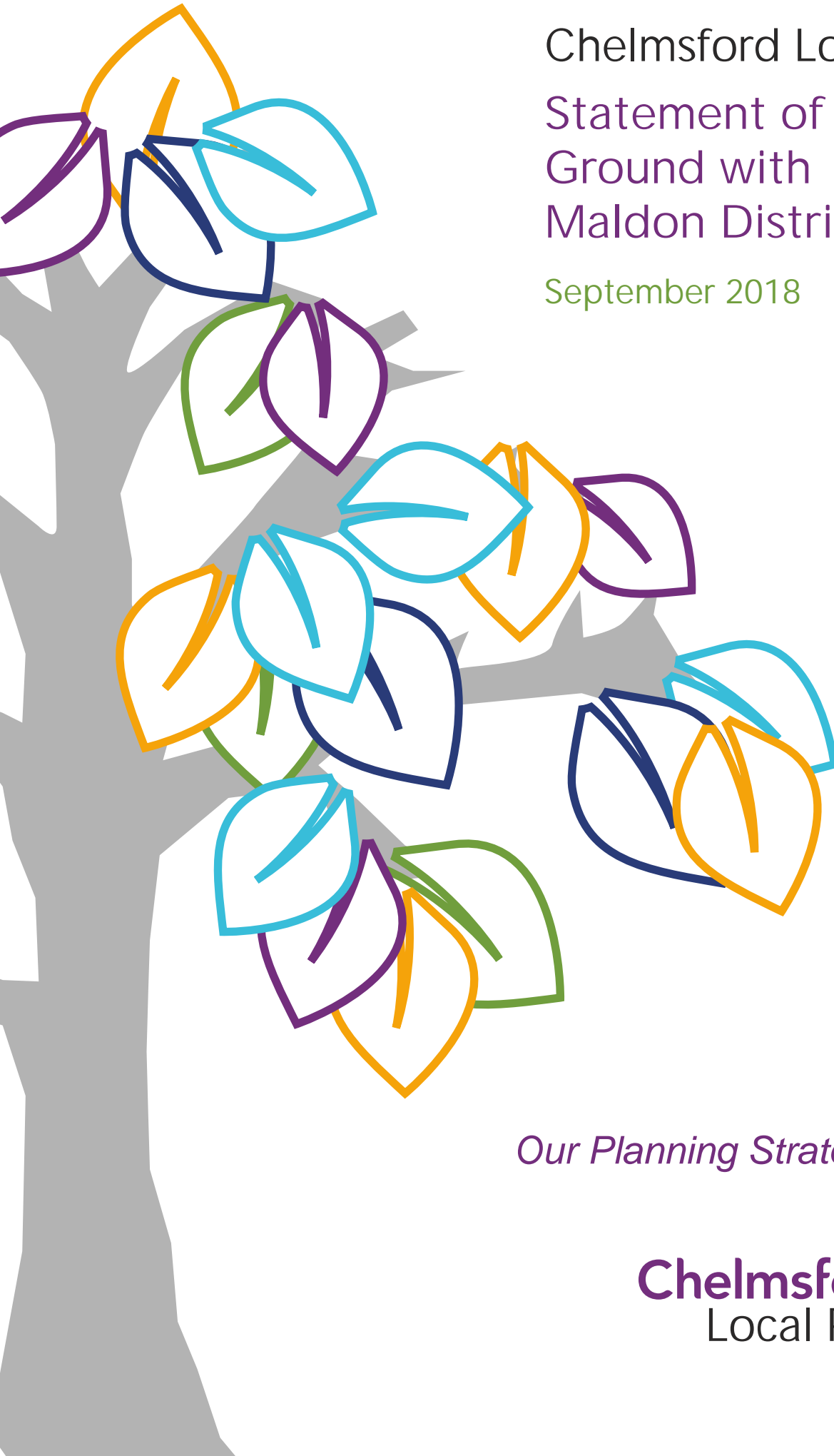


Chelmsford Local Plan  
Statement of Common  
Ground with  
Maldon District Council

September 2018



*Our Planning Strategy to 2036*



## Chelmsford Local Plan

### Statement of Common Ground with Maldon District Council

**Date: September 2018**

#### **1. Introduction**

- 1.1. This Statement of Common Ground identifies areas of agreement between Maldon District Council (MDC) and Chelmsford City Council (CCC) in relation to the Chelmsford Pre-Submission (Publication Draft) Local Plan and supporting evidence base. There are no outstanding areas of disagreement.
- 1.2. This statement has been prepared to assist the Examination of the Chelmsford City Council Local Plan. Maldon District Council made representations to the Pre-Submission Local Plan. The following table sets out the relevant rep numbers:

PS LP Rep Numbers
PS1566
PS1567
PS1573

- 1.3. A Plan has been provided at Appendix 1 which shows the locations and administrative areas covered by the statement. Maldon District Council is an adjoining local authority located to the east of Chelmsford City Council's administrative area.
- 1.4. CCC has fully engaged with MDC on the development of the Council's respective Local Plans from the outset. In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, MDC has been formally consulted at every stage of consultation on the Local Plan together with its accompanying Sustainability Appraisal (SA) and the Habitat Regulations Assessment (HRA). MDC has made representations to each stage of consultation on the Local Plan. The Duty to Co-operate Compliance Statement outlines in detail the engagement activities and outcomes together with the joint evidence base studies undertaken during the plans preparation.

#### **Areas of Agreement**

- **That CCC has worked collaboratively with MDC to ensure that all cross-boundary strategic issues have been properly considered and where appropriate reflected in the Chelmsford Local Plan and effective and on-going joint working has and will continue to be undertaken.**

### Housing Requirement

- 1.5. CCC has worked with adjoining and nearby local authorities within its Housing Market Area (HMA) (Braintree, Colchester and Tendring) to consider and agree on how the needs of the housing market area are met. CCC has also worked with MDC and all the other Essex local planning authorities on the Essex-Wide Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA).
- 1.6. The work undertaken to produce an Objective Assessed Housing Needs Study (OAHNS) for the North and Mid Essex area concluded that there are migratory and economic relationships with Maldon which makes it possible for inclusion in the HMA.
- 1.7. MDC took the decision early on during the Local Plan preparation that they formed a self-contained housing market area and therefore did not form part of the HMA with Chelmsford. MDC's Local Plan has been through Examination and has been found sound on that basis.
- 1.8. The exclusion of Maldon from the North and Mid Essex HMA does not adversely affect the level of self-containment of the remaining area. Detailed analysis in the evidence base reports suggests that a Housing Market Area comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need. This is concluded in Paragraphs 2.16 to 2.30 of the HMA Objectively Assessed Housing Need Study – November 2016 update (EB 048) which states that:

*2.26 'Although as we have seen Maldon district is included in the NHPAU's definition of the HMA, Maldon Council does not wish to join with the client authorities to make the larger HMA, and has provided evidence to its own plan examination to show that the district is a separate HMA.*

*2.27 To assess the implications of this stance on our commissioning authorities we have calculated the impact on the strategic HMA's containment of removing Maldon. This change makes little difference as set out in the tables below: migration containment decreases marginally to 70% (from 71%) and 69% (from 71%) for origin and destination. The corresponding figures for community containment are 73% (from 75%) and 83% (from 86%), still well about the HMA containment threshold.*

*2.28 This analysis shows that Maldon is marginal to the overall containment rates in the strategic HMA. Once any provision for long distance or lifestyle moves is made in the data the four Councils meet the self-containment threshold regardless of Maldon.*

*2.29 In Summary, for our client authorities, Maldon's position does not pose a problem. Our analysis has shown that according to the tests in the PPG they form an HMA without Maldon. Therefore the four authorities are free to identify their OAN without Maldon, in line with the NPPF and NPPG.*

*2.30 'Our analysis suggests that an HMA comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need. The rest of this report focuses on this area, which we call simply 'the HMA'.*

- 1.9. From the joint evidence base studies undertaken; Strategic Housing Market Assessment Update 2015, Objectively Assessed Housing Need (OAHN) Study 2015 and 2016, Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2017), Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Joint Methodology (2018) and Essex wide Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2018), CCC has agreed the housing, and Gypsy and Traveller need which have been taken forward to the Local Plan and can be accommodated within the administrative area of Chelmsford.
- 1.10. The requirements for all new housing are outlined in Strategic Policy S8 – Housing and Employment Requirements. CCC is meeting its full needs over the plan period and has not received requests to take housing needs from other local authority areas.
- 1.11. MDC has raised concerns with regards to the strategic housing allocation at South Woodham Ferrers on Maldon. Where these concerns relate to the impact of that development on road and rail infrastructure they are covered in the Traffic section of this statement. However, MDC are also concerned of the negative impact on the landscape character of the area and the ‘gateway to the Dengie’ that the area presents. CCC has addressed these by being clear that not all of the allocation will be developed and setting out landscape mitigation measures in the site allocation policy. These include providing appropriate buffer and strategic landscaping to the outer boundaries, limiting development extents to areas within the site with lower topography and offering adequate protection of the Local Wildlife Site at Bushy Hill and other sensitive areas within and outside the site. These measures will ensure a high-quality development in a landscaped setting. In addition, Maldon District Council and adjoining Parish Councils will be invited to participate in the preparation of the master plan for the area.

#### **Areas of Agreement**

- **MDC has taken the decision which was supported at Examination of Maldon’s Local Plan that it does not form part of the HMA with CCC, BDC, CBC and TDC.**
- **Chelmsford is accommodating its OAHN within its boundaries resulting in no unmet housing or Gypsy and Traveller needs.**
- **That the Councils have a protocol in place for managing future unmet housing need from adjoining authorities. The protocol was developed and agreed by the Essex Planning Officers’ Association (EPOA) in September 2017 to establish a mechanism for the consideration of unmet housing need across the Essex authorities. This protocol sets out the methodology by which each local planning authority, in partnership with their HMAs, should agree their full objectively assessed housing number and if there is an unmet housing need the process to follow to request an adjoining HMA take the unmet need. The protocol was endorsed by the Planning and Licensing Committee at Maldon District Council on 6<sup>th</sup> September 2018.**

### Jobs and Employment

- 1.12. Evidence base studies have informed the job numbers and amount of land for employment use for the Chelmsford Local Plan. The Local Plan seeks to deliver 10,875 new jobs during the Plan period, based on a flexible rolling supply of 725 a year, which equates to 55,000sqm of new office floorspace and 13,400sqm of retail floorspace. Employment growth will be delivered as part of mixed use development on brownfield sites in Chelmsford City Centre, with strategic employment growth directed to site allocations at north east and east Chelmsford. Some jobs will be created due to expansion of current businesses.
- 1.13. The requirement for all new employment is outlined in Strategic Policy S8 – Housing and Employment Requirements; and the distribution in Strategic Policy S9 – The Spatial Strategy.
- 1.14. CCC has met its objectively assessed need for employment through its Plan policies, informed by working with the wider HMA. There have been no requests for CCC to meet the employment needs of any neighbouring authorities.

### **Areas of Agreement**

- **CCC is accommodating its employment needs within its boundaries resulting in no unmet need.**
- **There are no areas of uncommon ground or unresolved strategic matters.**

### Infrastructure Delivery

- 1.15. The Infrastructure Delivery Plan (IDP) (2018) is the key evidence base document setting out details of the infrastructure identified by CCC and other service providers as being needed to support the delivery of new development across the City up to 2036.
- 1.16. Other evidence base studies to support the Local Plan include:
  - Strategic and Local Junction Modelling (2018)
  - Transport Impact of the Local Plan (2017)
  - Local Plan Viability Study (2018)
- 1.17. Strategic infrastructure requirements are outlined in Strategic Policy S11 – Infrastructure Requirements; Strategic Policy S12- Securing Infrastructure and Impact Mitigation addresses the mechanisms; and individual site policies list the site-specific details for infrastructure provision.

### **Areas of Agreement**

- **CCC has consulted on the IDP during the Pre-Submission Local Plan consultation. Service providers have worked alongside CCC to advise on the impact the Local Plan growth would have upon their services and facilities. As a result, the requirements for services, facilities and appropriate mitigation measures to support the Local Plan growth have been assessed and agreed with all partners.**

### Retail

- 1.18. The Local Plan seeks to reinforce Chelmsford's role as a regional retail centre within Essex. Retail matters for the Local Plan are underpinned by the Chelmsford Retail Capacity Study 2015.
- 1.19. Strategic Policy S8 – Housing and Employment Requirements includes provision of retail floorspace, based on the Chelmsford Retail Capacity Study 2015.
- 1.20. The Local Plan includes proposals for 11,500sqm of convenience floorspace in Chelmsford and 1,900sqm in South Woodham Ferrers. Due to the recent City Centre expansion, no further comparison goods floorspace has been identified.
- 1.21. MDC expressed concern during the Preferred Options Consultation in relation to the impact of 1,900sqm allocation for convenience retail in South Woodham Ferrers on retail provision in Maldon (PO 1428). CCC addressed concerns by confirming that this would not be in addition to a recent supermarket planning consent and clarified this position in the Pre-Submission Local Plan document. This change has been recognised in MDC representation PS1566.

### **Areas of Agreement**

- **Agreement on cross-boundary retail matters addressed in Chelmsford Pre-Submission Local Plan.**

### Landscape

- 1.22. Chelmsford has a wide range of designations which relate to the natural environment, including SSSI's, local landscape designations, wildlife habitats and woodlands, and water courses. CCC's area also contains land designated as Green Belt.
- 1.23. The Local Plan specifically seeks to protect and enhance the natural environment, Green Belt and valued landscapes, while delivering the growth required.
- 1.24. The Local Plan will protect and enhance the networks of biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategy. It also seeks to minimise the loss of the Best and Most Versatile Agricultural Land, and recognises the river valleys as important assets which offer natural flood protection but also contribute significantly to the local landscape and character of the area. The need to address climate change and minimise pollution is also set out.
- 1.25. The Pre-Submission Local Plan sets out an extensive package of mitigation measures and opportunities to enhance and protect the natural environment which is supported by an extensive evidence base, including a Green Wedge and Green Corridor Assessment and a Green Infrastructure Strategy.
- 1.26. See also paragraph 1.11 of this Statement.

## Areas of Agreement

- **There are no areas of uncommon ground or unresolved strategic matters.**
- **Maldon District Council and nearby Parish Councils will be invited to participate in the preparation of the Master Plan for the strategic allocation north of South Woodham Ferrers.**

## Traffic

- 1.27. Local Plan policies identify what and where new transport infrastructure is required. They have been informed by a robust evidence base and through engagement and support from key stakeholders including Essex County Council (ECC), Highways England (HE) and the promoters of the main developments.
- 1.28. CCC has worked in partnership with ECC and HE as Highways Authorities to ensure projected development growth in Chelmsford is tested robustly and a strategy for mitigation is formulated.
- 1.29. A number of traffic modelling studies have been undertaken during the Local Plan preparation to assess the impact of emerging and preferred development options on the transport network.
- 1.30. The junction modelling report assesses the likely impacts of planned growth on the highway network in the Chelmsford area. This has included a high-level analysis of cross boundary traffic flows on key corridor routes including A130 to/from Basildon Borough Council and A414 East to/from Maldon District Council.
- 1.31. There are important strategic links between Chelmsford and Maldon in terms of major transport connections, such as A12, A414, Lower Burnham Road and the South Woodham Ferrers branch line. MDC expressed concern during the Preferred Options consultation regarding the potential impact developments in the A414, and A132/B1012 corridors could have on MDC residents and businesses. MDC sought that road improvements were extended to the junction with the B1012, which CCC has agreed to. The Pre-Submission Local Plan requires that impacts from development on the local and strategic road network must be mitigated and impacts on adjoining MDC areas are taken into consideration.
- 1.32. In MDC's latest representation (PS1573) to the Pre-Submission Local Plan in regards to Strategic Growth Site 7 – North of SWF, concerns remain in respect of 'further development on the Crouch Valley Line and the impact it will have on the capacity of the line, both into and out of London. MDC request that the Local Plan and any subsequent master plan/development brief for the development should ensure that there is good pedestrian access to the South Woodham Ferrers train station to minimise the use of cars during the rush hour peak on the A132 and surrounding roads which could hinder access to and from Maldon District'.



### **Areas of Agreement**

- CCC is proposing a change in the Schedule of Additional Changes June 2018, (SD 002) put forward to the Planning Inspector to amend the 7<sup>th</sup> bullet of Policy SGS7 North of South Woodham Ferrers under Movement and Access to 'Provide additional and/or improved pedestrian and cycle connections to the Town Centre and railway station' (AC184). This is supported by MDC.
- Changes made to the Local Plan take account of consultation responses and have alleviated concerns with regarding to traffic impact.

### Sustainability Appraisal (including SEA)

- 1.33. The Spatial Strategy contained within the Pre-Submission Local Plan is sound and supported by a comprehensive and robust evidence base.
- 1.34. Appropriate and robust SA/SEA has been undertaken throughout the preparation of the Local Plan in an iterative and consultative manner which has led to the Local Plan containing the most appropriate and sustainable strategy.

### **Areas of Agreement**

- There are no areas of uncommon ground or unresolved strategic matters

## **2. Further Joint Working**

- 2.1. The need for a similar Essex-wide guidance note for unmet Gypsy and Traveller accommodation has also been identified by the EPOA. This work is at an early stage of preparation, but will seek to agree requirements for assessing any unmet need for Gypsy and Traveller accommodation. Ongoing engagement will continue through the Essex Planning Officers Association (EPOA) with all authorities across Essex.
- 2.2. In addition, local authorities across Essex are working alongside ECC and Natural England to produce a joint approach to recreational disturbance avoidance and mitigation, known as the Essex-wide Recreational Avoidance and Mitigation Strategy (RAMS). The RAMS project assesses the mitigation measures required for European Designated Sites impacted upon by development from across Essex. Once completed, it is expected to be adopted as SPD by each of the participating authorities, and will set out where new development is required to contribute towards implementation of the Strategy. Once the SPD is adopted and Local Plans across Essex are implemented, joint work with all partners will continue to enable appropriate monitoring of the Strategy.

## **3. Areas of Uncommon Ground**

- 3.1. There are no remaining areas of uncommon ground where an agreement has not been reached.

**4. Additional Strategic Matter**

- 4.1. There are no additional strategic matters which CCC is aware of which have not already been addressed by this Statement of Common Ground.

**5. Monitoring**

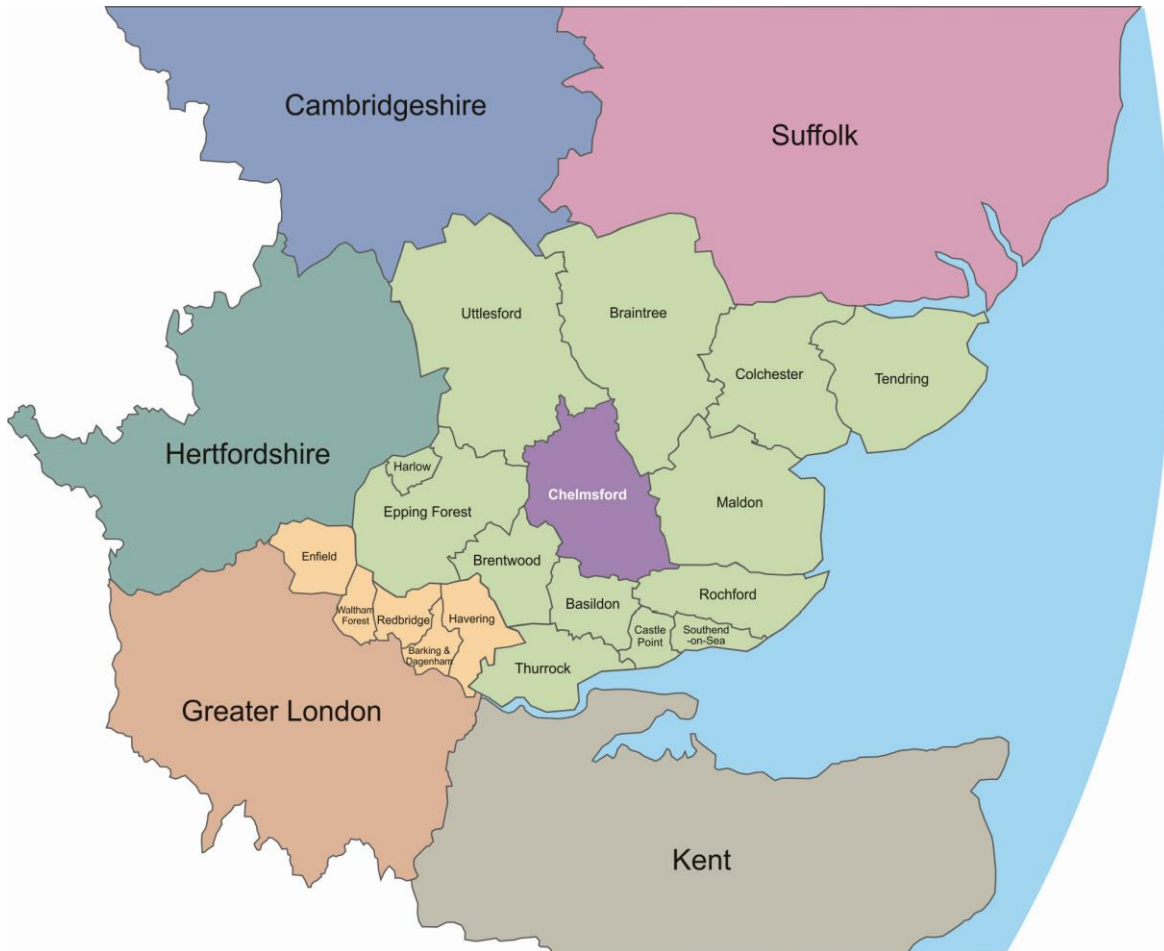
- 5.1. This statement will be maintained by CCC and updated as necessary with MDC.
- 5.2. CCC will continue to work with MDC beyond the Local Plan adoption for the monitoring and implementation of the Local Plan.

**6. Signatories:**

Signature:  <i>Ian Butt</i>	Signature:  <i>Jeremy Potter</i>
Ian Butt Planning Policy Manager Maldon District Council	Jeremy Potter, Planning and Strategic Housing Policy Manager Chelmsford City Council
Date 28 <sup>th</sup> September 2018	Date 28.9.18



**Appendix 1:**



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Planning and Housing Policy  
Directorate for Sustainable Communities  
Chelmsford City Council  
Civic Centre  
Duke Street  
Chelmsford  
Essex  
CM1 1JE

Telephone 01245 606330  
[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
[www.chelmsford.gov.uk](http://www.chelmsford.gov.uk)

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