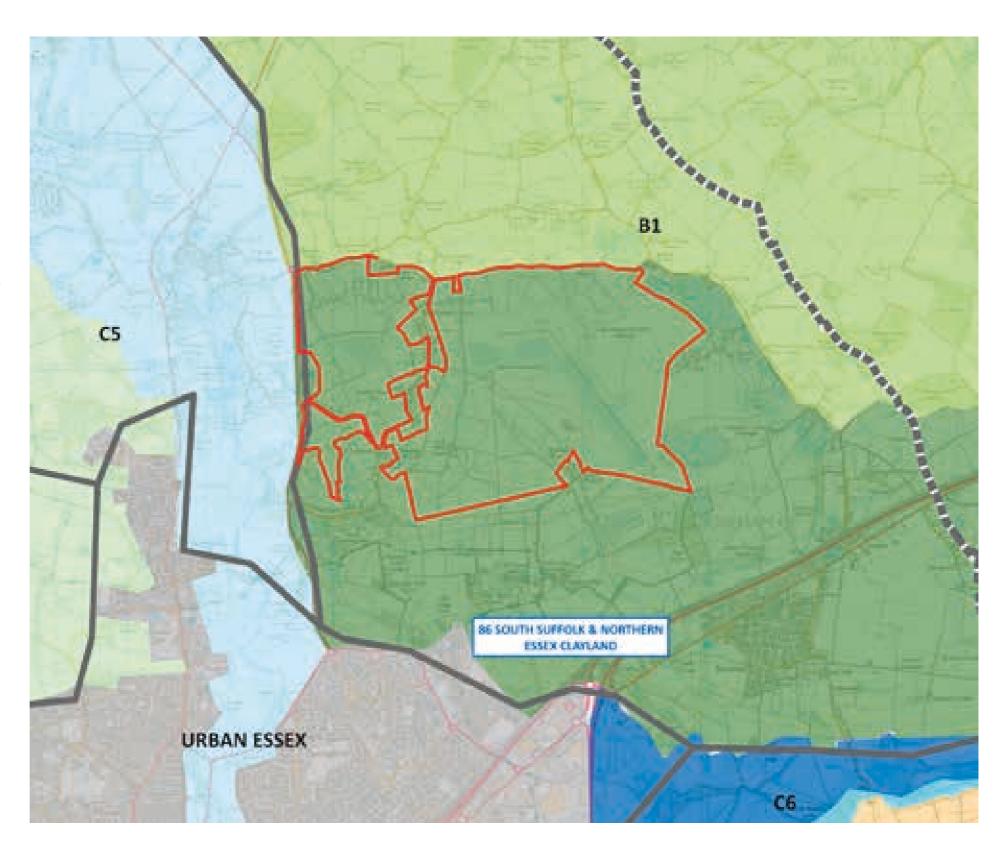
### **Landscape Character**

The site lies within the north-west part of the Boreham Farmland Plateau Landscape Character Area (B21) local landscape character area.

Key characteristics of this landscape character area include:

- Irregular pattern of mainly medium size arable and pastoral fields marked by hedgerows and ditches
- Small woods and copses provide structure and edges in the landscape
- Scattered settlement pattern, with frequent small hamlets
- Concentration of isolated farmsteads
- Network of narrow and winding lanes

The Boreham Farmland Plateau is centred on Boreham and the A12 dual carriageway. Typically farmsteads line the roads outside of main settlements. The site is noted for having sand and gravel pits which have predominantly been filled in with water, with surrounding areas landscaped and trees planted. Historic features include New Hall and historic parks and gardens visible within the landscape.







### Key

Site Boundary

### County Landscape Character Areas

- District Boundary
- Central Essex Farmland
- **B1** Chelmer Valley
- Blackwater and Brain Valley

### Local Landscape Character Areas

- Urban Chelmsford
  - A6 Upper Chelmsford River Valley
- A7A Lower Chelmer River Valley
- A7 Lower Chelmer River Valley
- BI5 Pleshey Farmland Plateau
- B17 Terling Farmland Plateau
- B21 Boreham Farmland Plateau
- F5 Little Baddow Danbury Wooded Farmland



### **Landscape Features**

The site comprises mainly arable land, the former golf course to the south-west and former Boreham Airfield, now undergoing mineral extraction to the east.

Typically the arable land has a strong network of hedgerows containing trees. The pattern of very large fields are expansive and do not contain individual trees.

Domsey Lane is rural in character with wide belts of trees forming a continual green corridor north-south along its length.

There are several rectangular blocks of new native tree and shrub planting between 2 and 20 years old where areas of mineral extraction have been screened.

There are some high quality old oak trees which provide striking landmark features. There is one Tree Preservation Order on the site covering a line of multi-stemmed ash and sycamore forming an important landscape feature within the north-western part of the site.

The Boreham Brook has a crop of cricket bat willows which are in keeping with the rural north Essex landscape character.

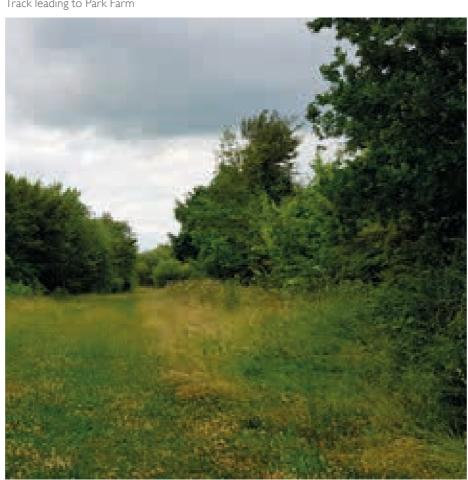
The south-western part of the site comprises a series of ponds formed as part of the former golf course development.



Landscape Plan



Track leading to Park Farm



Mature trees and hedgerow along farm track



Pond at Channels



View eastwards across site







Watercourse / Standing Water

Local Wildlife Site

Parks & Gardens

Listed Building

Presence of Habitat Species

PRoW (Footpath)

PRoW (Recreational Route)

PRoW (Bridleway)

Category A tree

Category B tree

Tree Protected by Tree Preservation Order 2003/007

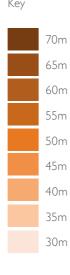
## Site Features Topography

The site is gently undulating, the highest point within the site is located on the north-western edge with levels falling to the south-east to a valley where the Boreham Brook runs through the centre of the site.

Due to current and future gravel extraction operations, levels are subject to change over time in some areas within the site boundary.

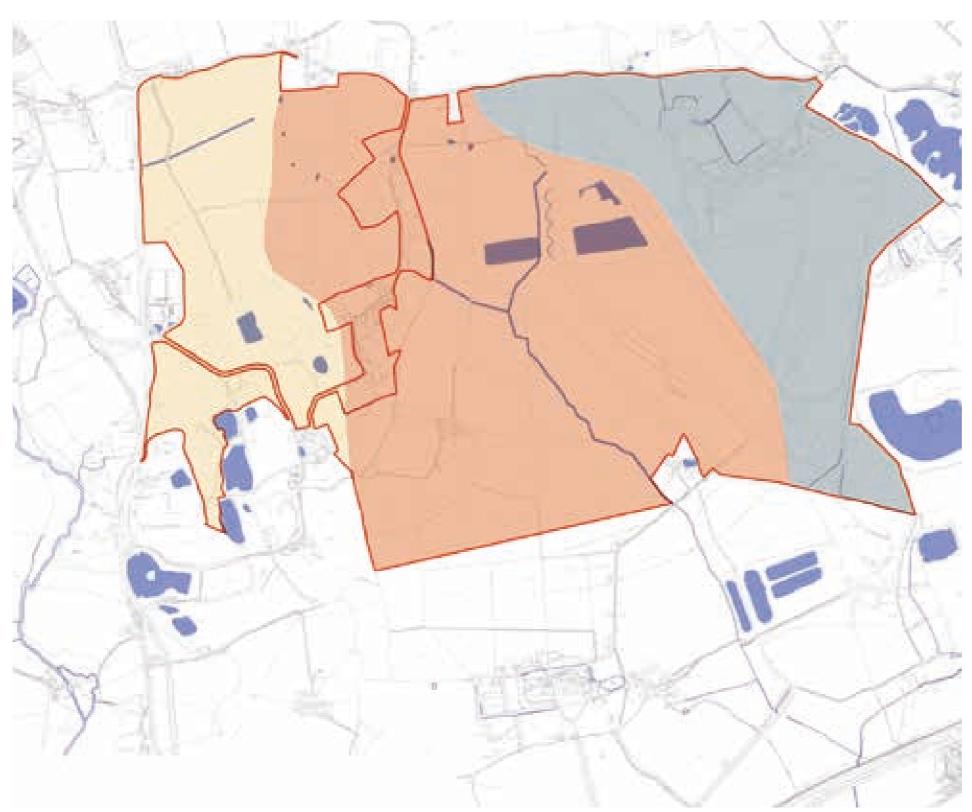
To the east of the site, the land currently has a temporary lower platform level following mineral extraction, restoration plans include a large lake with a water level circa 41.5 m AOD.





Topography

# Site Features Drainage



The site is located within Flood Zone 1 (i.e. less than 1 in 1000 annual probability of river or sea flooding) classed as low probability risk.

The site has three separate existing surface water catchment areas, the western, central and eastern catchments.

The western catchment to the north of Pratts Farm Lane and the golf course drains into the Chelmer via a series of lakes and ditch lines. The central catchment drains via ditch lines to a tributary of the Park Farm brook. The eastern catchment drains to the Boreham Brook.

Site Boundary

Watercourses

Drainage Catchment Area A

Drainage Catchment Area B

Drainage Catchment Area C

Drainage Catchment Plan

### **Site Features**

### **Minerals**

The local geology is such that there are substantial areas of the site where no sand and gravel is present.

Other areas of the site include sand and gravel which are economically viable for extraction. Extraction of sand and gravel is on-going on the eastern part of the site, with two extant planning permissions 'Airfield' and 'Park Farm'. Significant areas of the Airfield permission have already been worked and restored, with current working in the north of the site to shortly enter restoration. Importantly this will complete the restoration of the route for the CNEB.

There are significant areas within the site which contain no economic mineral resources, and areas where all economic mineral has been previously worked and the land restored. All such areas are available for development now and will enable earlier phases of the Garden Village to be delivered within the Local Plan period. The phasing and delivery of the Garden Village will allow for the continued mineral working throughout the Airfield and Park Farm, including provision for the operation of conveyor belts and associated buffers



Current mineral extraction area - northern section of Airfield

## Site Features Minerals



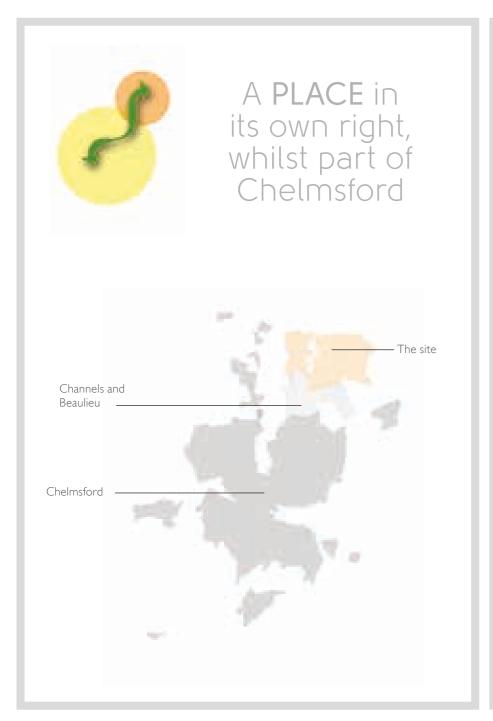


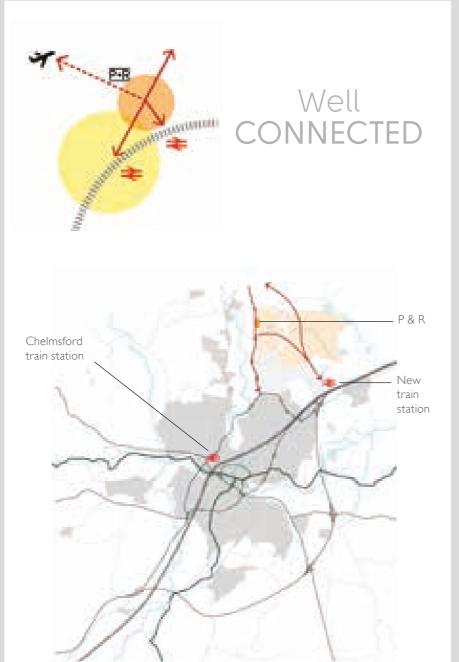


Structuring Elements & Design Evolution

# Structuring Elements Wider Context

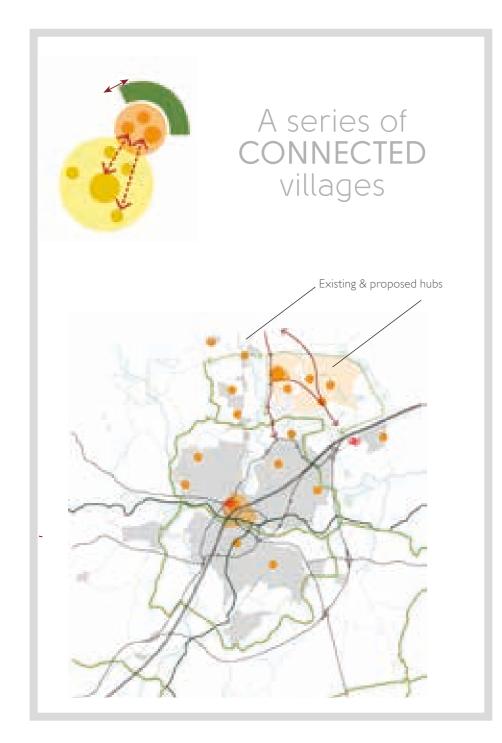
This chapter illustrates the structuring elements which will integrate the Garden Village into its context, both connections to Chelmsford and green infrastructure linkages. Masterplan principles starting with landscape links layer to develop the fabric of the Garden Village. These principles have been developed through an understanding of the site context and character analysis.

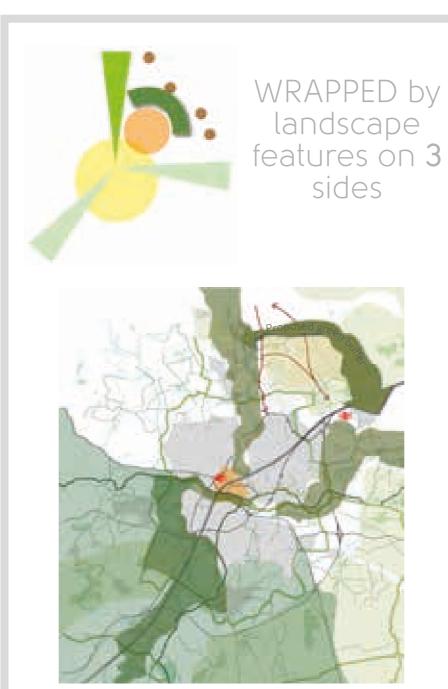


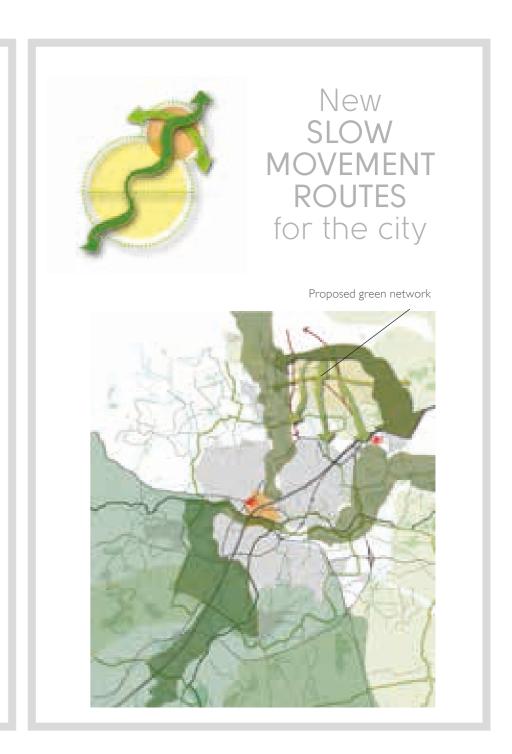




# Structuring Elements Wider Context







## **Design Evolution** Masterplan Principles

BEAUTIFUL LOCATION. It is surrounded by distinctive landscape on 3 sides.

# Respecting and enhancing the

### STRUCTURING ELEMENTS

Wrapped by landscape









GARDEN VILLAGE PRINCIPLES

### STRUCTURING ELEMENTS



Slow movement routes



# **Design Evolution** Masterplan Principles

A multi-functional LIVING LANDSCAPE network where people and wildlife can live together.





# Design Evolution Masterplan Principles

Mixed use neighbourhood centre GREAT BELSTEAD at the gateway to the Garden Village, on the central boulevard through the heart of the new place.

# GARDEN VILLAGE PRINCIPLES



### STRUCTURING ELEMENTS

Green movement routes





### STRUCTURING ELEMENTS



Landscape corridors link places



# Design Evolution Masterplan Principles

Neighbourhood hubs at CHANNELS ESTATE, PARK FARM & HAWTHORN VILLAGE (former airfield) linked by a landscaped route and central boulevard.



Series of destinations



Balance of live, work & visit

# GARDEN VILLAGE PRINCIPLES

## Design Evolution Masterplan Principles

New NEIGHBOURHOODS, each with distinctive character and a diverse and complimentary mix of uses in central hubs.

# GARDEN VILLAGE PRINCIPLES



Village centres



A new place

### STRUCTURING ELEMENTS

Series of connected villages





### STRUCTURING ELEMENTS



New employment hubs



# Design Evolution Masterplan Principles

New EMPLOYMENT HUBS accessibility located at key TRANSPORT INTERCHANGES. Innovation hub within Great Belstead at the Park & Ride, employment and mixed use at Beaulieu train station.



Sustainable transport



Innovation & business

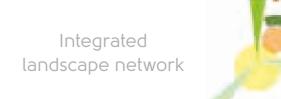
# GARDEN VILLAGE PRINCIPLES

## Design Evolution Masterplan Principles

A series of LANDSCAPE PARKS and a new destination COUNTRY PARK connected by integrated greenways creating a multi-functional landscape.

# SHUNCIPLE STATE OF THE STATE OF

### STRUCTURING ELEMENTS

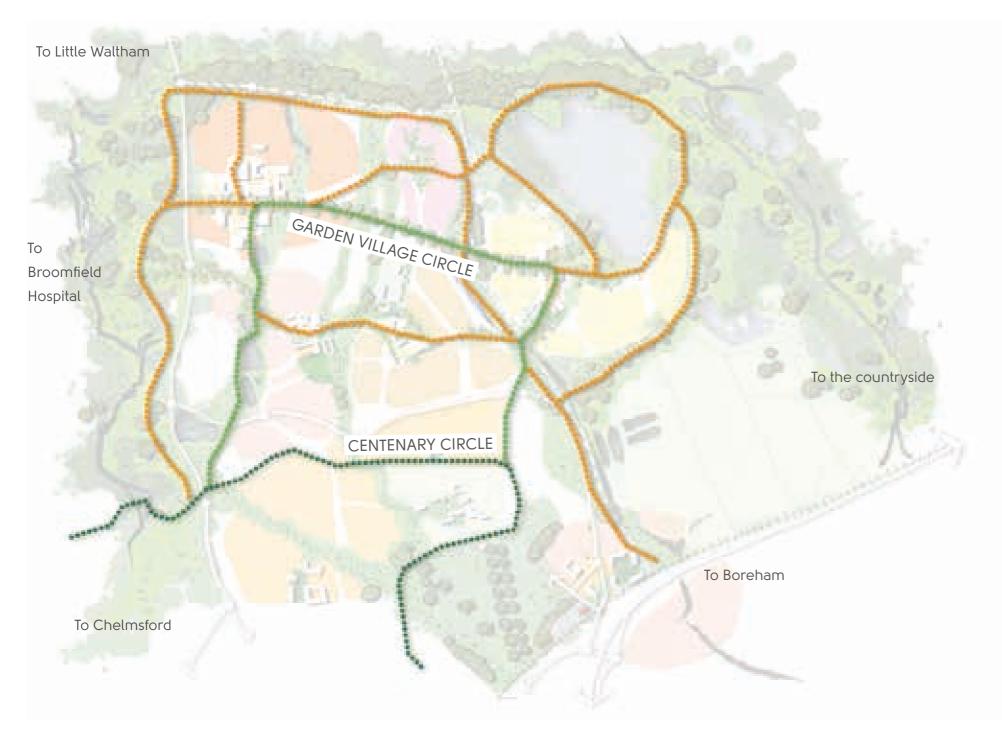




GARDEN VILLAGE PRINCIPLES

### STRUCTURING ELEMENTS





## Design Evolution Masterplan Principles

A network of footpath and cycle routes connecting to Chelmsford and the countryside beyond. A new GARDEN VILLAGE CIRCLE route linking to the multi-functional landscape framework and pugging into the wider network.



### **Design Evolution Masterplan Principles**

STRUCTURING ELEMENTS

A new place with



A 21st century GARDEN VILLAGE delivering new homes set within a LIVING LANDSCAPE. A new place promoting a HEALTHY LIFESTYLES balancing living, working and visiting within a sustainable environment.



Deliverable & viable



Rich mix of facilities

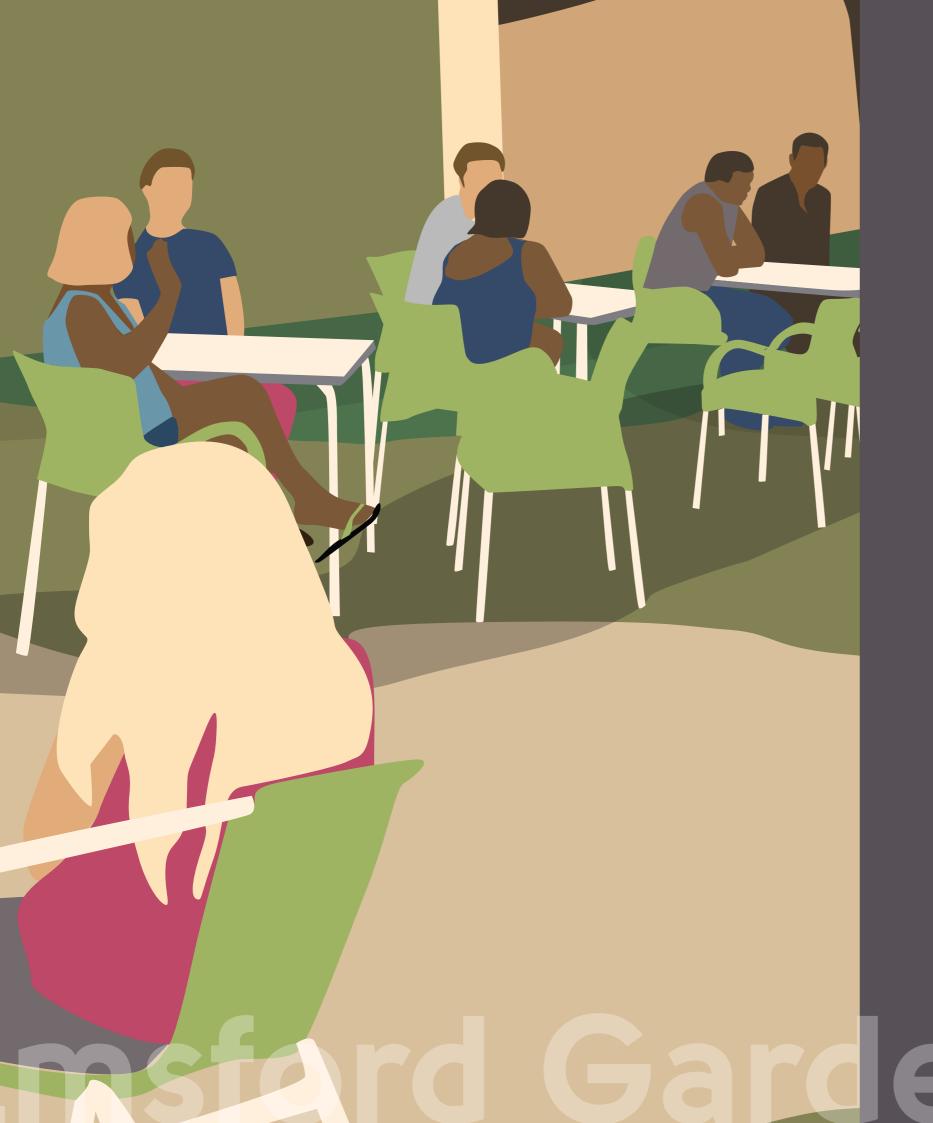




# Design Evolution Masterplan Principles









**An Inclusive Process** 

en Village

# **Engagement Process**First Steps

The engagement process started with a series of charrettes to map out the opportunities and constraints presented by the proposals for the Garden Community, and has been further informed by engagement with officers and members of Chelmsford City Council and Essex County Council through a number of workshops. Consultation and review with statutory undertakers is also advanced.

### Activities to date

Month	Action
June 2018	<ul> <li>Presentation to Chelmsford City councillors and officers</li> <li>Leaflets to councillors</li> <li>Meetings and conversations with Councillors</li> </ul>
July 2018	<ul> <li>Opportunties and constraints charrette held on 5 July 2018</li> <li>Presentation to Chelmsford City councillors on 9 July 2018</li> <li>Follow-up activity from presentation to councillors and officers</li> <li>Engagement with Vicky Ford MP's office</li> </ul>
August 2018	<ul> <li>Preparation for workshops</li> <li>Meetings with Chelmsford City Council. Scheme progress and Infrastructure Delivery Plan</li> <li>Meetings with Essex County Council on transport</li> <li>Consultation and analysis of statutory undertaker information (electricity, gas, water, telecommunications, drainage)</li> </ul>
September 2018	<ul> <li>Presentation to Vicky Ford MP</li> <li>Workshops with Officers from Chelmsford City Council and Essex County Council</li> </ul>

### Scheduled activities to adoption of Local Plan

Month	Action
October 2018	<ul> <li>Meetings with transport consultees</li> <li>Workshops with Chelmsford City Council</li> <li>Update meetings with councillors</li> </ul>
November 2018	<ul> <li>EiP for Chelmsford Local Plan</li> <li>Organise site visits to Beaulieu and Channels for interested stakeholders</li> <li>Arrange meetings with Parishes, other local MPs and County Members</li> <li>Support council through Local Plan process</li> <li>Stakeholder update emails</li> <li>Briefing to members throughout process</li> </ul>
Spring 2019	Adoption of Local Plan

# **Engagement Process**First Steps





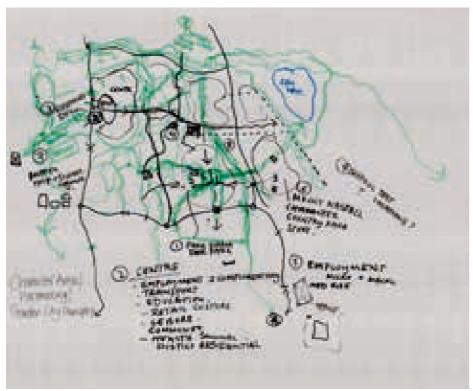




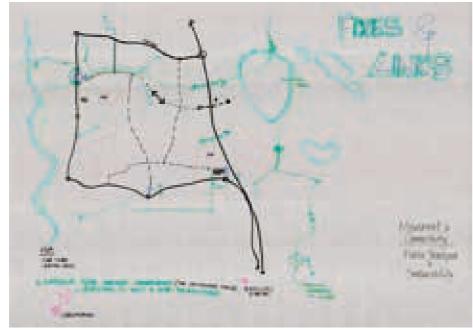


# **Engagement Process**

### First Steps



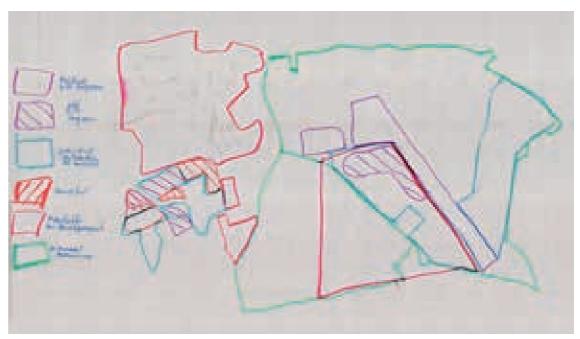
Charrette concept sketch - Character Areas and Placemaking



Charrette concept sketch - Movement and Connectivity



Charrette concept sketch - Green Space and Ecology Vision and Concept



Charrette concept sketch - Mineral Extraction

# **Engagement Process**First Steps











### **Next Steps**

Successful new communities are developed in collaboration with existing and future residents and stakeholders. This maximises opportunities for new places to deliver local ambitions. With this in mind, the North East Chelmsford Garden Village Consortium is committed to working closely with the local community and future residents to develop North East Chelmsford, ensuring that Garden City Principles are enshrined into each stage of the process and that there is genuine community ownership of the new Garden Village.

### Engagement at every stage

The engagement programme highlights important project milestones, including the Community Planning events where the local community and future residents will help shape the initial plans by joining the design team in workshops, walkabouts and hands-on planning groups. This is preceded by initial stakeholder meetings and informal discussions and followed by further workshops, exhibitions and site tours.

### Long-term stewardship

Aligning with the Local Plan process, engagement will then continue over the coming years. Long term success depends on creating a structure that facilitates ownership from existing and future communities. The North East Chelmsford Garden Village Consortium is committed to a long-term stewardship of North East Chelmsford that is proactive and collaborative: these are the principles that will guide our continued engagement with local stakeholders.

### **TCPA Garden City Principles**

- Delivering long term value for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Mixed-tenure homes and housing types that are genuinely affordable.

- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport (including park and ride) designed to be the most attractive forms of local transport.



Three Elms - Community Planning Event, May 2015



Create Boulevards - Community Planning Event, May 2017

**Next Steps** 



Initial engagement will take place with key stakeholders through presentations and meetings to outline the collaborative Community Planning process, agree dates for community events and discuss how the Garden City and Healthy Placemaking Principles can be incorporated within the proposals. An event will be held to launch the Community Planning process in the public domain. We will invite stakeholders and the press to explain our approach, raise public awareness and build team relationships. The launch is an opportunity to make direct contacts to help organise the next steps, to create positive media coverage of the process and to commence publicity of the Community Planning events.

Community Animation ensures that local groups and key stakeholders have been identified, met and the project aspirations discussed and reviewed with them. It is important to include a wide cross section of community participants, especially the future residents of North East Chelmsford. Significant time will be invested in businesses, community groups, visiting schools, youth clubs, neighbourhood groups and local specialist groups and organisations to identify issues, encourage broad based participation and to continue to generate local interest.

Community Planning events are an opportunity for the community to share local knowledge and help shape plans by joining the design team in dialogue workshops, site walkabouts and hands-on planning groups, culminating in a plenary report back session of everyone's ideas. There is also an exhibition explaining the background of the proposal.

The design team then analyse and summarise the outputs from the community workshops to inform the Vision and emerging masterplan, which is presented back to the local community, to ensure momentum and excitement is maintained.



St Clement's Hospital - Community Planning Weekend Launch, November 2012

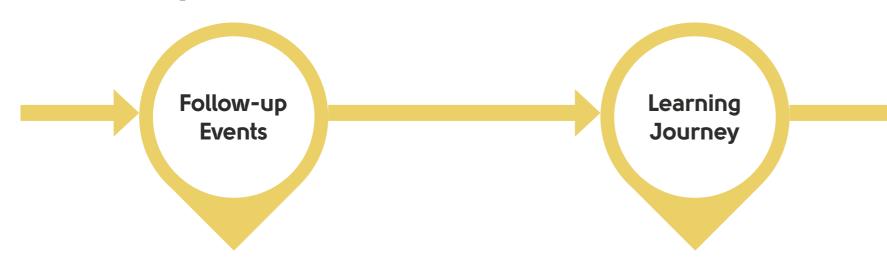


Asheridge Road, Chesham - Chesham Grammar School Workshop, March 2016



St Clement's Hospital - Community Planning Event, November 2012

**Next Steps** 



Update Exhibition

The design team will continue to develop the Vision and masterplan with the future residents of North East Chelmsford through further design events and focus groups. Key issues and ideas can be discussed including the long term management of community assets.

The design team will organise stakeholder bus tours to other garden city exemplars and community management trusts. This method can help to inspire future residents to learn about what success looks and feels like and by identifying issues with other places' design and shape new responses. Seeing really can mean believing.

Building on the feedback received to date, the local community, future residents and other stakeholders will be invited back for an update exhibition of the emerging proposals. There will be opportunities for the community to discuss the proposals with the design team and to make further comments which will be taken account of in the preparation of the final planning submission.



St Clement's Hospital - Community Design Forum, April 2013



Land South of Chesterton - Learning Journey, August 2014



Land South of Chesterton - Community Update Exhibition, July 2015

**Next Steps** 

Planning Applications

**Exhibition** 

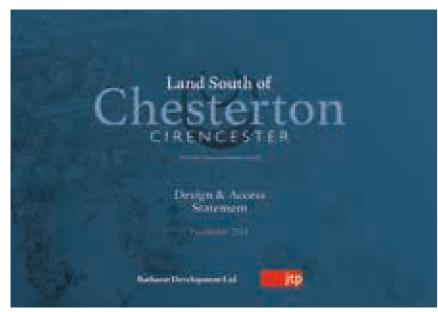
Community Stewardship

Planning applications will be publicised so the community can contribute to the process and input to Chelmsford City Council's determination. Proposals for larger elements of the development will be the subject of future exhibitions.

The exhibitions communicate the planning application with final submission proposals and how these have taken on board comments from the community. The exhibitions will be an opportunity to communicate the Garden City and Healthy Placemaking Principles and how future residents can get involved in the next steps.

Community stewardship bodies bring about social, economic and environmental benefits. They are community-led and adopt an enterprise approach for social benefits.

An overarching management company could run and maintain the community assets including the community centres, play areas, sports pitches, gardens and other green open spaces. The company would include new residents with professional support to help bring people of all ages together to build a strong community and provide spaces and resources to create a place people enjoy living in.



Land South of Chesterton - Design & Access Statement, November 2015



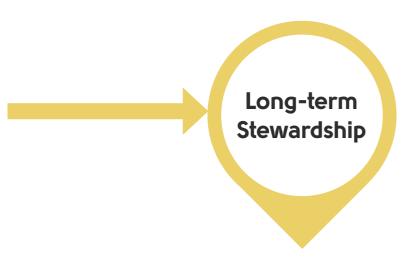
Market Street, Newbury - Post Submission Exhibition, March 2016



The Village at Caterham - Community management and ownership

# **Community Assets**

### **Next Steps**



TCPA research into long-term stewardship of community assets suggests early and continuous engagement with local stakeholders, the community and future residents. Existing community stakeholders have the potential to become early champions for a stewardship body, and can help encourage participation from new residents as they gradually move in.



Graylingwell Park, Chichester - Community Development Trust

There may already be community organisations looking for space to operate and other community needs which can be determined through the early engagement activities listed on the previous pages.

Funding strategies will be a core part of the process, whether from developer contributions, section 106 or other funding options. Management of North East Chelmsford will be carefully established so that it is run by and for the residents, with professional support to ensure long term stability.

**Funding Streams** 





Stewardship Body



**Community Assets** 



Example Community Stewardship Model

### Community Assets Next Steps

### Possible Funding Streams

- Endowments (Section 106 / CIL)
- Revenue funding
- Public sector funding
- Maintenance and service charges
- Charitable funding
- Natural capital accounting

### Possible Stewardship Bodies

- Management companies
- Community land trusts
- Development trusts
- Community interest companies
- Industrial and provident societies
- Co-operative societies
- Housing associations
- Registered social landlords
- Energy service companies
- Multi-utility service companiesa

### **Community Assets**

- Sports & leisure facilities
- Play spaces
- Parks and open spaces
- Trees and woodland
- Community gardens and orchards
- Lakes, ponds and SuDs
- Community groups
- Community events and activities
- Community halls
- Green routes
- Libraries
- Shops
- Childcare
- Cafes and bars
- Community services
- Education
- Housing









 ${\bf Examples~of~the~community~activities~hosted~by~Chichester~Community~Development~Trust}$ 

Example Community Stewardship Model

### Community Woodlands & Orchards

There is an opportunity for the community to assist in recreating and managing historic woodland. Located to the south east of the development, Duke's Wood would be heavily planted and respond to the Essex Design Guide's arcadian character.

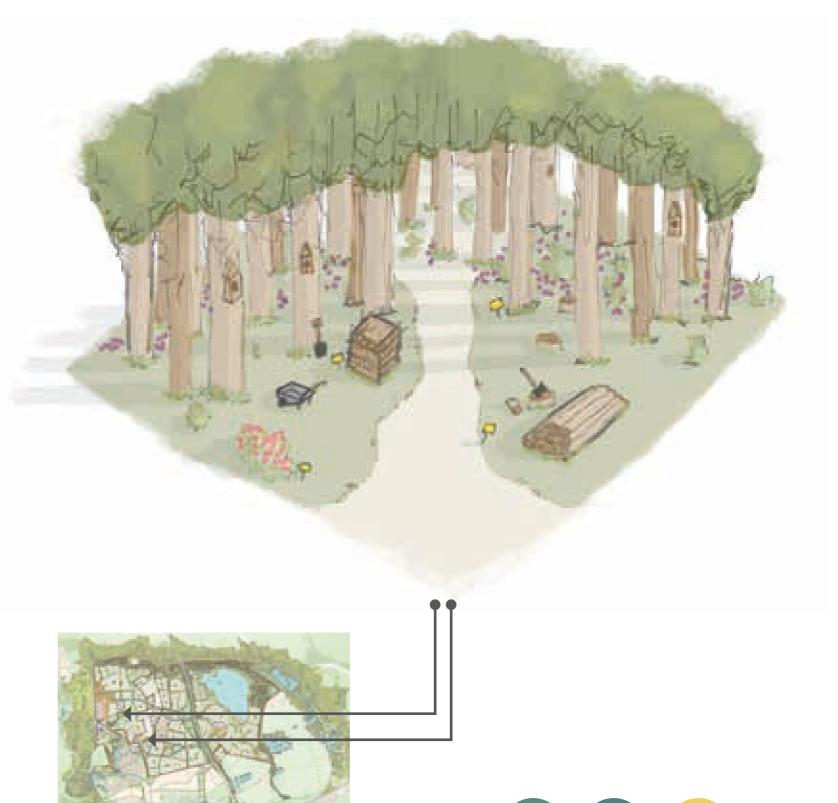
An opportunity to form a 'Friends group' responsible for the wood, with potential to teach local school children about woodland management, wildlife, ecology and biodiverstiy. This and other areas of woodland could incorporate orchards, trails, public art, bug hotels and beekeeping.

### **Healthy Placemaking Principles**

Be Well
Community Empowerment
Environmental Integration







### **Community Gardens**

Community gardens, areas for foraging and orchards play an important role in communities. They provide a focal point, a gathering space, and a place where people and nature successfully work together to promote a sustainable urban food system approach.

A locally managed garden where people are able to grow their own food, learn about food sustainability, healthy eating, food preservation, composting and pollinators. An opportunity to collaborate with charities such as Groundwork, introduce bee keeping and establish a farmers market where local produce is sold to fund the ongoing maintenance of the garden.

### **Healthy Placemaking Principles**

Be Well

East Well

Feel Well

Age Well

Community Empowerment Environmental Integration













# **Community Assets**

### **Opportunities**

### **Community Hubs**

Provision of multifunctional community hub facilities which could include a local store, independent shops, cafe, gym, pub, library and childcare facilities for an active, integrated community.

An opportunity for the community to run and maintain these facilities, build networks and generate a sustained income which can be reinvested back into these key facilities and services.

### **Healthy Placemaking Principles**

Be Well

Feel Well

Stay Well

Age Well

Community Empowerment

**Environmental Integration** 



















### Adventure Playground

A naturally designed adventure playground, embedded in the landscape which promotes imaginative play, exploration and risk taking. Created as a destination, encouraging tourists to visit the area, the playground could generate income from onsite facilities including a cafe. Opportunity to include a skatepark, outdoor gym, other leisure facilities and toilets.

The community could input in the design process and facilitate an ongoing schedule of events that suit their needs. A community group or estate management company could also take an active role in encouraging residents to engage with the space and shape how it is used in the future.

### **Healthy Placemaking Principles**

Be Well Community Empowerment Environmental Integration















### **Sports Pitches and Facilities**

The provision of sports pitches, facilities and play areas to accommodate active sports including football, rugby, netball, cricket and potentially tennis and skateboarding.

Distributed evenly throughout the development, ensuring future residents have easy access to sports and activities. Funded and maintained through the estate management company, residents could be granted free access to facilities.

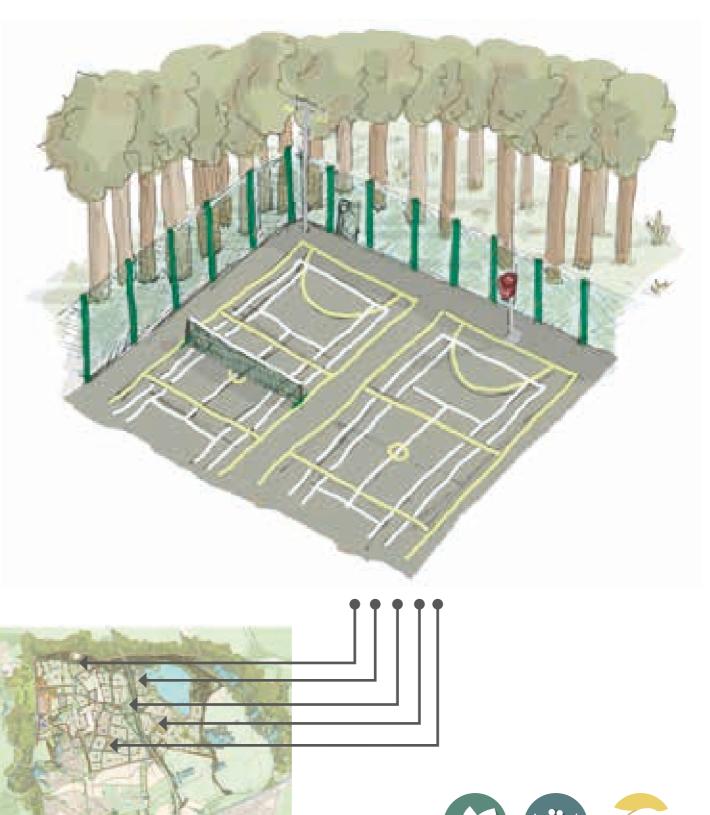
### **Healthy Placemaking Principles**

Be Well Feel Well Urban Planning















### Sustainable Urban Drainage

High quality designed sustainable drainage, providing a betterment beyond greenfield runoff rates whilst simultaneously enhancing biodiversity through habitat creation.

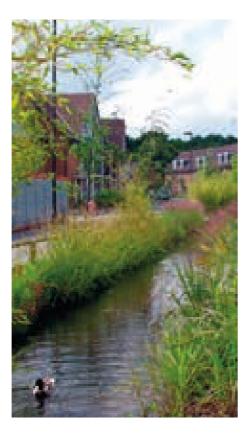
Access to water increases the quality and value of neighbourhoods whilst supporting social interaction. Maintenance responsibilities could fall to either community groups or an estate management company.

### **Healthy Placemaking Principles**

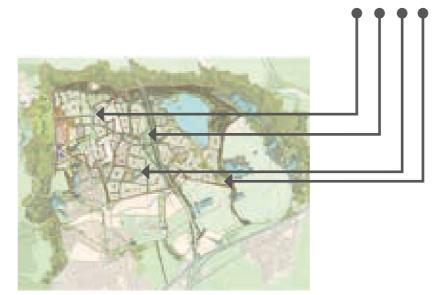
Feel Well
Age Well
Environmental Integration















# Community Assets Opportunities

### **Running and Cycling Trails**

Safe and attractive routes for walking, running and cycling are designed to encourage an active everyday lifestyle.

Community groups could include running and cycling clubs which were also responsible for the maintenance of trails, the creation of new routes and the curation of events.

#### **Healthy Placemaking Principles**

Be Well Feel Well Age Well

Walkable Communities

Movement Networks

Environmental Integration









## **Community Assets**

**Opportunities** 

### **Maker Spaces**

Financially accessible, flexible employment and creative space, encouraging start-ups and community enterprises.

Encourages social interaction but also generates income which can be reinvested back into these facilities and services.

#### **Healthy Placemaking Principles**

Eat Well
Feel Well
Age Well
Urban Planning
Community Empowerment













Framework Plan

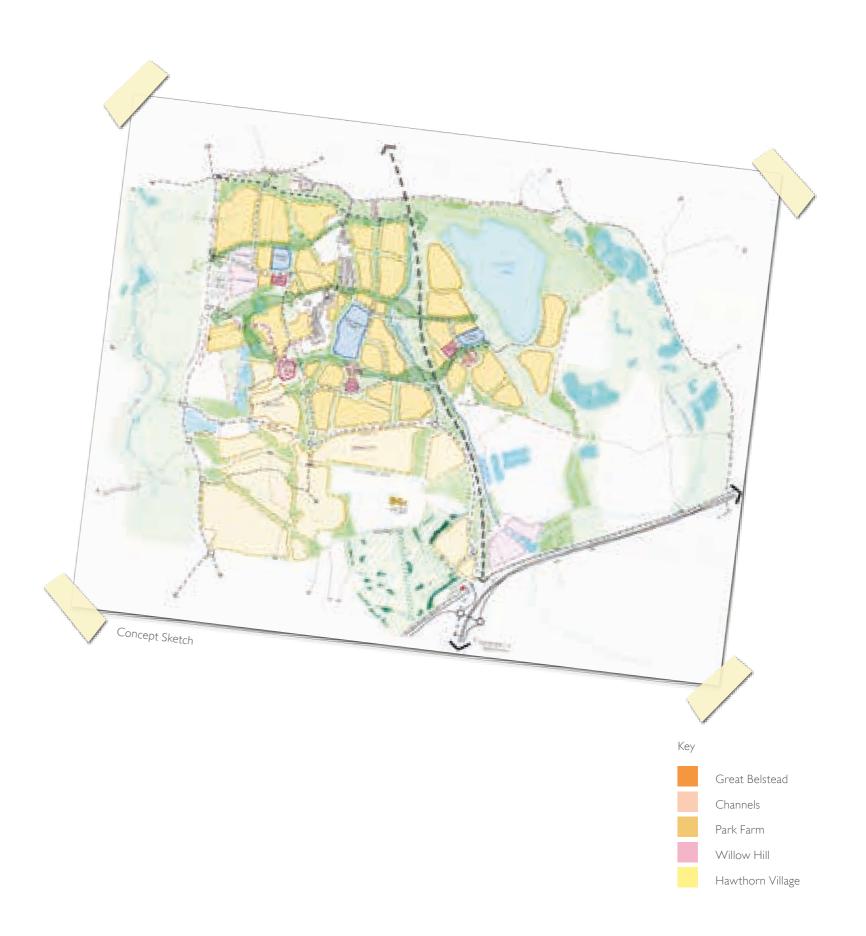
en Village

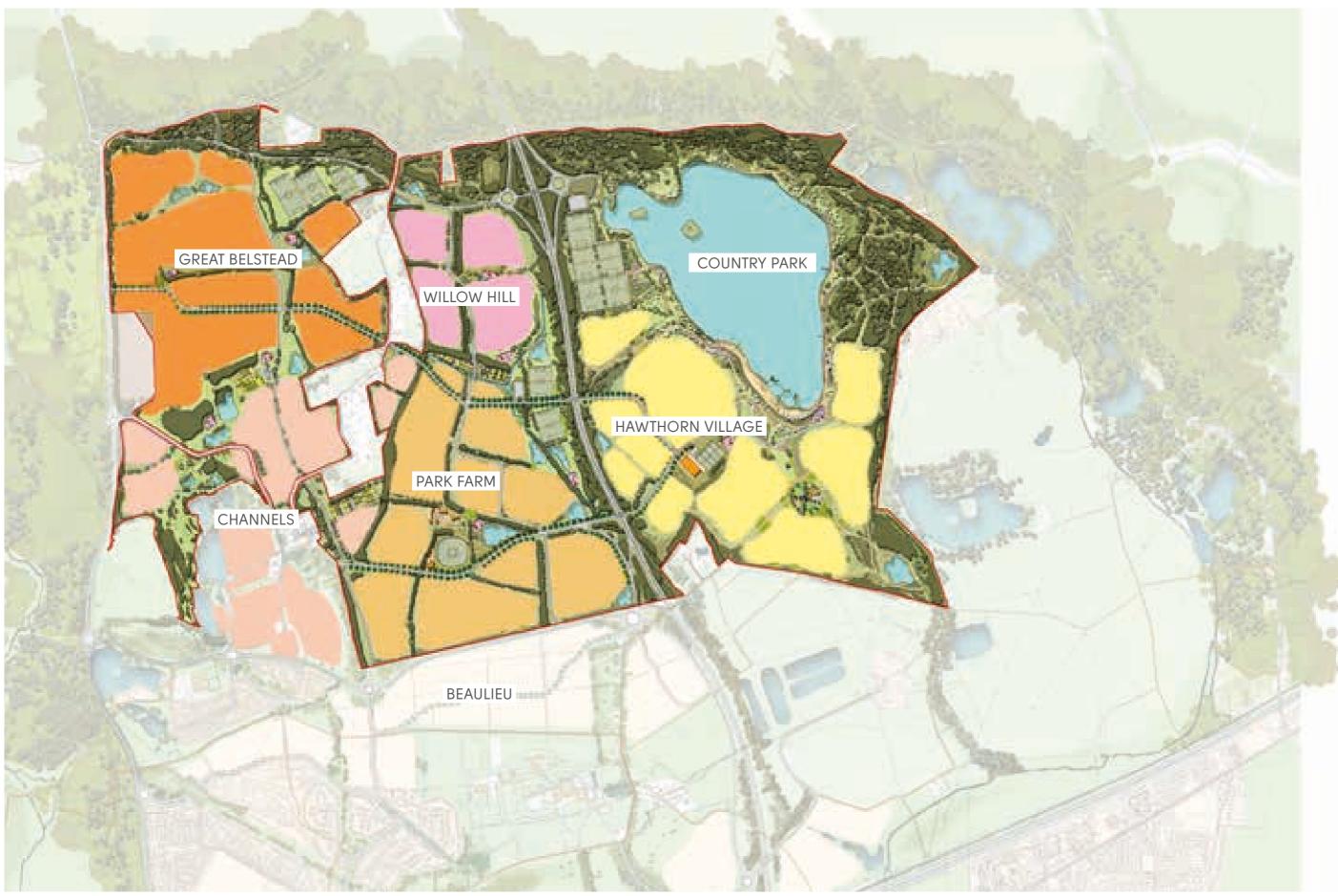
## Framework Plan Concept Masterplan

The established structuring elements and masterplan principles have informed the evolution of a concept for the Garden Village, new homes set within a living landscape, promoting healthy and balance lifestyles.

This chapter illustrates the Illustrative Masterplan and describes the layering of the principles including the development of distinctive character areas integrated with the open space and movement framework.

The Illustrative Masterplan will continue to be developed through and iterative process with involvement from Chelmsford City Council and key stakeholders alongside the design team.





Concept Masterplan

# Framework Plan Illustrative Masterplan

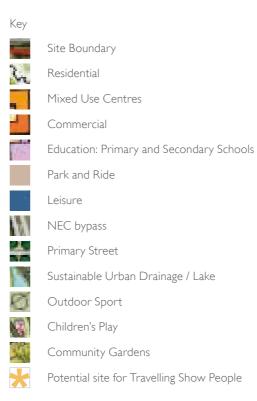
The Illustrative Masterplan illustrates the vision for the new Garden Village as a series of neighbourhoods delivering 5,500 homes set within a framework of landscape.

Each walkable neighbourhood has a distinct cluster of uses serving the neighbourhood. Great Belstead is the main hub of the Garden Village providing a neighbourhood centre, health, retail and employment with links to Belsteads Park. Each neighbourhood is linked by sustainable movement networks through green corridors and a rich fabric of varying green spaces.

The networks of walking and cycling routes within the new community have been designed to link into the wider green network and key destinations with in the wider area including Broomfield hospital, Anglia Ruskin University and Beaulieu train station.

The Garden Village plugs into the existing strategic movement network and delivers new key infrastructure including the CNEB and RDR2. Proposed public transport hubs will encourage use of sustainable transport modes with frequent bus services serving the community.

Each neighbourhood will have a unique character and complimentary mix of uses at a focal central space, reflecting its location on the site and lessons learnt from studying surrounding settlements.



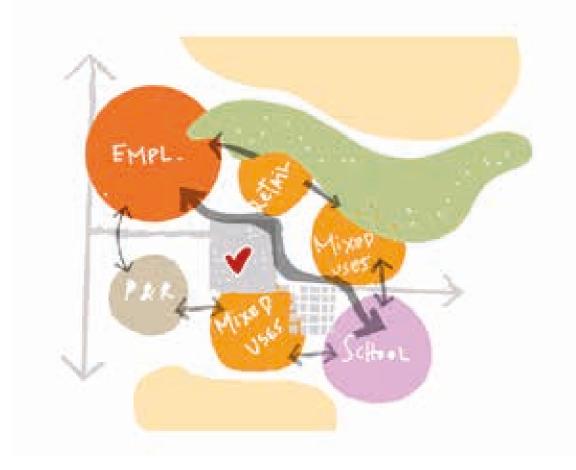




## **Character Areas Great Belstead**

Mixed use neighbourhood centre GREAT BELSTEAD at the gateway to the Garden Village, on the central boulevard through the heart of the new place.

- Transport interchange with Park and Ride
- Mixed use High Street which could include a community hub, nursery, doctors surgery, hotel
- Primary school
- Employment including an Innovation hub
- Apartments and town houses
- Belsteads Park







Great Belstead Neighbourhood Centre



Illustrative Sketch of Great Belstead Centre



Landmark buildings terminating views



Boulevard street and pedestrian environment



Mixed use High Street



Landscaped spaces

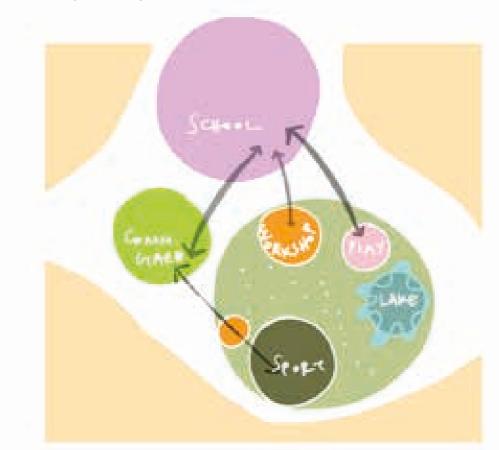


Courtyard spaces within the Innovation Hub

## **Character Areas**Park Farm

Mixed use neighbourhood centre
PARK FARM, centrally located within the
Garden Village, on a green corridor
linking the Channels Estate, Hawthorn
Village and the Country Park.

- Historic farm buildings become community and employment hub
- Mixed use hub which could include a health building, shop / cafe
- Secondary school
- Village Green with pond and play area
- Cricket pitch and pavillion







Park Farm Neighbourhood Centre



Illustrative Sketch of Park Farm



Farm buildings converted into a mix of uses



Cafe and landscaped public realm



Housing overlooking Village Green



Cricket Pitch

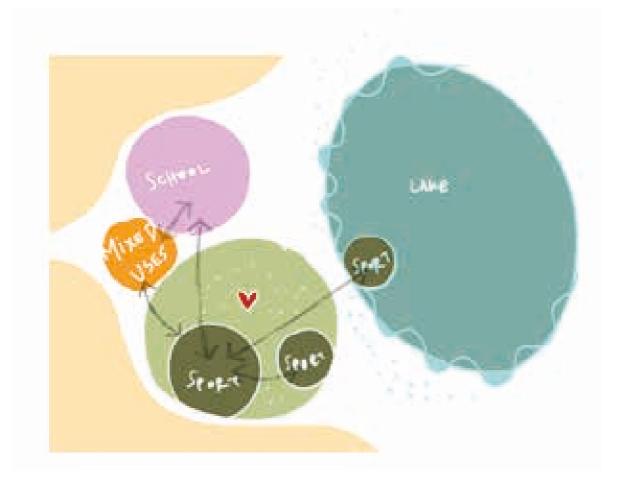


Secondary School

## Character Areas Hawthorn Village

HAWTHORN VILLAGE leisure hub linked to the Country Park with a sports hub community space as a landmark building at the heart of the village.

- Mixed use hub which could include a local shops and facilities
- Primary school
- Sports hub including netball courts and play areas
- Green linkages to the Country Park







Hawthorn Village Neighbourhood Centre



Illustrative Sketch of Hawthorn Village



Primary School



Informal play areas



Green links



Housing overlooking water

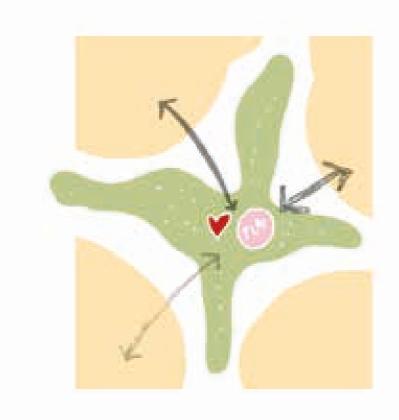


Woodland green spaces

## **Character Areas**Willow Hill

A village set within a woodland landscape, WILLOW HILL allows existing topography to create opportunities for relaxation and play.

- Existing hedge and tree lined lane forms a slow movement corridor through the village
- Play areas and sustainable urban drainage ponds form a multi-functional landscape setting
- The landscape and topography shapes the character of a traditional village on slopes







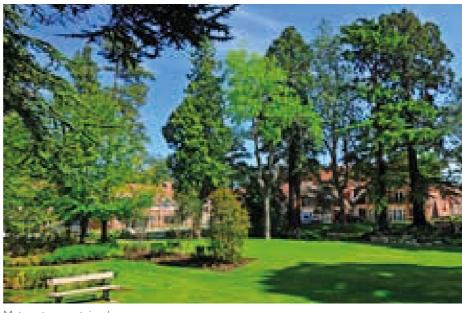
Willow Hill Neighbourhood Centre



Illustrative Sketch of Willow Hill



Natural play areas within woodland



Mature trees retained



Walking, running and cycling trails through green links



Homes set within woodland



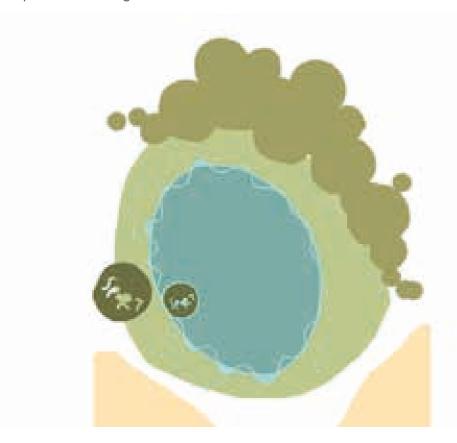
Integrated sustainable urban drainage within green links

# Character Areas Country Park

Integrated living landscape network linking to a destination COUNTRY

PARK providing a natural parkland for the Garden Village and residents of Chelmsford.

- Lake with opportunities for water sports and fishing
- Sports pitches with parking and pavilion
- Opportunities to re-establish historic woodland and create new woodland areas
- Creation of footpaths, cyclepaths and trim trails through a variety of landscape settings linking to the wider slowe movement network
- Areas of natural play and adventure sports within a natural parkland setting







Country Park





Illustrative Sketch of Country Park

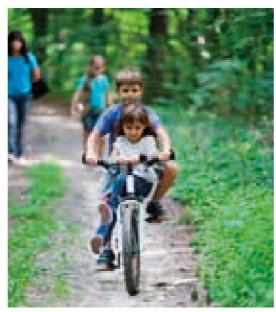
Illustrative Sketch of Country Park



Natural play areas within woodland



Woodland trails



Cycle routes



Fishing jetties



Water sports on lake

## Open Space Framework

### **Green Network**

North East Chelmsford will be an exemplar landscape led development. The landscape vision for the site is for a vibrant mixed use Garden Village set within a country park. The country park will extend throughout the Garden Village, seamlessly connecting with other green infrastructure assets within and around the site, including the Chelmer Valley to the west, Beaulieu and Channels to the south and the chain of lakes to the east along Waltham Road.

The existing network of landscape assets will be retained and enhanced to create a green structure for all users. Existing trees, hedges, watercourses, biodiversity and green linkages will be integrated into the new landscape network of the Garden Village.

The landscape of the Garden Village will be designed to deliver the aspirations of the Green Infrastructure and Health and Wellbeing Plans, and support the emerging vision for the Boreham Common Living Landscape.

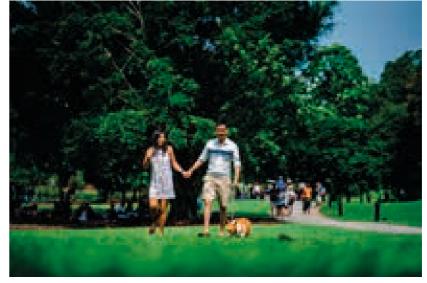
Woodland Walk
Green Park Links
Green Corridors



Landscape Strategy Plan







Boardwalk Paths Informal Open Spaces Parkland





Woodland Walks and Trails



Community Gardens and Wildflower Meadows

Lake at the Country Park

## Open Space Framework

### **Open Space Provision**

The Garden Village will incorporate an extensive landscape framework which will deliver open space requirements to meet Chelmsford City Council's policy standards.

The Garden Village will deliver a destination Country

Park covering an area of circa 100 hectares, linked to the

neighbourhoods via a network of green corridors incorporating

natural and amenity greenspace.

Sports and recreation areas are located accross the development to ensure accessibility for all residents, sports provision includes:

- 8 football pitches
- 1 rugby pitch
- 13G pitch
- 1 cricket pitch
- 8 netball courts

A sports pavilion with changing rooms and associated car parking will also be provided.

Play areas for children and young people are located within key green spaces within each neighbourhood.

Community gardens and orchards will provide an accessible growing landscape for residents to cultivate produce and food.

The landscape strategy for the Garden Village provides in excess of the open space requirements. North East Chelmsford Garden Village will play a major role in the delivering the aims and objectives of the Chelmsford's Green Infrastructure Strategy.



Open Space Provision

Key Country Park Community Gardens Children and Youth Play Parks, Sport and Recreation Amenity Greenspace/Natural Greenspace

Туре

Allotments / Community

Gardens

Amenity Greenspace

Children's Play

Youth Play

Parks, Sport and Recreation

Natural Greenspace

TOTAL

Local Plan

Requirement

(Ha)

4.00

5.30

0.70

0.70

22.00

13.30

46.00

Open Space

Provision

(Ha)

4.13

5.30

1.81

22.04

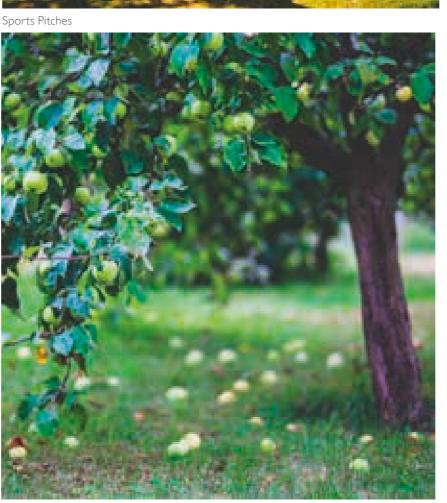
13.30

46.58

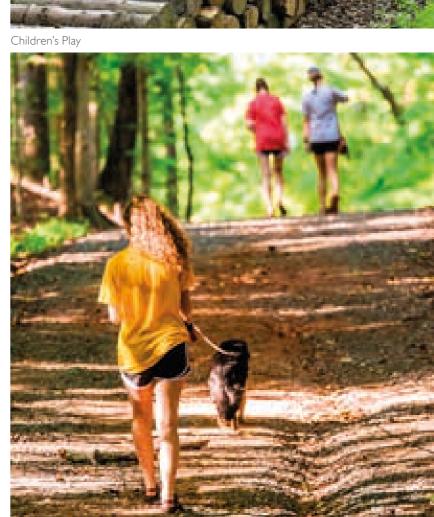












Natural Open Spaces

## **Movement Framework**

### **Access and Movement**

The principal access points to the Garden Village will include:

- 1. A new roundabout junction providing access off Essex Regiment Way (Al30)
- 2. Access off roundabouts on RDR1
- 3. Access off roundabouts on RDR2

**NEC** Bypass

Proposed vehicular access points and routes

Chelmer Valley Park and Ride

Beaulieu train station

The Chelmsford North East Bypass (CNEB) will be delivered in phases. Phase 1 of the CNEB will provide a link between RDR1 and Braintree Road (A131) to the north.



Access and Movement Plan



Proposed Beaulieu Train Station



Chelmer Valley Park and Ride



Channels Bus

### **Movement Framework**

### **Public Transport**

The Garden Village will be served by extensions to the existing bus routes serving the existing Beaulieu and Channels developments. This will be supplemented by the provision of new local and limited-stop express services to key trip attractors utilising bus priority measures within and beyond the proposed development site to ensure that they provide fast and frequent bus services to the City Centre, Beaulieu Station, Springfield and other parts of the wider Chelmsford area.

#### **Chelmer Valley Transport Interchange**

The Chelmer Valley Transport Interchange will be expanded. The ground floor and first floor of the new interchange, replacing the existing park and ride, is proposed to provide 2,500 park and ride spaces and access and egress to the facility will be via Pratts Farm roundabout. Two further decks on the second and third floor will provide additional spaces related to the Garden Village. It will serve the business uses and neighbourhood centre. The second and third floor parking spaces will be accessed and egressed via the new gateway junction to the Garden Village. No vehicular connection will be provided between the Park and Ride facility and the gateway junction for general traffic, however a spine road will provide through access for public transport.

The new Chelmer Valley Park and Ride will become a transport hub, providing bus stops for express services to Beaulieu Station, the City Centre and Chelmsford Station. Stopping services will also call here en-route to the Garden Village, local schools, Beaulieu Park, Channels and Broomfield Hospital. Services to Stanstead Airport will also be intercepted.

The Chelmer Valley Transport Interchange will incorporate:

- Car Club facility
- Electric Bike rental
- Click and Collect

Ancillary A-class land uses, including shops, restaurants, cafés, will be provided at street level ensuring an active frontage.

Solar panels can be installed to charge batteries, which in turn will provide sustainable charging for the Electric bikes and supporting infrastructure.

The quality of the bus stops at Chelmer Valley Transport Interchange and through-out the Garden Village will be ensured at detailed design stage and will include:

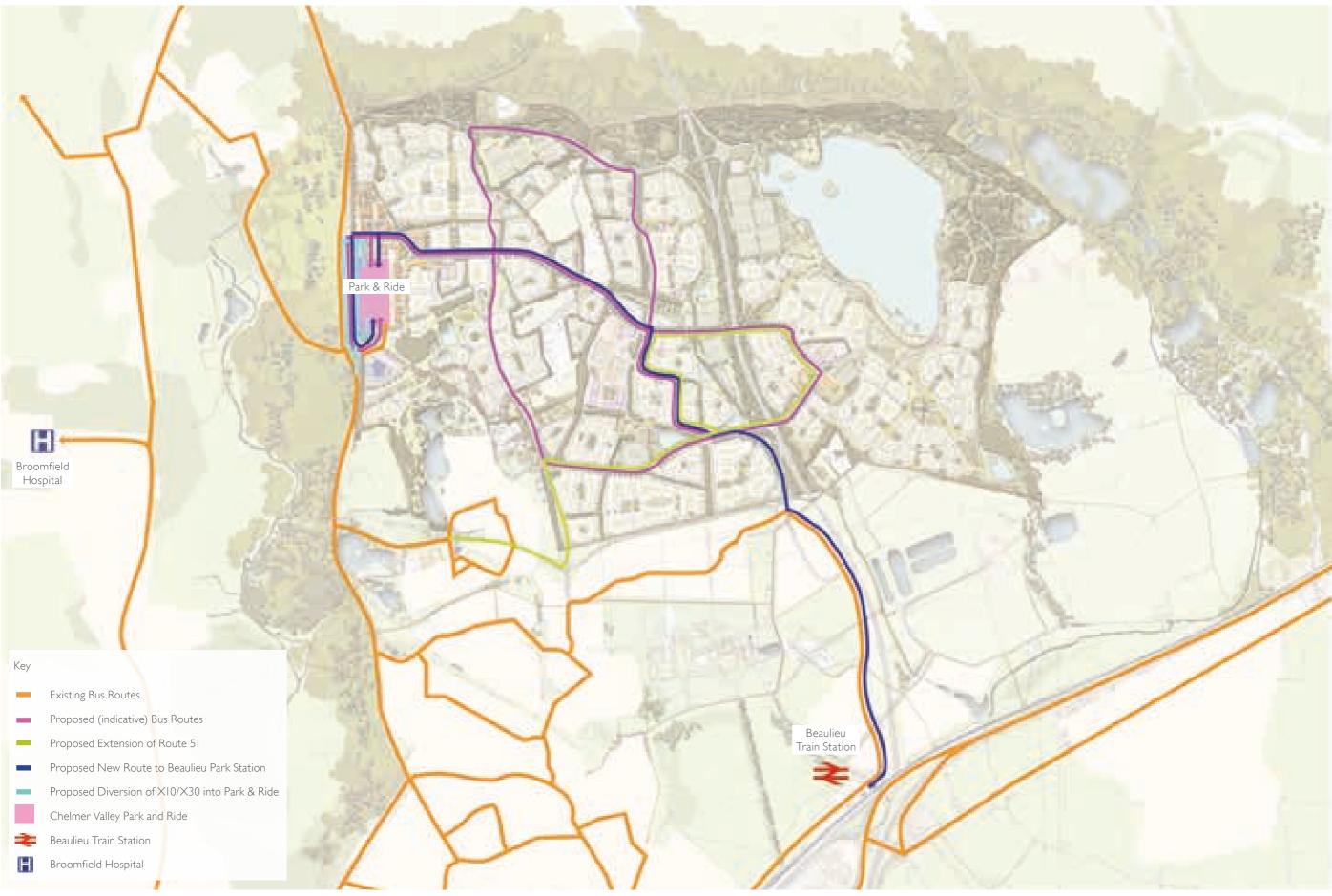
- High-visibility bus stop flag and pole, suitably illuminated, displaying route numbers of all services;
- Shelters and seating at all stops, with adequate dimensions for the expected level of demand;
- Comprehensive and consistent information display, including real-time information or details of how to access real-time information on mobile devices;
- Cycle parking for 'cycle and ride' passengers where appropriate;
- Sufficient footway width to accommodate waiting passengers and passing pedestrians;
- Good drainage to avoid splashing;
- Attractive and recognisable design.



**Bus Service** 



Electric Bike



Public Transport Plan

## Movement Framework

### Walking and Cycling

The Garden Village will deliver a comprehensive network of walking and cycling routes which integrate into the existing public right of way and cycleway routes.

Proposed footpaths linking with existing public rights of way connect the Country Park and green spaces, including sports, recreation and play along green corridors providing quiet, safe and attractive routes for walking and cycling. There is an opportunity to deliver a pedestrian/cycle bridge over Essex Regiment Way providing a link to the network of routes through the River Chelmer Valley and west to Broomfield Hospital.

The Garden Village Circle will be a circular route through the community along green corridors and through parks, neighbourhood centre and to key destinations. The Garden Village Circle passes through Channels and Beaulieu connecting to the Centenary Circle route around Chelmsford.

Direct and convenient footpath and cycle routes will connect the Garden Village to the Chelmer Valley Park and Ride and Beaulieu Train Station encouraging use of sustainable transport modes.





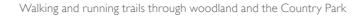


Domsey Lane



Network of public rights of way and proposed footnaths







Footpath links to the River Chelmer Valley



Pedestrian and Cycle Movement Plan





Sustainability & Healthy Placemaking

en Village

# Sustainability Sustainable Development

The long term vision for the creation of a truly sustainable settlement is one of the defining principles of a garden community. North East Chelmsford Garden Village will seek to minimise its demand on resources and its environmental impact.

The Garden Village will seek to promote sustainable development in a holistic and integrated manner throughout the new community and for its neighbours.

The consortium will seek to work proactively alongside the local authority to establish suitable sustainability aspirations for the site, realising the opportunities for social sustainability and promoting healthy lifestyles for residents by embedding sustainable practices throughout the design, construction and occupation of the scheme.

#### Renewable & Green Technology Opportunities

The techical appraisal of the site, has identified the following technologies which could be incorporated in to the new development:

#### 1. Large scale electric vehicle charging station

Similar to a current petrol station, this would see high capacity ultrafast chargers which would charge a car quicker than a current rapid charger, arranged in banks with a small café/shop based on site. This would be fed from the onsite electricity network and any battery storage/renewable energy generated on site depending on the required electric usage.

#### 2. Photovoltaic arrays and other renewable energy

There is the opportunity to install photovoltaic equipment on the roofs of buildings as well as wind turbines throughout selected areas of the development, this energy could either be used at the time of generation or stored in batteries either locally or in bulk battery storage areas depending on proximity and demand.

#### 3. Battery storage

Battery storage can be incorporated either at a residential level through in-house batteries or at a larger scale as per the below. This could be used to capture some of the renewable energy generated on-site as well as to balance the grid by storing electricity in low usage periods and discharging it when the demand is higher.

#### 4. Car Sharing

An electric car sharing and charging depot or assigned area would allow people who normally rely on public transport to have access to a sustainable vehicle for longer, non-local trips and reduce the requirement for owning a car for those living on the development.

#### 5. Electric bus charging

Rapid charging of electric busses could easily be incorporated in the on-site electrical network. The below drawing shows a charger which links to the roof of the bus, eliminating the need for trailing cables. The box next to the charger arm is a battery storage unit to help balance the electrical demand for the development.

#### 6. Public realm Wi-Fi/LiFi

The installation of an ultra-fast fibre broadband network throughout the site would enable a public realm Wi-Fi service, this could be via wireless transmitters attached to streetlights or to commercial buildings. This could be extended to a LiFi network through LED lighting in public areas. This would help increase visitor numbers to retail areas and help businesses through better connectivity.

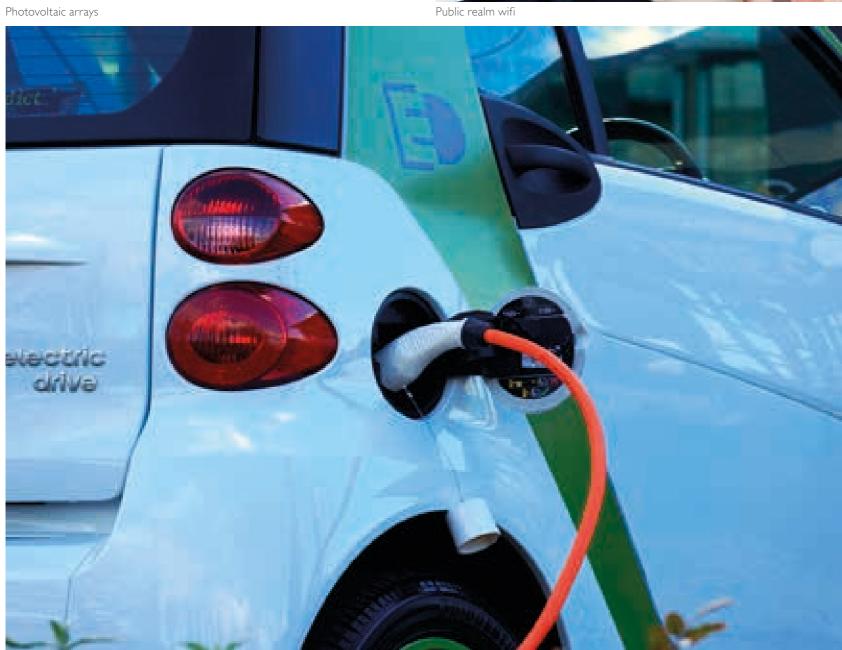








Wind Turbines





Car Sharing



Electric Bus

Electric Charging

## Healthy Placemaking Live Well Chelmsford

Public Health is an increasingly important matter on the agendas of local, national and international policy makers. This emerges in parallel with an increasing realisation that the way settlements of all sizes are planned and connected has a major part to play in alleviating a wide range of 'avoidable' health problems.

Built form, open space, movement and parking strategies all need to be balanced to create sustainable, liveable, healthy environments. Research shows that well-designed places that encourage regular exercise in daily life reduce our susceptibility to a wide range of diseases including heart problems, type 2 diabetes and cancers, whilst good air quality limits asthma and other respiratory illnesses.

Better health improves life quality and reduces time lost at work, thereby raising the productivity of businesses and the prosperity of employees. Reduced traffic congestion saves time and avoids boredom, tiredness, frustration and 'road rage'. Good placemaking produces convenient and harmonious environments that overcome many of these negative impacts and create healthier, wealthier societies.

The table to the right demonstrates some of the main health problems that can be influenced by good placemaking. It shows how the design of the masterplan has the potential to enable people to lead healthier lives, benefiting both new and existing residents.







Play-on-the-way Scheme



Greenspace for wildlife and bio-diversity



Neighbourhoods accessible by walking and cycling



Gym with fitness classes



Healthcare facilities

Health Problems	Cardio-vascular disease and Type 2 Diabetes, often referred to as 'avoidable diseases'. Several forms of cancer		Respiratory illnesses including asthma	Mental health problems	Transport related accidents
Causes	Obesity caused by sedentary lifestyles and lack of exercise	Obesity caused by poor diet and food poverty	Poor air quality	Loneliness and isolation through limited social interaction and fear of crime	Interation of vehicles, cycles, pedestrians
Active ways to address causes	Enable exercise in normal patterns of daily life	Provide education, accessible facilities and available green spaces	Limit the causes and effects of vehicular emissions	Provide community facilities and safe, sociable and productive environments	Good urban and transport design
Measures included at North East Chelmsford					
Walkable neighbourhoods	$\checkmark$		$\checkmark$	$\checkmark$	$\checkmark$
Secondary school and primary schools in central locations accessible via green routes.	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$
Play-on-the-way scheme to encourage parents to walk their children to school.	✓	$\checkmark$		✓	$\checkmark$
A mixed use centres in located centrally within each neighbourhood. Accessable and walkable from all homes with small shops, including a foodstore for healthy eating.	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$
Smart Technology for remote health monitoring		$\checkmark$		$\checkmark$	
Gym with exercise classes provided by stewardship body	$\checkmark$			$\checkmark$	
Provision for different types of sports pitches within the country park and green spaces across the development accessible to all	$\checkmark$			$\checkmark$	
The Country Park - a recreational greenspace with a focal lake, woodland walking trails, play areas and sports pitches	$\checkmark$		$\checkmark$	$\checkmark$	
Ponds for recreational fishing, communal gardens as local source of fresh food and improvement of life quality	$\checkmark$	$\checkmark$	$\checkmark$		
Attractive and well-lit pedestrian and cycle routes within the Garden Village for daily and recreational use	✓		$\checkmark$	$\checkmark$	$\checkmark$
Slow speed home-zones and shared spaces	$\checkmark$			$\checkmark$	$\checkmark$
Provision of electric charging points			$\checkmark$		
Car Share Club - reduces private car ownership and encourages car-pooling	✓		$\checkmark$	$\checkmark$	$\checkmark$
Business area including Incubator Space and Neighbourhood Enterprise Hub	$\checkmark$		$\checkmark$	$\checkmark$	$\checkmark$
Establish stewardship body to maintain community assets and infrastructure including opportunities for community ownership				$\checkmark$	
Frequent bus routes through the Garden Village provding sustainable links to the Park and Ride and neighbourhood centres	✓		$\checkmark$	$\checkmark$	$\checkmark$
A variety of housing typologies and tenures to create community diversity				$\checkmark$	

Public Health is an increasingly important matter on the agendas of local, national and international policy makers. This emerges in parallel with an increasing realisation that the way settlements of all sizes are planned and connected has a major part to play in alleviating a wide range of 'avoidable' health problems.





Delivery & Phasing

Village

## Delivery & Phasing Phasing Plan

The Consortium have entered into a collaboration agreement to confirm that landowners and promoters will work together to deliver the Garden Village. This is supported by a Memorandum of Understanding between the parties for the delivery of the necessary infrastructure.

The Delivery and Phasing of the development is illustrated in the table opposite. The proposed delivery of strategic infrastructure both on and off-site outlined in this DFD assumes that it will be phased and apportioned as far as possible to enable discrete phases to be delivered by individual planning applications and S106 Agreements. This will offer:

- delivery of infrastructure for each phase / sub-phase;
- transfer of land required for some items of on-site strategic infrastructure to the Council and County Council;
- delivery of some items of on-site strategic infrastructure by the land owning developer; and
- payment of contributions to the Council and County Council towards delivery of strategic infrastructure.

This position reflects that key strategic infrastructure is primarily the responsibility of the Council and County Council to deliver through developer funded contributions. It also recognises that there are some items which would be delivered by developers themselves, together with the situation where funding may not be borne equally between developers to overcome the fact that some items of infrastructure cannot be forward funded or delivered at the right times unless one or more developers make early investments in the relevant items of infrastructure.

It is proposed that individual planning applications will provide the appropriate mechanism to secure delivery through CIL and Section 106 Agreements to ensure:

- delivery of infrastructure associated with each phase or subphase;
- transfer of land required for any on-site strategic infrastructure to the responsible party for providing that item of strategic infrastructure (eg. Council, County Council);
- payment of contributions to Council, County Council or other relevant third party towards delivery of strategic infrastructure, unless being undertaken by the developer;
- appropriate arrangements between developers and landowners to reflect the infrastructure delivery/financial contributions to be provided by each developer; and
- agreement with the Council and County Council to specific trigger points related to the sequence and phasing of development to secure the above requirements.

Further work will be undertaken by the Consortium, Council and the County Council with information contained in preparation and determination of planning applications to align with the Council's Infrastructure Delivery Plan and the Delivery and Phasing Plan contained within this document to confirm and finalise:

- the items of Off-Site Strategic Infrastructure to be delivered in the identified phases; and
- whether the Council / County Council is able to forward fund some or all of the Off-Site Strategic Infrastructure through other funding sources including the Housing Investment Fund and other contributions.

The Consortium have undertaken detailed appraisal of the capacity of the land at North East Chelmsford for strategic growth. This has involved a comprehensive assessment of the physical and planning constraints that the site is subject to, including the need to continue with the removal of minerals from parts of the site during the plan period.

The Delivery and Phasing plan on the opposite page takes into account the land that is:

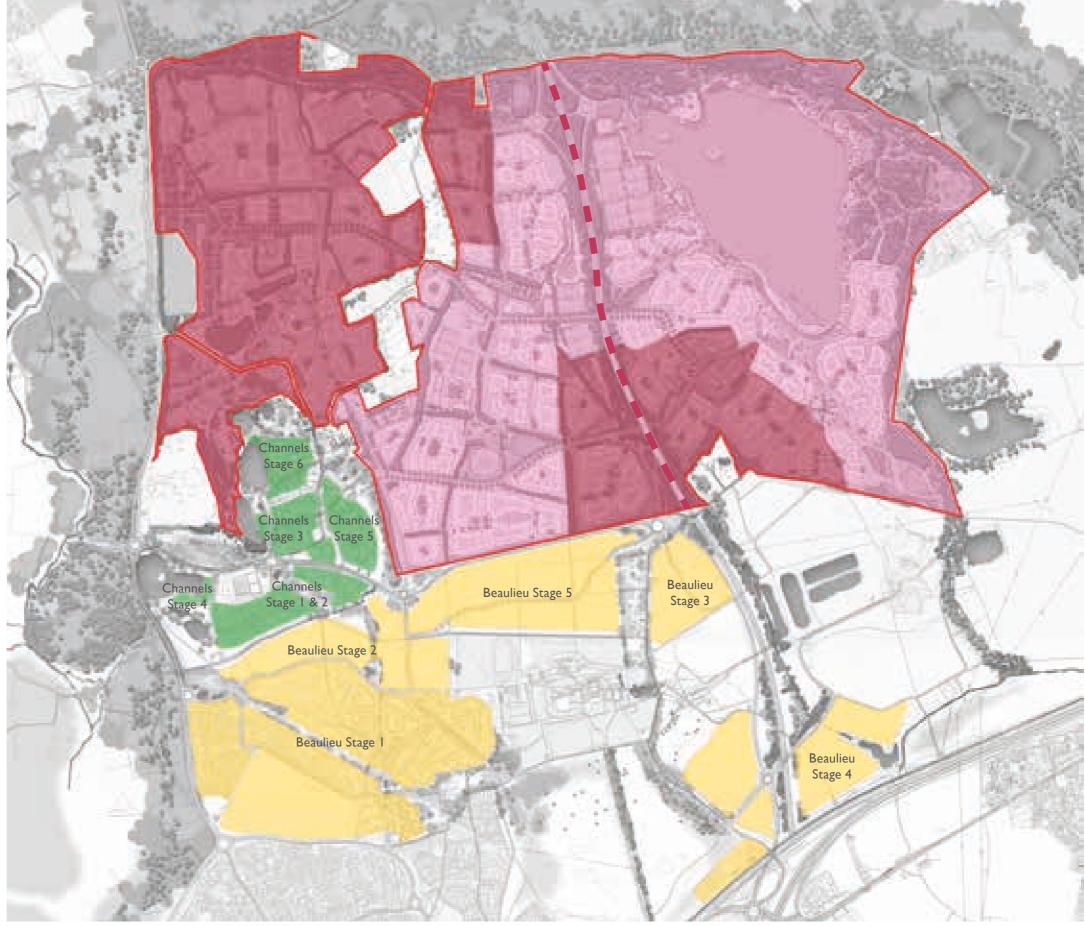
- Available now: not subject to constraints
- Available later: suitable for development later within the plan period following the ongoing mineral extraction and restoration works.

The capacity appraisal and illustrative masterplan demonstrates that there is sufficient unconstrained land 'Available Now' to accommodate delivery of 3,000 new homes, as identified in the Local Plan policy. The Consortium is confident that the site can deliver at least 3,000 homes as set out in the Council's housing trajectory on land that is not constrained by future mineral extraction activities or other factors.

A further 2,500 homes can be delivered on land that will be available once the minerals have been extracted. Some of these homes could be delivered during the plan period to support the Council's continued five year housing land supply.

A detailed delivery plan will be developed by the Consortium in accordance with the principles set out above once the site is allocated, consistent with the Infrastructure Delivery Plan agreed with the Council.

The following pages illustrate the potential development timeline and the delivery and phasing of key transport, utilities, community and green infrastructure.



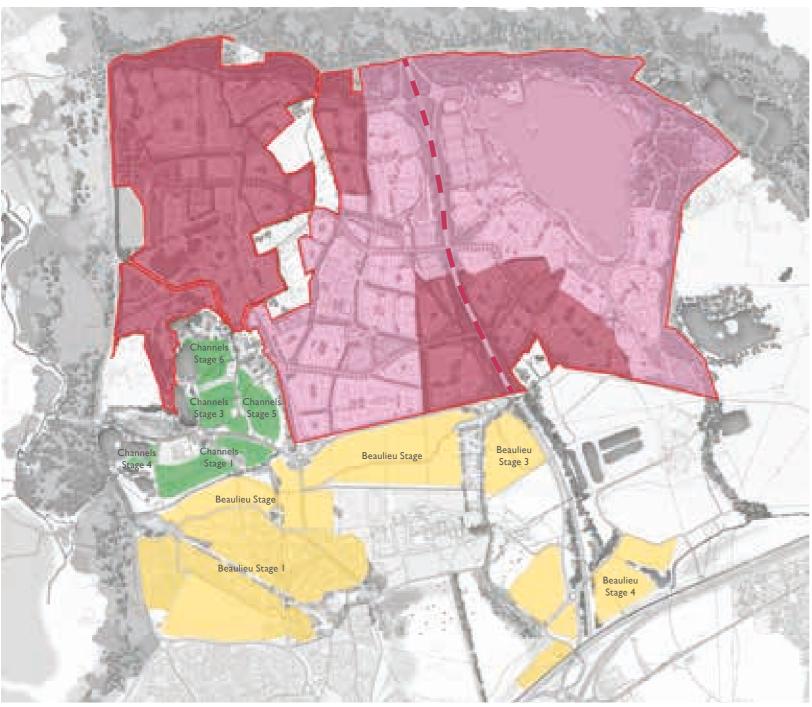
Key

Deliverable Now

Deliverable Later

Delivery and Phasing Plan

## Delivery & Phasing Delivery Timeline



Delivery and Phasing Plan

Community Infrastructure			Transport	Indicative Housing Completions	
2018 - 2021		Beaulieu School  Channels Park  Beaulieu Local Centre	RDR1	Beaulieu 🚺 Channels 🚺	
2021 - 2026	Phase 1	New Parkland  Innovation Hub 45,000m  Footbridge  Primary School  Neighbourhood Centre  Belsteads Park	RDR 2 Phase 1  Transport Hub  Park & Ride extended  Station  Boulevard Phase 1  Bypass Phase 1	550	
2026 - 2031	Phase 2	Riverside Park  Country Park Phase A  Primary School  Secondary School  Neighbourhood Centre	Bypass Phase 1 Continued  Extensive cycle routes  Boulevard Phase 2  RDR 2 Complete	1225	
2031 - 2036	Phase 3	Neighbourhood Centre  Leisure Hub  Country Park Phase B	Cycle routes  Bypass Phase 1 Complete	1225	
2036 -	Phase 4	Country Park Phase C		2500	

		Restored Land Remedials	Extraction Phasing	Highways	Surface Water Drainage/ Attenuation Ponds	Foul Drainage	Electricity	Gas	Water
2018 - 2021		Advance works to previously restored land east of Park Farm Brook and remedial work to old silt lagoons.  Preparation of virgin land for early development platforms west of Park Farm Brook.	Park Farm extraction commences in 2020 for 4 .5 years.	Preparation of embankment for NE Chelmsford Bypass to construct link from Beaulieu Roundabout 4.	Strategic surface water network and attenuation ponds to west of Park Farm Brook and to western development to western and south western outfalls.	Arrangement of temporary limited connections to channels and Beaulieu.  Finalisation agreement for permanent foul connection strategic route to Beaulieu pumping station (east).	Advanced negotiations with electricity company and lay initial cables.	Advanced negotiations with gas company and install initial gas supply connection from PRI on Essex Regiment Way.  Connection from Beaulieu site.	Initial water supply from extension of mains from Beaulieu and Channels developments.
2021 - 2026	Phase 1	Completion of remedial works to previously restored land east of Park Farm Brook	Park farm extraction ends in 2024.  Bulls Lodge extraction in other sections re commence in 2024 for 7.7 years	RDR2 Phase I commenced.  NE Chelmsford Bypass Phase I commenced with construction of single carriageway, with a link to the development east of the future NE Chelmsford Bypass.  New highway link from Essex Regiment Way.	Strategic surface water network and attenuation ponds to east of Park Farm Brook (incl. ponds for NE Bypass and to northern section of western development to western and south western outfalls (i.e. Chelmer outfall)	Construction of strategic foul drainage adjacent and under NE Bypass corridor.  Connection of downstream strategic connection to Beaulieu pumping station (east)	Extend cables to east and west of Park Farm Brook and to northern section of western development.	Extend gas mains connection to new mains within new roads.	Negotiations with Essex and Suffolk's water company regarding reinforcement plan for phases 2, 3 & 4. Extension of mains alongside the new roads.
2026 - 2031	Phase 2		Bulls Lodge extraction continues	RDR2 completed.  NE Chelmsford Bypass Phase 1 continued.	Extension of Strategic surface water network and attenuation ponds to north of Park Farm Brook.	Extension (2) of strategic foul drainage to central development areas	Post 3000 houses upgrade Chelmsford North Grid Substation or connect to 132kV within Beaulieu Site.	Further extension of gas mains alongside new roads.	Further extension of water supply alongside new roads.
2031 - 2036	Phase 3		Bulls Lodge extraction completes in 2033	NE Chelmsford Bypass Phase 1 completed.	Extension of Strategic surface water network and attenuation ponds to west and south of final lake restoration	Extension (2) of strategic foul drainage to west and south of final lake restoration	Extend cables to west and south of final lake restoration.	Further extension of gas mains alongside new roads.	Further extension of water supply alongside new roads.
2036 -	Phase 4			Final road linkages completed.	Extension of Strategic surface water network and lake connections completed		Network complete	Further extension of gas mains alongside new roads.	Further extension of water supply alongside new roads.

## **Delivery & Phasing**Strategic Highway Network

The Chelmsford North East Bypass (CNEB) is proposed to be delivered initially as a single carriageway from Roundabout 6 on the RDR1 to Roundabout 9 on the A131. The section of the CNEB within the site would be designed to allow roundabout 7 to be converted to a Grade Separated Junction when the CNEB is delivered as a dual carriageway. It will allow for the link between roundabouts 6 and 7 to be converted to a dual carriageway and will include safe, grade separated, multi-mode crossing points across the CNEB.

The Radial Distributor Road 2 (RDR2) will be delivered between roundabout 4 and 7 and be a single carriageway road and constructed to similar specifications to RDR1 illustrated between roundabouts 2 and 6.

Traffic Management of Essex Regiment Way as part of ChART Proposals

RDRI

RDR2

Section of AI30 to be relieved as a result of the Chelmsford North East Bypass

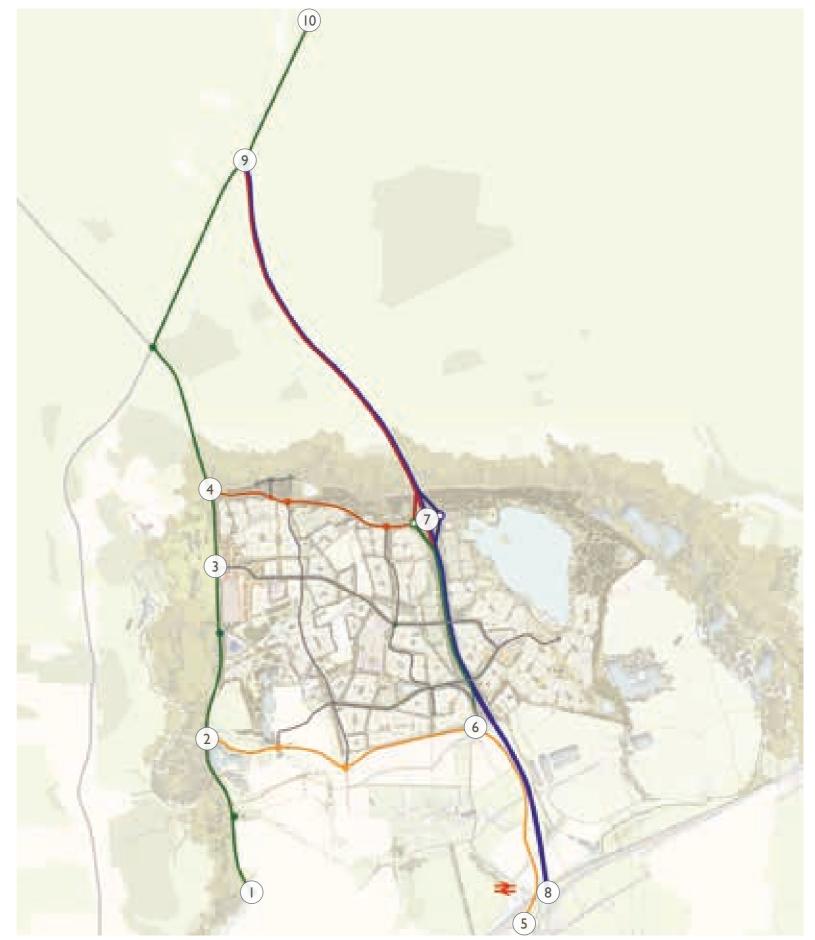
Chelmsford North East Bypass delivered by North East Chelmsford Garden Village

Chelmsford North East Bypass delivered by contributions (ECC Secure Highways Land)

Dualling built during plan period; its post plan period the dualling would take place as per the SOCG

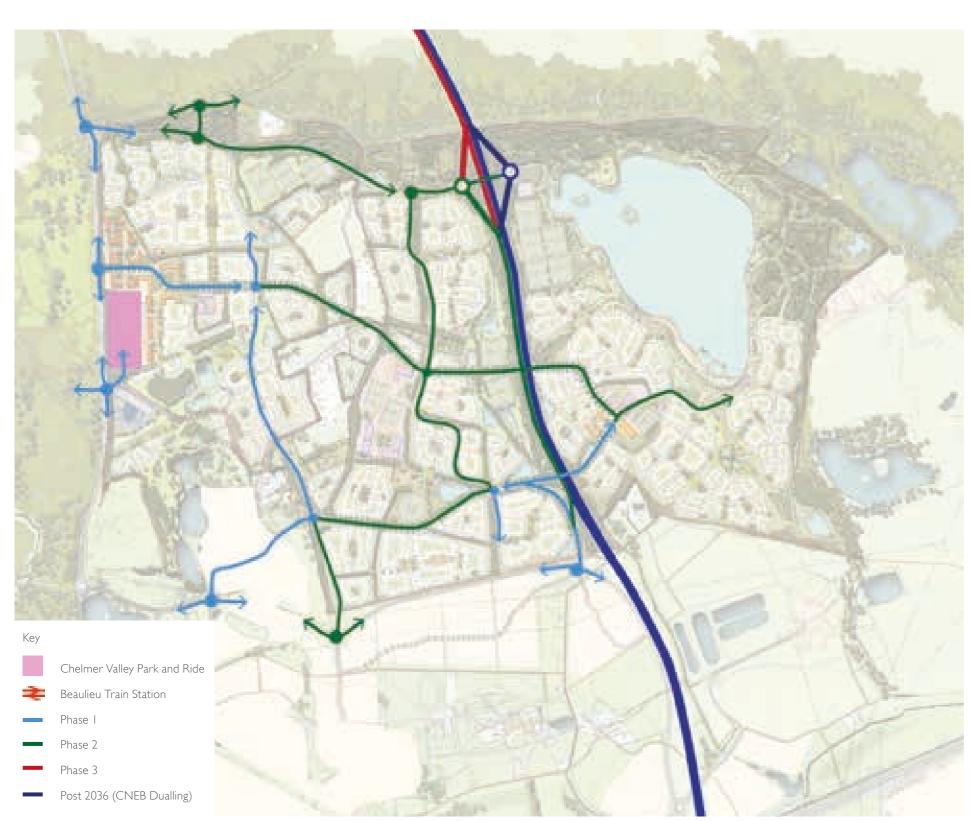
New roundabout junction connecting the Chelmsford North East Bypass to the AI3I

Local improvement



Strategic Transport Network Plan

### Delivery & Phasing Vehicular Routes



The first phase of the development will be accessed from:

- a new gateway junction will be provided along Essex
  Regiment Way, between the existing Pratts Farms Lane
  roundabout and Willow Hill roundabout. This is referred to
  as roundabout 3 on the previous plan;
- roundabout 6 on the previous plan the roundabout has been designed to allow for an arm that will form a connection to the CNEB from where access to land immediately east and west of the CNEB corridor can be taken through the provision of a vehicle/pedestrian and cycle crossing.

As the first phase progresses further access points along RDR1 and RDR2 will be formed. These accesses are illustrated in the adjacent vehicular routes and phasing plan.

The second phase will see further connections being made, including that between the RDR2 and CNEB, providing additional access points onto RDR1 and RDR2. An interim bypass functionality is achieved reducing traffic flows along the southern section of the A130 Essex Regiment Way. The further connections will increase the permeability of the site and good access to all development parcels.

During third phase the final section is delivered of the CNEB connecting it to the A131 and ensures full bypass functionality of the CNEB before any dualling takes place.

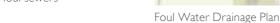
Vehicular Routes and Phasing Plan

## Delivery & Phasing Foul Water

Following initial high level discussions with Anglian Water it is considered that, strategically, the foul flows generated could be directed to the east to a key spine foul sewer route to discharge at the proposed pumping station serving the eastern part of the Beaulieu Park development.

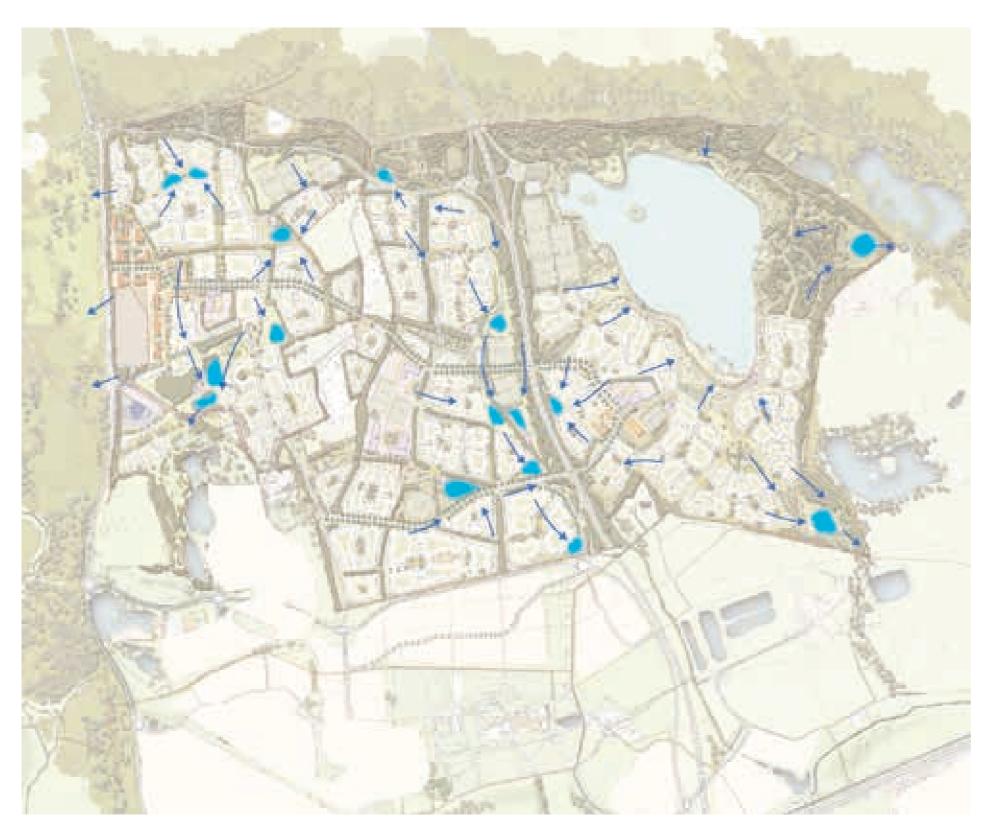
This pumping station is under a current S98 agreement and due to be designed by Anglian Water for the eastern catchment of Beaulieu only. Anglian Water has agreed in principle that this facility would need to be upsized to cater for additional flow from the proposed development.







#### Delivery & Phasing Surface Water Drainage



Surface Water Drainage Plan

It is proposed that the development would aspire to implement a selection of Sustainable Urban Drainage (SuDs) techniques and carefully consider sensitivities of the landscape interfaces and safety implications throughout the whole development. SuDS will be used where practicable throughout the site to provide source control, to reintroduce water into the subsoil, to improve water quality, to reduce flood risk and support biodiversity.

A diagrammatic surface water strategy has been developed for the whole development over the three existing catchment areas and aims to mimic, as far as possible, the existing natural runoff. In order to prevent increased flows offsite, surface water control features and storage facilities will be installed prior to any discharge to the surrounding watercourses.

It is proposed that a strategic surface water drainage protocol, similar to the Beaulieu SuDs guide, which has been welcomed by all parties, would be produced for NE Chelmsford development. The protocol would be produced in full liaison with the Lead Local Flood Authority (LLFA) and planning departments of Chelmsford City Council, in order to achieve a lifetime of SuDs.

The anticipated incremental delivery of these drainage strategies is indicated in the summary timeline on page 133.

Κ

Proposed attenuation basin/pond

Direction of discharge

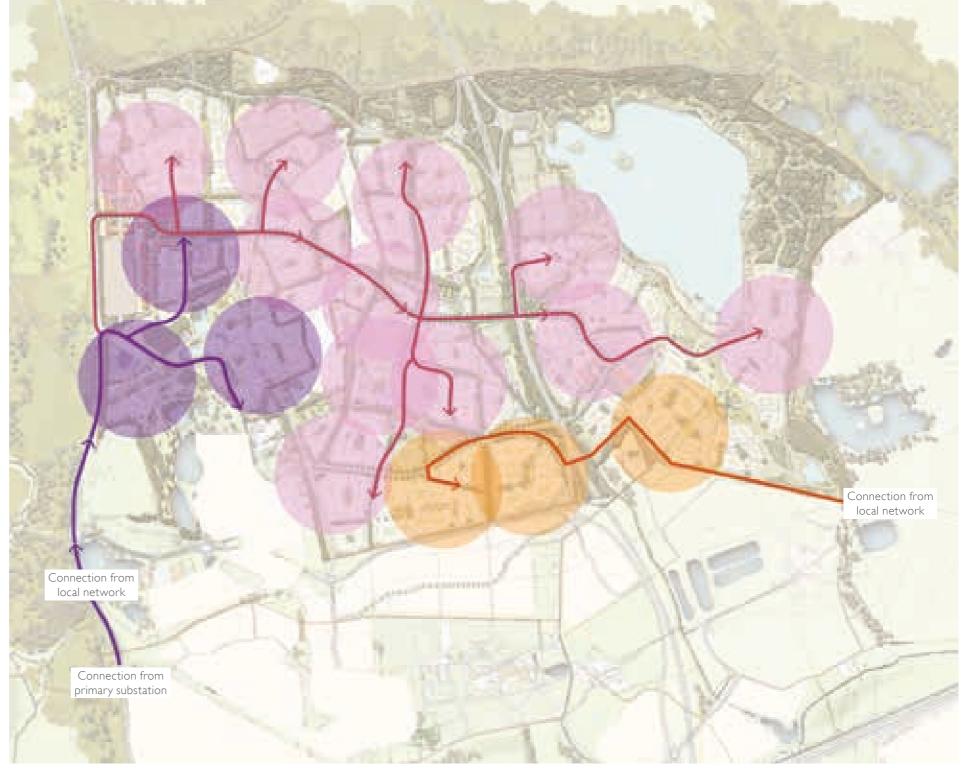
Existing ponds

## Delivery & Phasing Electricity

For the initial phases, power will be taken from local connections to the existing UKPN High Voltage network involving minimal offsite works, these connections will serve the areas shown in Orange and Purple on the Electricity plan.

Once these local connections have been exhausted, UK Power Networks have confirmed that essential network reinforcement will have to be undertaken to facilitate the remainder of the load for the new development. The reinforcement works that are required will include upgrades to the 'Chelmsford North Grid Local' substation and bringing new high voltage cables to the site (Approximately 4km). This connection will be used for the remainder of the development and the substation locations shown in pink represent the areas to be served from this connection.

An alternative connection point has also been considered for the remainder of the site's electricity requirement in the form of a connection to the existing UKPN Extra high Voltage network on site. This connection option would allow for more future innovation in conjunction with the electric network due to the higher capacity available and would minimise off site works.



Electricity Plan

Key

Approximate substation coverage

Substations fed from the main site connection at 'Chelmsford North Grid Local'

Substations fed from local 11kV connection 1

Substations fed from local 11kV connection 2

## Delivery & Phasing Gas



Cadent have confirmed we are able to connect to an existing Intermediate pressure main adjacent to the site with no reinforcement required. From this connection the pressure will be reduced to medium pressure via a pressure reduction installation for distribution through the site (shown in blue) The medium pressure network will supply 2no Pressure reduction installations on site for distribution to the development at Low pressure.

These works would be carried out in line with the phasing requirements for the site; some capacity may be taken from existing low pressure gas networks to the south of the development in the existing Channels and Beaulieu sites if dictated by the site phasing ahead of the main connection being installed.

Key

Intermediate pressure connection

Medium pressure gas main

Medium to low pressure PRI

Larger low pressure gas mains (smaller mains omitted for clarity)

Gas Utilities Plan





# 

Conclusion

en Village



#### Summary



This current iteration of the draft Development Framework Document has been prepared following an extensive amount of research and analysis by the Consortium and its Consultant Team over the last 4 to 5 years. This has involved close collaboration with the City Council, the County Council and other key stakeholders. The emerging evidence base has informed all the relevant stages of the emerging Local Plan. Additionally, the document is supplemented by a number of other documents, for example the Infrastructure Delivery Plan, the Viability and Delivery Report and a Memorandum of Understanding relating to transport. All these documents and relevant supporting evidence is being submitted to the Local Plan Examination to demonstrate to the Inspector that the Draft Local plan policy and allocation for Strategic Growth Site 4 – North East Chelmsford can be delivered to create a high quality comprehensively-planned new sustainable Garden Community based on Garden City Principles.

The proposals show how all the key components to create a sustainable community can be integrated by extending and optimising the opportunities presented by the existing developments being undertaken at Beaulieu and Channels.

Evidence presented to the Examination demonstrates that the planning and masterplanning principles are robust, viable and deliverable. Consequently, they are fully justified. Furthermore, the Consortium is continuing to work in collaboration with CCC through its masterplanning and PPA procedures to refine and finalise the proposals and obtain the Council's approval in order to guide future planning applications.

