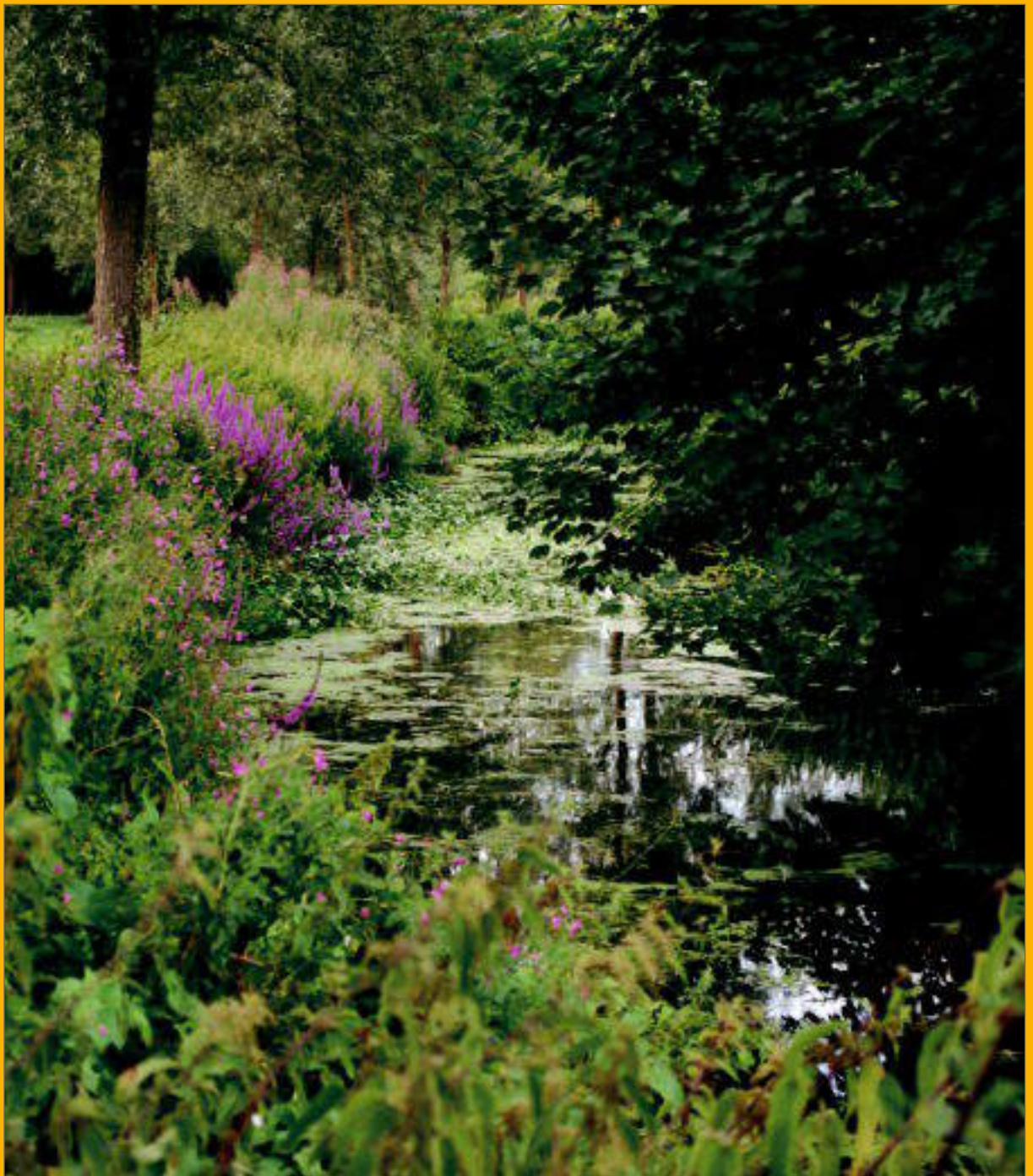


# NORTH CHELMSFORD AREA ACTION PLAN

CHELMSFORD BOROUGH LOCAL DEVELOPMENT FRAMEWORK 2001- 2021

Adopted 20th July 2011



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Initials	Abbreviation of ...
AAP	Area Action Plan
AMR	Annual Monitoring Report
BREEAM	Building Research Establishment Environmental Assessment Method
CBC	Chelmsford Borough Council
ChART	Chelmsford Area Bus Based Rapid Transit
DCLG	Department for Communities and Local Government
DCSF	Department for Children, Schools and Families
ECC	Essex County Council
EERA	East of England Regional Assembly
Ha	Hectare
IDP	Integrated Development Programme
LDD	Local Development Document
LDF	Local Development Framework
LDM	Local Delivery Mechanism
LTP	Local Transport Plan
NCAAP	North Chelmsford Area Action Plan
PCT	Primary Care Trust
PPG17	Planning Policy Guidance Note 17 - Planning for Open Space, Sport and Recreation
PPS25	Planning Policy Statement 25 - Development and Flood Risk
PPS3	Planning Policy Statement 3 - Housing
RSL	Registered Social Landlord
SAD	Site Allocations Document
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document
SUDS	Sustainable Urban Drainage Systems





### Introduction

**1.1** This document is called the North Chelmsford Area Action Plan Development Plan Document. Throughout the document it will be referred to as NCAAP for short.

**1.2** The NCAAP sets out how Chelmsford Borough Council will manage development growth in North Chelmsford up to 2021, and then beyond. It sets out how the necessary growth will be achieved along with everything needed to support the new and existing communities such as transport links and community facilities, and as importantly areas for protection from development. The NCAAP implements in detail the Spatial Strategy contained within the Borough Council's adopted Core Strategy and Development Control Policies DPD, which sets out the overall amount of new development and their broad locations. This approach was endorsed by the Inspector at the Independent Examination into the Core Strategy, before it was adopted by the Borough Council in February 2008.

### Scope of the North Chelmsford Area Action Plan

**1.3** The NCAAP explains in detail the proposals for expanding existing neighbourhoods to the North West of Chelmsford by up to 800 houses, and by creating new communities in the North East of Chelmsford to provide at least 3,200 houses. It also shows how the new neighbourhood areas will be accompanied by strategic transport infrastructure – roads, rail station, Park and Ride, as well as other things essential for a sustainable community - education, water, sewers, shops, energy and green space.

**1.4** Building this number of houses is necessary because the population of the region is growing, people are living longer, and there are fewer houses available to those on low incomes. The number of houses we need to provide for is currently set by the government, through the Regional Spatial Strategy – which in Chelmsford's case is the East of England plan. However, the Borough Council note that the new Government announced in May 2010 that it intends to abolish Regional Spatial Strategies which would remove the current regional housing target of 16,000 new homes across the whole borough in the period up to 2021. Policy CP2 of the adopted Core Strategy makes provision for a minimum of 14,000 new homes in the borough in the period 2001-2021. In distributing this future housing provision, the Core Strategy housing trajectory makes provision for greenfield development for at least 3,200 new homes in North East Chelmsford and up to 800 new homes in North West Chelmsford. In accordance with Policy CP3 of the adopted Core Strategy the need to release these greenfield sites will be assessed against the delivery of 'brownfield' development, annual house building targets, the delivery of supporting infrastructure and achieving other Borough Council objectives contained within the spatial strategy. The phased delivery of strategic and local infrastructure is a key component of delivering the Borough Council's Spatial Strategy. This is set out in Policy CP4 of the adopted Core Strategy. The funding and delivery of supporting infrastructure required by the Core Strategy will be a fundamental determinant which governs the release of site allocations within the NCAAP. Therefore, the inability or failure of the proposed 'greenfield' development to provide the necessary supporting infrastructure outlined in the adopted Core Strategy and the NCAAP would result in the delay or deferment of sites being released for development.

**1.5** The majority of the overall development will be on 'brownfield' sites in Chelmsford Town Centre and is set out in the adopted Chelmsford Town Centre Area Action Plan. The remainder will be dispersed throughout the Borough, and is outlined in the draft Site Allocations Document which has been Submitted to the Secretary of State for Independent Examination. There are also plans within figures throughout the document which should be read alongside and given the same weight as the relevant text they accompany.

**1.6** This document is a material consideration in the determination of all planning applications in the NCAAP area and forms part of the statutory Development Plan for North Chelmsford. An accompanying Proposals Map shows the spatial definition of the NCAAP proposals, including policy areas designated by the Core Strategy and Development Control Policies DPD. The Proposals Map for the NCAAP area is an inset in the Core Strategy Proposals Map. The NCAAP Proposals Map is included in the pack of maps inserted at the rear of this document.

### **Purpose of the NCAAP**

The NCAAP will:

- Allocate sites for development and protection;
- Establish masterplanning principles for allocated sites;
- Co-ordinate transport and infrastructure for the plan area;
- Facilitate a programme for delivery.

**1.7** The NCAAP will direct development to ensure long term social and environmental planning objectives are met. It will also seek to ensure that landowners and developers work towards these objectives in a coordinated way. New developments will only be delivered by private investment—development companies (for housing and workspaces), housing associations, utility companies, and transport providers. The NCAAP is mindful of commercial development processes, the need for private sector confidence and minimising commercial risk.

**1.8** This private investment is guided by public authorities – Chelmsford Borough Council (CBC) as the plan-making authority who ultimately grants planning permission, Essex County Council (ECC) as the Highway and Local Transportation Authority, plus Regional and Government bodies who provide funding for infrastructure based on planning and delivery strategies. These public authorities all want to ensure the NCAAP reflects the opportunities and meets their respective aspirations for the future.

**1.9** The NCAAP also sets the policy for the countryside and villages around the new neighbourhoods – the essential rural context that defines the Borough. The geographic area covered by the NCAAP is set out in Figure 1.

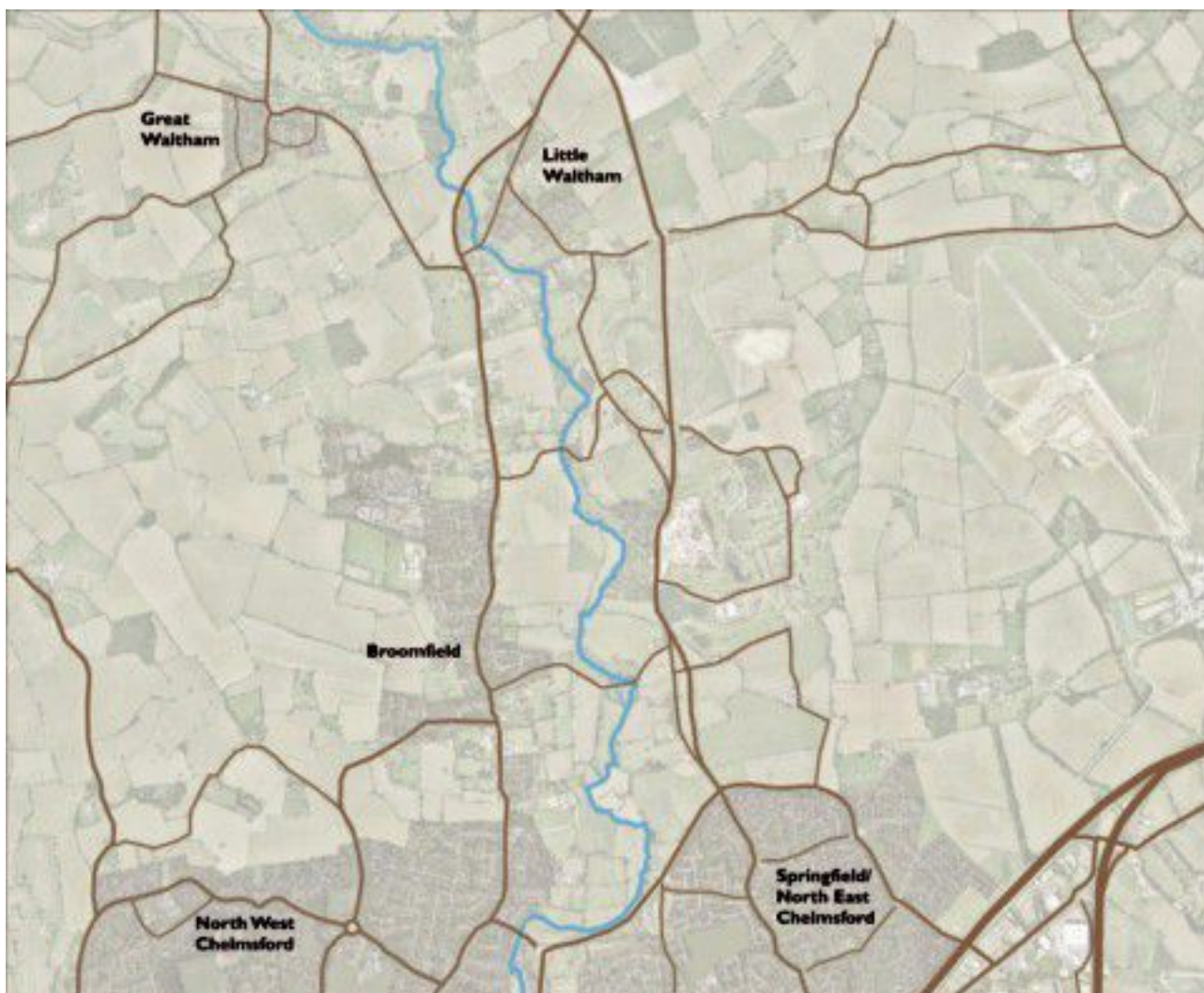
### **Integrated Sustainability Appraisal**

**1.10** The process of preparing the NCAAP has been underpinned by the on-going preparation of an Integrated Sustainability Appraisal which has tested and informed the preparation of options and has informed the proposals contained within this document. A final Integrated Sustainability Appraisal prepared by independent consultants AMEC Environment & Infrastructure UK Limited accompanies this document and is available to download from the Borough Council's website and paper copies are available on request.

### How we have got to this point

**1.11** Consultation on the NCAAP first started with the Issues and Options consultation in Summer 2007, followed by Preferred Options in late-2008/early-2009 and Proposed Submission Consultation in late-2009. The NCAAP has been adopted by the Borough Council following its Independent Examination by a Planning Inspector in January 2011.

**Figure 1 Area covered by the NCAAP**



### Vision

**I.12** Chelmsford Borough Council wants to secure highly attractive and successful new places to live and work, embracing the needs of the community and protecting and enhancing environmental assets.

**I.13** The vision for the new neighbourhoods is:

To create places where there is:

- Multiple choice of travel;
- Environmental innovation;
- Exemplar solutions for housing;
- Integrated economic activity;
- Locally distinctive character;
- Places responding to history and landscape

**Multiple choice of travel** will ensure connectivity with Chelmsford Town Centre through excellent transport links, accessible public facilities to support and enable community building, and a much reduced number and length of car journeys, resulting in low CO<sup>2</sup> emissions and appropriate levels of car traffic.

**Environmental innovation** will ensure development is exemplary, producing very low CO<sup>2</sup> emissions from construction, energy use and associated travel, raises local environmental quality, uses resources efficiently and is carbon-accounted, and includes community growing areas to support local food markets.

**Exemplar solutions for housing** will include housing meeting long term needs, able to adapt to short and long term changes in household circumstances, energy and water efficient, where there is joint delivery of housing and strategic infrastructure.

**Integrated economic activity** will provide conditions and opportunities for residents to work locally in different and changing kinds of business, for different working patterns, for mixed use and flexible premises that enable viable local systems of economy, care and community, and opportunities for business and social enterprise.

**Locally distinctive character** will be generated and reflected in new development, through a well planned, design-led integration of new neighbourhoods with existing adjoining residential areas, creating places that are safe, sociable, and engender a sense of ownership and pride.

**Places responding to history and landscape** will result from using existing landscape to shape development, managing the impact of development on important buildings and landscapes, and protection of natural and built assets.

**I.14** The outcomes will be:

- Existing deficiencies and structural weaknesses addressed;
- Wider economic, social and cultural benefits;
- A socially diverse and balanced population;

## Part I Context, Vision and Objectives

- Places that are fit for the future;
- Quality of life meeting social and environmental aspirations of residents.

### Strategic Objectives

**1.15** The themes of NCAAP are founded on the LDF Strategic Objectives which are grouped into: Managing Growth (MG1 to MG5), Environmental Protection and Enhancement (EPE1 to EPE3), Balanced Communities (BC1 to BC4), Quality of Life (QL1 to QL5) and Economic Prosperity (ECP1 to ECP5). The background and detail of these is included in the Adopted Core Strategy and Development Control Policies .

**1.16** Under each of the Strategic Objectives, specific themes and objectives have been developed for the NCAAP. These form the basis of proposals set out in subsequent sections of this document and will be used in the consideration of planning applications in the NCAAP area. The NCAAP themes and objectives seek to deliver the Council's spatial vision for North Chelmsford.

**Table 1.1 NCAAP Objectives for Managing Growth**

Strategic Objective	NCAAP Themes	NCAAP Objectives
<b>MG1</b>	1. Refining the broad locations set by the spatial strategy in relation to strategic network and Chelmsford Town Centre.	Optimise the locational advantages within the quantitative parameters of the Core Strategy i.e. a minimum of 4,000 new homes in North Chelmsford by 2021. Development shaped around strategic route network and land allocations to accord with LDF Strategic objectives.
<b>MG2</b>	2. Infrastructure creating capacity for growth 3. Integrated existing and new communities	Linking the new development of a minimum of 4,000 homes plus employment into existing neighbourhoods to create a sustainable community of 5,000–10,000 homes. Provide the necessary infrastructure to support the new neighbourhoods without placing undue pressure on existing developed areas. Integrate the delivery of infrastructure with housing employment and community facilities. The provision of education, health and community infrastructure to support the new neighbourhoods and address the existing deficiencies in the Broomfield and Springfield areas.
<b>MG3</b>	4. Shaping and containing urban growth	Ensure that new development at North East and North West Chelmsford is planned in relation to specific local opportunities, constraints and requirements. Establish Defined Settlement boundaries for Broomfield, Great and Little Waltham and the Chelmsford Urban Area to contain development. Wherever there are good opportunities to do so, re-use of brownfield land and urban fringe land.

Strategic Objective	NCAAP Themes	NCAAP Objectives
<b>MG4</b>	5. Enhancing the existing urban areas as good places to live and work and play through integration with new development and facilities	<p>Create a use structure for the new neighbourhoods that generates advantages for living and working.</p> <p>Generate a physical form of residential blocks, neighbourhood centres, open space that optimises diverse activity.</p> <p>Essential community facilities: health, education, recreation, social support and convenience retail to be provided locally.</p>
<b>MG5</b>	6. Full range of travel mode options justifying the location for growth	<p>Ensure there is a sustainable transport strategy based on bus based rapid transit, a new railway station, Park and Ride, together with improvements and enhancements to existing bus services.</p> <p>Provide principles for walking, cycling and vehicular circulation.</p> <p>Provide a new transport hub location based on railway station and a long-term viable bus based rapid transit system giving attractive and quick travel to the Town Centre and stations, offering a realistic, lasting alternative to the car.</p> <p>A development layout planned around the transport route network and local connectivity, offering a choice of travel modes minimising carbon emissions.</p>

**Table 1.2 NCAAP Objectives for Environmental Protection and Enhancement**

Strategic Objective	NCAAP Themes	NCAAP Objectives
<b>EPE1</b>	7. Protection of heritage assets	<p>Manage the impact of development on the setting of historic New Hall School, Boreham House, Old Lodge Farm, Bulls Lodge Farm, New Hall Barn and other historic assets by means of landscape and specific compensatory measures.</p> <p>Define the Chelmer Valley Green Wedge, Protected Lanes, ancient monuments, conservation areas, registered parks and gardens.</p> <p>Protect, enhance and create biodiversity networks.</p>
<b>EPE2</b>	8. Resource efficiency and creation of an accessible, sustainable, low carbon neighbourhood	<p>Promote renewable energy systems with neighbourhood-scale and building-scale generation of renewable energy such that homes, schools, shops, offices and community facilities can reach zero carbon standards.</p> <p>Integrate water cycle management with design strategies and ensure that renewable energy strategies are an integral element of masterplanning.</p> <p>Ensure that sustainable drainage systems are planned within the landscape strategy.</p> <p>Ensure that green infrastructure is planned to optimise free flowing air, natural drainage, abundance and diversity of planting and wildlife.</p> <p>Promote excellent building design, high construction standards and building performance.</p> <p>Promote environmentally sustainable approaches to managing waste, waste water, drainage and flooding, in line with Government guidance.</p>
<b>EPE3</b>	9. Protection and enhancement of the landscape	<p>Ensure that landscape is one of the principal influences shaping development.</p> <p>The creation of a sense of landscape continuity and containment giving identity to both North West and North East Chelmsford.</p> <p>Ensure that green spaces are used for a wide variety of types of outdoor recreation.</p> <p>The removal of pylons in North East Chelmsford.</p>

**Table 1.3 NCAAP Objectives for creating Balanced Communities**

Strategic Objective	NCAAP Themes	NCAAP Objectives
<b>BC1</b>	10. Size, type and distribution of new homes	<p>Ensure that housing provision reflects future employment patterns and other economic drivers.</p> <p>Ensure that new dwelling types are matched to projected profile of household types and dwelling types and their distribution relate to types of transport access.</p> <p>Provide a mix of housing types and tenures including the provision of market, affordable and specialist housing and ensure that different types of housing are well integrated and distributed to create mixed and sustainable communities.</p> <p>Make provision for local affordable housing need in existing villages.</p> <p>Provide Gypsy and Traveller site(s) to meet needs.</p>
<b>BC2</b>	11. Equality of opportunity	<p>The provision of new housing, employment opportunities and facilities for existing communities without discrimination.</p> <p>Provide green infrastructure to optimise the health benefits of green space for new and existing residents and workers.</p>
<b>BC3</b>	12. Combat deprivation	<p>Target improved services and facilities to benefit existing residents in North West Chelmsford and integrate new facilities for use by existing communities to overcome deficiencies.</p>
<b>BC4</b>	13. Equality of access	<p>Locate social, health, education and recreation facilities to ensure ease of access for all, by a choice of travel modes, without discrimination.</p>

**Table I.4 NCAAP Objectives for Quality of Life**

Strategic Objective	NCAAP Themes	NCAAP Objectives
<b>QL1</b>	14. Providing community facilities	<p>To integrate the community facilities of new Neighbourhood Centres with new development and adjoining communities.</p> <p>Provide a new secondary school and primary schools with shared facilities incorporating early years and childcare facilities.</p> <p>Provide new North East Chelmsford multi-purpose indoor sports facility.</p> <p>Provide multi-functional green space for recreation and growing purposes.</p>
<b>QL2</b>	15. Connectivity	<p>Provide new bus based rapid transit links from new neighbourhoods to the Town Centre and new railway station (ChART).</p> <p>Integrate and link local bus routes with neighbourhood and village communities.</p> <p>Provide local walking and cycling links to local centres, facilities and open spaces.</p> <p>Ensure new development provides a legible structure of routes.</p> <p>Maximise connectivity within new development and minimise use of dead ends.</p>
<b>QL3</b>	16. Pedestrian priority and traffic management	<p>Ensure that there is a hierarchy of access roads which maximises pedestrian priority.</p> <p>Promote shared surfaces and low speeds for most roads in new development.</p> <p>Downgrade White Hart Lane and reclaim space to knit the communities together.</p>
<b>QL4</b>	17. Place-making strategy	<p>Ensure that the layout of development relates to the physical form and locations of activity to the landscape, topography and historic heritage, drawing out and consolidating local distinctiveness.</p>
<b>QL5</b>	18. Designing new neighbourhoods for lasting quality	<p>Ensure that the layout of development areas is led by landscape strategy and local route network.</p> <p>Promote perimeter blocks of a workable scale to accommodate varying dwelling sizes.</p> <p>Implement a Design Code to generate quality through architecture and landscape design.</p> <p>Promote the adaptation for alternative uses of existing groups of farm buildings that are located within areas allocated for new development.</p>

**Table 1.5 NCAAP Objectives for Economic Prosperity**

Strategic Objective	NCAAP Themes	NCAAP Objectives
<b>ECPI</b>	19. The types of employment and business premises to anticipate rapid change in products and services, employment patterns, communications and energy use.	<p>Hierarchy of business types allowing for very small and large scale enterprises.</p> <p>Enable relocation of businesses.</p> <p>Workplaces offering local work opportunities relating to the new and existing resident population.</p> <p>Local resource centres and Information Technology networks, to enable local working patterns.</p> <p>Enable continued prosperity of key businesses and employers in the Plan area, in particular Broomfield Hospital and New Hall School</p>
<b>ECP2</b>	20. Strategic sub-regional employment opportunities in North Chelmsford	<p>Provide locations for strategic employment opportunities in North East development area.</p> <p>Optimise commercial potential of future employment area at Essex Regiment Way.</p> <p>Revitalise existing employment area on Colchester Road as Springfield Gateway to attract investment.</p>
<b>ECP3</b>	21. Integrated public transport systems between the Town Centre and North Chelmsford	<p>Increase railway passenger capacity by a new North East Chelmsford Railway Station to support the existing Chelmsford station.</p> <p>Ensure spatial strategy is realised by basing plan on bus based rapid transit, a new railway station, Park and Ride, together with improvements and enhancements to existing bus services across the whole area.</p> <p>Promote and allocate new Park and Ride facilities strengthening the Town Centre.</p>
<b>ECP4</b>	22. Local centres to serve the combined existing and new communities	<p>Provide local centres in the most accessible locations sustained by and serving a critical mass of population.</p> <p>Encourage the improvement of existing centres to support communities' needs.</p>
<b>ECP5</b>	23. Increasing use of railways	<p>Increase railway freight capacity by means of passing loops, for the benefit of the sub-region.</p> <p>Optimise the use of both the North East Chelmsford Railway Station and the strategic road interchange to support transport of goods.</p>

### Climate Change Challenge

**1.17** Climate change is the most important environmental challenge facing the world today. Experts predict that incidents relating to climate change will become more frequent in the future, particularly extreme weather events, water shortages and damaging storms. Though this phenomenon is global, it should be tackled at all levels. The Borough Council is committed to playing its part at a local level to encourage actions to tackle climate change.

**1.18** The challenge for the NCAAP is to secure sustainable development, where "the needs of the present are met without compromising the ability of future generations to meet their own needs". The NCAAP promotes sustainable development on a number of levels and across many key aspects of its proposals.

**1.19** However, this simple idea of moving towards a low-carbon economy is a huge new challenge requiring a concerted effort from a wide range of organisations - from local authorities to developers, environmental groups and local communities themselves. A number of regional and local plans and strategies have been considered in preparing the NCAAP. The NCAAP has also been assessed through a Sustainability Appraisal, to ensure that the wider social, environmental and economic effects of its policies and proposals are fully considered.

**1.20** The NCAAP policies and proposals are also underpinned by the Strategic Objectives, particularly under the themes of Managing Growth, Environmental Protection and Enhancement, and Quality of Life.

**1.21** The challenge is addressed in the NCAAP particularly in relation to sustainable transport, protection of biodiversity and landscape, drainage and resource efficiency of buildings.

#### Sustainable transport

**1.22** The new neighbourhoods in North West and North East Chelmsford are intended to be supported by excellent bus-based public transport and be within walking distance of key services. The intention is to reduce the number of car trips and gradually decrease private car use, which benefits public realm quality, air quality, safety and community coherence. However the planned development has to address current needs and known traffic issues and will involve new roads and junctions to ensure proper management of existing traffic volumes.

**1.23** Transport infrastructure will include a new railway station in North East Chelmsford, a bus based rapid transit (ChART) system, Park and Ride, and a corridor for a future North East Chelmsford Bypass, minimising the need for car travel within and outside of the plan area.

**1.24** Other infrastructure including schools, cycle and walking improvements, sports and community facilities and employment near to new homes, and improved public transport, will all help to meet the aspiration for new developments of reduced car journeys, use of alternative transport, and communities well served by facilities and transport.

### Protection of biodiversity and landscape

**1.25** The shape of new development will be guided by the existing landscape. Most of the proposed growth will be on previously undeveloped agricultural land. The existing landscape and how the new development fits into it is extremely important.

**1.26** The key features of the landscape to the north of Chelmsford are as follows:

- Chelmer River Valley;
- Exposed wide ridges;
- Plateau landscapes to the west of Broomfield, across the Chelmer River Valley floor, and north of Springfield;
- Field boundary and hedgerow patterns, and ancient woodland.

**1.27** The Chelmer River Valley is protected as a Green Wedge, to protect the open character of the landscape, to provide links from the urban area into the countryside, to provide an important network of natural habitats, and be a focus for leisure and recreation. Protected landscape settings have also been defined for New Hall and Bulls Lodge, and Pratts Farm Lane. Land has been identified to protect the setting of New Hall and compensate for adverse effects, in order to reinforce the most important part of New Hall's landscape setting.

**1.28** Development here and in all important landscape areas will take account of all topographic and wildlife features to ensure that landscape character is reflected in the new urban structure, important habitats are not disturbed and that the visual impact of new development is positive.

**1.29** Habitats will also be protected and biodiversity nurtured within the new development areas. Landscape corridors in North East Chelmsford will link north to south and west to east through development between open countryside, providing a strong base for existing wildlife colonies. These corridors will be large enough to incorporate recreational open space, provide surface water drainage and trees, and areas for residents to enjoy.

### Resource efficient development

**1.30** The Borough Council will expect new developments to be exemplary in relation to design, sustainability and technology. Whilst not seeking eco-town status the Borough Council expects development in North Chelmsford to show the way forward for environmentally-driven communities.

**1.31** Sustainability will derive from mixing uses in new developments, site planning, materials and form, biodiversity and landscape. More guidance for developers is referred to in Appendix 2.

**1.32** The Borough Council's guidance says that all building schemes should promote best practice in sustainability by being locally sourced, long lasting, energy efficient and water efficient. National guidance and indicators apply, as set out in the Building Research Establishment Environmental Assessment Method (BREEAM) for non-residential buildings, and the Code for Sustainable Homes.

**1.33** The Borough Council will expect all development to target the highest rating under these national assessment methods and to make clear when locational, site planning or land use factors will lead to a lower rating.

**1.34** After optimising passive energy and energy conservation in buildings, the Borough Council will require developments to generate a significant proportion of neighbourhood energy needs on site from renewable sources, both through district-wide systems and within individual properties.

**I.35** Residents will be encouraged to contribute to greener living through provision of space for recycling bins as an integral part of the property design, good walking and cycling links within and beyond developments, and community growing areas.

### **Flood risk**

**I.36** All the proposed development lies within Flood Zone I, meaning there is a low risk of flooding and therefore offering preferable locations to other higher areas of flood risk in the borough. Two areas of higher flood risk lie within the NCAAP area, but both are away from the areas allocated for development - the Chelmer River Valley floor, and alongside Boreham Brook to the east of New Hall. The construction of major new development creates risks from rainwater run-off from roofs and ground surfaces, which may place stress on the sewer system if not managed through on-site methods of water storage and dispersal. Natural landscape is needed to manage storm water runoff within and adjacent to the development, as well as porous paved surfaces provided throughout developed areas.

### Land Use Requirements

#### Introduction

**1.37** This section sets out the quantity of development required within the NCAAP area and the Borough Council's land use requirements and principles together with the key infrastructure required to support development growth. These quantities and requirements provide the context for site allocations.

#### Housing

**1.38** One of the key purposes of this document is to provide a delivery framework for new housing. The adopted Core Strategy states that the broad locations for new neighbourhoods will be North East and North West Chelmsford providing a minimum of 4,000 new homes by 2021. The distribution of new homes will be as follows:

<b>North West Chelmsford:</b>	<b>up to 800 new homes</b>
<b>North East Chelmsford:</b>	<b>a minimum of 3,200 new homes</b>

**1.39** Future development will need to address the needs of different households for appropriate types of new homes. The Borough Council will expect strong urban design and the lifetime principles of inclusive design to be embedded at the outset so the needs of people of all ages and circumstances are addressed. This applies to all new housing and the outdoor environment which communities share.

**1.40** The Strategic Housing Market Assessment (SHMA) prepared on behalf of the Borough Council, and published in 2008, estimates demand for different housing types within the Borough. The SHMA examines demand for both market and affordable housing.

#### Housing mix dwelling sizes, tenures

**1.41** Policy CPI5 of the Core Strategy sets out the requirement for residential development to have a mix of dwelling types, sizes and accommodation to accommodate a balance of different household types and lifestyle choices to contribute towards the creation of mixed and inclusive communities.

**1.42** It is estimated that older persons households will make up 30% of the borough's population by 2021. The SHMA identified a strong preference amongst would-be older house movers for single storey accommodation and these are required as part of the housing mix on some allocated sites.

**1.43** The Borough Council will discuss the housing types and sizes to be provided during the detailed masterplanning of actual sites prior to the consideration of a planning application. However, housing types will need to take into account the characteristics of the existing neighbourhood identity and the need to create a balanced mix of housing types.

**1.44** Based on the SHMA's demand estimates for market housing across the whole of the Chelmsford market area, the following proportions provide a guide to the dwelling sizes that will be required in the new neighbourhoods, the presumptions being towards a greater proportion of 2 and 3 bed houses.

**Table 1.6 Estimated required dwelling sizes**

<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4+ bed</b>
8%	28%	39%	25%

### **Homes to meet local economic growth within NE Chelmsford**

**I.45** The SHMA showed that the majority of existing key workers (public sector employees) are owner occupiers in family sized housing. Future demand from key workers will therefore be catered for by the new market provision. Need for affordable housing alternatives are currently adequately met within existing key workers' housing schemes or other affordable home ownership options available throughout the borough.

### **Affordable Housing**

**I.46** Affordable housing is planned to be available to specified eligible households whose needs are not met by the market. The Core Strategy policy is for 35% of new housing to be affordable. This will be applied strategically in the north Chelmsford growth area and at individual scheme level to ensure a balanced distribution.

**I.47** The mix and size of housing sought in north Chelmsford will reflect the market provision as stated above resulting proportionately in an increase overall of family sized affordable housing, particularly 4+ bedroom homes, which relative to need is in short supply within the existing Registered Social Landlord (RSL) stock. An objective of the NCAAP is to set the scale of affordable housing required and to ensure access to housing in the light of income levels and the mortgage market at the time, not to specify tenures.

**I.48** The Borough Council requires that RSLs are selected and form partnerships at the outset and influence the design standards and delivery of all tenure types.

**I.49** Housing quality, adaptability, maintenance and environmental efficiency is integral to the Borough Council's policy requirement. The Borough Council seeks the application of the Homes and Communities Agency's Design and Quality Standards, inherited from the Housing Corporation, and Building for Life criteria in all housing.

### **Specialist Housing**

#### ***Extra care housing for older people***

**I.50** In north east Chelmsford, housing development proposals should include extra care housing to be provided through a partnership of housing provider, health trust, community care/older people services, strategic housing authority and supporting people. This would be in the form of a purpose-built core and cluster development of 40-60 units with flexible, 24-hour care and support on-site delivered in an accommodation based setting comprised of individual flats or units.

### ***Supported housing for people with disabilities***

**I.51** The need is evident from the 'ECC Housing Strategy for People with Disability 2008-2013' that by 2013 there is a need for three shared/cluster homes accommodating six residents each. These would be designed as self contained flats (shared homes) linked by a communal space (other independent provision relates to shared ownership and general needs housing and therefore does not need to be specifically identified).

### ***Supported housing for persons with mental health issues***

**I.52** It is anticipated that in the period 2008–2018 there will be a requirement for 12 units of accommodation for high need clients.

### ***Gypsy and Traveller accommodation***

**I.53** There is a need for one site which comprises not more than 10 individual pitches. A pitch is accommodation for a family which normally comprises space for a main mobile home and for one or two smaller touring caravans with parking and ancillary space.

### **Public Open Space**

**I.54** The Borough Council expects very high quality public open spaces to be provided to serve residential development in accordance with the Borough Council's adopted standards and policies set out within the Core Strategy. This includes space and accessibility standards for different types of open space which has been informed by the Council's PPG17 Assessment of Open Space.

**I.55** The NCAAP requires North East Chelmsford to have open space dedicated to community gardens for growing food. The PPG17 Open Spaces Assessment applied a standard of 0.3ha allotments per 1,000 population. The study revealed a 4.85ha deficit in Springfield Parish, Beaulieu Park and Chelmer Village. The NCAAP enables this deficit to be partly addressed as well as ensuring food growing is an integral part of a new sustainable community.

### **Employment**

**I.56** The NCAAP will make provision for a total of 64,000 sq m of new commercial floorspace for the plan area including offices, industry and provision for small businesses. However a degree of flexibility is likely to be needed having regard to the objective of the Core Strategy to support job growth 'high value' businesses including the financial, ICT and media sectors.

### ***Employment integrated in neighbourhoods***

**I.57** An objective is to ensure residents support the local economy and to ensure the new neighbourhoods do not simply become a commuter dormitory. The Borough Council wishes to see employment premises at all scales integrated into vital mixed-use neighbourhoods rather than solely planned as segregated development to ensure that employment, business development and public services are closely related to residential areas.

**I.58** The Borough Council will seek concentrations of small business activity helping to define local centres containing commercial and community functions. The presence of daytime economic activity is the one feature that must be common to all local centres.

**1.59** All new local centres will be required to include flexible non-residential floorspace, to accommodate various public, private and voluntary business types. The provision of flexible space suitable for community or business uses is most important to cater for the long term health of the neighbourhood.

**1.60** Throughout the residential areas space should be provided to enable opportunities for working close to home and to promote activity and safety during the day. The following should feature in all residential areas:

- A proportion of houses to include studio/workshop space for residential occupiers to work from home;
- Live/work units where the workspace is the main part of the building;
- Self-contained BI accommodation woven into residential areas for small businesses.

### Local centres

**1.61** A sustainable new community will be focused on a small number of local places representing the heart of the locality and a place for social exchange. These will be the places to locate work places and community services. The location of local centres must be based on optimising access on foot / mobility aid and bus. These locations therefore affect the geographic extent of development and the density distribution of development.

**1.62** The key land uses that may form part of local centres are small workplaces in close relationship with housing, convenience shops and services, health, adult and childcare, and libraries. Local centres should be co-located with new schools to strengthen the community focus.

### Convenience shopping

**1.63** It is not viable to have shops in more than a very few locations. There are already two large food stores within reach of parts of the extended neighbourhood area – Sainsbury's in Colchester Road and Morrisons at Dickens Place, Newlands Spring. While the NCAAP makes no requirement for new shopping, the provision of non-residential premises at particular local centres will allow the establishment of small food stores if the population intensity makes it viable, but within limits to avoid stifling local small ventures. New retail development is therefore permissible. In each new retail location there should be a maximum floorspace of 1,400 sq m gross for non-residential uses within which no single principal convenience store unit should exceed 500 sq m, with remaining units each no larger than 140-180 sq m gross for retail services such as newsagents, hairdressers, dry cleaners, takeaways and restaurants.

### Acute healthcare

#### *Broomfield Hospital*

**1.64** Broomfield Hospital is an expanding regional hospital employing approximately 3,000 people which makes it the largest employer in the Borough. It provides acute hospital based services to approximately 350,000 people in Mid-Essex and provides clinical specialisms to a wider population. Broomfield Hospital will be expected to provide acute healthcare for residents of the new neighbourhoods. A planning brief and masterplan have been approved by the Borough Council to guide development of the hospital and a Special Policy Area for the site is defined in the NCAAP.

### Primary healthcare

**1.65** There are existing GP surgeries in North Springfield and North West Chelmsford, however new provision is required to serve populations. Mid-Essex Primary Care Trust (PCT) is providing a new primary healthcare centre in North East Chelmsford as an extension of Sainsbury's supermarket providing GP-led care 24 hours a day, 7 days a week which will serve Mid Essex. This centre would be supported by linked services in Maldon and Braintree. The PCT are locating the centre in North East Chelmsford serving Mid-Essex where population growth is highest, where locations will be accessible to existing and future residents, and where there would be fairly close proximity to Broomfield Hospital with support services. It will complement, not damage existing surgery provision and will be provided within a new or existing building with a suitable 'walk-in' location, and have best possible links for out-of-hours operation.

**1.66** In addition, the PCT requires a new 4 GP practice (1,000 sq m) with associated services in North East Chelmsford, and a new 2 GP practice (350 sq m) in North West Chelmsford to serve new populations.

### Education

#### *Secondary school provision*

**1.67** A total of 4,000 dwellings could generate around 800 additional secondary age pupils if the units built are predominantly family housing. Population growth in North West Chelmsford and Broomfield can be accommodated through expansion of existing provision. A new secondary school to serve North East Chelmsford is needed and such provision would afford an opportunity to improve the distribution of places within Chelmsford as a whole and reduce current pupil travel distances. In this way the North East allocation potentially makes a significant positive contribution towards reducing school associated traffic in Chelmsford and the wider sustainability objectives that development in this area must address. Subject to the views of the Learning and Skills Council, associated post-16 education facilities should also be provided. A suitable school site of 9-10 hectares meeting Department for Children, Schools and Families (DCSF) and ECC criteria will be required.

**1.68** It is intended that some community facilities will co-locate with the secondary school within a local centre. Joint community use of school library, learning, meeting and sporting facilities will be expected.

**1.69** The location and the timing of the school is critical to ensure it is available for the early residents of the new neighbourhoods. Its location should also take account of proximity to the population it serves, safe walking and cycling routes and access to public transport. Delivery of a new secondary school depends upon completion of a detailed feasibility study and public consultation by ECC Learning Services and is therefore an important part of the implementation framework. Developers will be required to provide land for schools and make substantial contributions towards the total capital cost of school provision in accordance with the Delivery Trajectory which is set out in Section 7.

#### *Primary school provision*

**1.70** In North West Chelmsford the NCAAP make provision for the new primary school or the relocation and expansion of the existing primary school in Broomfield. Schools in North West Chelmsford may also require additional permanent accommodation. In North East Chelmsford the requirement is for a minimum of two new 420 place primary schools, with every 700 family homes

expected to generate approximately one form of entry (210 children). If the final dwelling mix is estimated to generate in excess of four forms of entry (based on ECC's Developers Guide figures) a third primary school will also be needed.

**I.71** Location of primary schools within local centres is preferred, creating links with other activities, safe pedestrian realms in front of schools and a sense of place. There may be space within a school shared with other local facilities but, due to a lack of changing space and site management constraints, community sports initiatives may not be appropriate.

**I.72** Primary school sites need to be located centrally within housing areas and served by safe direct walking and cycling routes with limited car parking. Each school serving 420 pupils requires a site of approximately 2 hectares that meets ECC and DCSF criteria (see ECC School Service's Developer Contribution Guidelines).

### **Childcare**

**I.73** The ECC Childcare Sufficiency Assessment for Chelmsford borough identifies the level of need by type of care: day nursery; pre-school; childminder; before school; after school; and holiday clubs. It informs a local plan for the provision of childcare by which requests for new childcare provision and expansion of existing facilities are assessed.

**I.74** It was Government policy is to have a Children's Centre in every ward by 2010 and the new neighbourhoods will therefore need to include such facilities. It is anticipated that all the new primary schools will include early years and childcare provision.

**I.75** Within the non-residential floorspace, there will be scope for affordable nursery and pre-school provision, whether from private, voluntary, statutory and independent sector organisations. This will be particularly important close to employment locations and the new railway station.

### **Libraries**

**I.76** Libraries function as community focal point, acting more as an access point for local public services, providing information, new media and internet access, and resources for people to improve life skills as well as community activities. They should therefore be integral to new communities.

**I.77** At present in the NCAAP area there are libraries at Newlands Spring (Dickens Place) and Broomfield (Main Road), but no library in Springfield. Essex County Council and Springfield Parish Council are progressing proposals for a new library in a joint community facility adjacent to the existing Parish Centre at New Bowers Way. The Council will require opportunities to be taken for another smaller-scale library facility in the enlarged North East Chelmsford neighbourhood. This would form a joint-use facility with the proposed second new primary school.

**I.78** The ECC standard for a new stand-alone library is that it should be capable of serving a community of at least 7,000 people. The size of a library is determined by the formula of 30 sq m per 1,000 population.

### **Adult and community wellbeing**

**I.79** ECC requires the use of spaces suitable for day centres, clinics and group activities for older people, people with mental health needs, with learning disabilities, with physical impairment and sensory impairments. These spaces would be shared with other community activities through the week.

**1.80** There is presently a movement towards increased personalisation of care, whereby individuals can directly purchase their care/support needs rather than having them commissioned by the local authority. Community care empowers individuals to live independently within the community with appropriate support.

### **Community facilities**

#### ***Multi-purpose indoor sports and leisure/community centre***

**1.81** The Borough Council recognises the need for new indoor sports and leisure/community facilities to be an inclusive part of the major new residential neighbourhoods. There is a need for a 'dry' sports (e.g. sports hall, fitness/activity room) facility to support development in North East Chelmsford. Such a facility should ideally be considered as a part of 'joint use' facility, possibly as part of a school/community facility to ensure that the facility is operated efficiently and community uses are maximised.

#### ***Places of worship***

**1.82** Places of worship are one of a number of community uses which serve new neighbourhoods. If an organisation seeks premises that will provide a shared community facility as well as a space for worship, this may be either accommodated in a local centre or within the sites allocated for recreation led development, depending on scale and degree of shared use.

#### ***Police office***

**1.83** Ground floor space for a full or part-time police office should be made available providing a visible police presence in the new neighbourhoods. This could be a combined or shared facility.

### **Utilities networks**

**1.84** Future development and landscape structure will be significantly shaped by existing and new utility networks for sewers, gas and electricity mains, future district energy generation and sustainable drainage. While existing services dictate development layout, new or relocated underground service runs must be planned in tandem with development layout and must not pre-empt alignments of roads and spaces through urban design.

### **Sewers**

**1.85** Phase I of the Chelmsford Water Cycle Study has established that the existing trunk sewer system conveying waste water to the Chelmer Village sewage treatment works has capacity only for a few hundred additional dwellings including those built in the town. Upgrading the existing trunk sewers is not practicable or viable. Although there is some sewer capacity on the eastern side of Chelmsford that could be used for some development there will need to be new sewer provision, particularly to facilitate new development in North West Chelmsford.

**1.86** The existing trunk sewer follows the general alignment of Main Road, Broomfield. If a new sewer was constructed from the Valley Bridge Road area to the existing treatment works this would meet the needs of new development in North West Chelmsford as well as providing relief to the existing sewers in the Town Centre. This in turn will facilitate development in other parts of Chelmsford where there are currently capacity issues. This proposal has been discussed with Anglian Water who are in general agreement. The Borough Council is working with relevant partners to achieve a strategic solution to sewer capacity provision for North East and North West Chelmsford.

### **Water supply**

**1.87** This is based on the Essex and Suffolk Water Resources Management Plan. Development would have to meet water efficiency standards including optimal use of rainwater harvesting and grey water recycling.

### **Gas mains**

**1.88** Existing high and intermediate pressure gas mains traverse land north of White Hart lane. There is a gas valve compound north of Belsteads Farm. These mains and equipment have a 6m wide easement within which building cannot take place, such that the alignment of the main will dictate road space and green space along its length. The location of specific land uses in the vicinity of gas mains should comply with Health and Safety Executive recommended safety zones.

### **Electricity**

**1.89** Pylons carrying overhead electricity cables run across the lower end of the Chelmer River Valley and north of New Hall. This has an associated easement, which currently dictates an undeveloped area which would have to be incorporated in development layout as open space. The Council requires masterplanning for development to provide for burying of the power lines from the west side of Chelmer River Valley to the new bypass and a re-routing of the alignment to mesh with planned development. This would enable a workable development layout as well as an essential enhancement of the Chelmer River Valley and the skyline of New Hall.

### **Renewable energy**

**1.90** New development will be expected to exploit the opportunity for renewable energy production on a district-wide basis. This will bring with it land requirements for generating plant and sub-stations which will have an implication for layout.

### **Surface water drainage**

**1.91** The Council will require exemplar sustainable drainage systems (SUDS) proposals in North Chelmsford. Drainage will require open land accommodating the means for managing surface water runoff within the site, avoiding additional demands on the sewer system. This will involve controlling run-off close to source and designing landscape to include use of retention ponds, permeable surfaces, integration of ecological features.

### **Infrastructure requirements**

**1.92** The Core Strategy sets out a number of key infrastructure requirements to support new development in North Chelmsford above and beyond the functional requirements of utility provision directly generated by development, e.g. access roads and junctions, sewers, water supply, energy and drainage. Subsequent sections of this document, particularly Section 7, provide more detail on these key infrastructure requirements and their implementation and include:

#### **Strategic Infrastructure**

- Access road to station from Boreham Interchange;
- Capacity improvement works at Boreham Interchange;
- New North East Chelmsford Rail Station;
- Bus based rapid transit;

- New Park and Ride provision;
- Future North East Chelmsford Bypass;
- Strategic open space;
- Strategic sewer route and increased capacity of works;
- New secondary school;
- Three new primary school(s) with commensurate early years and childcare provision in North East Chelmsford;
- Relocated and expanded primary school with early years and childcare provision in North West Chelmsford;
- Strategic landscape and heritage compensation measures;
- Undergrounding of electricity cables between Boreham Brook and Broomfield (i.e. including across the Chelmer River Valley).
- North East Chelmsford neighbourhood-wide affordable car sharing scheme.

### ***Community Infrastructure***

- Primary health care provision;
- Cycle and walking route improvements;
- Enhancements to existing public transport services;
- Multi-use indoor sports and fitness facilities potentially shared with secondary school;
- Buildings for community uses;
- Provision of a new 4 GP Practice to serve North East Chelmsford and a new 2 GP Practice to serve North West Chelmsford;
- Library provision for existing and new communities;
- Local recycling processing and exchange;
- Car park for car and van sharing;
- District energy production;
- Environmental improvements to existing adjoining neighbourhoods.

**I.93** The Borough Council operate a Standard Charges approach to the implementation of planning obligations. A scale of contributions for the NCAAP area are set out in the adopted Planning Contributions SPD.





### Introduction

**2.1** The Borough Council's Spatial Strategy contained within the adopted Core Strategy and Development Control Policies DPD identifies North West Chelmsford as a location for future development growth. The Spatial Strategy states that North West Chelmsford will accommodate smaller developments which contribute towards the overall 'greenfield' allocation of 4,000 new homes for North Chelmsford. The majority of this allocation will be accommodated in a significant new development in North East Chelmsford. This approach was endorsed by the Inspector at the Independent Examination into the Core Strategy, before it was adopted by the Borough Council.

**2.2** North West Chelmsford comprises the settlement of Broomfield and the North West quadrant of Urban Chelmsford containing the existing neighbourhoods of Newlands Spring/North Melbourne and Woodhall. The Chelmer River Valley bounds the eastern edge of Broomfield which is designated a Green Wedge within NCAAP, with open countryside predominately in agricultural use to the north and west. The villages of Great and Little Waltham are located in the northern part of the NCAAP area.

**2.3** Due to the constraints of accommodating development in the area, a limit of **up to 800 new homes** has been placed on new residential development in North West Chelmsford. The NCAAP distributes this new development to four site allocations. All of these are adjacent to existing built-up areas at locations which are well served by existing services and facilities which can also provide the opportunity to strengthen the existing spatial structure.

### Concept

**2.4** The Borough Council's approach at North West Chelmsford is to carefully locate smaller areas of development, each forming a modest urban extension, to strengthen existing neighbourhoods. This mitigates the impact of the overall allocation of up to 800 new homes on the prevailing landscape and settlement pattern. It makes best use of the existing highway network, community services and facilities. Development will take the form of smaller scale lower density housing development.

### Existing Spatial Structure

#### Development pattern

**2.5** The village of Broomfield has a linear development pattern which has evolved through its location on an important road route north of Chelmsford. Broomfield has a mixed character with the older historic core centred round the Church. However, due to its setting and layout, Broomfield lacks a defined centre which results in the remoteness of certain areas from existing services. Broomfield retains a separate physical identity, although its southern margins have become coterminous with the Urban Area of Chelmsford. Therefore, the open gap between Chelmsford and Broomfield should be retained which is most noticeably seen along the west side of Main Road.

**2.6** The north west of Chelmsford's Urban Area contains mainly mid to late 20th Century estate housing development. The Newlands Spring area is mainly estate development built in the 1980s characterised by detached properties. The Woodhall Road locality is an area of ex-local authority terraced and semi detached housing set in relatively large plots.

#### Route and public transport network

**2.7** Main Road, Broomfield (B1008) is the primary north-south transport corridor serving north west Chelmsford which connects into Chelmsford Town Centre. It also provides access to Broomfield Hospital, which is the regional hospital serving Mid Essex and beyond and is the single largest employer in the borough. Essex Regiment Way (A130) on the eastern side of the Chelmer river valley provides the north-south corridor for strategic traffic. However, Main Road (B1008) is a constantly busy route, especially in peak times.

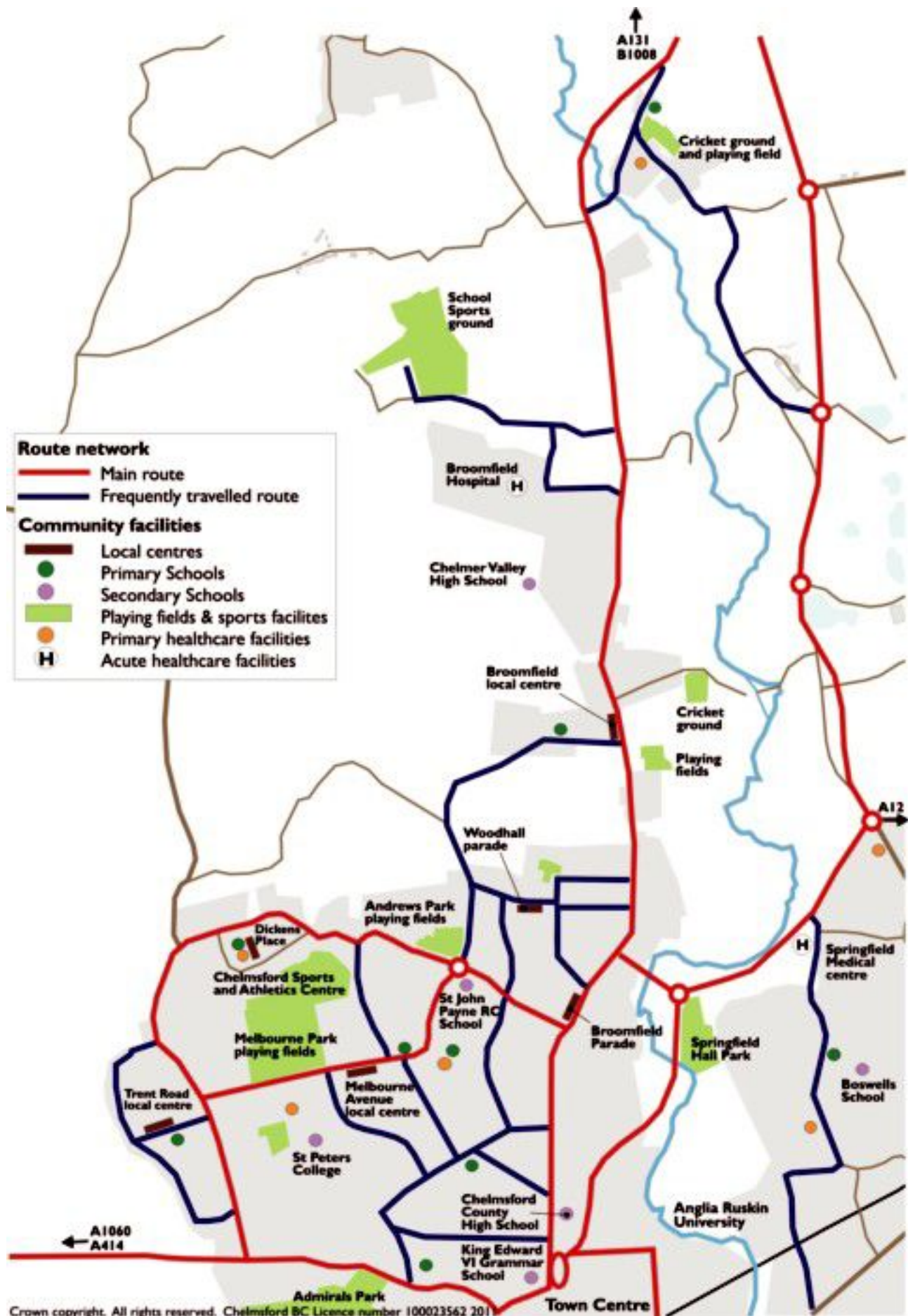
**2.8** The north west of Chelmsford Urban Area is served by a radial distributor road which is created by Patching Hall Lane, Copperfield Road and Chignall Road. This route connects to both the Main Road, Broomfield (B1008) corridor and the Roxwell/Rainsford Road (A1060) east-west transport corridor which is outside the NCAAP area. There are routes that connect through North West Chelmsford joining with these corridors via Melbourne Avenue, Partridge Avenue and North Avenue.

**2.9** The only major highway or transportation infrastructure interventions necessary to serve development in North West Chelmsford are improvements to Valley Bridge roundabout junction, and Chignall Road and Roxwell Road junction, which will increase capacity in the network. The capacity of Main Road (B1008) Broomfield represents one of the constraints on the quantum and distribution of potential development in North West Chelmsford.

**2.10** North West Chelmsford is linked with a network of walking and cycle routes. There are signed north-south off-road cycle routes along the Chelmer River Valley connecting the southern end of Broomfield with the Town Centre and a combination of signed off and on road routes connecting the Newlands Spring area with the Town Centre and the Broomfield area.

**2.11** Main Road, Broomfield (B1008) is a quality bus corridor providing a very good frequency of services into Chelmsford Town Centre and providing connections to nearby destinations outside of the Borough such as Braintree, Stansted Airport, Colchester and Great Dunmow. There is also a good frequency of bus services within the urban area of North West Chelmsford with six buses per hour connecting Newlands Spring and the Melbourne area into Chelmsford Town Centre.

Figure 2 Route network and community facilities



### Landscape structure

**2.12** When determining the location of development sites in North West Chelmsford, the Borough Council has considered the need to retain the open character of the Chelmer River Valley, the need to minimise the impact of development on the character and openness of the Pleshey Farmland Plateau and the need to protect and enhance existing sites of nature conservation. The Borough Council's Landscape Character Assessment (2006) describes the prevailing landscape character of these areas along with their sensitivities to change.

**2.13** The Chelmer River Valley is one of the key defining natural landscape features within the NCAAP area and contains a number of important nature conservation sites as well as providing functional floodplain. This has been recognised by its allocation within the NCAAP as a Green Wedge. This seeks to protect and enhance the open character of the river valley and promote its role for recreation and leisure, increasing biodiversity and linking the urban area of Chelmsford with countryside beyond.

**2.14** To the north west of Chelmsford's Urban Area the countryside is mainly in use for agriculture. This area is defined as the Pleshey Farmland Plateau, and comprises gently undulating farmland with an irregular medium sized field pattern dissected by small streams and valleys. Any new development will need to minimise its visual impact and the effect upon the identified tranquillity of the landscape which lends itself to small-scale new development responding to the historic settlement pattern.

**2.15** Broomfield Parish Council has produced the community-led Broomfield Parish Plan (2005) which sought the views of the community regarding the value of particular landscape area. Broomfield Parish Council is also undertaking a more detailed Community Landscape Character Assessment.

### Services, facilities and utilities

**2.16** The location of existing community services and facilities within North West Chelmsford limits where new development is best located. Newlands Spring Principal Neighbourhood Centre at Dickens Place provides a range of community services and facilities and the area around Angel Green, Broomfield also provides a similar good range of services and facilities, although they are not located as a single centre. There are existing smaller local neighbourhood centres at Woodhall Road and Broomfield Parade providing mostly local convenience retail. There are further local convenience retail shops dispersed along Main Road, Broomfield.

**2.17** Broomfield Hospital provides acute healthcare for the area. Primary healthcare in North West Chelmsford is provided at doctors' surgeries at Newlands Spring Surgery, Dickens Place; Melbourne House Surgery, Queensland Crescent; Tennyson Avenue Surgery, Merlin Place and in the north of NCAAP area at Little Waltham Surgery, Brook Hill.

**2.18** There are secondary schools at Chelmer Valley High School, Court Road and St John Payne Catholic Comprehensive School, Patching Hall Lane. In the north west of Chelmsford Urban Area there are existing primary schools at Newlands Spring, Dickens Place; Melbourne Park, Melbourne Avenue and Lawford Mead Junior and Infant School, Trent Road. Broomfield has one primary school at School Lane and in the north of the NCAAP area there are primary schools in the villages of Great and Little Waltham.

**2.19** Chelmsford Sports and Athletics Centre located at Salerno Way, provides a range of indoor and outdoor specialist and community sporting and leisure facilities. The centre provides a large multi-purpose sports hall and gym alongside specialist athletics facilities and also accommodates Chelmsford City Football Club.

**2.20** There is currently downstream sewage capacity on the existing Broomfield sewer for 400 new dwellings. The Newlands Spring area is served by a network of sewers connecting into the urban area and new development in this area would require either an upgrade to the downstream pumping station or an on-site storage solution. There have been no capacity issues raised by the water and power supply companies in relation to sites in North West Chelmsford.

### **Heritage**

**2.21** There are a number of listed buildings in North West Chelmsford and where new development is proposed close by there is a need to protect and enhance their settings. The area around the historic core of Broomfield is also a designated Conservation Area which is shown on the Proposals Map. In the north of the NCAAP area there also designated Conservation Areas within and around the villages of Great and Little Waltham and further detail is contained within the Village Communities section.

**2.22** The design and layout of new development will be required to protect and enhance existing heritage assets to mitigate against potential effects on their settings and also below ground deposits. This will be included as requirements within the relevant site allocations.

### Extent of Development Areas

**2.23** Four locations are proposed for development as part of the allocation of sites for North West Chelmsford (listed in Table 2.1).

**2.24** These sites each have a relatively small impact on the character and appearance of the landscape and in the absence of any major highway or transportation interventions disperses the impact of development on the highway network. This approach also makes the best use of the existing limited capacity in the sewer network.

**Table 2.1 Allocation of sites for North West Chelmsford**

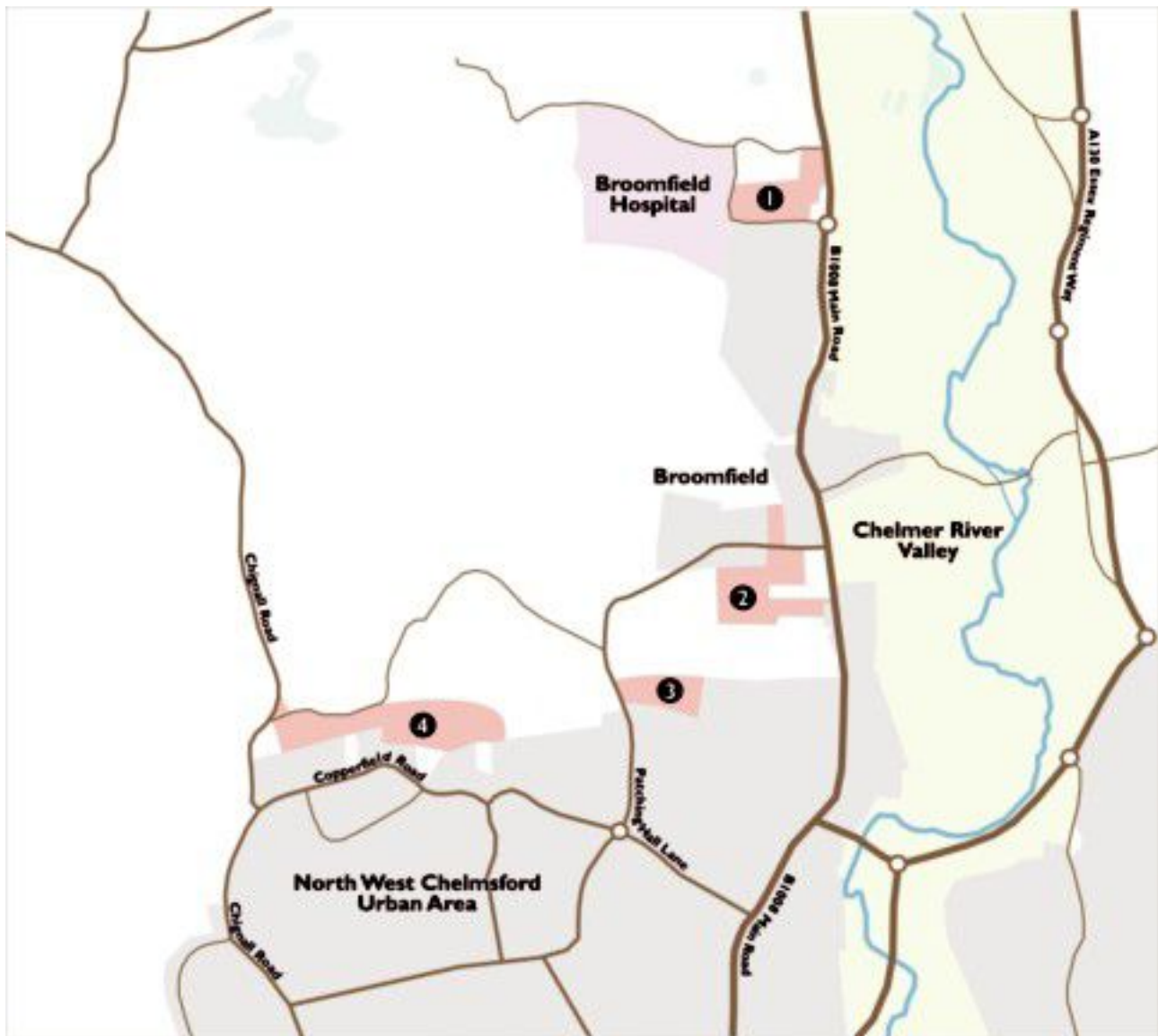
Site	Provision
<b>Site Allocation 1:</b> Land north of Hospital Approach and south of Woodhouse Lane	150-200 new homes; New local neighbourhood centre providing both convenience retail and healthcare related uses.
<b>Site Allocation 2:</b> Land to south and west of Broomfield Place and Broomfield Primary School	150-200 new homes in close proximity to existing services and facilities adjacent to bus corridor; Relocation and expansion of Broomfield Primary School and associated community facilities.
<b>Site Allocation 3:</b> Land north of Essex Avenue and east of Patching Hall Lane	100-130 new homes in easy walking distance of Woodhall Road Local Neighbourhood Centre which is located on a bus route.
<b>Site Allocation 4:</b> Land North of Copperfield Road	220-270 new homes based on a very strong local centre at Newlands Spring Principal Neighbourhood Centre which can sustain additional population; Natural extensions to existing public open space.

**2.25** The release and phasing of development sites in North West Chelmsford will be linked to the provision of new primary school places in accordance with the Delivery Trajectory which is set out in Section 7.

**2.26** The site allocations set out the site context, planning objective, development principles, leading and supporting land use for each site. The site allocation diagrams show the geographic extent of the allocated land area. The diagrams and text together convey development principles; the diagrams show the spatial layout principles. The land use locations, access points, route alignments and built frontage notations are indicative and should be reflected in a detailed scheme layout in subsequent stages of the planning process. These principles will be interpreted flexibly as long as the objectives are met.

**2.27** The site allocations for North West Chelmsford are shown in Figure 3 below:

**Figure 3 North West Chelmsford Site Allocations 1 to 4**



### Site Allocations

#### Site Allocation I - Land north of Hospital Approach and south of Woodhouse Lane

##### Site context

**2.28** This site comprises a mixture of rough grassland with wooded margins and land currently being used as temporary car parking and building plant store associated with the current development works at Broomfield Hospital. The site is directly east of the Broomfield Hospital campus.

**2.29** The site is well located to Chelmer Valley High School and Broomfield Hospital with opportunity for a second vehicular access along the western boundary of the site to create a route through the development. The site gains access from Hospital Approach served via Main Road, Broomfield (B1008) which is a 'quality bus' corridor with a very good frequency of services connecting into Chelmsford Town Centre.

##### Objective

- To provide new housing and local centre as part of the allocation for North West Chelmsford.

##### Development principles

**2.30** The main vehicular access into the site will be taken from Hospital Approach with opportunity for a second vehicular access along the western boundary of the site to create a route through the development. The focus of built development will be to the north of Hospital Approach with land south of Woodhouse Lane providing development and open space.

**2.31** There are opportunities for higher density development in the west of the site closest to Broomfield Hospital, which would incorporate a new local centre, with lower density development in the east of the site. The local centre should provide for convenience retail, small business and healthcare uses to serve both the proposed development and the existing catchment to the south of the site providing up to 3,000 sq m gross floorspace to include a single convenience food store no larger than 500 sq m gross. The local centre should be designed to ensure that it could provide accommodation for a new two GP doctors' surgery of 350 sq m floorspace. Development should:

- Face onto Hospital Approach;
- Be served by single vehicular access from Hospital Approach;
- Provide footpath improvements at the junction of Woodhouse Lane and along the western side of Main Road;
- Provide a local centre accommodating convenience retail, small business and healthcare related uses which could accommodate a new doctors' surgery;
- Optimise the potential for development in the south western portion of the site which could comprise limited flatted development;
- Provide a swathe of open space to the eastern side of the site to create a north-south corridor connecting existing wooded areas and allowing connections to the countryside to the north.

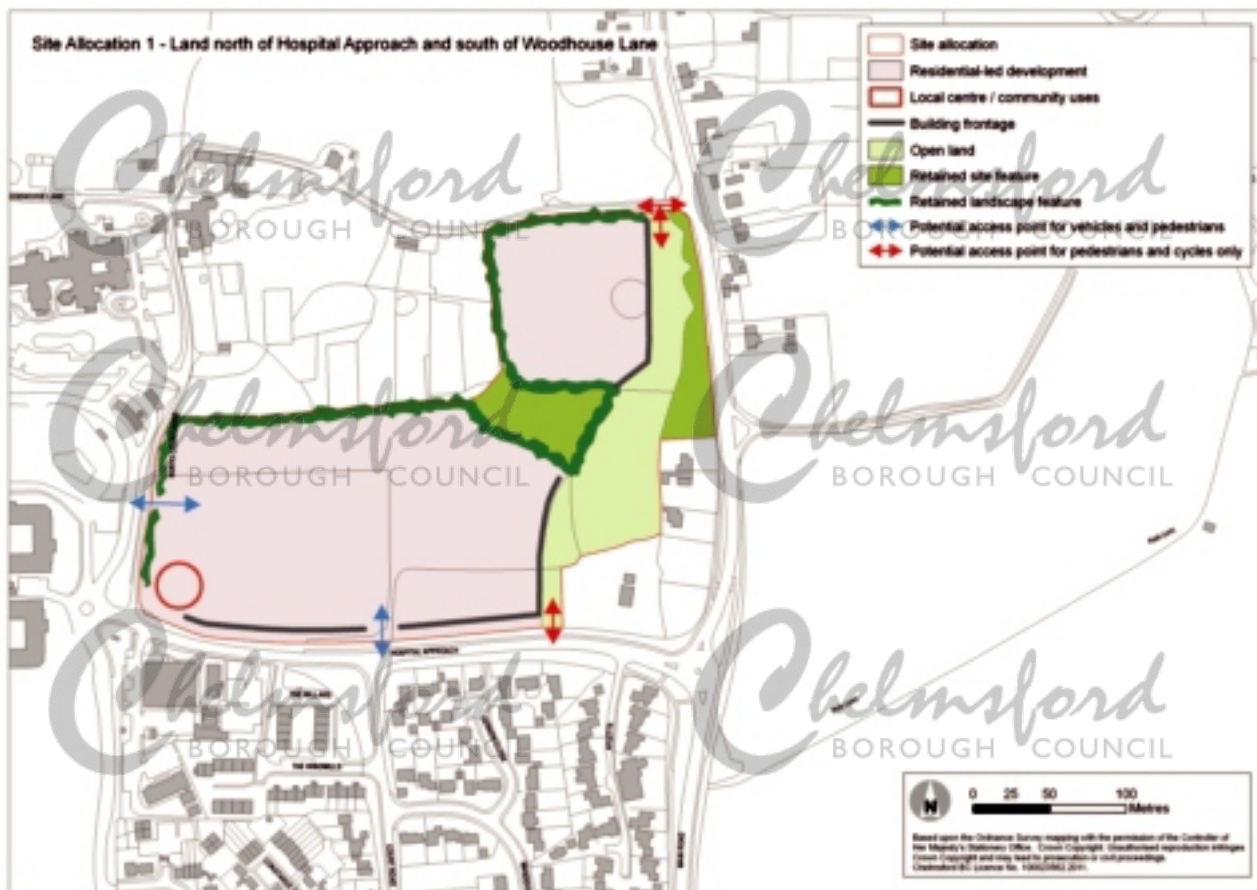
##### Leading land use

- Residential development (150-200 new homes) with associated open space.

### Supporting land use

- Neighbourhood scale retail;
- Business and healthcare.

**Figure 4 Land north of Hospital Approach and south of Woodhouse Lane**



A larger scale version of Figure 4 is included with the maps inserted at the back of this document.

### Site Allocation 2 - Land to south and west of Broomfield Place and Broomfield Primary School

#### Site context

**2.32** These sites are centred around the existing Broomfield Place house and environs; Broomfield Primary School and existing playing field; and farmland to the west of Broomfield Place house. Broomfield Place is a Grade II listed building used as offices.

**2.33** The sites are well related to existing services and facilities including the existing primary school, library, convenience shop and community centre which would be in easy walking distance of potential new development. Main Road (B1008) Broomfield is a 'quality bus' corridor with a very good frequency of services connecting into Chelmsford Town Centre.

#### Objective

- To provide new housing as part of the allocation for North West Chelmsford, a relocated and expanded two-form entry new primary school with early years and childcare provision will be provided and this will strengthen the existing community focus for Broomfield.

#### Development principles

**2.34** The relocation of Broomfield Primary School forms one of the main elements of these proposals. The primary school is physically constrained in terms of any expansion on its existing site which is split across School Lane with its playing field being located to the south of the existing school site. New development here provides an opportunity for a new two-form entry primary school on land to the west of Broomfield Place, with development of the existing site and playing field. As a Grade II listed building, the setting of Broomfield Place will need to be protected. Development proposals will need to ensure that the setting of building is preserved and enhanced.

**2.35** The site allocation provides an opportunity to create a centre for Broomfield focused around existing facilities and a relocated new and expanded primary school. There is the potential to create a new community focus within the development through the dual use of appropriate buildings and facilities with the relocated primary school. It is unlikely that the development will create the need for additional convenience retail as the locality is already well served with such uses.

**2.36** The proposed vehicular access will be via School Lane and Main Road (B1008), with improvements to be required at the junction of School Lane and Main Road (Angel Green). There is existing access from School Lane which serves the telephone exchange which could form access to the site. However, there is an opportunity to access the development from another point along School Lane if this is required. Any junction improvements would need to protect and enhance the existing green space at Angel Green. The access requirements of the new primary school will need to provide satisfactory circulation to accommodate school traffic to include appropriate access and egress measures to avoid unacceptable traffic conflicts. Development should:

- Face onto School Lane and existing trees;
- Accommodate the relocation and expansion of Broomfield Primary School to provide a new two form entry primary school with early years and childcare provision;
- Provide the opportunity for non-residential community uses alongside the relocated primary school within a new local centre;

- Locate open space and relocated primary school playing fields to the south of the site to ensure the gap between Broomfield and Chelmsford Urban Area is not materially eroded;
- Provide walking and cycling connections both north and south;
- Provide necessary improvements to the junction of School Lane and Main Road (BI008);
- Be compatible with adjacent development density, whilst making the most efficient use of land and protecting and enhancing the setting of the Grade II listed Broomfield Place;
- Restrict any development directly to the south of Broomfield Place Lodge to maintain the green break in existing development pattern and provide a vista of the Grade II listed Broomfield Place;
- Retain the Broomfield Place Lodge building with open setting;
- Ensure that landscaping proposals and development design and layout mitigate any potential effect on the setting of the listed Broomfield Place;
- Retain and convert frontage building of existing primary school.

**2.37** The functional requirements of the new primary school will be crucial in the final layout and form of the sites. The site is within multiple ownership, so there is a need for a joint landowners agreement to be established.

### ***Leading land use***

- Residential development primarily taking the form of houses with gardens (estimated total capacity 150-200 new dwellings) with associated open space.

### ***Supporting land use***

- Primary school;
- Community facilities.

**Figure 5 Land to the south and west of Broomfield Place and Broomfield Primary School**



A larger scale version of Figure 5 is included with the maps inserted at the back of this document.

### Site Allocation 3 - Land north of Essex Avenue and east of Patching Hall Lane

#### Site context

**2.38** The site comprises open farmland to the north of Essex Avenue and east of Patching Hall Lane. The site is bound by a mixture of existing housing types of relatively low density, including 1990s development on Berwick Avenue along the eastern boundary of the site. The majority of the adjacent development has rear gardens backing onto the site with the exception of a number of newer properties in Berwick Avenue in the north east corner of the site. To the north of the site is group of older buildings known as Scot's Green.

**2.39** There is an existing local neighbourhood centre within easy walking distance of the site at Woodhall Road providing a shopping parade of eight shops and local services. Woodhall Road is an existing bus route providing services into Chelmsford Town Centre.

#### Objective

- To provide new housing as part of the allocation for North West Chelmsford.

#### Development principles

**2.40** The main vehicular access into the site is proposed from Patching Hall Lane with walking and cycling routes through the site, connecting into Essex Avenue to the south and School Lane to the north. Development should:

- Be set back from Patching Hall Lane with development facing onto open space and addressing views from Scot's Green;
- Open space to be provided in the north east corner of site where existing properties front onto the site;
- Provide structural landscaping on northern boundary and strengthen hedgerow on southern boundary along existing footpath;
- Provide walking and cycling connections south into the existing built-up area and north to Broomfield;
- Be compatible with adjacent development density, whilst making the most efficient use of land.

#### Leading land use

- Residential development primarily taking the form of houses with gardens (estimated capacity 100-130 new dwellings) with associated open space.

**Figure 6 Land north of Essex Avenue and east of Patching Hall Lane**



A larger scale version of Figure 6 is included with the maps inserted at the back of this document.

### Site Allocation 4 - Land north of Copperfield Road

#### Site context

**2.41** This site comprises a network of small agricultural fields to the north of Copperfield Road, North Melbourne. The site is bound by Hollow Lane to the north and the edge of the existing development of relatively low density 1980s housing to the south with rear gardens backing onto the site. Newlands Spring Principal Neighbourhood Centre is located at Dickens Place within easy walking distance of the site and provides the following:

- Primary school;
- Nursery school;
- Library;
- Public house;
- Doctors' surgery;
- Supermarket and pharmacy;
- Community Centre.

**2.42** The community facilities at Dickens Place have the capacity to serve new populations. Essex County Council as Education Authority have confirmed that there is potential school capacity within North West Chelmsford. In the case of primary school provision, Essex County Council are working in partnership with the three primary schools in the immediate area (Newlands Spring, Melbourne Park and Lawford Mead) to ensure that admission boundaries are drawn to serve future larger populations in the area. There is an existing three GP doctors' surgery at Dickens Place with capacity for new patients. The surgery has plans to extend to create three new consultation rooms. The nearby Chelmsford Sports and Athletics Centre provides a wide range of sporting and leisure facilities for community use.

**2.43** There are three existing areas of open space adjacent to the site which allow convenient cycle and walking access into the existing built-up area and the services and facilities at Dickens Place.

**2.44** Copperfield Road is an existing bus route with a good frequency of services into Chelmsford Town Centre. There are good cycle and walking routes linking into the existing urban network and there are proposals to improve these connections.

#### Objective

- To provide new housing as part of the allocation for North West Chelmsford.

#### Development principles

**2.45** The open spaces through the existing development are locally important, provide good linkages into the countryside and facilitate accessibility for new development. These open spaces are to be retained and extended into the new development to the north of Copperfield Road with improved cycling and walking routes providing sustainable connections between new homes and nearby existing services and facilities. In the absence of any opportunity to gain access through the existing development, vehicular access is required from a widened Hollow Lane with a new access onto Chignall Road.

Development should:

- Face onto Hollow Lane and open space where appropriate;
- Not extend north of Hollow Lane. The area within the site allocation that does extend north of Hollow Lane is required to be open space to provide setting for the listed group of buildings at Chobbings Farm on the western side of Chignall Road;
- Strengthen where feasible existing landscape features such as hedgerows through additional planting and structural landscaping along boundaries with existing development;
- Not extend beyond the existing open space to the west of Barnaby Rudge which is more exposed open landscape and more remote from existing services and facilities;
- Enhance existing adjoining public open spaces;
- Provide new landscaped edge for proposed development with new tree belt in north eastern boundary to mitigate any effect on the setting of listed buildings at Priors to the north of site;
- Be compatible with the adjacent development density with only moderately higher densities in the west of the site, to make the most efficient use of land;
- Ensure that the design of the improvements to Hollow Lane and junction to create vehicular access respects the adjoining rural character;
- Contribute towards any necessary capacity improvements to the junction of Chignall Road and Roxwell Road;
- Provide new cycling and walking routes including a new cycle/walking route to connect Dickens Place with Chelmsford Sports and Athletics Centre.

**2.46** The site comprises two separate land holdings. Therefore there is a need for a joint landowners' agreement to be established to ensure that the site can be masterplanned and developed in a coordinated and integrated way.

### ***Leading land use***

- Residential development primarily taking the form of houses with gardens (estimated capacity 220-270 new dwellings) and associated open space. It is likely, due to the shape and boundary constraints of the site, the capacity will be at the lower end of this range.

**Figure 7 Land north of Copperfield Road**



A larger scale version of Figure 7 is included with the maps inserted at the back of this document.

### Broomfield Hospital Special Policy Area

**2.47** Broomfield Hospital is an expanding regional hospital employing approximately 3,000 people and is the largest employer in the Borough. The Broomfield Hospital complex is located to the north of Broomfield and urban Chelmsford and comprises clinical and ancillary buildings, car parking, hospital related housing, woodland and open space.

**2.48** The Core Strategy identifies Broomfield Hospital to be designated as a Special Policy Area continuing a similar previous policy designation in the Chelmsford Borough Local Plan (1997). A planning brief was adopted in 2002 and followed by approval of a masterplan in 2003.

**2.49** The Special Policy Area has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the defined settlement of Broomfield where ordinarily policy would constrain new development.

#### **Objective**

- To define a Special Policy Area which accommodates the operational and functional requirements of the hospital whilst minimising the impact of development on its surroundings.

#### **Development principles**

**2.50** Development at Broomfield Hospital will continue to be considered in the context of the masterplan approved in 2003 and will follow the following principles:

#### **Circulation**

- Strengthen the network of pedestrian routes and spaces to aid safety, comfort and convenience;
- Ensure public spaces are well used, pleasant and enhanced by natural surveillance;
- Maintain the existing movement strategy of separating vehicles from people;
- Ensure the loop road continues to allow bus, service and emergency vehicles easy access into the full body of the estate;
- Optimise access by public transport and restrain the use of the private car.

#### **Buildings**

- Concentrate buildings of scale and mass within the central core of the estate;
- Limit the scale and mass of buildings at the edge of the estate;
- Ensure tall buildings enhance the skyline and make a positive contribution to short and long views;
- Maintain architectural excellence;
- Ensure phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures.

#### **Landscape**

- Protect and enhance woodland, parkland, trees and hedgerows;
- Ensure new developments create excellent public spaces.

### Neighbourhood Centre Policy Areas

**2.51** Neighbourhood centres are an important part of community life and can provide a range of uses and services including shops, post offices, hairdressers and places of worship.

**2.52** Policy CP25 of the Core Strategy designates existing neighbourhood centres in the borough as Principal and Local Neighbourhood Centres. These centres primarily provide a local shopping function. However, the potential wider role of the Principal Neighbourhood Centres for further development of retail, commercial, community and residential uses is also identified alongside the wider catchments of their users. It is for the NCAAP to define these neighbourhood centres and identify them on the accompanying Proposals Map.

**2.53** Principal Neighbourhood Centres are defined as a geographic area containing retail frontage, and Local Neighbourhood Centres are defined solely by their retail frontage.

#### Principal Neighbourhood Centre Policy Area

##### *Dickens Place, Newlands Spring, North Melbourne*

**2.54** This is an established centre containing a supermarket with parking for approximately 235 cars and community facilities which may have limited potential to expand. The neighbourhood centre provides the following facilities:

- Primary school;
- Nursery school;
- Library;
- Public house;
- Doctors' surgery;
- Supermarket and pharmacy;
- Community Centre.

**2.55** The Newlands Spring Principal Neighbourhood Centre area has been defined to include the facilities set out above. This neighbourhood centre is characterised by one large retail unit (supermarket) and therefore the identified retail frontage will be protected as follows:

- Use - any future development of the large retail unit should result in retail use (use class A1) occupying no less than 50% of the existing gross floorspace;
- Frontage - the whole ground floor elevation facing Dickens Place to be regarded as protected frontage. At least 50% of its length to be retail with avoidance of small token units.

**2.56** Alteration and development is encouraged in the existing yard to the north of the supermarket building where development would create new frontage onto Copperfield Road and create a safer and more attractive environment.

**2.57** Public realm and environmental improvements will be pursued as part of planning obligations for development in the locality. This could include improvements to paving, landscaping and street furniture. In addition, the rationalisation of access and parking arrangements in Dickens Place are also encouraged.

### Local Neighbourhood Centres

#### ***Broomfield Parade, Broomfield Road***

**2.58** This is a well established local shopping centre which primarily provides a mixture of local and convenience retail functions. There is a place of worship to the north of the parade. The parade currently comprises 13 units including a drive through take away adjacent to the main row of shops. The local neighbourhood frontage runs along the entirety of the parade and includes the drive-through restaurant adjacent to the parade. Redevelopment of the drive-through restaurant for appropriate mixed retail and residential is encouraged.

#### ***Woodhall Parade, Woodhall Road***

**2.59** This is a smaller parade of shops and business serving its immediate locality with flats above and car parking. The parade currently includes eight units with six shops. The local neighbourhood frontage runs along the whole parade. As this parade will serve new housing development, pedestrian and cycle access, public realm and environmental improvements will be pursued as part of planning obligations for development in the locality. This could include improvements to paving, landscaping and street furniture.





### Introduction

**3.1** The Borough Council's Spatial Strategy contained within the adopted Core Strategy and Development Control Policies DPD identifies North East Chelmsford as a location for future development growth.

**3.2** The area lies to the north of Springfield and east of Essex Regiment Way and the River Chelmer valley, extending north of New Hall School to Channels and Park Farm. It includes land to the north of Boreham Interchange. Open countryside to the north and east contains important minerals reserves.

**3.3** The area is intended to accommodate new neighbourhoods providing at least 3,200 new homes and 64,000 sq m of floorspace for business to generate substantial employment. North East Chelmsford also contains land allocations for leisure, industry, Park and Ride, restored minerals land and conserved landscape. The following sections set out the site allocations and infrastructure that will accommodate this growth. Figure 8 shows the extent of the area proposed to accommodate the new neighbourhoods.

### Concept

**3.4** A masterplanned approach to generate sustainable new neighbourhoods integrated with Springfield and Beaulieu Park; new places deriving their identity from the landscape and heritage, shaped around a new transport and commercial hub, schools and local services, open space and strong links with the rest of the town.

**3.5** The location for substantial housing and employment growth established by the Core Strategy is a single, large greenfield area, connected to the established Springfield community, well placed to establish transport links and large enough to accommodate viable neighbourhoods, education and workplaces. The opportunities for development are highly constrained by the physical and historic characteristics of the land, but some of these characteristics provide the means to generate a powerful sense of place in future neighbourhoods.

**3.6** In these circumstances, a structured approach to the whole area is needed and it is the purpose of the NCAAP to direct both the land use requirements and the physical shape of new places. For North East Chelmsford the Borough Council proposes a masterplanned approach. This means coordinating design and delivery across the whole area. This is to be based on a logical structure of routes and spaces to frame development and the definition of essential infrastructure to make it work successfully in the long term.

**3.7** The NCAAP sets masterplanning principles to steer physical shape and to facilitate the ongoing development process. These principles relate to locations, connections and spatial quality, summed up as 'place-making'. The masterplanning principles should shape and influence proposals when preparing planning applications.

**Figure 8 Area for masterplanning new neighbourhoods in North East Chelmsford**



### Foundations of a Masterplanned Approach in North East Chelmsford

**3.8** The following sections set out four fundamental, site specific themes underlying the physical structure of a sustainable community in North East Chelmsford:

- A. Heritage setting and compensatory measures;
- B. Landscape structure;
- C. Sustainable transport;
- D. Extraction of minerals reserves.

#### A. Heritage setting and compensatory measures

**3.9** The Grade I listed New Hall, a former Tudor palace, is a heritage asset of outstanding national importance within a Registered Park and Garden and has a highly significant presence in the landscape of North Chelmsford and Boreham. The Grade I listed Boreham House, a small Georgian mansion, is built on part of the former New Hall estate, and has an important historic relationship to New Hall. Bulls Lodge Farm directly to the east of New Hall and Old Lodge Farm to the west contain Grade II listed buildings sharing an open rural setting with New Hall.

**3.10** The setting of New Hall, its Registered Park and Garden and the related listed buildings directly influence the appropriate extent of new development, built form, scale and appearance and the ability of the remaining open land to maintain the character and historic meaning of the property.

**3.11** Setting comprises “The surroundings in which a place is experienced, its local context, embracing past and present relationships to the adjacent landscape” (English Heritage *Conservation Principles* 2008). Setting may be defined by the visual appreciation of a place in its surroundings and by appreciation of historically associated structures or features, such as Boreham House, the severed gatehouse and the former deer park to the north. The walled gardens and the avenue leading to the house are the most obvious historic survivals. Setting is not fixed and may change as the historic property and its surroundings evolve, in this case by the introduction of new development. Although in every direction the rural character of New Hall’s setting has been compromised to some degree - by commercial or domestic development, or by aggregate extraction - aspects of the rural setting of the house still survive.

#### The compensatory measures - principles

**3.12** The Borough Council and English Heritage jointly acknowledge that the further expansion of North Chelmsford has the potential to erode the setting of New Hall and have agreed that any such erosion of setting should be balanced by “compensatory measures”. Chelmsford Borough Council and English Heritage agree that the nature of such measures should be defined in the Area Action plan as actions to accompany development proposals (Core Strategy Statement of Common Ground agreed by the Borough Council and English Heritage in 2007).

**3.13** In essence the intention of proposing such measures is that any erosion of the setting of New Hall will be balanced by counter measures to reinforce the sense of place and historic meaning. The most obvious means of doing this is to give to the reduced area of countryside beyond the New Hall grounds more of the character of country house parkland than it presently has. This would both help to screen new development from New Hall and its setting and to provide a more sympathetic

setting than that provided by existing farmland. Although open, the land south of New Hall has a barren character typical of modern arable landscape. The creation of a parkland character would be supported by land use control and design control of development potentially impinging on the setting.

**3.14** Creating what would in effect be rural parkland around New Hall captures the essence of what English Heritage had intended by the term "compensatory measures" and provides a basis for the identification of specific measures. The design of the development will also be required to pay special attention to the setting of New Hall, and other historic buildings.

**3.15** Compensatory measures are not required in respect of Boreham House because there is no proposed development eroding its setting.

### **The compensatory measures**

**3.16** Measures to be undertaken by landowners and developers to compensate for the erosion of setting are listed below under six categories, which are in summary:

- A landscape strategy;
- Site allocation and land use control of open landscape areas;
- Landscape works within the open landscape areas;
- Land control and long term management and maintenance responsibility for open landscape areas;
- Site planning requirements for compensatory measures on allocated development land adjoining historic sites; and
- Site allocation of land containing listed building groups, with direction on land use, conservation and development.

**3.17** A schedule of all compensatory measures is contained in Appendix I. Each of these measures is an essential pre-requisite or accompaniment to development. Each is specified in the relevant NCAAP proposals. Appropriate measures to protect any below ground archaeological deposits may also be necessary.

## **B. Landscape structure**

**3.18** The masterplan structure is landscape driven. The landscape strategy provides the framework for:

- Heritage conservation and compensatory measures;
- Protection of the tranquil environment of New Hall School and the quality of life of existing residents;
- Recreational open space;
- Ecology, natural conservation, water cycle, carbon reduction.

**Figure 9 Landscape structure**



**3.19** The landscape structure comprises the following masterplanning principles, numbered on Figure 9:

**Table 3.1 Landscape structure masterplanning principles**

Diagram Reference	Masterplanning Principles
1	Containment of planned development by open countryside, maintaining a definite separation between urban Chelmsford, the countryside and surrounding villages, subject to Core Strategy policies on countryside.
2	Maintaining the character and ecology of the Essex Wildlife Trust living landscapes: The Chelmer River Valley with uninterrupted valley sides, views across and along the valley and conservation of riverside habitats; the Boreham Common plateau areas of arable farmland.

3	A landscape and biodiversity network maintaining natural links with open countryside, following existing hedgerows and wild areas providing wildlife foraging routes and support for species colonies in surrounding areas, and providing a structure for recreational open space and sustainable drainage and a healthy environment for residents.
4	<p>Dual spines of the landscape network:</p> <p>A north-south green way – continuous green space from Boleyn Gardens on White Hart Lane to Belsteads Farm and Channels Lodge hotel, containing existing vegetation, a continuous walking route, recreational space and natural landscape; no less than 20m wide at any point, and will be considerably wider in places.</p> <p>A west to east corridor containing footpaths linking Chelmer River Valley to Boreham Brook.</p>
5	A protected wildlife area around Belsteads Farm Lane, existing lakes, grass and woodland.
6	Open landscape designed as country house parkland, with managed public access on land west, south and south east of New Hall providing an enhanced setting for the Grade I listed building, the Registered Park and Garden and the related Grade II listed buildings.
7	Designation of public open space along east edge of Beaulieu Park and physical definition by means of planting.
8	Deciduous woodland and hedgerow within open landscape to provide visual features within parkland areas, to screen development in order to minimise its presence in the landscape and to protect the privacy and tranquility of NewHallSchool.
9	The historic Generals Lane protected.
10	Landscape designed gardens within the Registered Park and Garden and wider grounds of New Hall School, containing wilderness, gardens, lawns, remnant moat, woodland, playing fields, courtyards and car parks with diverse character.
11	Formal tree-lined avenues and vistas.
12	Formal recreational open space containing playing fields and parks.
13	Land dedicated to community gardens and allotments for local produce.
14	Low maintenance semi-natural green space, with public walking access but not specific recreational function, for wildlife, natural drainage and landscape character.
15	Focused environmental improvements to the existing Springfield area.

### 3.20 The landscape strategy will be implemented by means of:

- Land use specification and control;
- Masterplanning parameters and requirements within allocated sites;
- Specified locations for open space functions;
- Landscape design control in planning applications; and
- Planning obligations with developers including pooled contributions where appropriate.

### 3.21 To meet planning objectives to actively address climate change, the following are required:

- Dedicated space is required for district-wide renewable energy generation;

- Space for sustainable drainage to be planned within the green infrastructure; and
- Substantial new tree planting throughout the masterplanned area.

**3.22** The following utilities infrastructure are required to underlie a landscape strategy:

- A new sewer connection to the wastewater treatment works; and
- A water cycle strategy for the whole of North East and North West Chelmsford.

**3.23** The landscape principles include the requirement for the following focused environmental improvements to Springfield:

- Re-landscaping of green space along the south and west side of White Hart Lane and improvement of pedestrian links from existing housing to White Hart Lane for safe and convenient routes to the new schools;
- On the east side of White Hart Lane between New Nabbotts Way and The Sheiling, creation of a green link with pedestrian and cycle route connecting Boleyn Gardens to a north south green way within the development area; and
- Public realm improvements on land at Clematis Tye Shopping Parade, play spaces on Barn Green, Stablecroft and the wide outside margins of New Nabbotts Way/Pump Lane roundabout.

### C. Sustainable transport

#### Traffic reduction and sustainability

**3.24** The creation of mixed use development with safe and direct walking and cycling routes between different land uses is key to minimising the need to travel by car. Major new facilities, such as the new railway station, new secondary school and the existing New Hall School, are key destinations within NCAAP and must be accessible to both new and existing communities alike by travel modes other than the private car. Linked to this would be a car sharing scheme, which would operate across the new and existing neighbourhoods as part of a sustainable transport package required by the Borough Council.

#### Walking and cycling routes

**3.25** The principal walking and cycling routes lie along the green corridors running south to north from within the existing built-up area of Springfield and west to east between Essex Regiment Way, north of New Hall, to the countryside beyond. From these a logical route network can be established permeating the development.

**3.26** The planned development area in North East Chelmsford will be based on the physical provision and operation of inter-related transport infrastructure, shown in Figure 10 and the accompanying table.

Figure 10 Transport network

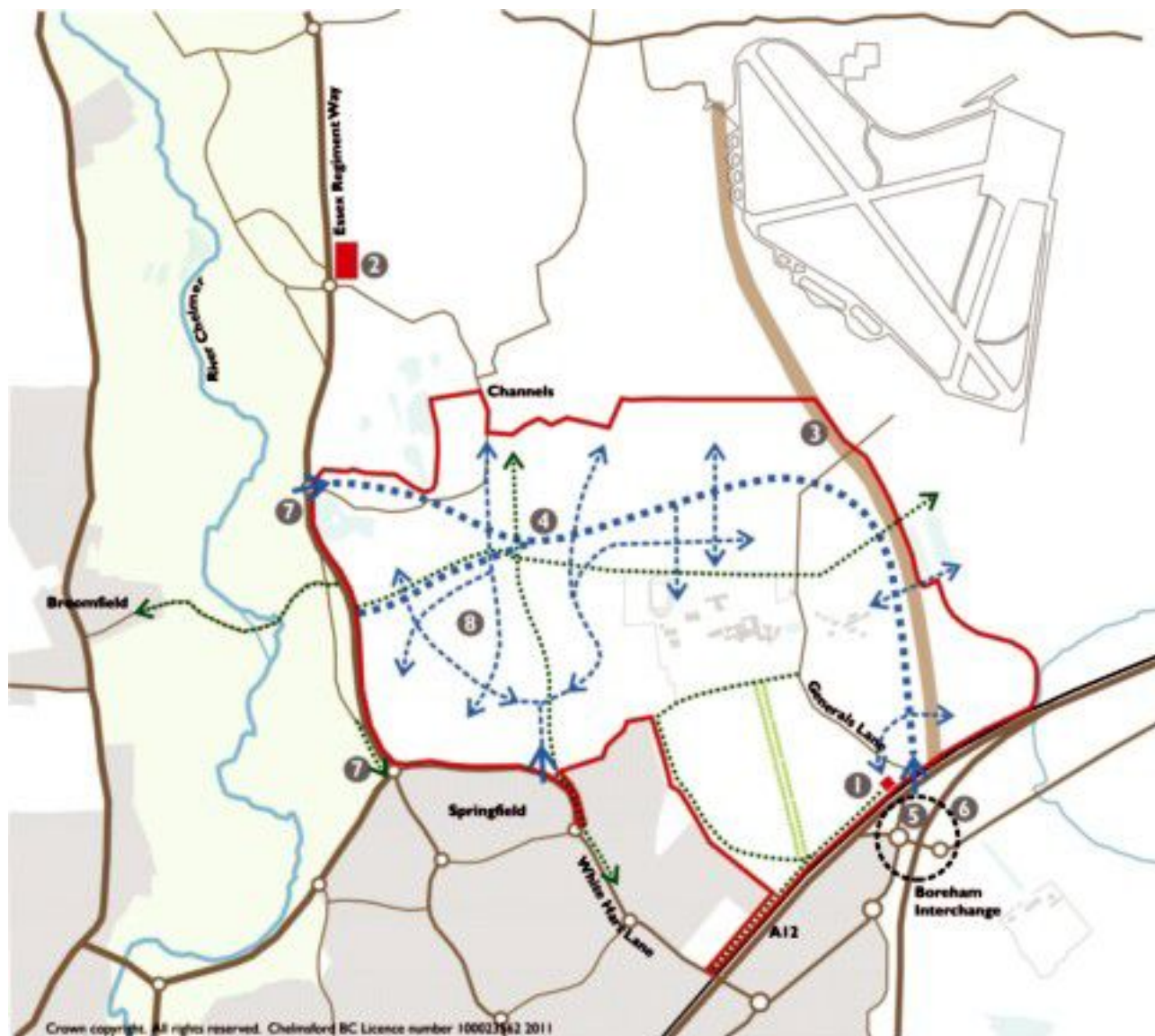


Table 3.2 Planned transport network and infrastructure

Diagram reference	Principles
1	New Railway Station
2	Park and Ride site
3	Safeguarded route corridor for North East Chelmsford Bypass
4	Route corridor for residential access road
5	New bridge over A138 and railway providing road access from Boreham Interchange
6	Measures to provide necessary traffic capacity in Boreham Interchange
7	Junction changes on Essex Regiment Way
8	Link roads and paths within the development offering convenient, legible local movement and a choice of bus and walking routes

### New railway station

**3.27** A new North East Chelmsford railway station is a key element of the Borough Council's planning strategy for North Chelmsford, supported by the rail industry, Highways Agency and Highway Authority. A station with four platforms, passing loops, track alterations, a station building and concourse is a vital component of a sustainable new mixed-use development. It will provide train services for residents and workers, support future business activity around the station and existing business activity in Colchester Road, and relieve pressure on the central Chelmsford station. The developer and the Borough Council will work closely with Network Rail to deliver the station. The design of station buildings and concourse will need to take account of sensitive views from New Hall and its parkland, both within and outside the registered park.

**3.28** The station and Boreham Interchange together will comprise an important transport hub, which in turn, will stimulate investment and development in the area north east of the station. The area east of the existing Generals Lane will become a strategically significant focus for employment-driven development, based on the prior provision of the station and subject to safeguarding the setting of New Hall and important views to and from it. The station may also stimulate investment in land allocated for development south of the railway and A138 road.

**3.29** The physical constraint of the road overbridge at White Hart Lane defines the western end of rail engineering works. A footbridge or subway linking the station to land south of the railway and A138 will facilitate bus services serving the station and enable development of options for station parking and related development on Colchester Road.

### Road network

**3.30** The dual objectives of a new road network are

- Provision of access and circulation for the new development in North East Chelmsford; and
- Relief of White Hart Lane peak time traffic.

### Access points for new development

**3.31** Figure 10 shows three road access points into the proposed North East Chelmsford neighbourhood. These are:

- From Boreham Interchange;
- From White Hart Lane; and
- From Essex Regiment Way via Belsteads Farm roundabout or from a new roundabout on Essex Regiment Way between Belsteads Farm roundabout and Nabbotts Farm roundabout if it is required.

### Capacity improvements to Boreham Interchange to enable development

**3.32** A package of improvements to Boreham Interchange is necessary to increase the capacity of the junction and enable development of the new neighbourhood. These works include a 'hamburger' type Generals Farm roundabout, a second bridge over the A12, and signalisation of conflicting entry arms. These works will include provision for a new turning to provide an access road to the station and development areas. These measures would form a part of the developer planning obligation package.

### Relief to the existing road network in North East Chelmsford

**3.33** The pressing need to manage peak time congestion on White Hart Lane and secure a net improvement will be achieved by a new principal access route for new development. This will be separate from White Hart Lane and offer an alternative route for existing traffic, enabling traffic to travel north avoiding White Hart Lane, by means of a link between Boreham Interchange and Essex Regiment Way. The road is proposed to act as a main distributor providing primary access to developed areas. The proposed road would be designed for 40mph traffic, with well-spaced junctions intended to function as a more attractive and faster route than White Hart Lane thereby relieving congestion from existing and additional development. Alignment and landscape characteristics of the road in association with front-facing development will generate a good environmental quality. The priority is to ensure workable, permanent access for development, limiting adverse impact on the existing local network and undue stress on the trunk road system. Therefore, the provision of a new road providing access to new development and allowing circulation in North East Chelmsford is critical.

**3.34** The Borough Council's preferred sole access point for the Radial Distributor Road on Essex Regiment Way is from the existing roundabout at Belsteads Farm. It is preferable to use an existing roundabout to minimise any disruption to traffic flows and avoid unnecessary highways work. The Borough Council accepts however, that to enable the first phase of development to come forward north of Nabbotts Farm roundabout, a second access point on Essex Regiment Way may need to be developed. This would be between Belsteads Farm and Nabbotts Farm roundabout and could help overcome any deliverability issues with the first phase of the development.

**3.35** The NCAAP will assist in relieving the existing network by giving priority to bus services to the town centre, enabling walking and cycling to the new station, and through the management of school traffic for existing and new schools including a new access route for New Hall School.

### North East Chelmsford Bypass

**3.36** There is a long term objective for a strategic route and replacement of the existing A130 White Hart Lane as a means to: a) take Southend to Stansted traffic past North East Chelmsford; b) provide a strategic change in traffic movement town-wide and c) help solve the existing congestion problems on White Hart Lane. Regional Funding Allocation has not yet been secured by the Highway Authority and the North East Chelmsford Bypass is now less likely to be delivered within the Plan period. However it remains a strategic planning and transportation objective of both Essex County Council and Chelmsford Borough Council to secure the North East Chelmsford Bypass.

**3.37** A safeguarded 'corridor' is allocated for the future North East Chelmsford Bypass, aligned to minimise noise, protect heritage setting and optimise areas for development (see Figure 10).

### Bus based rapid transport (ChART)

**3.38** Chelmsford Area Rapid Transit is a direct, frequent bus service that will connect the new neighbourhood with the town centre, and the existing and new rail stations. It is critical for enabling local, frequent travel without reliance on the private car. The Highway Authority will implement ChART in phases. When the railway station comes on line subsequent phases of ChART will create a link to serve the station.

**3.39** The masterplanning principle is to provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, the new rail station and Chelmsford Town Centre.

**3.40** In the light of the impact on heritage, residential amenity and landscape character, a bus route between the western boundary of New Hall School and the eastern edge of the existing Beaulieu Park has been excluded from the NCAAP proposals.

**3.41** Essex County Council are leading the implementation of ChART and will work with the developers to determine a preferred route corridor through the development to serve residents and key locations.

### Park and Ride

**3.42** Park and Ride is integral to the sustainable transport strategy within Chelmsford Borough Core Strategy and a major component of transport policy promoted by the Highway Authority. A Park and Ride site on Essex Regiment Way has an essential relationship to creation of a sustainable community at North East Chelmsford. The Park and Ride could become a transportation hub which would allow car drop-offs at the site for onward travel by bus. This could be used by school shuttle services which would support school travel especially for New Hall school. The Park and Ride service runs via Anglia Ruskin University, Rivermead campus.

**3.43** The Park and Ride site and associated bus priority lanes will be implemented by Essex County Council. The bus lanes will be shared by other bus services including ChART.

## D. Extraction of minerals reserves

**3.44** The future land use, development structure and timing of the North East Chelmsford neighbourhoods will be influenced by a 356 hectare sand and gravel reserve, allocated in the 1991 Minerals Subject Plan. The sand and gravel reserves form an important part of the regional minerals landbank.

**3.45** This land is subject to two extant mineral permissions with a long-term programme for extraction and considerable existing capital investment. The permission for Boreham Airfield expires 31 December 2020, while the permission for Park Farm and Bulls Lodge including the processing area, expires 31 December 2030 as shown on the NCAAP Proposals Map. Therefore in part the permissions go beyond the Plan period.

**3.46** The Park Farm reserves extend south into the area planned for new neighbourhoods. The NCAAP is bound to give precedence to the minerals extraction programme and reserves will have to be extracted before road and buildings on and adjoining the minerals reserve can be constructed. Therefore the planning of new neighbourhoods goes hand in hand with the phasing of minerals extraction and the restoration of the land. The planning of the area will ensure that progress on infrastructure delivery and initial development phases can proceed, which could include the re-phasing of the mineral extraction subject to the appropriate approvals by the Minerals and Waste Planning Authority, and agreement on after-uses. Liaison between the Council, the Minerals and Waste Planning Authority and landowners have indicated that this is a feasible approach.

**3.47** The site allocations for land north of New Hall are proposed on this basis.

### Land for New Neighbourhoods and Place-making Principles

**3.48** Figure 8, and the Proposals Map, define the total area within which the Borough Council is allocating land for development and protection. This embraces land in several ownerships. The Borough Council will require the whole area to be planned in accordance with masterplanning principles in the NCAAP and reflected in planning applications to ensure that proposals for part of the area do not compromise the potential for the remaining allocated land. This does not imply comprehensive implementation; other factors will determine how and when elements of the planned area are brought forward.

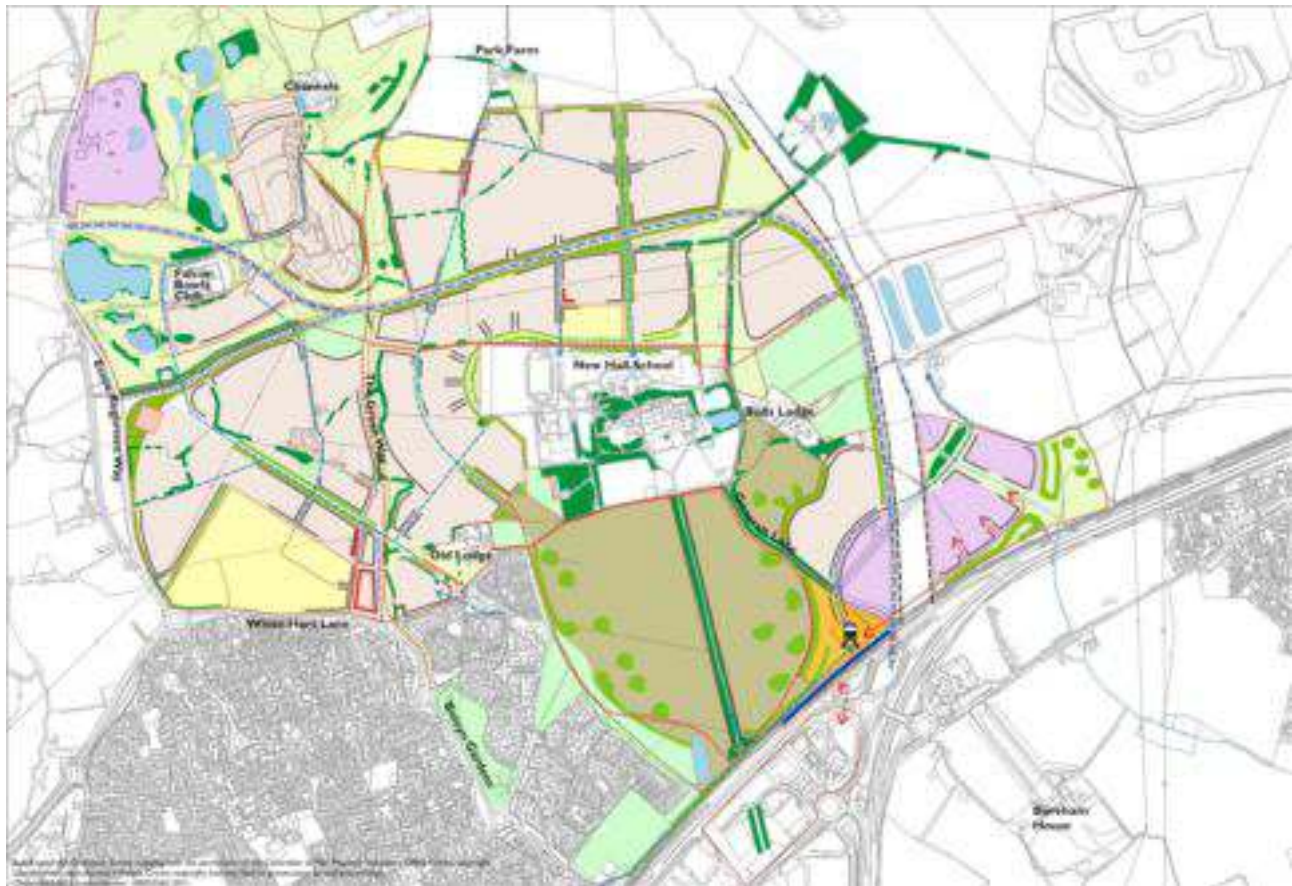
#### Place-making principles

**3.49** Figure 11 illustrates the broad structure of new neighbourhoods derived from heritage, landscape, access and network principles. The land use/location principles conveyed by this plan are:

- Substantial residential areas shaped by landscape, heritage setting and main route network;
- A local centre for convenience shopping, small businesses and public services including a new 4 GP Practice located where White Hart Lane runs between Springfield and Beaulieu Park, next to the new road access and green way, where accessibility is optimised for both existing and new neighbourhoods;
- Secondary and primary school buildings co-located with the local centre;
- Second and third primary school locations placed in relation to development areas;
- An area for strategic business-led development East of the North East Chelmsford Bypass corridor, focused on the new road access point and accessible on foot from the new railway station;
- Strategic public open space located to the west and east of the masterplanned area;
- A gypsy and traveller site location next to Essex Regiment Way;
- The gas main generates an open corridor which, as a tree lined avenue, provides the focus for the areas north and south without dividing them.

**3.50** The principles provide a logical overall structure, leading to well-ordered streets and spaces defined by buildings and landscape. They steer the creation of appealing new places, which are identifiable, easy to get to, and linked to each other. Most importantly, they provide the conditions to generate a powerful and appropriate sense of place: the influence of New Hall is intended to be felt throughout the new development, with large scale, ordered and informal landscape defining locally specific character for all new housing, business and education. The principles underpinning the location of local centres, the green way and main routes will assist orientation through the legibility of new places.

**Figure 11 North East Chelmsford Masterplanning Principles**



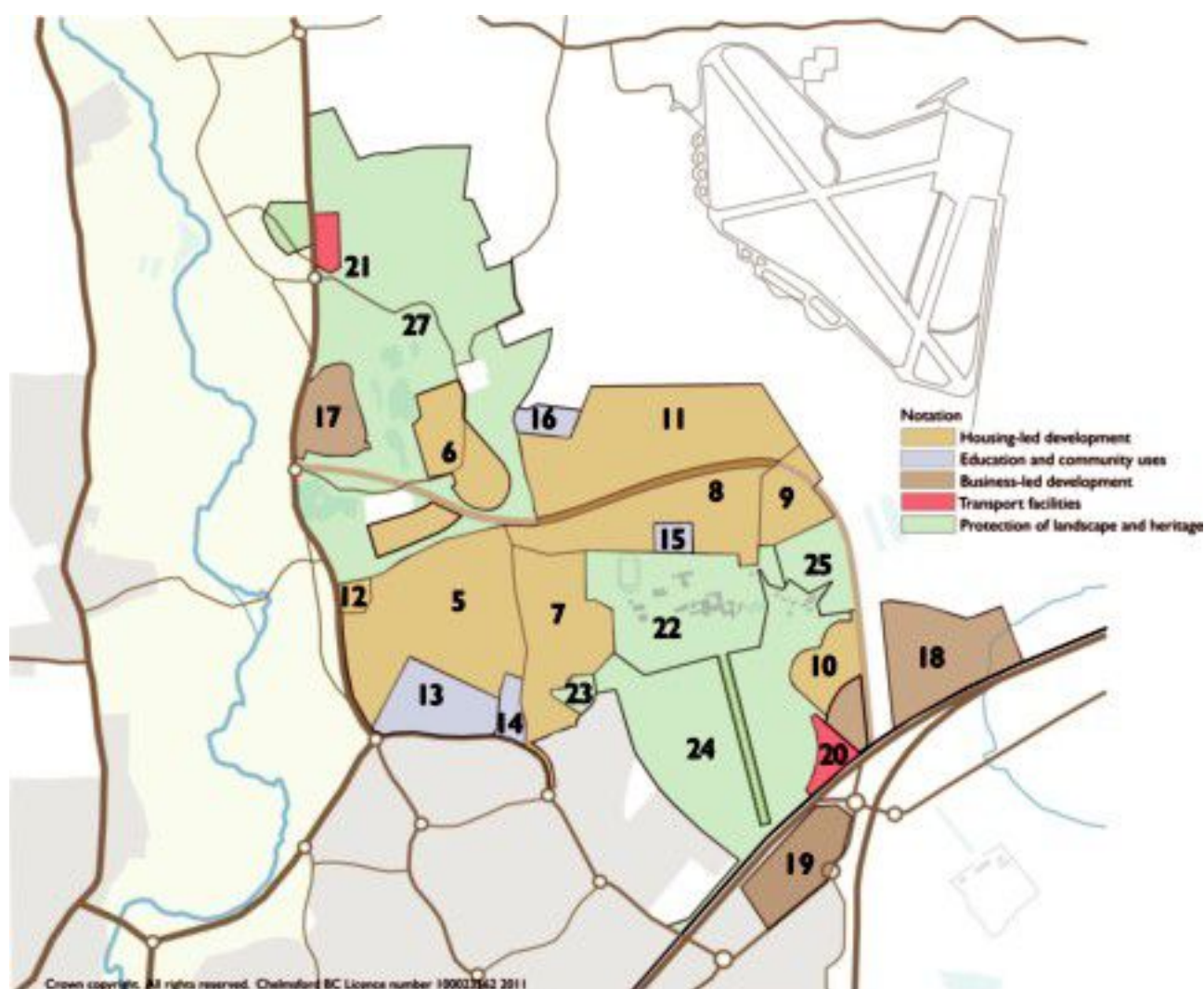
Key	
<span style="border: 1px solid red; display: inline-block; width: 20px; height: 10px;"></span>	Site allocation
<span style="background-color: #f9d5e5; display: inline-block; width: 20px; height: 10px;"></span>	Residential-led development
<span style="background-color: #d1c4e9; display: inline-block; width: 20px; height: 10px;"></span>	Employment-led development
<span style="background-color: #fff176; display: inline-block; width: 20px; height: 10px;"></span>	School / dual community use
<span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span>	Local centre /community uses
<span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	Building frontages
<span style="background-color: #e8f5e9; display: inline-block; width: 20px; height: 10px;"></span>	Open land
<span style="background-color: #c8e6c9; display: inline-block; width: 20px; height: 10px;"></span>	Public open space
<span style="background-color: #d7ccc8; display: inline-block; width: 20px; height: 10px;"></span>	Estate Parkland
<span style="background-color: #43a047; display: inline-block; width: 20px; height: 10px;"></span>	Retained landscape feature
<span style="background-color: #81c784; display: inline-block; width: 20px; height: 10px;"></span>	Structural landscape planting
<span style="background-color: #bbdefb; display: inline-block; width: 20px; height: 10px;"></span>	Retained water features
<span style="background-color: #ffcc80; display: inline-block; width: 20px; height: 10px;"></span>	Transport facilities
<span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span>	Route corridor for radial distributor road
<span style="border-bottom: 2px dashed blue; display: inline-block; width: 20px;"></span>	Alternative route corridor (if required)
<span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span>	Potential route for vehicles/pedestrians
<span style="border-bottom: 2px dashed blue; display: inline-block; width: 20px;"></span>	Potential route for pedestrians/cycles
<span style="border-bottom: 2px solid black; display: inline-block; width: 20px;"></span>	Safeguarded corridor for future bypass
	Location for Station
<span style="background-color: #ff8a65; display: inline-block; width: 10px; height: 10px;"></span>	Location for Gypsy and Traveller site
	Not to scale

A larger scale version of Figure 11 is included with the maps inserted at the back of this document. The above key also relates to the Site Allocation figures that follow in this section.

**3.51** This overall structure leads to the division of the area into land allocations for development or conservation, shown in Figure 12 (this diagram also shows land allocated outside the area for masterplanning). The masterplanning principles are conveyed through site specific development principles in the land allocations that follow.

**3.52** The site allocations set out the site context, planning objective, development principles, leading and supporting land use for each site. The site allocation diagrams show the geographic extent of the allocated land area. The diagrams and text together convey development principles; the diagrams show the spatial layout principles. The land use locations, access points, route alignments and built frontage notations are indicative and should be reflected in a detailed scheme layout in subsequent stages of the planning process. These principles will be interpreted flexibly as long as the objectives are met.

**Figure 12 North East Chelmsford site allocations 5 to 27**



### Providing Land for Housing in North East Chelmsford

#### Introduction

**3.53** Land allocated for housing in North East Chelmsford lies north of White Hart Lane, west of Essex Regiment Way, north and east of New Hall School and south of Bulls Lodge Farm. The majority of the land is currently in agricultural use and part of it is a golf course. Land north of New Hall has planning permissions for minerals extraction which determines the timing of its availability for development.

**3.54** The previous paragraphs set out the access points linking this area to North Chelmsford. The area available for development is shaped by the heritage and landscape strategy as shown in the masterplanning principles at Figure 11. The total area for residential development has to integrate public facilities, public open space and local road and path networks.

**3.55** The layout, scale, character and resultant density of new housing is guided by existing public footpaths, trees and hedgerows, underground and overhead utilities, proximity to listed buildings and the lie of the land.

#### Objectives

**3.56** The objectives of Site Allocations 5 to 11 are to:

- Optimise capacity for residential accommodation;
- Create new places to live that are integrated, accessible, with high environmental quality; and
- Provide housing layouts that are responsive to landscape and heritage character.

### Site Allocation 5 - Land west of the green way

#### Site context

**3.57** Land at the south west corner of White Hart lane and Essex Regiment Way will be largely occupied by school sites (Site Allocation 13) with land for housing around the outer edges of playing fields. The land area extends northwards across Belsteads Hall Farm to the line of the new distributor road. The area is focused on a boulevard leading to a local centre serving the wider community.

#### Development principles

- The land on the eastern side to be form a continuous 'green way' linear park, incorporating existing trees, hedgerow and historic parkland features, containing a footpath and cycle route, and space for recreation, allotments and ecology, with road crossings only where necessary. The green way not to be less than 20m wide between plot boundaries at any point;
- The northern margin to be defined by conserved hedgerows and recreational open space incorporating a west to east footpath and cycle route;
- Development within the allocated area to be focused on a central spine route to the schools and local facilities expressed as a tree-lined avenue and local open space south of Belsteads Hall Farm;
- Built development and tree planting to frame the west and north sides of the proposed schools;
- The existing public footpath and associated hedgerows running through Belsteads Hall Farm to be incorporated into the development layout;
- Outward facing buildings on the west and northern edges forming an appropriate interface with landscape;
- A gypsy and traveller site to be incorporated into the development layout;
- Land for outdoor sports pitches (strategic open space) to be provided, possibly at the northern part of the green way linear park.

#### Leading land use

- Residential

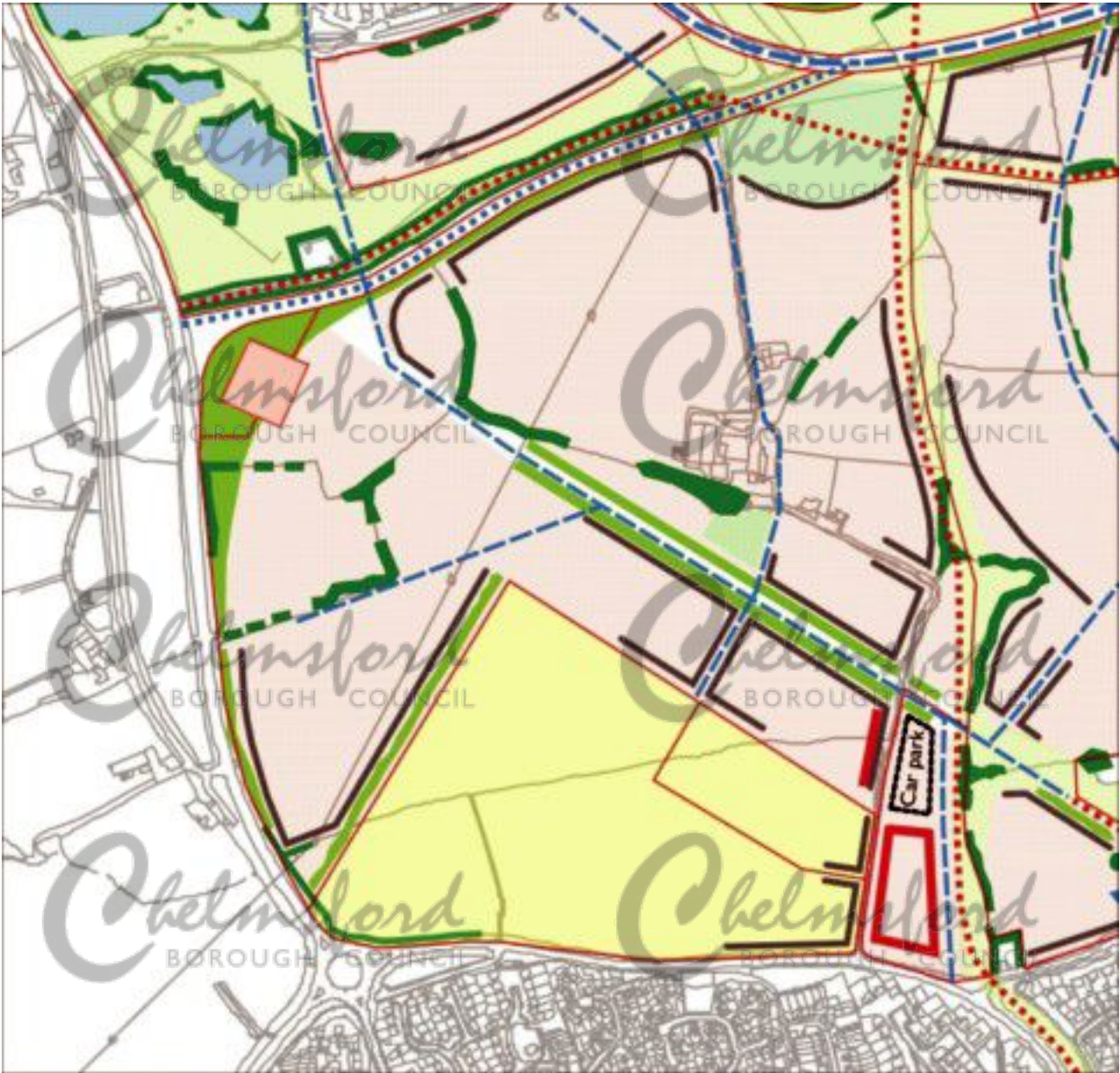
#### Supporting land use

- Public open space for neighbourhood-wide sport activity.
- Small ground floor business premises, live-work units.

#### Built form, character and density

- Predominantly houses in continuous frontage, perimeter blocks, two storeys. Formal and informal layouts, contemporary village street character, resulting in approx 35-40 dwellings per hectare;
- On a spine boulevard, houses and flats in 2-3 storey blocks, with scope for ground floor non-residential space, approximately 40-50 dwellings per hectare;
- Pockets of detached/small terraces of houses within abundant planting, close to green margins, approximately 30 dwellings per hectare.

**Figure 13 Land west of the green way**



*For key, please see Figure 11*

### **Site Allocation 6 - Land north and south of Belsteads Farm Lane and Channels Golf Course**

#### **Site context**

**3.58** Golf course land is allocated for development south and north of the proposed access road. The developable area is defined by ground conditions (former landfills) as well as the retention and reshaping surrounding landscape to provide conditions conducive to wildlife protection. The Belsteads Farm/Channels complex provides the culmination of the green way. Some land is allocated for golf course and leisure development. Belsteads Farm Lane remains the focus of this area of change. To the south development land combines with the existing Falcon Bowls Club.

**3.59** Due to the continuing activities focused on golf and bowls clubs, conference facilities and public transport access, this land allocation is suitable for both residential and leisure use. Large floorspace indoor leisure facilities with a clear community value for the emerging neighbourhoods as well as the town as a whole may be developed within this allocated land.

#### **Development principles**

- New road access to be provided from the new distributor road;
- Planted margins to development to soften impact of building;
- Development to face outwards into open landscape;
- Development to respect the setting of Belsteads Farm listed buildings;
- The quarry lake to the south of Belsteads Farm Lane to be retained and may accommodate floating houses along its north and eastern banks, where an access road may run alongside;
- Positive measures to enhance the land surrounding the allocation as natural habitat;
- East of Old Lodge open land to contain a public open space with a village green character;
- Community gardens to be placed adjacent to the wilderness and nuns cemetery.

#### **Leading land use**

- Residential

#### **Supporting land use**

- Leisure (Use Class D2). No car-based, roadside leisure uses (e.g. drive-throughs) will be permitted;
- Places of worship, conference facilities (Use Class D1).

#### **Built form, character and density**

- Detached/small terraces of houses within abundant planting, large gardens, approx 30 dwellings per hectare;
- Continuous frontage in sinuous village street along Belsteads Farm Lane, 35-40 dwellings per hectare.

**Figure 14 Land north and south of Belsteads Farm and Channels Golf Course**



*For key, please see Figure 11*

### Site Allocation 7 - Land east of the green way

#### Site context

**3.60** To the east of the green way, land for development extends to New Hall School and is shaped by heritage setting and the school grounds. A substantial woodland buffer is proposed around the west side of New Hall School grounds to resolve the relationship between new development and the existing open, rural context valued by the school. Development is focused on a formal, tree-lined spine route culminating in a distant view of Danbury Ridge, but not conveying a through-road southwards. The land allocation will contain the route for connecting bus services for the neighbourhood. Development parcels may be derived from a grid structure, enabling variety of character within a coherent urban form. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

#### Development principles

- The land on the western side to be form a continuous 'green way' linear park, incorporating existing trees, hedgerow and historic parkland features, containing a footpath and cycle route, and space for recreation, allotments and ecology, with road crossings but not along it. The green way not to be less than 20m wide between plot boundaries at any point;
- The northern margin to be defined by an ecological corridor incorporating a west to east footpath and cycle route;
- Development blocks to be focused on a tree lined avenue leading south east towards open parkland;
- Land adjoining New Hall School playing fields to be designed and provided as a woodland buffer forming an arc, following the principle illustrated in Figure 15. This landscape to be no less than 50m between school and plot boundaries at its widest and to be open at the playing field corners;
- Housing layout to be configured to have gable-ended buildings meeting the landscape buffer to minimise the amount of built mass and maintain the privacy the school has been accustomed to;
- Incorporate existing vegetation at south west corner of playing fields;
- Where the southern part of the allocated area meets open parkland to the south, substantial tree planting is required to screen new buildings from views from the south;
- Community gardens to be placed adjacent to the Wilderness and Nuns Cemetery;
- The layout of development adjoining Old Lodge Farm to include planting and sufficient distance between buildings to respect the setting of the listed buildings and the existing residential amenity;
- East of Old Lodge, open land to contain a public open space with a village green character;
- Land to the south of Old Lodge Farm should face across open land, forming the setting of Old Lodge Farm, screened by a tree line. Access to this southern-most development area may be gained from the road network in Beaulieu Park and existing vacant land at Albermarle Drive should be reserved for this potential solution.

### ***Built form, character and density***

- Houses in continuous frontage, perimeter blocks, two storeys, pitched roofs. Formal layout, character from tree lined streets and public realm quality. Approx 35-40 dwellings per hectare;
- Informal layouts, houses in continuous frontage, contemporary village street character adjacent to the green way.

**Figure 15 Land east of the green way**



*For key, please see Figure 11*

### Site Allocation 8 - Land north of New Hall School

#### Site context

**3.61** Land is allocated north of New Hall School extending eastwards from the green way to the retained open land alongside Generals Lane. The allocated area extends northwards to the line of the new radial distributor road. Development is focused on a 'Deer Park Drive' concept - a tree lined avenue evoking the history of the land and extending the large-scale landscape influence of New Hall. The area contains the location for the second primary school (Site Allocation 15). A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

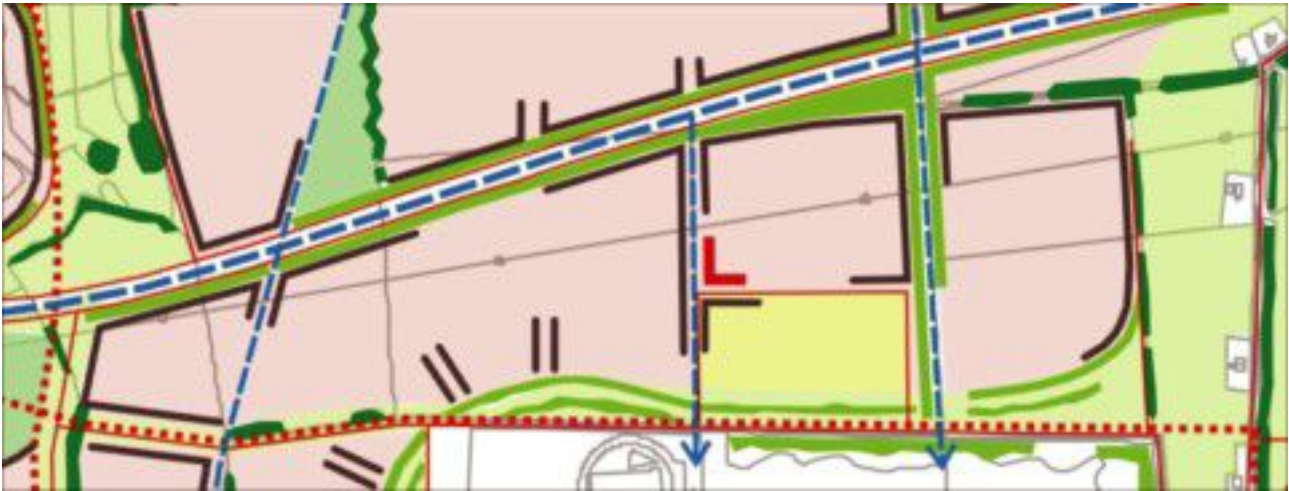
#### Development principles

- The southern margin of the site to be defined by a green corridor along the boundary with New Hall School, incorporating a west to east footpath and cycle route;
- Development bounded to the north by the new radial road, running through a heavily greened corridor with set-back built frontage. Larger-scale buildings to face the road with separate private access;
- Land adjoining the boundary of New Hall School playing fields to be designed and provided as a landscape buffer comprising mainly woodland, following the principle illustrated in Figure 16. This landscape to be no less than 50m between school and plot boundaries at its widest, and to be open at the playing field corners;
- A primary school to be provided within the allocated area, with the playing field adjoining New Hall School boundary and forming part of the landscape buffer with the school buildings placed in the north west corner away from the boundary with New Hall School;
- Housing layout to be configured to have gable-ended buildings meeting the landscape buffer to minimise the amount of built mass and maintain the privacy the existing school has been accustomed to;
- The eastern end of the allocated site to curve away from the school boundary to create a sense of openness and face onto open land with tree planting along the built frontage.

#### Built form, character and density

- Houses in continuous frontage, perimeter blocks, two storeys, pitched roofs. Formal layout, character from tree lined streets and public realm quality. Approx 35-40 dwellings per hectare;
- Houses and flats in 2-3 storey blocks, set back along the new road, approximately 40-50 dwellings per hectare.

**Figure 16 Land north of New Hall School**



*For key, please see Figure 11*

### Site Allocation 9 - Land east of Generals Lane

## Site context

**3.62** Land is allocated on the east side of Generals Lane extending southwards to a point level with the school, where land is kept open for mainly recreational use to serve the whole community and maintain an open outlook east of New Hall. Development would be screened by the existing hedge at a point where the new building would have no significant bearing on the environment of New Hall School. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

## Development principles

- Development facing Generals Lane but tapering away to maintain long views south along the hedge line;
- Housing to face south across public open space (Site Allocation 25) dedicated to playing pitches and allotment gardens;
- A tree belt to the bypass corridor;
- A road junction at this point should serve this area.

### ***Built form, character and density***

- Variety of continuous frontage, small terraces and detached houses, resulting in approximately 40 dwellings per hectare.

### Figure 17 Land east of Generals Lane



For key, please see Figure 11

### Site Allocation 10 - Land south of Bulls Lodge Farm

#### **Site context**

**3.63** Undulating farmland west of Bulls Lodge forms part of the setting of listed buildings at New Hall and Bulls Lodge Farm and is proposed to be conserved. Land is allocated for development to the south and the boundary is defined at the brow of the slope and edged by proposed tree planting. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

#### **Development principles**

- This site forms part of the transport and business ‘gateway’ and may contain a mixture of residential and business uses;
- A deciduous tree belt, as specified in the comprehensive Landscape and Design and Management Plan to be planted within the boundaries of the site first, the depth to be determined by the effective screening of the new development from New Hall;
- Tree clumps to be planted in the land to the west of Bulls Lodge Farm as part of the screening of development and compensation for impact on heritage setting;
- Southern edge to be part of a gateway to new neighbourhoods and the New Hall estate.

#### **Leading land use**

- Residential

#### **Supporting land use**

- Business
- Live-work units

#### **Built form, character and density**

- Terraced and individual houses with flats along road sides, with a contemporary character in relation to surrounding business activity. Mainly two storey but three storey possible in southern part of site, approx 40 dwellings per hectare.

Figure 18 Land south of Bulls Lodge Farm



For key, please see Figure 11

### Site Allocation 11 - Land north of the new road

#### Site context

**3.64** Land is allocated north of the new radial distributor road between extending northwards to just south of group of buildings at Park Farm. The whole area lies on an important mineral reserve and is dependent on the prior excavation of gravel deposits. While gravel extraction work is in progress, a wide safety margin to be protected from new housing construction around the quarry boundary. This area contains a site location reserved for a third primary school (Site Allocation 16). The development will be focused on the 'Deer Park Drive' concept helping to unify the new neighbourhoods with a historic setting and provide a clear orientation for the new place.

#### Development principles

- Development bounded to the south by the new radial road, running through a heavily greened corridor with set-back frontage. Larger-scale buildings to face the road, separate private access;
- Development on the east side with a tapering frontage to maintain an opening to the New Hall grounds;
- A tree lined avenue to be set out with development following the existing straight field boundary running north;
- Development set back from and facing the protected ecological area in Channels golf course;
- A wedge of public open space to provide an outlook to the Park Farm building group and act as a northern focus for the neighbourhood.

#### Built form, character and density

- Houses in continuous frontage, perimeter blocks, two storeys, pitched roofs. Formal and informal layout, character from tree lined streets. Approx 35-40 dwellings per hectare;
- Houses and flats in 2-3 storey blocks, set back along the new road, approximately 40-50 dwellings per hectare.

**Figure 19 Land north of the new road**



For key, please see Figure 11

### Gypsy and Traveller Site

#### Background

**3.65** The Borough Council has identified the need for additional sites for Gypsy and Traveller accommodation in the Borough as part of meeting the housing needs of all members of the community. The Borough Council, alongside other Essex local authorities, commissioned consultants to undertake an Essex-Wide Gypsy and Traveller Needs Assessment 2006-2016. This study has shaped the policies of the adopted Core Strategy which makes provision for 20 additional pitches to be provided in the Borough on two sites i.e. two sites of 10 pitches.

**3.66** A Single Issue Review of the East of England Plan was approved by Government in July 2009. This sets out the amount and distribution of Gypsy and Traveller Accommodation in the region. Policy H4 of the Single Issue Review states that there should be a total of 81 pitches in the Borough of Chelmsford by 2011. As of July 2009, provision had been made for 81 pitches in the Borough. However, in May 2010, the Government announced its intention to abolish targets for the provision of Gypsy and Traveller accommodation. The Council's strategy to date is to provide two sites of 10 pitches, one of which will be located in the NCAAP area with the site allocations DPD making provision for the balance of the Gypsy and Traveller accommodation, which may be required in the Borough.

**3.67** To support the Single Issue Review, an independent Essex-wide Gypsy and Traveller Accommodation Assessment (GTAA) was commissioned by ECC (on behalf of all Essex authorities) in 2008. This seeks to identify the amount of additional accommodation required in each local authority area and provide guidance on the considerations to be taken into account in identifying suitable sites. The Borough Council has not adopted this assessment as part of its own evidence base.

**3.68** As stated in *The Road Ahead: Final Report of the Independent Task Group on Site Provision and Enforcement for Gypsies and Travellers* published by the Department of Communities and Local Government in December 2007, the approach of integrating the provision of Gypsy and Traveller accommodation as part of new development helps to erode misconceptions and distrust. Development that accommodates both Gypsies and Travellers and the settled community from its conception can remove the potential for friction, and can also be physically planned in a coordinated and integrated manner.

**3.69** The Department of Communities and Local Government published a Progress Report of Gypsy and Traveller Policy in July 2009. At paragraphs 18 and 19 the report states that local authorities should consider through their Core Strategies whether Gypsy and Traveller accommodation should be identified as part of strategic development sites. It goes on to state that where local authorities have adopted Core Strategies, and there is an pressing and identified need, they should pro-actively plan for Gypsy and Traveller sites through an Allocations DPD.

**3.70** Policy CPI5 of the adopted Core Strategy and Development Control Policies DPD states that a mix of dwelling types, sizes and accommodation to accommodate a balance of different household types and lifestyle choices will be required in order to create mixed and inclusive communities. Wider development of the scale proposed in North East Chelmsford provides a significant and realistic opportunity to accommodate a modest allocation, as part of planned new development, for the Gypsy and Traveller community and thereby contribute towards Borough and regional targets.

**3.71** Policy DC34 of the Core Strategy and Development Control Policies DPD places a limit on the size of new Gypsy and Traveller sites to 10 pitches. Therefore, a site of 10 pitches is proposed for the NCAAP area. An assessment of potential Gypsy and Traveller sites across the Borough has been undertaken as part of the Site Allocations DPD.

### ***Location Criteria***

**3.72** The criteria against which sites are assessed are informed by advice contained in Government publications, including Circular 01/2006 and adopted Core Strategy Policy DC34. The following considerations have been taken into account when defining the location for the new Gypsy and Traveller site:

- The site is capable of providing safe and convenient vehicular and pedestrian access, and adequate levels of privacy and residential amenity for occupiers;
- The site is large enough for adequate on site facilities for parking, storage, play and residential amenity;
- The site has suitable ground conditions and levels of land, and is not located in an area of high flood risk;
- The site is well located on the highway network and accessible to schools and local facilities including healthcare and public transport;
- The site can form part of the overall masterplanning area for North East Chelmsford and would not be detrimental to the character of area, the amenities of adjacent occupiers or result in unacceptable visual impact;
- The site retains a rural edge favoured by Gypsies and Travellers;
- The site location and layout protects existing site features such as trees, hedgerows and will be landscaped;
- It has regard to the findings of the Essex Gypsy and Traveller Accommodation Assessment 2009.

### Site Allocation 12 - Gypsy and Traveller Site, Land east of Essex Regiment Way

**3.73** The NCAAP identifies land east of Essex Regiment Way as meeting the location criteria. The proposed location is agricultural land to the east of Essex Regiment Way which is bound by existing hedgerows. The Borough Council will pursue this as an allocated site unless a more suitable and deliverable site location arises as a result of detailed analysis and site planning. This is to enable flexibility in accommodating this need, in the same way as locations will emerge for other types of specialist housing. However the site is part of the overall infrastructure for the planned neighbourhoods and will be provided at an early stage. The site allocation allows for the occupants to be served with new services and facilities that are provided for conventional housing, whilst still retaining a rural edge favoured by Gypsies and Travellers. Potential constraints of detachment or isolation could be mitigated by the design and location of the site within a wider development to ensure that new development is fully integrated rather than being located on the least favourable areas of a wider site.

**3.74** If necessary, the Borough Council will consider the use of a Compulsory Purchase Order to secure the site and work in partnership with Registered Providers to help deliver and manage the site.

**Figure 20 Gypsy and Traveller site location**



*For key, please see Figure 11*

#### **Development Principles**

- Access to the site from proposed routes serving the development in the new North East Chelmsford neighbourhood via Belsteads Farm roundabout;
- No direct vehicle access from Essex Regiment Way to the site;
- The site should be landscaped and located at an angle to Essex Regiment Way in order to allow the strengthening of existing hedgerows.

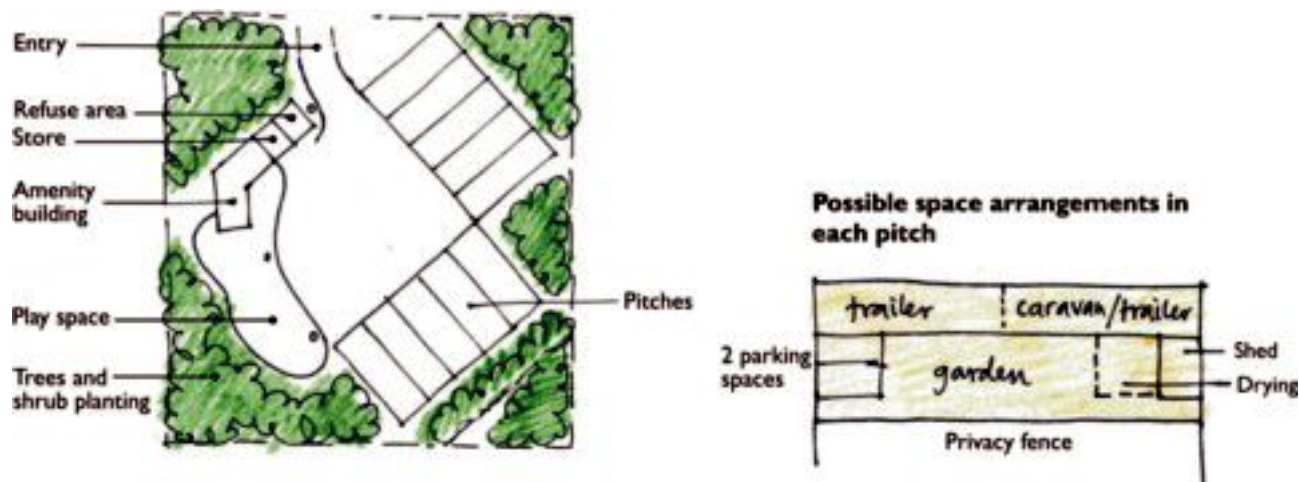
### Leading land use

- Accommodation space for Gypsies and Travellers to include a hardstanding and amenity building.

### Supporting land use

- Open space including children's play space and landscaping.

**Figure 21 Gypsy and Traveller site possible layout**



### Travelling Showpeople

**3.75** The East of England Single Issue Review also indicates a need for 103 additional plots for Travelling Showpeople in Essex by 2011 with a specific need identified in Thurrock, Chelmsford and Basildon. The emerging Essex-wide Gypsy and Traveller Accommodation Assessment (GTAA) also provides an assessment of the accommodation needs of Travelling Showpeople.

**3.76** A Borough-wide call for Travelling Showpeople sites is included in the Potential Options consultation draft of the Site Allocations DPD. Arising from this process, any suitable sites would be included for consultation in the next version of the Site Allocations Document (Proposed Submission). The NCAAP is not proposing any sites for Travelling Showpeople. However, if suitable sites come forward from the Site Allocations DPD 'call for sites' they could be considered as part of a Review of the NCAAP.

### Land Allocated in the Chelmsford Urban Area

#### Site Allocation - Land north of Springfield Hospital, Lawn Lane, Springfield

##### **Site context**

**3.77** The site comprises a building known as Rochelles and its surrounding land which is accessed from Lawn Lane. The site is located within the existing Urban Area of Chelmsford. The building is currently in use as cancer care centre, although it has been used for other commercial uses in the past. This site is identified in the Council's Revised Urban Capacity Study (2004) and is the only site within the NCAAP area with an estimated capacity over 12 dwellings (UCS site reference CH377). The Urban Capacity Study also identifies a limited number of smaller sites within the existing urban area of NCAAP that have an estimated capacity under 12 dwellings. However, as these are all considered to have a capacity under 12 dwellings, they have not been allocated as development sites within NCAAP, but as identified sites within the existing urban area or defined settlement, do form part of the Council's overall housing trajectory.

##### **Objective**

- To make the best use of land within the existing urban area for new development.

##### **Proposed Development Principles**

- Potential for redevelopment or conversion of existing buildings. Vehicular access to the site would be from Lawn Lane. The site is identified on the Proposals Map.

##### **Leading land use**

- Residential development which incorporates the existing or new healthcare function on the site.

##### **Supporting land use**

- Open space and potential supporting healthcare facilities.

### Providing Land for Education and Community Facilities

**3.78** New housing needs to be supported by schools, childcare, health care facilities, community spaces and convenience retail. A secondary school will need to be provided in the early phase of housing development. The first primary school would be located alongside the secondary school and the NCAAP identifies land for a second primary school and a third if housing numbers require it.

#### Site Allocation 13 - Secondary and first primary school site and surrounding land

##### Site context

**3.79** Land for a co-located secondary school and primary school is allocated on White Hart Lane. This is where vehicular, cycle and foot access can be directly gained from new and existing neighbourhood areas. The area allocated for schools allows for school buildings to be located at the eastern part of the site where they can interact with the proposed community facilities and main access route between new and existing areas. The school site is kept away from traffic noise from Essex Regiment Way and enables housing development to surround the school site and present frontage to White Hart Lane and the Nabbotts roundabout.

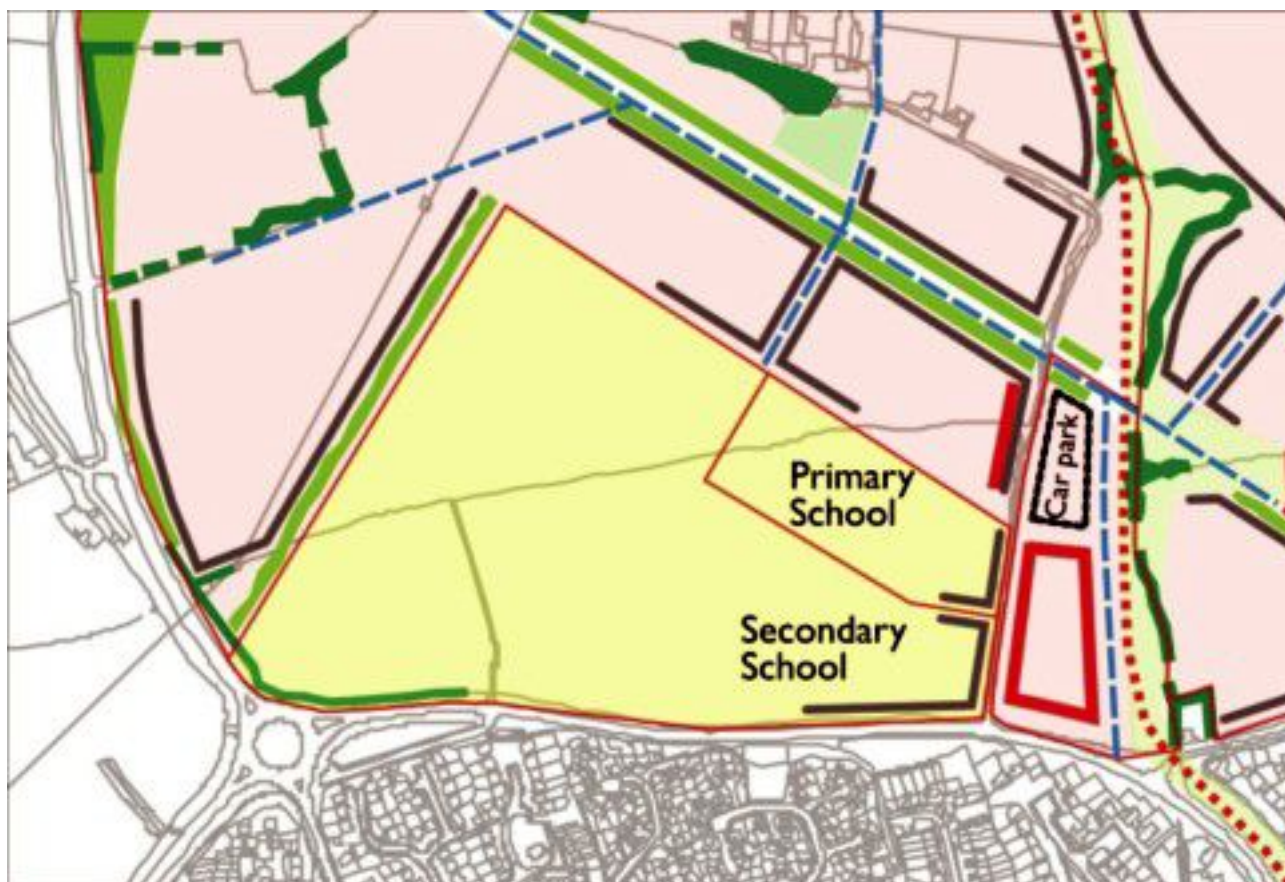
##### Objectives

- Locate a secondary school and primary school with early years and childcare provision on a single integrated site;
- Ensure interaction between school entrances, shared facilities and new local community facilities;
- Site qualities and land constraints meeting Education Authority requirements;
- Enable housing development to adjoin school boundaries.

##### Development principles

- The land allocated for schools enables flexibility for school design and access and the size of the playing fields can be modified at the west end;
- Site bounded at east end by a public footpath to be upgraded into a pedestrian concourse between schools and other community facilities;
- School buildings located at the east end of the site with building frontage to the pedestrian concourse and to White Hart Lane;
- Vehicular access is required from a minimum of two sides;
- Western end to have tree planted perimeter and residential development to create a buffer between school sites and major roads;
- School buildings to be designed to create attractive frontage to public spaces and to face White Hart Lane;
- Secondary school to include a sports hall and performance space accessible and available for community use;
- Secondary school playing fields to be used on an agreed basis with a suitable local football club in need of facilities;
- School buildings may be three storeys to optimise the efficiency of site use;
- Car parking for the schools to be located on the north side and the governing body to operate a green travel plan controlling car park use from the outset.

Figure 22 Secondary school and first primary school site and surrounding land



For key, please see Figure 11

### Site Allocation 14 - Associated retail and community facilities

#### Site context

**3.80** Land is allocated for buildings and uses to form a focused local centre on White Hart Lane, between the public footpath (leading to Belsteads Hall Farm) and The Sheiling, close to the point where White Hart Lane runs between Springfield and Beaulieu Park.

**3.81** This location enables new community facilities to:

- Be easily accessible from all the existing Springfield and Beaulieu Park neighbourhoods; the further west along White Hart Lane the less accessible it becomes because of the impermeable edge of existing housing;
- Command an optimal catchment area embracing existing development areas without any existing facilities;
- Not unduly threaten the viability of Clematis Tye Shopping Parade;
- Relate closely to a north-south connecting route between new and existing communities;
- Be located where routes join within the new neighbourhood.

**3.82** The retail and service content of the local centre will reflect commercial realism while avoiding retail dominance over the whole area. This will allow other retail activity in the second centre further north, which will be important to support the northward extension of the emerging neighbourhood.

#### Objectives

- Provision of non-residential floorspace to accommodate commercial and community activity;
- A robust built form and accommodation types allowing flexibility to meet changing community needs and commercial demand;
- A close interaction between community facilities and school entrances.

#### Development principles

- Layout of retail and school buildings around a pedestrian thoroughfare;
- Community use of school sports hall, fitness facilities and performance space at interface with local facilities;
- Retail store location close to southern part of White Hart Lane;
- Main unit to be used for food retail only, no larger than 500 sq m gross;
- Small units not to exceed 180 sq m gross, for retail, services and D1 uses;
- Provision of small-unit B1 floorspace to enable small businesses to set up within the community;
- Flexible space for community day centre activity;
- Accommodation for residential or office use above retail in three storey building;
- Landscaped car park to the north of the built form serving short term shopper and school visitors and car sharing scheme.

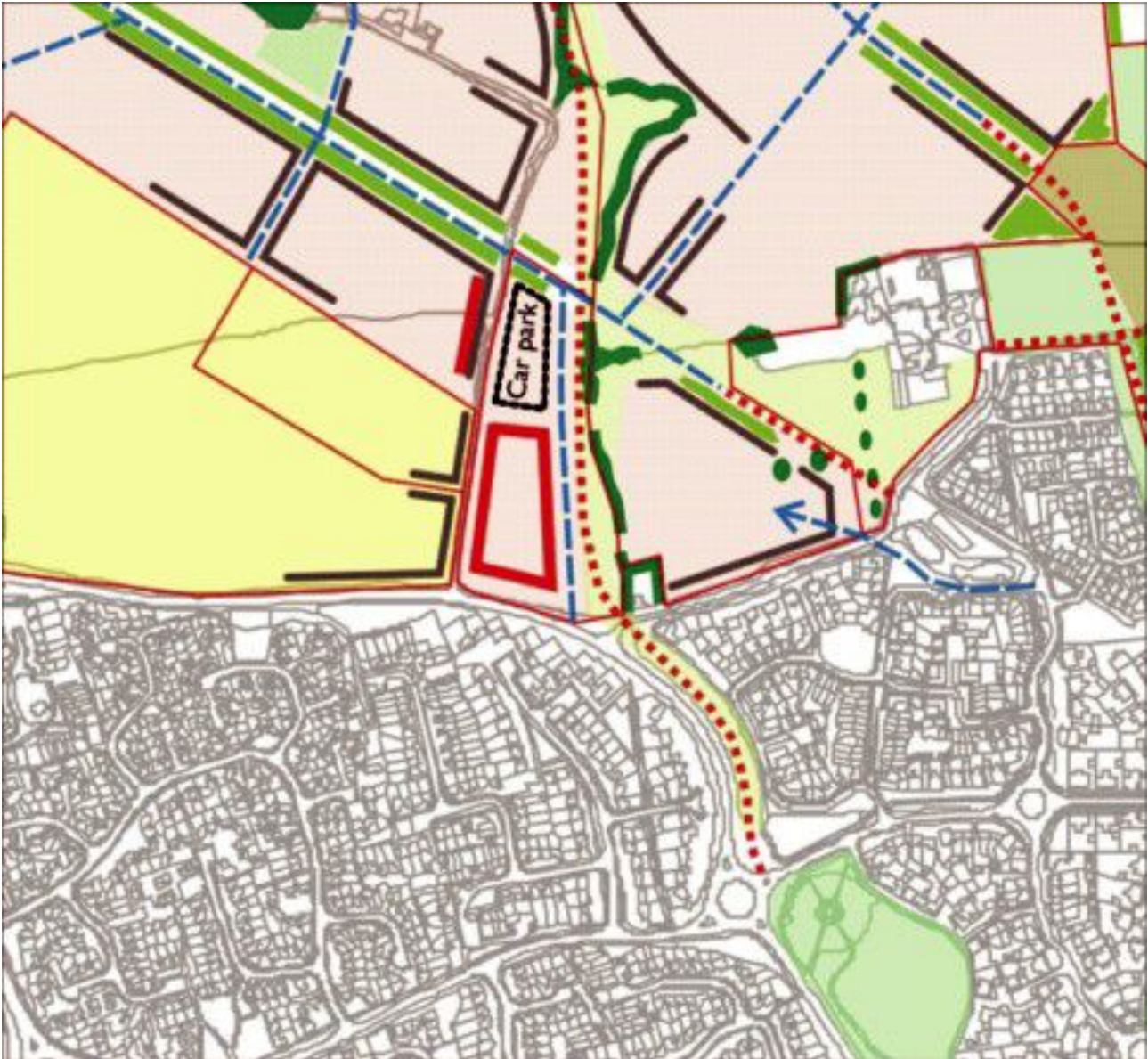
#### Leading land use

- Retail and commercial services (Use Classes A1, A2, A3, A4, A5);
- Accommodation for community services.

### Supporting land use

- Small office premises;
- Residential on upper floors;
- Public car and bicycle parking;
- Car share parking and office.

**Figure 23 Associated retail and community facilities**



*For key, please see Figure 11*

### Site Allocation 15 - Second primary school site

#### Site context

**3.83** Land to the north of New Hall School.

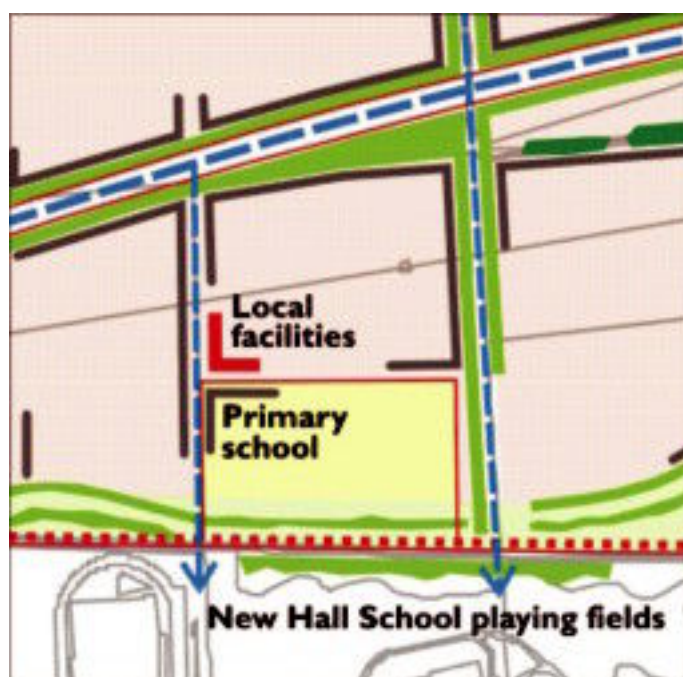
#### Objective

- A primary school with early years and childcare provision in an accessible location in relation to housing;
- Ensure a close relationship to new local community facilities with potential for co-located library facilities;
- Site qualities and land constraints meeting Education Authority requirements.

#### Development principles

- The site area allows flexibility for school building design, access and the size of the playing field;
- The playing field to form part of the landscape buffer to New Hall School;
- School buildings to front onto community facilities with safe pedestrian circulation and meeting space at the front;
- School building to enable shared community use.

**Figure 24 Second primary school site**



*For key, please see Figure 11*

### Site Allocation 16 - Third primary school site

#### Site context

**3.84** Land to the east of Channels Golf Course. A third primary school location is safeguarded in the event of dwellings exceeding 3,200.

#### Objective

- A primary school with early years and childcare provision in an accessible location in relation to housing;
- Ensure a close relationship to new local community facilities;
- Site qualities and land constraints meeting Education Authority requirements.

#### Development principles

- The site area allows flexibility for school building design, access and the size of the playing field;
- The playing field to link with open landscape next to Channels Golf Course;
- School buildings to front onto the street with safe pedestrian circulation and meeting space at the front;
- School building to enable shared community use.

**Figure 25 Third primary school site**



For key, please see Figure 11

### Providing Land for Employment

#### Background

**3.85** The Borough Council's spatial approach for the provision of business generated employment needs in the borough is to focus upon the protection and enhancement of existing industrial employment areas and allocation of new office-led employment areas. The Key Diagram of the Core Strategy and Development Control Policies DPD identifies two new employment areas: an existing site at Essex Regiment Way and a new strategic employment location to be provided as part of the new North East Chelmsford neighbourhood. The NCAAP also identifies existing employment areas at Drakes Lane and Chelmsford Business Park which are defined on the Proposals Map. This strategy is reinforced by promoting the enhancement and economic regeneration of North East Springfield as a transport hub and commercial gateway.

#### Context

**3.86** The NCAAP makes provision for 64,000 sq m of new commercial floorspace for the plan area. However the emphasis of the Borough Council's objectives in the Core Strategy is to support job growth in 'high value' businesses including the financial, ICT and media sectors.

**3.87** The employment allocations with NCAAP are as follows:

- The allocation of the existing Essex Regiment Way site for employment – total of 24,000 sq m floorspace;
- The identification of new employment site as part of the development of NE Chelmsford providing a total of 40,000 sq m floorspace;
- The strengthening of existing employment areas on Colchester Road to form a commercial gateway around the Boreham Interchange and the new North East Chelmsford railway station;
- The two existing major employers at Broomfield Hospital and New Hall School.

**3.88** The allocated site at Essex Regiment Way provides the opportunity to regenerate and diversify the existing site to provide a mix of employment uses.

**3.89** The new employment site will provide high quality business premises meeting strategic employment objectives within a campus style development. In addition to the economic and employment evidence that supports the Core Strategy and Development Control Policies DPD, the Council has published an Employment Land Demand and Supply Assessment, undertaken in 2009 by SQW Consulting, which underpins the floorspace demand and supply targets contained within the NCAAP. In terms of a new employment site the latest evidence provides a strong case for a focused land allocation to support Chelmsford's economic growth at the regional, sub-regional and local level.

**3.90** In order to meet the identified employment demand for office/business development (Use Class B1) and fulfil Core Strategy objectives to secure high value jobs, a single location for a business park is allocated within NCAAP. It is essential that this allocation is within easy walking distance of the proposed new railway station and strategic road network north east of the Boreham Interchange on land east of the proposed alignment of the North East Chelmsford Bypass and is allocated on this basis.

### Site allocation 17 - Essex Regiment Way, Broomfield and Little Waltham

#### Site Context

**3.91** Essex Regiment Way, Broomfield and Little Waltham is an important location for future employment development, recognising the site's links to the strategic road network. The site has very good access on to the A130 in both northerly and southerly directions at Belsteads Farm Roundabout. The land is currently in use for industrial and storage purposes with opportunities to provide further commercial development.

#### Objective

- To provide an allocated future employment area as part of the requirement for North Chelmsford and the Borough.

#### Development Principles

**3.92** The Borough Council will seek to promote this employment area for a range of employment uses compatible with the site's location and physical context. This includes:

- Offices (Use Class B1a) and research and development (Use Class B1b);
- Light industry (Use Class B1c);
- General industry (Use Class B2);
- Storage and distribution (Use Class B8).

**3.93** This mixed approach is to ensure there is an adequate and flexible supply of land and premises to meet the needs of existing companies, small businesses, business start-ups and inward investment. Leisure-related uses may also be promoted to the southern section of the site to provide new and improved access to sports, leisure and recreation. Vehicular access should be taken from the existing access at Belsteads Farm Roundabout.

**3.94** The site allocation has been drawn tightly around the existing extent of the site which in the main is demarcated by an existing earth bund.

### Site Allocation 18 - Land north east of Boreham Interchange, east of the North East Chelmsford Bypass corridor

#### Site Context

**3.95** The site currently comprises agricultural land in a large field pattern which is bound by existing hedgerows. The land falls to the east towards Boreham Brook within a shallow valley and is bisected by the haul route which serves Bulls Lodge Quarry. The site is bounded by the A138/A12 to the south.

**3.96** The objective for this site is to provide employment opportunities that contribute significantly to future economic growth and make the best use of the land available. Despite the site's location in close proximity to the A12 trunk road, warehousing and distribution uses will not be supported here, because they provide a low jobs to land ratio. Use class B8 uses (storage and distribution, wholesale warehouse, and distribution centres) would conflict with the strategic employment objectives for this location. The objective of the Core Strategy is to divert use class B8 related uses to Temple Farm (outside the NCAAP area) and potentially Essex Regiment Way, in order to provide for this sector.

#### Objective

- To provide new business development meeting strategic employment objectives, providing up to 40,000 sq m of floorspace in the form of a prestigious new business park which will provide a mix of opportunities for accommodation for medium and large sized businesses.

#### Development Principles

- The development should follow a campus style layout within a landscape-driven setting;
- Strategic landscape proposals to mitigate any visual impacts when viewed from Boreham and other sensitive locations. This should include a woodland buffer at least 20m wide and clumps of trees to ensure that there is no future consolidation of development between Chelmsford and the village of Boreham;
- Building heights will be assessed to ensure that visual encroachment on the settings of New Hall and Boreham House is avoided;
- In so far as the buildings are seen within the setting of either New Hall or Boreham House, they should not detract from that setting;
- No development will be located within flood risk areas 2 or 3;
- The layout of the development must accommodate the route of the existing right of way that crosses the site;
- A limit on the extent of the allocation to ensure that development is within 600m of the new railway station to ensure a genuine interaction of business and transport within a reasonable walking distance;
- Vehicular access via the new replacement bridge and the proposed radial distributor route crossing the railway line and A138;
- Access to the existing Bulls Lodge Quarry may also serve the proposed employment allocation;
- Construction in parallel with the railway station, development will not be permitted prior to a committed programme for completion of the railway station;

### **Leading land use**

- Use Class B1 premises for office employment.

### **Supporting land use**

- Ancillary supporting development, open space, landscaping.

**Figure 26 Land north of Boreham Interchange, east of the North East Chelmsford Bypass corridor**



For key, please see Figure 11

### Site allocation 19 - Land on Colchester Road

#### ***Brief description***

**3.97** Former cattle market, existing amenity site, transport depot and other transport-related uses.

#### ***Objectives***

- Consolidate existing employment uses;
- Secure land for depot, transport related and open uses;
- Secure a bus service and pedestrian link to the new station.

#### ***Development principles***

- The land remains suitable for mixed industrial, business and transport uses;
- The use of the land should preserve the remnant avenue;
- New buildings in this area will be height limited, to avoid visual encroachment on the New Hall avenue approach.
- If a pedestrian link is practicable from south of the A138 to the new station, a bus stop and turn-around would be proposed in the lorry park area east of Drovers Way.

#### ***Leading land use***

- Use Classes B1c, B2, B8 and transport.

### Providing Land for Transport

#### Site Allocation 20 - Land for a railway station and associated development

##### Site context

**3.98** Land for a railway station is allocated west of Generals Lane. Rail engineering and physical constraints determine the location of platforms and alignment of rail tracks. New track works will require additional land north of the existing rail boundary. The position of station buildings is led by platform position and passenger access and convenience considerations and the setting of New Hall.

**3.99** The station will operate by means of road, bus and pedestrian routes that form an integral part of station development. The station site will have related operational development which may comprise surface car parking, as well as minimal commercial accommodation incidental to passenger activity within a station building.

**3.100** The location is on the south of open agricultural land forming the setting of New Hall. Criteria for land coverage and height of development is led by heritage setting considerations. Figure 26 shows an indicative 100m square zone within which station operational buildings and transport concourse should be designed. Land for business is allocated east of Generals Lane, providing the opportunity for employment-driven development, based on the prior provision of the station. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

##### Objectives

- Enable provision of a railway station to fulfil strategic transport and development objectives;
- Facilitate associated development east of Generals Lane to optimise the benefits of the transport hub;
- Screen station development from views from New Hall and the Registered Park and Garden with planting.

##### Development principles for the operational station

- Provision of a station access road from Boreham Interchange. The Generals Lane bridge to be removed and replaced with a bridge carrying an access road to serve the new station and enable a direct connection with the A138/A12/Colchester Road interchange;
- Provision of bus, pedestrian and cycle access from White Hart Lane;
- Platforms located where rail engineering considerations allow within a zone set by the NCAAP: the western end of the platforms should be located as far eastward of the New Hall Approach avenue as practicable but allow a possible pedestrian link to the south of the railway/A138. The eastern end of the platforms is limited by the same need to allow a possible pedestrian link to the south;
- Station operational buildings, passenger facilities and transport concourse to accord with a Network Rail and Highway Authority approved station brief;
- Commercial space incidental to passenger activity to be accommodated within the station operational building only;
- Station entrance located to best serve passenger access and interchange with bus, cycling and walking modes of onward travel;

- Station entrance positioned to enable short, direct and convenient walking distances to future business development east of the station;
- Passenger facilities to allow for pedestrian access from possible bus services south of the railway line, should a link be practicable and deliverable;
- The overall acceptable amount of car parking will be assessed according to the transport assessment detailing operational needs, anticipated traffic generation and impacts, the space required compared to alternative possible land uses, walking distances from the station, visibility, appearance and visual impact.
- The extent of development is strictly limited by the northern boundary of the land allocation;
- A tree belt as specified in the Comprehensive Landscape Design and Management Plan to be planted within the northern and western edges of the allocated area west of Generals Lane;
- Tree clumps to be planted within the open land north of the allocation as compensation for the erosion of setting;
- Planting to take place prior to any development work to allow maturing;
- The height of the operational station building and plant to be strictly limited to avoid visual encroachment on the setting of New Hall and the Registered Park and Garden;
- Land to the west of Generals Lane to be kept free from buildings other than the operational station building and necessary operational station structures.

### ***Development principles for land east of Generals Lane***

- Land to the east of Generals Lane may be used for a mix of commercial and community uses;
- The maximum height of buildings within the allocated area east of Generals Lane is 9m for flat roof buildings, 12m for pitched or curved roof buildings and maximum 8m eaves height to avoid visual encroachment on the setting of New Hall and the Registered Park and Garden;
- Visible roof coverings to be subdued neutral colours without reflective surfaces and no exposed rooftop plant on any building;
- Surface car parking adjacent to the station to be heavily interspersed with tree and hedge planting within a curved plan form;

### **Leading land use**

- Railway station and concourse

### **Supporting land use**

- Station related retail;
- Business;
- Community uses;
- Hotel;
- Residential.

**Figure 27 Railway station and associated development**



*For key, please see Figure 11 and list below*

- The red line is an indicative site area for a station building and public transport concourse. There are a range of different ways in which transport circulation could be laid out;
- The thick blue strip indicates a zone within which 250m platforms may be positioned;
- The red dotted arrow indicates the alignment of a possible pedestrian link to the south of the railway.

### Site Allocation 21 - Park and Ride site

#### Site context

**3.101** The site allocation comprises land to the east of Essex Regiment Way with access from the Pratts Farm roundabout. The site has excellent access to the A130 providing easy access to Chelmsford Town Centre. Improvements to roundabout junctions, including bus priority measures, are proposed along the Park and Ride bus route into Chelmsford Town Centre (Essex Regiment Way and Chelmer Valley Road) which will also be utilised by the Rapid Transit Bus Proposals (ChART) serving the new North East Chelmsford neighbourhood. Essex County Council is at an advanced stage of planning the Essex Regiment Way Park and Ride proposals.

#### Objective

- To provide Chelmsford's second Park and Ride site to allow the capture of southbound traffic into Chelmsford, including traffic from the new neighbourhoods, supported by high quality bus priority measures along Essex Regiment Way and Chelmer Valley Road.

#### Development principles

**3.102** The proposed site allocation required for the Essex Regiment Way Park and Ride site reflects the space required to accommodate ultimately 1,400 parking spaces over one or more phases of construction. It is proposed that:

- 700 parking spaces will be initially constructed by March 2011;
- The allocated land allows for a further 700 parking spaces (to make a total of 1,400 parking spaces) to be added later if demand and transport effectiveness requires;
- The Park and Ride development will be appropriately screened and landscaped with lighting designed to minimise and mitigate the impact of artificial light on its surroundings and its context within the wider landscape;
- Providing a Park and Ride site along Essex Regiment Way would also offer the opportunity to provide a shuttle service from the Park and Ride site to Broomfield Hospital as part of the hospital's travel planning initiatives.

### Safeguarded land for the North East Chelmsford Bypass

**3.103** The Proposals Map shows a safeguarded corridor for the construction of the bypass from Boreham Interchange, running through the NCAAP area. The corridor allows for the road and associated landscape margins. Permission for other uses on this land will not be permitted.

#### Indicative alignment for the radial distributor route

**3.104** The indicative alignment of the radial distributor route required to connect Boreham Interchange and Essex Regiment Way at Belsteads Farm roundabout is shown on the Proposals Map and the masterplanning principles contained within the site allocations. The precise alignment and road specification will be set through subsequent detailed site planning.

### Land Allocated for Protection of Landscape and Heritage

**3.105** Land is allocated as part of the range of compensatory measures relating to the effect of development on the setting of listed buildings and Registered Park and Garden.

#### Site Allocation 22 - New Hall School

##### Site context

**3.106** This site allocation embraces New Hall School grounds and includes some surrounding land. New Hall School lies at the heart of the area within which new neighbourhoods will be formed. It is an all age private school run by a charitable trust with a school roll of 1,200 and over 350 full and part time staff. It makes an important contribution to the social and economic profile of this area as well as defining the character of the wider area. The core of the school is the surviving parts of a Tudor palace which has been added to substantially by buildings of various ages and quality. The Grade I listed buildings are contained within a Registered Park and Garden (RPG) which includes the tree-lined approach. Playing fields lie beyond the gardens surrounded by open agricultural land. The quiet rural setting of the historic estate is a valuable and highly distinctive asset for the school. The school's principal operational issue is its highly constrained access from the road system.

**3.107** The campus lies at the centre of the area for planned development and will have land allocated for development at its boundaries. The NCAAP addresses two key objectives: firstly, protection of the important heritage assets the school stewards; and secondly sensitive handling of the unique educational and business environment key to the continued successful operation of the school.

**3.108** This site allocation is part of the proposed compensation measures which will lead to the following:

- Land at the edges of the campus brought into school use as landscape buffer to protect the operational environment and the heritage setting of the school; and
- A campus strategy to guide change.

##### Objectives

- Enable the school's continued stewardship of a Grade I listed building and Registered Park and Garden;
- Protect the existing environment of the school grounds;
- Enable future managed growth and change of the school and conservation action by means of an approved strategy or masterplan for the land.

##### Planned change

**3.109** New Hall governors' investment plans relate to enhancement of the historic character and tranquil educational environment, new developments to raise the standard of school facilities and enable projected growth in pupil numbers, to remain competitive in the private school market.

**3.110** Through a campus strategy produced by the school, the Borough Council can support the school in pursuing the following aspirations:

*Equestrian facilities:* to revive a practice established between 1968–89, to plan stabling, riding school, paddocks with wider community access.

*Auditorium:* extension east and south of Walkfares performing arts centre, to accommodate whole school for special occasions.

*Reducing car journeys by school travel plan:* including an extended school day 8am - 6.40pm to enable avoidance of peak times, improved footpaths for local students, coach travel and use of Park and Ride.

*North entrance:* new campus entrance for controlled use on north of site. Separate vehicle/pedestrian access into New Hall School just east of the running track.

*Car parking:* replanned to address growth of the school, reducing parking in historically significant areas at front and west of main building.

*Play area:* west of Walkfares.

*Formal gardens and footpaths:* enhanced within historic walled garden, historic moat and waterwalk, new circuit of footpaths.

*Sports facilities:* planned additions to sports complex for increased students. Sports hall/gymnasium near existing sports hall. Cricket pavilion at south cricket field.

*Security:* safe footpaths and cycleways, activities in tranquil and safe environment, measures to prevent overlooking, protect walls from graffiti.

### **Land included in the site allocation**

**3.111** The site allocation embraces the existing school property including the avenue approach.

**3.112** In addition, land is allocated for school use on the west side of the tennis courts and sports buildings where the margin can be used to enable a built or planted interface between school and new development and an improved appearance of that part of the school boundary while also maintaining privacy and security. Land to the west of the nuns' cemetery is included to enable the school to extend the Wilderness as part of the compensatory measures. Land east of Generals Lane is included in the allocation to offer the scope to expand school related open land activity and as part of the protection of the sense of openness to the east.

**3.113** On the north and west boundaries, development land allocations will abut the school campus. The landscape strategy in the NCAAP establishes the principle of a landscape buffer to maintain, as far as practicable, the school's environmental quality, privacy and security. It is most appropriate to include these landscape buffers within the areas allocated for housing development to ensure implementation of landscape as a condition of development, with a Section 106 agreement relating to future management of the land by the school. Land to the south of the school is not included in the allocation because this is not proposed for development.

### **Campus strategy or masterplan**

**3.114** The Borough Council will require a campus strategy to ensure properly planned change. The strategy would provide the basis for individual applications for planning permission and listed building consent, as well as a landscape management regime. The strategy should be formalised as part of a planning performance agreement with the Borough Council. The strategy would include:

- Enhancements of listed buildings and historic structures;

- Improved landscape in outdoor spaces;
- Relocations of functions;
- Movement diagram – circulation vehicle and pedestrians;
- Car parking and travel plan;
- Siting of future buildings;
- Tree planting strategy;
- Boundary improvements;
- Use and management of land outside current school campus.

### **Leading land use**

- School related uses.

### **Delivery**

- New Hall School would produce a strategy and agree its scope and agree its use through a planning performance agreement with the Borough Council;
- The site allocations for development sites on the west and north boundaries include a requirement to provide appropriate planting in the buffer areas.

**Figure 28 New Hall School**



*For key, please see Figure 11*

### Site Allocation 23 - Old Lodge Farm

#### Site context

**3.115** Former farm group at the northern edge of Beaulieu Park, with Grade II listed buildings comprising a house, three deteriorating barns and former granary building. Within this grouping is also a timber-framed cart shed adjacent to the farmhouse. The group has a visual and a historic functional relationship with New Hall and a setting within open landscape to the east. The grouping of the buildings around a courtyard space provides the key to maintaining and enhancing the character of the site.

**3.116** The listed barns are well suited to prestige office or studio premises and could be converted with relatively minor alterations. They can also be converted to residential use although this will require great skill in managing the alterations to avoid detracting from their agricultural character.

**3.117** The location of Old Lodge Farm is at a pivotal point in the planned development area between Beaulieu Park, New Hall School. Development west of New Hall will abut Old Lodge and the location is an important focus for routes and green space.

#### Objectives

- Restore listed barns, enhance setting;
- Enable progress with restoration ahead of adoption of the NCAAP.

#### Leading and supporting land uses

- Business or residential use in restored historic buildings, depending on the degree of alteration required.

#### Development principles

The wider setting of this group will radically change with development. The options for the future of this group are dictated by the following:

- A development and enhancement scheme is required for the group. The timber frame construction of the listed barns will enable conversion, but changes need to be minimised; modern farm buildings and farm track can be demolished as part of an enhancement scheme;
- The existing farmhouse will remain a focus for the area to the south;
- A tree lined drive to the front of the house will be reinstated based on existing trees;
- Land directly to the east will be kept open as shared setting for Old Lodge and New Hall and used as public open space, maintaining a sense of a village green;
- Land on the northern boundary is allocated for development and layouts are required to positively address the sensitive setting of listed buildings.

Figure 29 Old Lodge Farm



*For key, please see Figure 11*

### Site Allocation 24 - Land south of New Hall, west of Bulls Lodge Farm

#### Site context

**3.118** This is an extensive area of mainly agricultural land containing New Hall and its avenue approach, including the group of buildings at Bulls Lodge Farm, forming the most important part of the setting of New Hall. It is allocated as part of the compensatory measures. No development will be permitted in this area and extensive landscape design works are required to compensate for the effects of the overall development proposals on the setting of New Hall and the other listed buildings. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by Chelmsford Borough Council in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

#### Objectives

- Open landscape designed setting for New Hall;
- Control of land use;
- Mitigation of the effects of new development beyond this area.

#### Land use

**3.119** Agriculture or equestrian paddocks or private estate parkland. The objective seeks a landscape that befits the setting of New Hall. A traditional country house parkland comprises grassland and deciduous tree groups without specific function. A parkland of this type will not be public open space in planning terms and will not be off-set against the requirement to provide functional open space in accordance with the Council's standards, but public access by means of country paths is necessary for proper enjoyment of the historic environment. However, an extension of the existing public open space is to be provided adjacent to the eastern edge of Beaulieu Park incorporating a footpath/cycle route. Tree planting is an essential requirement of this allocation for conservation and includes creating a tree screen to moderate views of existing development at Beaulieu Park. The landscape design may include an appropriately designed one way (east to west) private drive between Generals Lane and the southern end of the New Hall Avenue Approach to form a part of the school's access arrangements.

#### Landscape principles

- Extension of existing public open space increasing the existing area on the eastern edge of residential development;
- Mixed hedge along the boundary of public open space adjacent to Beaulieu Park;
- Deciduous tree clumps within the open area positioned in accordance with a landscape plan;
- Open land and tree planting west of New Hall and east of Old Lodge Farm;
- Tree planting along the first leg of the drive to New Hall and gate feature at south end of avenue approach;
- Tree belts along the southern edge of the landscape area, to be implemented in association with release of adjoining land for development.

**Figure 30 Landscape proposals east and west of avenue approach, and at entrance drive, New Hall**



*For key, please see Figure 11*

### Site Allocation 25 - Land to the east and north of New Hall

#### Site context

**3.120** Agricultural land forming part of the setting of New Hall lying east of Generals Lane, falling gently to Boreham Brook and the containing key future road routes. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

#### Objectives

- Protect the setting of New Hall through conservation of Generals Lane and sense of openness to the east;
- Safeguard space for road corridors;
- Enable provision of recreational open space and community gardens;
- Define areas for built development.

#### Principles

- Playing pitches and community gardens landscape designed with footpaths;
- Tree planting on the eastern edge near to the Radial Distributor Road.

#### Land use

- Public open space, community gardens and allotments.

**Figure 31 Playing fields and allotments**



For key, please see Figure 11

### **Site Allocation 26 - Belsteads Farm wildlife protection area (Wildlife Site [LoWS] and in part Essex Wildlife Trust Nature Reserve)**

#### **Site context**

**3.121** Part natural, part restored mineral workings, largely golf course, containing protected species to form part of the ecological network.

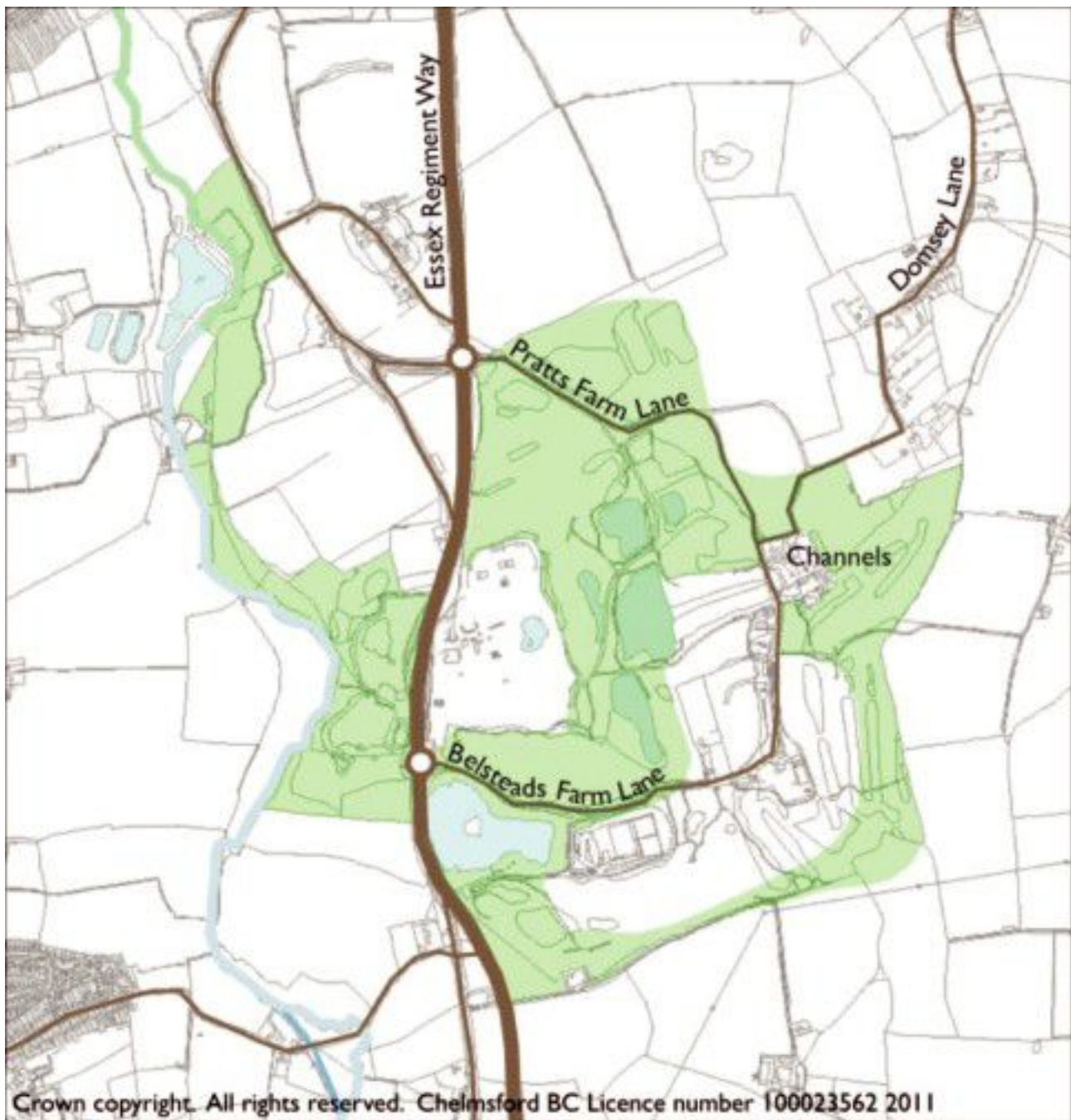
#### **Objectives**

- Protection of ecology;
- No net loss of habitat.

#### **Principles**

- Land east and west of Essex Regiment Way in the Council's Nature Conservation Reference Guide for Chelmsford as having significance for wildlife habitats and are identified as wildlife sites (Site Ch76 Broomfield - Little Waltham, Chelmer Mosaic and Site Ch83 Channels Golf Course). A large part of Channels golf course which, though open, is not ecologically rich, however, the ponds and grassland margins, provide habitat for Great Crested Newts.
- The area is subject to major change as a result of the planned new neighbourhoods in North East Chelmsford. The NCAAP proposes a change to the boundaries of wildlife site Ch83 based on the principles of maintaining the richest natural areas; maintaining ecological 'corridors'; and ensuring no net loss of habitat. The NCAAP proposes the re-planning of golf course land encompassing land to the north containing ponds and established vegetation and much of this area will be included in the extended wildlife site. Land on the west side of Essex Regiment Way currently encircled by designated wildlife site Ch76 is included in the designated area as part of the re-provision of protected area.

Figure 32 Belsteads Farm wildlife protection area



### Site Allocation 27 - Pratts Farm Lane and Channels Golf Course

#### Site context

**3.122** Established golf courses on Essex Regiment Way which were created from restored minerals workings. The existing golf facilities comprise a main 18 hole course, a 9 hole course and hotel, conferencing and other ancillary facilities centred at the group of listed buildings at Belsteads Farm (Channels Golf Club). In addition there is a further 9 hole 'pay and play' golf course, driving range and ancillary facilities at the group of listed building at Pratts Farm (Regiment Way Golf Centre) which is to the north of the main Channels complex, west of the A130.

**3.123** The southern part of the golf course at Belsteads Farm Lane forms an area to be developed as part of the new neighbourhoods and will contain the radial distributor road and land for development. The NCAAP allows for re-planning of the golf course to extend northwards.

#### Objective

- To define land as planned landscape for use as golf courses and associated ancillary development to enable a re-planned golf course at Channels Golf Club to provide formal recreation and ancillary facilities and have a positive relationship with the landscape and built heritage.

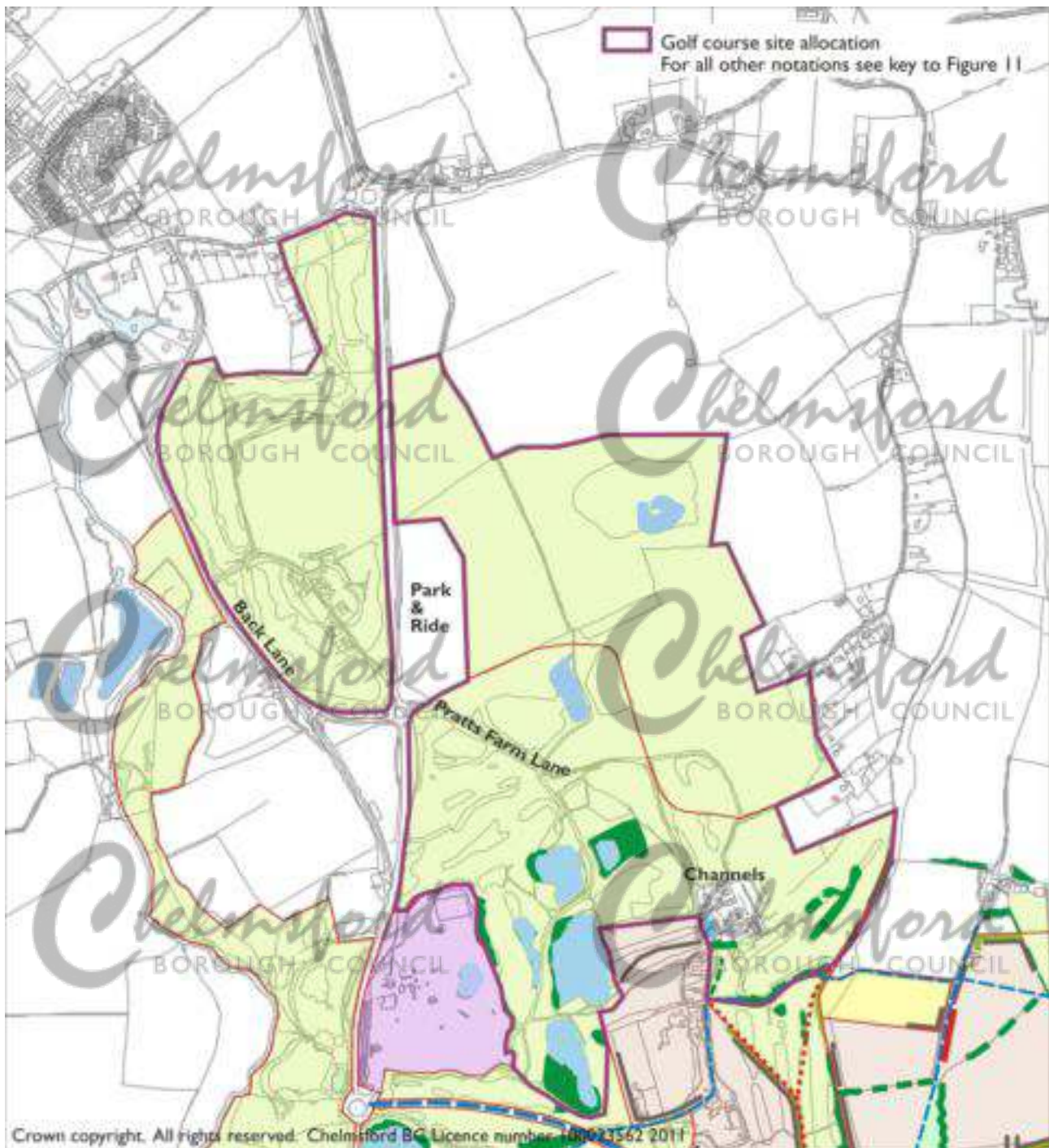
#### Development Principles

- A strategy for the re-planning of the whole area will be required for approval prior to any new development of golf course facilities, based on detailed site analysis of ecology and historic heritage;
- The design of new golf courses should be led by existing topographic and ecological features, reinstatement and creation of diverse habitats. Any ancillary built development should support the primary use as a golf course and minimise the impact on landscape character and protect and enhance existing built heritage;
- The re-planning of the allocated area should respect the amenities of adjoining residential property to the north east;
- The eastern part of the existing golf course will remain a highly sensitive landscape, an area of ecological importance and the setting of listed buildings. Its continued recreation use should be managed in this context;
- The land adjoins the Park Farm mineral extraction area and in the longer term its recreational use may be reviewed in association with the planned restoration of mineral workings.

#### Leading land uses

- Golf course set within open landscape with ancillary recreation and leisure development.

Figure 33 Channels Golf Course



### Site Allocation 28 - Restored Bulls Lodge Quarry minerals workings

#### Site context

**3.124** The allocated area comprises all of the Bulls Lodge Quarry that lies within the NCAAP area. This land is subject to two extant mineral permissions with a long-term programme for extraction. The permission for Boreham Airfield expires 31 December 2020, while the permission for Park Farm and Bulls Lodge including the processing area expires 31 December 2030. Therefore in part the permissions go beyond the plan period. In accordance with conditions of the planning permission, the land is progressively being restored to farmland, a recreational lake on Boreham airfield and natural landscape areas. The nature of the restored landscape, type of recreation use and access will be reviewed by the Borough Council and the Minerals and Waste Planning Authority in the light of emerging development and road infrastructure.

#### Objective

- Planned extraction of mineral deposits in a modified phasing programme to enable planned development within part of Park Farm extraction area. Restoration of land to countryside and recreational use related to local and regional needs.

#### Development principles

**There are three distinct areas of land within this site allocation shown on Figure 34.**

**Site A:** South west extremity of Park Farm mineral extraction area - the proposal is to bring forward the planned extraction in Park Farm mineral extraction area to enable neighbourhood development. The restored area would be available for later phases of built development.

**Site B:** The proposed bypass will cross the area that has mineral permissions. Mineral extraction land north of Park Farm, west of the bypass is bounded by the east boundary of Channels golf course. This area is proposed to be restored to either agricultural use, public open space or extension to the golf course.

**Site C:** East of the bypass it is proposed that restoration plans are reviewed and planning guidance is produced in liaison with the Minerals Planning Authority and the land owners. Any changes would require a new planning permission. This would set out the type and extent of recreational land uses to ensure it is compliant with the LDF and complements the development of new neighbourhoods in North East Chelmsford and Boreham. It would review the possible definition and scope of a country park in a regional context.

#### Leading land use

- Minerals extraction as permitted with an overall end date of 2030. Primary and secondary processing, including aggregates bagging unit, concrete batching plant, coated roadstone plant and inert waste recycling facility all as permitted.

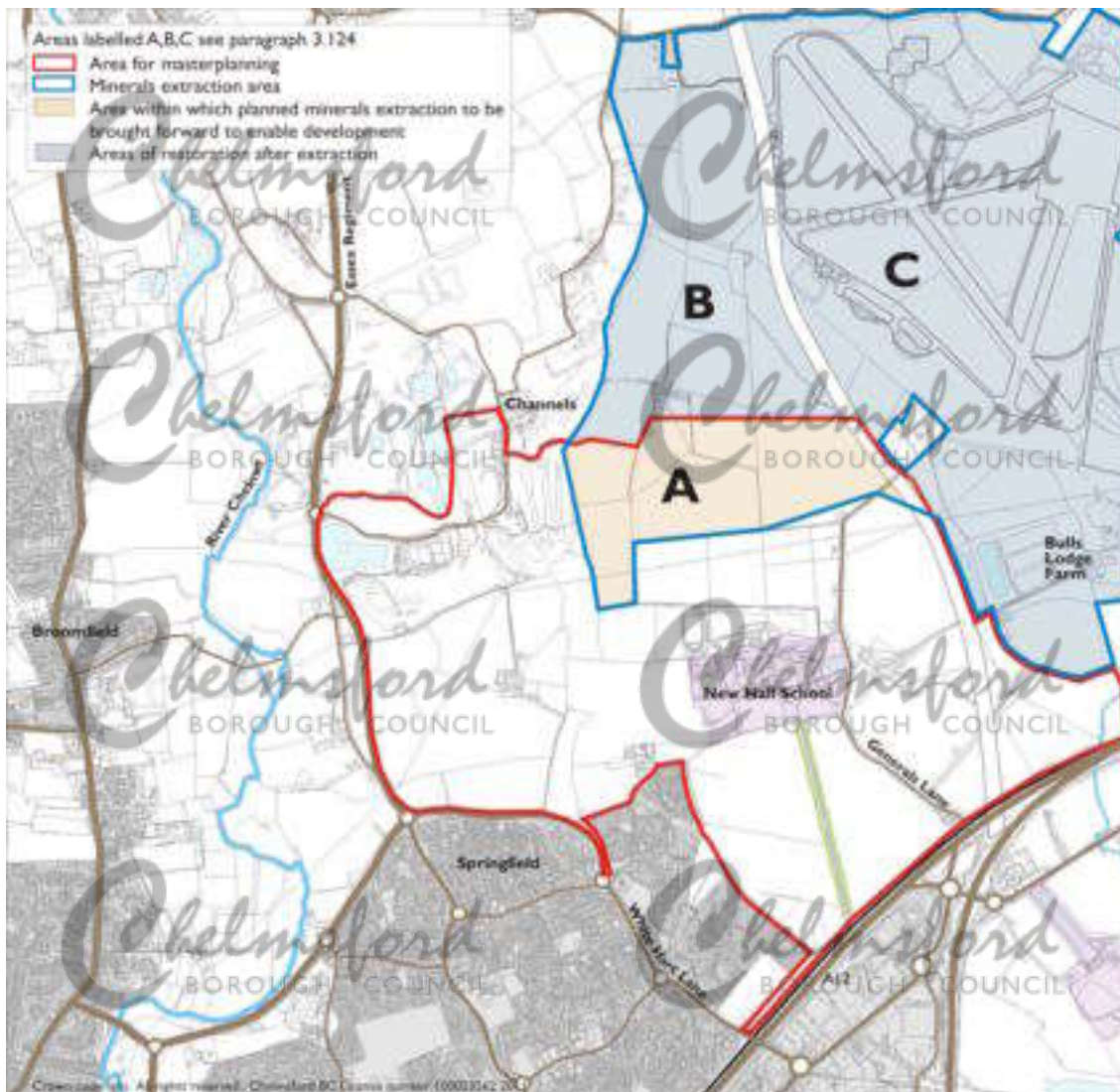
#### Leading land uses after extraction

- South of Park Farm: residential development as part of the planned new neighbourhoods;
- Rest of area: agriculture; recreation and country park visitor attraction subject to detailed analysis and approval of a site strategy.

### Access

**3.125** From Essex Regiment Way via Belsteads Farm Lane; from Boreham Interchange via new link road.

**Figure 34 Bulls Lodge Quarry**



### Neighbourhood Centre Policy Areas

**3.126** As outlined in Part 2, neighbourhood centres are an important part of community life and can provide a range of uses and services.

**3.127** These centres primarily provide a local shopping function. The NCAAP defines these neighbourhood centres and identifies them on the accompanying Proposals Map.

#### Local Neighbourhood Centre

##### *Clematis Tye Parade, Springfield*

**3.128** This is a small parade of shops and business with parking serving its immediate locality and is adjacent to a public house and Springfield Primary School. The parade currently includes five units, two of which are on the first floor, and includes four shops. The local neighbourhood frontage is identified on the Proposals Map and runs along the entirety of the parade. Public realm and environmental improvements on land surrounding the parade will be pursued as part of planning obligations for development in the locality.

#### Other Neighbourhood Centres

**3.129** The area centred on the Parish Centre at New Bowers Way provides a strong community focus for existing residents in the North Springfield area. It provides a range of community services including parish meeting rooms, a day nursery, place of worship, primary school and play space which all contribute to life of the community. There is a long standing proposal for a new library in this location.

**3.130** The purpose of the indicating this area on the Proposals Map is to highlight the importance of the community functions at New Bowers Way and help promote and focus further community services and facilities at this location for existing residents and those from new development in the area. New facilities would include new library facilities potentially as an eastern extension of the existing Parish Centre.





### The Upper Chelmer Valley Green Wedge

#### Introduction

**4.1** The valleys and floodplain of the rivers Chelmer and Can are protected as Green Wedges through urban Chelmsford. The Chelmer River Valley runs north-south across the NCAAP area and is the defining landscape feature of the area. The Chelmer River Valley contains a number of important nature conservation areas and sites for formal and informal recreation and forms a key landscape feature in the NCAAP area.

**4.2** The Upper Chelmer Valley has been identified by the Essex Wildlife Trust as a 'Living Landscape'. This initiative has a vision to bring fragmented landscapes back to life; to work with a wide range of owners and partners so that these important areas can function as a whole so they benefit both wildlife and the people who live there.

**4.3** Parts of the valley are linked by an existing network of footpaths and lanes. Mill Lane and, to a lesser extent Croxton's Lane offer cross-valley footpath and cycle routes. The northern portion of the river valley is well served with existing footpaths running along each side of the River Chelmer. The southern portion is less well connected with missing links of footpath network north of Petersfield Link (Valley Bridge Road) roundabout.

**4.4** The area of Green Wedge extends to Little Waltham in the north, Main Road (B1008) to the east and Essex Regiment Way (A130) to the west. The Green Wedge boundary is largely the same as the Chelmsford Urban Area and Defined Settlement Boundaries. The extent of the Green Wedge is shown on the Proposals Map.

#### Objectives

**4.5** Maximise public enjoyment of the river valley, protect and enhance ecological health and diversity, provide a landscape context to development east and west of the valley.

#### Conservation principles

- No reduction in the area of open river valley;
- Protect the valley sides from the visual impact of new development; only small-scale development on valley sides, relating to existing activity, responding to landscape setting;
- Conserve and enhance cross-valley views and views along the valley;
- Maintain a network of informal open space and nature conservation sites in the valley, and increase access for recreational purposes;
- Conserve and enhance areas of ancient and semi-natural woodland and the existing hedgerow pattern, as important historical, landscape and nature conservation features; enhance the ecological structure of woodland, copses and hedges; and strengthen through planting where appropriate to local character;
- Conserve and manage areas of grassland, enhance the ecological structure of meadowland and strengthen their recreational role;
- Conserve and manage the river banks and their margins to protect and enhance existing biodiversity, and manage wildlife habitats;
- Ensure that agricultural and landscape works in sympathy with the natural character.

**4.6** The following nature conservation sites are to be managed to protect and nurture biodiversity:

- Little Waltham Village Meadows;
- Chelmer Valley Riverside;
- Broomfield-Little Waltham Chelmer Mosaic (which includes three Essex Wildlife Trust Sites of Newland Grove, Alder Carr and Little Waltham Meadows).

### ***Access and movement principles***

**4.7** The river valley will become central to north-south and east-west walking and cycling routes. As well as improving connections within and between neighbourhoods, this will improve recreational access to the river valley countryside through:

- Enhancing existing and creating new footpath and cycle routes;
- Creating new links running north-south along the river valley and eastwards through the new neighbourhood;
- Linking Essex Wildlife Trust Sites.

### ***Strategic recreation improvements***

**4.8** The river valley contains the following recreational sites which will all serve extended neighbourhoods:

- Springfield Hall Park and Playing Fields;
- Swans Pasture, Springfield;
- David Smith Memorial Recreation Ground/Broomfield Football Club Pitches;
- Broomfield Cricket Ground.

### ***Visual enhancements***

**4.9** The following are proposed within the river valley

- Undergrounding of overhead power lines and removal of pylons undertaken by developers as a result of development proposals in North East Chelmsford;
- Tree and hedge planting along built edges secured through planning permissions and in partnership with initiatives from conservation groups and landowners;
- Improvement of paths and access ways through the use of pooled developer contributions and through the use of planning obligations.

**4.10** Development proposals relating to rural activity or existing residential and business uses will need to be designed and treated in such a way as to be compatible with the special character and appearance of the Green Wedge.





### Urban Area and Defined Settlement Boundaries

#### Background

**5.1** The Urban Area and Defined Settlement boundaries show the extent of the built-up area of towns and of villages across the Borough. Within the NCAAP area, this includes the northern edge of Chelmsford Urban Area and the Defined Settlements of Little Waltham, Great Waltham and Broomfield.

**5.2** In accordance with the adopted Core Strategy and Development Control Policies DPD and Government guidance development outside these boundaries is generally subject to restrictive policies which strictly limits uses that are appropriate to the countryside, such as purposes directly related to agriculture and other rural uses. The definition of boundaries prevents development encroaching into the countryside in an unplanned manner and helps to safeguard the form and character of existing settlements.

**5.3** The Chelmsford Urban Area and Broomfield Defined Settlement boundaries have been extended to include the development allocations contained within the NCAAP. In addition, the defined settlement boundaries of Little Waltham and Great Waltham have been defined and include allocations for the development of new local needs rural affordable housing.

**5.4** The Urban Area and Defined Settlement boundaries have been identified on the Proposals Map to ensure a consistent approach and to create defensible boundaries that reflect the nature, size, setting and character of villages' settlement boundaries. The boundaries have been defined in order to include permanent residential buildings which are of a similar density and character to the host settlement or built-up area. Where properties are on the edge of settlements and have extensive or very long back gardens the boundary is drawn approximately 25 metres from the rear of the building. This seeks to prevent backland development which could harm the character of the open countryside. When defining the boundaries, consideration has been given to circumstances where there is an existing planning permission or existing development briefs that have been prepared by the Borough Council.

#### Chelmsford Urban Area Boundary

**5.5** The existing Urban Area of North Chelmsford is well defined and is punctuated by the Upper Chelmer River Valley. The NCAAP allocates a large masterplanned urban extension in North East Chelmsford with a number of smaller urban extensions in North West Chelmsford and the Urban Area of Chelmsford has been extended on the Proposals Map accordingly. The masterplanning principles for each of these development allocations are set out in Sections 2 and 3 of this document.

#### Defined Settlement Boundaries

##### *Broomfield*

**5.6** Broomfield is a large settlement lying on the B1008 (Main Road) immediately to the north of the built-up area of Chelmsford. It is irregular in shape, essentially built-up in character but has important gaps in the development pattern. The area around Church Green is the historic core of the settlement and is within a Conservation Area. As part of the Council's Spatial Strategy, new development sites are proposed adjacent to the existing built-up area of the settlement.

**5.7** The defined settlement boundary has been tightly drawn around the existing development area, but has been drawn to include Site Allocations 1 and 2. However, in the case of Site Allocation 2 – Land to south and west of Broomfield Place and Broomfield Primary School, the defined settlement boundary has been drawn in order to retain a gap in development and ensure that Broomfield Defined Settlement boundary is not the same as Chelmsford Urban Area.

### **Great Waltham**

**5.8** Great Waltham is a compact settlement with a well defined edge bounded by open countryside. The village has a good range of services and facilities including a primary school, shop/post office, pubs, hairdressers and there are proposals to create a *Community Focal Point* through the extension of the existing village hall. The village is served by bus route.

**5.9** Great Waltham has an attractive and historic village centre and also a limited amount of modern estate development. The character of the adjoining countryside is very open and includes a deer park associated with Langleys House which along with the historic core of the village, are within a Conservation Area. The defined settlement boundary has been drawn tightly around the built-up area of the settlement. The Parish Council has been active in assessing the need for new affordable homes in the village. New affordable housing primarily for local needs is proposed through the redevelopment of Airey Houses in Barrack Lane which are within the defined settlement boundary and the site is indicated on the Proposals Map.

### **Little Waltham**

**5.10** Little Waltham is an irregular shaped settlement which is focused on the historic centre of the village along The Street which is within a Conservation Area. More recent development has occurred in depth both sides of Brook Hill and there is also a separate area of established development along Chelmer Road, to the south of the main settlement. Little Waltham is located within the Chelmer river valley with the river passing through the village forming an attractive feature. The river valley to the south of the settlement has been designated part of the Upper Chelmer Green Wedge. Little Waltham has a good range of services and facilities, including a primary school, community halls and shop although it has recently lost its Post Office. The village is served by a bus route.

**5.11** The scope to extend the defined settlement is very constrained and therefore new development would be an exception to this policy of constraint and limited solely to meet local affordable housing needs. Paragraph 20 of Planning Policy Statement 3 (PPS3) Housing, states that local planning authorities should be positive and pro-active and consider allocating and releasing sites solely for affordable housing through this 'exception' process. This is reflected in Policies CPI5, DC31 and DC32 of the Core Strategy and Development Control Policies DPD. The objective is to achieve high quality housing that contributes to the creation and maintenance of sustainable rural communities.

**5.12** The most suitable site to accommodate local affordable housing need in Little Waltham is at land to the south of Church Hill. This is a 'greenfield' site that lies adjacent to the built-up area of Little Waltham and within walking distance of village facilities. The site could be readily accessed from Church Hill. Therefore, the site has been allocated on the Proposals Map solely for affordable housing to meet local need in accordance with rural affordable housing exception policies contained within PPS3 and the Core Strategy and Development Control Policies DPD.

**5.13** Subject to the detailed assessment of local housing need being completed, it is estimated that any development would be in the region of 10 dwellings. Although the site area may be capable of accommodating more dwellings this would not be acceptable. A significant proportion of the southern portion of the site, especially the area bounding the Church and graveyard must remain open and could form public open space. The site adjoins the Conservation Area and therefore the design and layout of the development would need to protect and enhance the character and appearance of the Church and its surroundings.

### ***Countryside beyond the Green Belt***

**5.14** The NCAAP area does not contain any Metropolitan Green Belt. Therefore, land outside the Urban Area and Defined Settlement boundaries, land specifically allocated for development and the Special Policy Areas is defined on the Proposals Map as Countryside beyond the Green Belt where in accordance with the Core Strategy and Development Control Policies DPD the countryside will be protected for its own sake. In addition, there are notations within the Countryside beyond the Green Belt which have specific notations for nature conservation or recreation e.g. Green Wedge, open space.



### Open Space

**6.1** There are existing areas of open space across the NCAAP area which are used for a variety of different purposes. These can both be public and private and range from formal recreation and leisure such as playing pitches and allotment gardens to natural and semi-natural space.

**6.2** Consultants have undertaken, on behalf of the Borough Council, an assessment of open space and recreational facilities across the Borough in line with Government guidance (PPG17). This has identified the following groups of open space:

- Parks and gardens;
- Natural and semi-natural urban greenspaces;
- Green corridors;
- Outdoor sports facilities;
- Amenity greenspace;
- Provision for children and teenagers;
- Allotments, community gardens, and city (urban) farms;
- Cemeteries and churchyards.

**6.3** Policy DC39 of the Core Strategy and Development Control Policies DPD protects existing open space from development as identified on the Proposals Map which includes:

- All existing public open space;
- Private outdoor sport grounds;
- School playing fields;
- Allotments.

**6.4** The Proposals Map which accompanies the NCAAP identifies the open space in the Plan area. There are certain types of open space that are protected as part of general countryside policies such as natural and semi-natural open space outside the urban areas or defined settlements or those that have other specific designations i.e. Registered Park and Garden, country parks or educational establishments. Where this is the case, they will not also be shown as open space in addition to their primary notation on the Proposals Map.

**6.5** All new residential development will need to provide new open space in accordance with the Borough Council's adopted standards set out in Policy DC40 and Appendix D of the adopted Core Strategy and Development Control Policies DPD.

### Protected Lanes

**6.6** Protected Lanes are country lanes with considerable historic and landscape value that contribute to rural character. These routes often originate from pre-historic trackways through the forest, and later lanes used during Saxon and Medieval periods. Protected Lanes were originally identified by Essex County Council in the mid 1970's and designated through the Essex Structure Plan. The Borough Council commissioned Essex County Council (Historic Environment Management Team) in 2009 to undertake a review and re-assessment of Protected Lanes as part of preparation of the NCAAP and the Site Allocations DPD which has assessed the existing Protected Lanes and sites put forward as new 'candidate' Protected Lanes.

**6.7** The review of Protected Lanes undertaken by Essex County Council has assessed the historic, landscape and biodiversity value of the existing and candidate lanes and has made recommendations where existing Protected Lanes should lose their designation and where new Protected Lanes should be included. In accordance with the review, the Proposals Map identifies the Protected Lanes within the NCAAP area, which are:

- Birds Farm Lane in the Parish of Boreham;
- Boreham Road in the Parishes of Boreham and Great & Little Leighs;
- Hoe Lane in the Parish of Great Waltham;
- Humphreys Farm Lane in the Parish of Great Waltham;
- Larks Lane in the Parish of Great Waltham;
- Mill Lane in the Parish of Broomfield (part only);
- Noakes Farm Lane in the Parishes of Boreham and Great & Little Leighs.





### Introduction

**7.1** Planning Policy Statement 12 requires that Area Action Plans should set out as far as practicable the timetable for the implementation the proposals they contain. The tests of soundness of a DPD are that it should be justified, effective and consistent with national policy. The term 'effective' means that the proposals must be deliverable, flexible and able to be monitored.

**7.2** The major element of this chapter is a housing/employment/infrastructure trajectory showing the delivery/implementation sequence of the various elements of the NCAAP. The delivery mechanisms for the NCAAP include the Chelmsford Tomorrow Local Delivery Mechanism and the Borough Council's Integrated Development Programme (IDP). The major mechanism for monitoring the delivery of the NCAAP is the Annual Monitoring Report.

### Housing

**7.3** The housing trajectory contained within the Core Strategy and Annual Monitoring Reports has been updated. This updated trajectory includes specific allocations for greenfield land release in the new North East and North West Chelmsford neighbourhoods, these are shown in Table 7.1 below.

**Table 7.1 Proposed Residential Completions (New dwellings)**

	2011 - 2012	2012 - 2013	2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	2011 - 2021
North East Chelmsford	100	275	300	325	375	375	375	375	350	350	3,200 minimum
North West Chelmsford	50	50	100	100	100	100	100	100	100	-	800 maximum

### Employment

**7.4** The NCAAP envisages 64,000 sq m of employment floorspace. It is envisaged that in the period 2011/12 - 2014/15 the employment floorspace proposed at Site Allocation 17 (Essex Regiment Way) will precede the development of Site Allocation 18 (land north east of Boreham Interchange, east of North East Chelmsford Bypass corridor) and the trajectory has been devised on this basis. The delivery trajectory is shown in Table 7.2.

**Table 7.2 Proposed Employment Floorspace Delivery (Sq m GIA) Gross Internal Area**

	2011 - 2012	2012 - 2013	2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	2021 - 2023	2011 - 2021
Employment floorspace	6,000	6,000	6,000	6,000	5,000	4,500	4,500	4,500	4,500	4,500	8,250	64,000

### Infrastructure

**7.5** Policy CP4 of the Core Strategy and Development Control Policies DPD sets out the key infrastructure requirements to deliver the objectives of the Borough wide Spatial Strategy which is supported by the adopted Planning Contributions SPD. This list has been refined as this NCAAP has been developed.

**7.6** The infrastructure requirements of the NCAAP are listed in Table 7.3 together with details of the implementation mechanisms and agencies.

**Table 7.3 Key Infrastructure**

Infrastructure	Implementation mechanism/agency/funding
North East Chelmsford Rail Station	The rail industry, Essex County Council, Chelmsford Borough Council and the developer of the new North East Chelmsford neighbourhood are working in partnership on the delivery of this project. A funding mechanism is being developed which is outside of the planning contributions (standard charges) regime.
Boreham Interchange Improvements and Chelmsford North East Bypass	Essex County Council is the lead authority for both of these projects. Boreham Interchange capacity improvements are required to manage increased traffic volumes arising from development. Funding is a combination of Government funding and developer contributions. In addition, the developers of the new North East Chelmsford neighbourhoods will be required to fund the necessary improvements to Boreham Interchange as part of their infrastructure requirements.
Proposed Radial Distributor Route (NE Chelmsford Neighbourhood)	A radial distributor route serving the neighbourhood will run from Boreham Interchange to the Essex Regiment Way (Belsteads Farm Roundabout). This will be provided by and funded by developers as part of the development. A link road will be required from the radial distributor route to provide access to the new railway station and associated business development. The existing Generals Lane railway bridge will be replaced as part of the task.
ChART	Essex County Council is the lead authority for ChART. Funding will be a combination of Government funding and developer contributions. Within the new North East Chelmsford neighbourhood ChART infrastructure will be provided by developers as part of the on site infrastructure requirements.
Park and Ride	Essex County Council is the lead authority for Park and Ride. Funding will be a combination of Government funding and developer contributions and potentially Growth Fund monies.
Electricity	It is likely that there will be a need for a new primary substation to serve the North Chelmsford developments. If further assessment determines that there is a need, then funding will be through EDF Energy's bidding process. If necessary, developers may provide forward funding to deliver items required in the short term.
Undergrounding of overhead power lines	The overhead electricity cable and pylons across the Chelmer River Valley and north of New Hall will be placed underground. This will be provided by and funded by developers.
Water / Sewerage	A Water Cycle Study (Phase 1) has been undertaken and further detailed work is commissioned. Anglian Water has stated that sewage treatment capacity at the Chelmsford Sewage Treatment Works is limited and is being addressed by works undertaken in the period 2010-2015. A new strategic sewer and pumping station will be required to serve new development in North East Chelmsford. There is downstream capacity in the existing Broomfield sewer for 400 dwellings. Funding will be through Anglian Water's bidding process. If necessary, developers may provide forward funding to deliver items required in the short term.
Schools	Essex County Council as education authority has identified the need for a new secondary school and two 420 place primary schools to serve new development in North East Chelmsford. There is also the potential for a third primary school if dwelling numbers reach appropriate trigger points. In North West Chelmsford, a relocated and expanded two-form entry primary school (Broomfield Primary School) is being proposed

## Part 7 Implementation and Monitoring

Infrastructure	Implementation mechanism/agency/funding
	as part of Site Allocation 2. Funding and appropriate land for the new schools in North East Chelmsford would be secured through appropriate developer contributions. A funding strategy which includes developer contributions is being formulated for the relocated and expanded primary school in North West Chelmsford.
Green Infrastructure	New green infrastructure will be provided as an integral part of new development being proposed within the NCAAP. This will include strategic open space such as playing fields, local open space including children's play space and areas for allotments. Strategic landscaping and open land incorporated into development will also contribute to the overall green infrastructure. New green infrastructure will be secured and funded through the process of development.
Community Facilities	Community facilities includes the provision of non-residential floorspace at new local centres including the provision of a new 4 GP practice (1,000 sq m) in North East Chelmsford and a new 2 GP practice (350 sq m) in North West Chelmsford. Developers will be responsible for providing the built accommodation, including subsidising the rental costs over an agreed period. The health centre facilities will be secured through a planning obligation(s) along with financial contributions towards the cost of providing health care services.
Strategic Landscape and Compensation Measures	The development of North East Chelmsford is to be masterplanned and delivered with a green infrastructure and landscape strategy for the whole area. As a key element of this, the implementation of a landscape plan including open estate parkland around New Hall and landscape features shaping the development areas forms a major part of the measures compensating for the effect of development on the setting of the Grade I Listed New Hall and its Registered Park and Garden (detailed in Appendix I). A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by Chelmsford Borough Council in collaboration with English Heritage, New Hall School and other partners. This will be secured through planning obligations, outside of the standard charges regime.

### Delivery programme

**7.7** It is essential that the necessary infrastructure is delivered at the same time as housing and employment floorspace comes on stream. The proposed Radial Distributor Road will be constructed over the period of developing the new North East Chelmsford neighbourhood. The phasing of the construction will be dependent upon the order in which the various parcels of development are built out and the maintenance of access to Bulls Lodge Quarry.

**7.8** In North West Chelmsford, Site Allocation 1 cannot be constructed ahead of Site Allocation 2 which provides a relocated and expanded Primary School to serve both sites. For the avoidance of doubt, housing delivery in North West Chelmsford is not dependent on the delivery of the key infrastructure shown in relation to North East Chelmsford. The infrastructure trajectory for North East Chelmsford is shown in Table 7.4.

### Table 7.4 Infrastructure trajectory for North East Chelmsford

Financial Year	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Post-2021
Dwellings completions (no, cumulative)	0	100	375	675	1,000	1,375	1,750	2,125	2,500	2,850	3,200	4,000
Employment space - west site (m² cum.)	0	6,000	12,000	18,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
Employment Space - east site (m² cum.)	0	0	0	0	0	5,000	13,750	18,250	22,750	27,250	31,750	4,0000
Strategic landscape and heritage compensatory measures												
New strategic sewer												
chant - Phase 1												
ChART - Phase 2												
Primary School and EY&C 1												
NE Chelmsford Radial Distributor Road from Essex Regiment Way to Bulls Lodge Quarry entrance												
Boreham Interchange, including replacement Generals Lane Bridge												
ChART - Phase 3												
Community centre												
Health centre												
Undergrounding of overhead power lines												
Sports pitches, change facilities, parking												
Secondary school, indoor sports/pitches		(1)										
Neighbourhood Policing Office												
Increased capacity in electricity supply												
Primary school and EY&C 2												
Railway Station (2)												
Community library												
Primary school and EY&C 3												
Phasing	< Phase 1 >					< Phase 2 >			< Phase 3 >			<Phase 4>

- |   |  |
|---|--|
| 1 | Timing of secondary school depends on availability of additional funding, which would need to be available in order to achieve the 2014/15 completion date |
| 2 | Timing based on agreed level of trips being observed on local highway network - may therefore be subject to change   |

### Integrated Development Programme

**7.9** The Chelmsford Integrated Development Programme (IDP) has been developed to set out how Chelmsford proposes to deliver economic and housing growth in the period to 2021. In particular, it focuses on what the nature of the growth will be, what it will seek to deliver, where it will be delivered and importantly what major capital investments are required to enable the growth to come forward in a sustainable way.

**7.10** The IDP has been produced by a project team comprising Chelmsford Borough Council, Essex County Council and the Homes and Communities Agency. The project team was supported by EEDA and SQW Consulting in developing the Integrated Development Programme.

**7.11** The IDP is a tool to guide the work and inform the delivery partnership for Chelmsford, the Chelmsford Tomorrow Local Delivery Mechanism (LDM). The IDP is a live document and will be continually refreshed and reviewed.

### The Chelmsford Tomorrow Local Delivery Mechanism

**7.12** The Chelmsford Tomorrow Local Delivery Mechanism (LDM) is a partnership of authorities and agencies that together are co-ordinating the delivery of key infrastructure required to support Chelmsford's growth and deliver the Chelmsford Tomorrow vision. The LDM comprises a Strategic Steering Group with the following membership:

- Chelmsford Borough Council
- Essex County Council
- Environment Agency
- Mid-Essex Primary Care Trust
- Homes and Communities Agency (HCA)
- The Highways Agency
- Network Rail

**7.13** The LDM is an informal partnership that has an agreed Memorandum of Understanding and Business Plan. A series of project teams have been established to take forward the delivery of key strategic projects within Chelmsford. Progress on these projects is reported to the Strategic Steering Group on a regular basis. The LDM also performs the role of monitoring the Borough Development Fund, the delivery of strategic infrastructure and the use of the Growth Fund monies.

### Monitoring

**7.14** The major mechanism for monitoring the delivery of the NCAAP is the Annual Monitoring Report.





**I.1** This schedule lists all the necessary actions to compensate for the erosion of the setting of the Grade I listed New Hall and its Registered Park and Garden. The setting includes the associated listed building groups at Old Lodge Farm and Bulls Lodge Farm. These compensatory measures are to be implemented as part of the planned development in North East Chelmsford.

**I.2** The principles of compensatory measures are explained in the section *Foundations of a Masterplanned Approach in North East Chelmsford*. The Statement of Common Ground agreed in 2007 between the Borough Council and English Heritage establishes a position that development as a whole will erode the setting of New Hall and that compensatory measures should be proposed within the NCAAP.

**I.3** The area subject to compensatory measures comprises:

- Land kept free of built development and maintained as Estate Parkland;
- Land containing the heritage assets;
- Land within the setting of New Hall, including the New Hall campus, which are subject to site specific allocations which allow for built development;
- Land allocated for other uses - primary school and public open space.

**I.4** The compensatory measures include planning mechanisms as well as physical works and land management. All will be implemented through:

- The masterplanning and site planning design and specification process;
- Planning permissions and legal agreements on funding contributions;
- Agreements between land owners.

**I.5** The proposed measures are set out below under six headings.

## A. Landscape strategy – the masterplanning parameters for the whole planned area

Landscape character is the basis for counter measures to reinforce the particular sense of place generated by New Hall. The landscape strategy in the NCAAP is the first compensation measure and is the basis for all other proposed actions.

No	Proposed action and objectives	Implementation	NCAAP reference
A1	<p>A landscape strategy and masterplanning principles as a foundation of the NCAAP to structure space around New Hall.</p> <p>Two elements are key to compensation:</p> <p>Open land and landscape works defining the core area of the heritage setting (B and C below).</p> <p>Planted spaces and major landscape features, such as avenues and tree belts, within the neighbourhood development areas (E below).</p> <p><i>To meet the obligation to address heritage issues through a masterplanned approach. Great houses were intended to command large landscapes. The surviving avenue is a literal manifestation of this. The proposed landscape structure includes avenue features that maintain the influence of the house and grounds over an extensive area, reaching into the development areas, thereby creating a historic link, a sense of place and a means of orientation.</i></p>	<p>The strategy as expressed in this document will be carried through to developer masterplans and project specifications.</p> <p>Conservation and enhancement of existing landscape features is necessary in any event and does not constitute a compensatory measure.</p> <p>A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners.</p>	<p>Foundations of a Masterplanned Approach: B. Landscape Structure</p>

## B. Site allocation and land use control of open areas

The site specific allocation of open landscape areas forming the key areas of the setting to New Hall provides a sound policy basis for land use control and conservation action. Land use parameters enable statutory control by the LPA and accompanies the realisation of new landscape character.

No	Proposed action and objectives	Implementation	NCAAP reference
B1	<p>Site specific allocation for open land south of New Hall, west of Bulls Lodge Farm (both sides of the avenue approach and land east of Generals Lane encompassing Bulls Lodge Farm) as Estate Parkland.</p> <p><i>To manage the use of the land to conserve open landscape and provide the basis for positive landscape improvement.</i></p>	Land allocations for conservation objectives as part of the NCAAP as a policy document.	Site Allocation 24, Figure 30
B2	<p>Site specific allocation for open land east and north of New Hall (east of Generals Lane, north of Bulls Lodge Farm).</p> <p><i>To maintain actual open landscape continuity east of New Hall to avoid enclosure and to maintain the meaning of a country house in the countryside. To use the open setting for active uses supporting new and existing development. To maintain a visual link to the listed barn on the quarry road.</i></p>	Land allocations for conservation objectives as part of the NCAAP as a policy document.	Site Allocation 25, Figure 31
B3	<p>Land use control of the above areas, to activities within the following range:</p> <p>Open uses ancillary to education, agriculture, equestrian, private estate parkland, public open space, semi-natural land, allotments and community gardens. Permitted Development rights to be removed.</p> <p><i>To prevent undesirable development and to ensure the achievement of landscape character objectives.</i></p>	Control on the basis of NCAAP as a policy document and management of planning applications by the LPA.	Site Allocation 25, Figure 31

## C. Landscape works within the open landscape areas

Specific landscape project works that are essential in creating a new landscape character for the setting of New Hall. All the following will be funded from development contributions and the implementation process commenced ahead of development.

No	Proposed action and objectives	NCAAP Reference
C1	<p>Open land directly east of Old Lodge to be provided as public open space, suitable for CBC adoption with planning design controls over structures, lighting and planting.</p> <p><i>To maintain the important open, visual link with New Hall across open land towards Bulls Lodge and to enable public enjoyment of open landscape.</i></p> <p>Redefine public open space on east side of Beaulieu Park extending slightly eastwards and widening at the south end. Specification suitable for CBC adoption</p> <p><i>To enable public enjoyment of open landscape in a well managed way and provision of recreational space.</i></p>	Site Allocation 25, Figure 31
C2	<p>Planting along the eastern edge of Beaulieu Park:</p> <p>A hedgeline along the redefined public open space, tree planting in clumps to screen and filter views (as below).</p> <p><i>To compensate for the impact of existing development on the setting of New Hall and to soften the unresolved, harsh appearance of the built edge.</i></p>	Site Allocation 24, Figure 30
C3	<p>Open landscape north of railway, east and west of Approach and east of Generals Lane:</p> <p>Transform to historic parkland character:</p> <p>Plant with sporadic parkland trees and clumps of appropriate native species, or those with a historic precedent in New Hall, e.g. oaks, walnut trees, elms.</p> <p>Create public open space on western side of the Estate Parkland, incorporating a footpath. Incorporate informal nature trails within the Estate Parkland for public enjoyment. Install interpretation boards. Development Implementation may be led by New Hall School with development funding.</p>	Site Allocation 24, Figure 30

	<i>To create and sustain an historic parkland character</i>		
C4	<p>Increase tree planting west of the nuns' burial ground. Maintain view of cemetery gate pinnacle. Enhance the boundary.</p> <p><i>To create visual screening and security by extending the Wilderness.</i></p>	Site Allocation 24, Figure 30	
C5	<p>Extend the existing tree avenue approach along the access route from White Hart Lane. Provide a more appropriate gate structure as an entrance feature commensurate with the historic status of the estate.</p> <p><i>To mark a formal, spatial 'event' at south end of approach, enhance existing avenue character, and ensure no severance of the avenue.</i></p>	Site Allocation 24, Figure 30	
C6	<p>New planting along the north side of railway from White Hart Lane where space and functional requirements allow. Feature planting at the southern end of the approach to screen unsightly railway equipment and to conclude the approach.</p> <p><i>To provide visual and aural enhancement.</i></p>	Site Allocation 24, Figure 30	
C7	<p>Improve quality and safety of :</p> <p>The public footpath linking Old Lodge and Bulls Lodge along the garden wall of New Hall and</p> <p>The public footpath running north of New Hall.</p> <p>Resurface and widen each path in sympathetic material. Inclusion of low-height and low-intensity lighting to ensure safety. Install appropriate historic interpretation explaining the history and connections between buildings.</p> <p><i>To maintain access and ensure buildings are seen within a green setting.</i></p>	Site Allocation 24, Figure 30	

## D. Land control and long term management and maintenance responsibility for open areas

While the statutory plan can direct land use and development, the long term landscape quality of key land areas adjacent to New Hall will be secured through responsible ownership and/or management.

No	Proposed action and objectives	Implementation	NCAAP Reference
D1	Direct control of open land south and east of New Hall by New Hall School or other suitable owner. <i>To secure the open Estate Parkland landscape for the future with a long term maintenance commitment.</i>	The land may be managed by the existing landowners who will be obliged to carry out compensatory landscape works. Alternatively land control could be transferred at nil or nominal cost to New Hall School who would maintain the land. Other organisations which may take it on are the Forestry Commission, the Woodland Trust and Essex Wildlife Trust.	Site Allocation 24, Figure 30
D2	Transfer ownership of landscape buffers to school at nil or nominal cost.	Landscape buffers implemented with development would be dedicated to the school through s106 obligations.	Site Allocation 24, Figure 30
D3	Long term maintenance within a landscape management strategy	New Hall or other suitable owner with commuted funds, based on a costed landscape and management plan.	Site Allocation 24, Figure 30
D4	Management of public open space forming landscape setting. Pond east of Beaulieu Park to be adopted by suitable management agency to manage fishing and cleanliness.	Public open space at corner to be provided to CBC Parks standards and adopted by the Borough Council.	Site Allocation 24, Figure 30

## E. Site planning requirements for compensatory measures on allocated development land adjoining historic sites

Within land allocated for development, specific compensatory measures need to be provided alongside development to contribute to the overall compensation for loss of setting. Within land allocated for development, the compensatory measures are distinct from, and go beyond, two related planning matters:

- The Local Planning Authority has an obligation to protect and enhance the character of listed buildings and their settings. Therefore, all new development in the vicinity of historic sites will be required to be laid out and shaped to avoid adverse impact and to create a positive relationship. Specific requirements relating to siting, form, scale and landscape are stated explicitly in the relevant land allocations within the NCAAP and will represent parameters in subsequent design and development control. The detailed Landscape Plan will include design parameters for proposed development in these site allocations adjacent to Estate Parkland.
- All the listed buildings have occupiers, active uses, associated non-listed buildings and environmental qualities that have to be considered in their own terms aside from the historic significance of the site. The Council has particular regard to the long established school use of New Hall and the link between its tranquil rural environment and its long term attractiveness, as well as the existing uses of Old Lodge and Bulls Lodge building groups.

All the following are to be provided by developers within and adjacent to allocated sites, in accordance with the NCAAP landscape strategy, as a planning obligation related to development. The Landscape Design and Management Plan will specify dimensions for these landscape elements.

No	Proposed action and objectives	NCAAP Reference
E1	<p><b>Site no. 7 west of New Hall</b></p> <p>Provide a tree lined avenue reaching into the development area from open land to the south.</p> <p>Provide a margin of land free of building, next to the school boundary with buffer woodland planting according to the NCAAP landscape strategy.</p> <p>Provide community gardens adjacent to the wilderness and nuns cemetery.</p> <p>Provide a generous linear green space for the existing footpath to run through.</p> <p>Layout used to define the postulated boundary of the former deer park pales and retain existing planting.</p> <p>Keep land open, preserve and consolidate trees south and west of Old Lodge.</p> <p>Organise development around field boundaries.</p>	Figure 15
E2	<b>Sites 8, 9 and 11 north of New Hall</b>	Figures 16, 17 and 19

	<p>Remove electricity pylons from land north of New Hall. Place power line underground.</p> <p>Provide a tree lined avenue extending north from New Hall along the continuous field boundary to the northern limit of the development area.</p> <p>Provide a margin of land free of building, next to the school boundary with buffer planting according to the NCAAP landscape strategy.</p> <p>Provide an open 'wedge' of open land at the north east of the school grounds to maintain a sense of connection to countryside.</p> <p>Layout used to define the postulated boundary of the former deer park pales, through the expansion of surviving areas of coppicing etc to form landscape features within the development.</p> <p>Conserve character of Generals Lane.</p> <p>Existing field boundaries retained and reflected in the layout of proposed development.</p>	
E3	<p><b>Site no. 25 east of New Hall</b></p> <p>Land kept open for recreational open space and allotments, open setting for New Hall, open aspect to listed barn next to quarry access road.</p> <p>Provide landscape next to bypass and road junctions.</p> <p>Tree screening belts alongside new road.</p> <p><i>To moderate visual and noise impact of road and traffic.</i></p>	Figure 30
E4	<p><b>Site no. 20 north of Boreham Interchange, adjacent to railway, south of New Hall</b></p> <p>Plant tree belt (width to be specified in the detailed Landscape Design and Management Plan), with native or historically apt trees and low level planting.</p> <p>Strengthen hedge on west side of Generals Lane.</p> <p>Restrict height of station and associated development behind trees.</p> <p>Design-in a glimpse view of New Hall from the station through a narrow opening.</p> <p><i>To minimise visual impact of station and other buildings on the setting</i></p>	Figure 27
E5	<p><b>Site no. 10 land south of Bulls Lodge</b></p> <p>Plant tree belt (at least 10m wide, with native or historically apt trees and low level planting).</p> <p>Restrict height of development behind trees.</p> <p>Landscape next to bypass and road junctions.</p> <p><i>To moderate visual and noise impact of road.</i></p>	Figure 18

E6	<p><b>Site no. 18 land north east of Boreham interchange</b></p> <p>Restrict height of development to avoid visibility from New Hall. Plan landscape space within development to exploit views through trees of New Hall and Boreham House from the same position. At northern part of land allocation, provide tree planting and open space to the south of the listed barn.</p>	Figure 26
E7	<p><b>Site no. 19 land at Colchester Road</b></p> <p>Conserve remnant avenue. Restrict height of development to avoid visibility from New Hall.</p>	N/A

## F. Site allocation of land containing listed building groups with specific direction of land use, conservation and development

The allocation of two specific historic sites provides a sound policy basis for enabling conservation action, land use change and development.

No	Proposed action and objectives	Implementation	NCAAP reference
F1	<p>Site specific allocation for New Hall buildings, grounds and related land, including additional land to west and north-east boundaries.</p> <p><i>To assist the school in managing the historic assets and associated landscape and to develop school activities in the long term in a coordinated manner.</i></p>	The Council allocates the land through the statutory development plan and implements through planning control.	Site Allocation 22, Figure 28
F2	<p>Preparation of an estate masterplan for land within the site specific allocation for New Hall School, and land areas containing landscape buffers initially provided with adjoining development, which the school may manage in the future.</p> <p><i>To provide a framework for conservation and improvement of the historic assets and for management of school growth. The school's own future plans for change have to be seen to be ordered in accordance with heritage priorities.</i></p>	It is for New Hall School itself to develop the long term masterplan on the basis of representations made during the preparation of the NCAAP. The school would prepare it in consultation with the LPA and English Heritage and implement through a long term planning performance agreement with the LPA.	Site Allocations 22 and 25, Figure 28 and 30
F3	<p>Enhancement of elements of historic landscape and new landscape within the New Hall estate which will act as compensation for development impacts. This would include planting additional trees within the west and north boundaries of the grounds and improving western boundary walls and fences, including the boundary of the cemetery.</p> <p><i>To secure compensatory benefits from the New Hall estate itself.</i></p>	<p>The cost of these works would need to be shared between developer and school.</p> <p>New Hall School will also programme works within its long term strategy to enhance green spaces, restore the Wilderness, restore moat, and other enhancements to the Registered Park and Garden, all of which will be valuable but which cannot be regarded as compensatory measures for the current purpose. While a margin of land is allocated to the school adjacent to the sports halls, works here would improve this specific boundary condition but not constitute heritage compensation.</p>	Site Allocations 22 and 25, Figures 28 and 30

F4	<p>Management regime within the estate masterplan to include landscape buffers and tree planting provided as compensatory measures adjacent to the west and north sides of the school grounds.</p> <p><i>To ensure long term care and quality of landscape elements at the interface with development.</i></p>	A future use and landscape management regime for those parts of new planted areas which the school may control at the interface with development.	Site Allocations 22 and 25, Figures 28 and 30
F5	<p>Site specific allocation for Old Lodge Farm.</p> <p><i>To enable restoration of historic buildings and an enhanced group setting in a coordinated manner.</i></p>	<p>Old Lodge Farm owner.</p> <p>Immediate implementation, pre-NCAAP adoption.</p>	Site Allocation 23, Figures 29





**2.1** The Borough Council will encourage site planning, building and landscape design solutions creating the conditions for high quality places. The Borough Council seeks to maintain the high standards of housing design for which Chelmsford and Essex have a national reputation.

**2.2** Each site allocation contains masterplanning principles for access, layout, landscape and built form.

**2.3** Architects and landscape designers will be required to adhere to the Borough Council's adopted guidance in Supplementary Planning Documents:

- Making Places
- Sustainable Development

**2.4** In addition, the Borough Council will expect site planning to follow the advice contained in

- The Essex Design Guide
- The Urban Design Compendium
- Government Companion Guide to PPS3
- The Code for Sustainable Homes
- Manual for Streets

**2.5** For guiding principles specific to site allocations in North West or North East Chelmsford, the Borough Council will work with developer teams to secure consistently high finished quality across all development phases, and consistent good practice in determining layout, detail and construction choices. This will be done by means of adopted Core Strategy standards and adopted Supplementary Planning Documents; published good practice guidance; 'coding' for specified circumstances outside of existing guidance, and constructive use of planning conditions to secure appropriate detailed solutions.

**2.6** The aspects of scheme design that would be implemented with the help of coding are:

- Securing the development masterplanner's vision by means of establishing the designer's layout themes of building alignment, space enclosure, shared space and landscape principles. Such coding will keep a masterplan vision intact across all phases of development. This would be conveyed through the Design and Access Statement to be submitted with outline planning applications and translated to conditions.
- Securing focused objectives for specific situations, such as the built form and detailed treatment of buildings facing open landscape.

**2.7** Conditions on planning permissions and their reasons will be the primary means of securing detailed design objectives and will provide clarity for development control planners dealing with applications for reserved matters. The stated reason for a condition may contain an explanation and a diagram of the design objective, the expected outcome and criteria to assist planning officers dealing with future applications for approval of reserved matters and details.

**2.8** Particular attention is drawn to the following aspects of the Borough Council's approach to guiding design:

### Built form and character types

**2.9** The character and liveability of a new place derives from the layout of buildings and spaces, the scale and form of buildings, the mix of houses, apartments and business space, the landscape and planting and the legibility and orderliness of public spaces. Scheme proposals should demonstrate coherence and continuity of built form; well-conceived enclosure of public streets and spaces to aid orientation, to reflect location and to acknowledge relationships to landscape and heritage.

### Perimeter blocks

**2.10** Housing of all types, whether continuous frontage or detached, should be laid out in perimeter blocks whereby all buildings face the street, private space is out of sight and secure behind buildings or walls. This helps to create safe route linkages, provide natural surveillance, avoid cul-de-sacs, create good street character, improve security and privacy and make optimal use of land. Perimeter block layouts enable spaces to be shaped and enclosed.

**2.11** Chelmsford has many built examples of corner-turning houses and hidden parking within perimeter blocks, features it will require in future layouts. In grid-pattern layouts, straight runs of buildings need to turn the corners by means of dual-fronted houses or brick walls continuing the sense of built frontage.

**2.12** In order to achieve good energy efficiency, the Borough Council will support layouts incorporating favourable building orientation and new building construction methods as long as these considerations do not become inflexible and jeopardise the creation of satisfactory blocks, routes and outdoor spaces.

### Street spaces

**2.13** The County Highways Authority provides guidance on road types which allow considerable opportunity for pedestrian priority, blurred private/adopted highway boundaries and play streets. The Borough Council will seek to achieve a variety of street forms based on highway access needs. It will promote tree-lined streets as a characteristic feature of the new neighbourhoods.

### Density

**2.14** Density is not a primary guiding principle; the urban design objectives for built form, spaces and character and the nature of the required housing will produce a density outcome when the design process is complete.

**2.15** In line with Planning Policy Statement 3: Housing, the Borough Council will seek a range of densities across the plan area, in accordance with the site allocation development principles, which reflect the distinctive features of each locality. The Borough Council wants to optimise use of allocated land and to create successful places but will strenuously resist development which is too dense at the expense of visual or environmental quality or community well-being. The Borough Council is mindful of the difficulty in attaining densities above 35-40 dwellings per hectare in successful house-dominated development.

**2.16** The Borough Council assesses net density within land allocated for housing, in accordance with Planning Policy Statement guidance, including roads and public space integral to development and excluding land for other uses, playing fields, retained landscape, buffer landscape.

**2.17** The distance between houses and flats has a bearing on density. The Borough Council will use its published guidance to secure a good quality of privacy, outlook, avoidance of oppressiveness, light and avoidance of noise to new homes. It will consider design solutions to achieve these qualities with less space but will resist any potential reduction of quality of life.

**2.18** The Borough Council will require particular attention to the need for increasing amounts of space within properties for storage of refuse and recyclables storage. New houses will each require a dedicated dock for bins to avoid visual damage to the street scene and apartment buildings will have refuse storage built-in, not placed in enclosures on the street edge.

**2.19** Similarly density will be influenced by the need for homes to provide sufficient dimensions to meet lifetime space standards.

### **Building forms**

**2.20** In North West Chelmsford in particular, all new buildings should pay careful regard to typical local building forms, scale and siting, and reflect the influences in contemporary buildings.

### **Materials**

**2.21** In all new housing the use of typical, locally prevalent, natural materials is important to 'ground' the new development, especially if other aspects of building design are forward-looking or unusual. New systems of manufactured materials should be used in combination with natural, locally appropriate materials.

**2.22** Roof forms and roof materials are the most significant influence on long range appearance, especially in landscape, and should be designed as subdued 'roofscape' rather than individual buildings.

### **Art in the built environment**

**2.23** All emerging development should be influenced by artists selected and appointed to design teams, to interpret community, landscape and historic meaning and to assist with community-building.

### **Parking design principles**

**2.24** Sufficient, easily accessible parking space is needed for all dwellings where residents' cars are kept even when other modes of travel are chosen, in accordance with published standards. Car sharing services are an essential part of a sustainable neighbourhood.

The following principles guide the design of residential parking:

#### ***Parking within the house plot***

- On plot parking is encouraged;
- *Front access*: hidden behind street frontage. Car ports or carriage arches within the building are encouraged;
- *Rear access*: from a dual-sided mews street;
- Flexible design of parking space within a plot will facilitate convenient parking and avoid over-reliance on street parking. Use of garden space for car parking with wide gates where access is possible.

### ***Parking within an apartment block***

- Undercroft, partial underground parking and rear courtyard parking, may be designed to help manage parking and use land efficiently;
- Rear courtyard parking may be designed as shared amenity space.

### ***On street parking***

- Parking bays marked in street spaces;
- Free, unmarked space in parking squares.

### ***Rear courtyard parking***

- Rear courtyard parking is acceptable if shared with a safe pedestrian through route, with forward-facing sentry houses and the extent of the parking area is minimised.

### **Public realm**

**2.25** All street spaces are to be designed for the pedestrian first, while ensuring vehicle turning space needs are met. All vehicle turning points should be unmarked and designed as spaces.

**2.26** Street lighting should be wall mounted in all places where buildings define street spaces.

**2.27** All telecommunications masts and apparatus and other utilities installations to be determined and shown in proposed site layouts.





## Appendix 3 Evidence Base

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**3.1** The Borough Council has a large Evidence Base which has been used to inform the NCAAP and all other documents within the LDF. The Evidence Base is constantly growing and evolving and an up to date list of all documents is kept on the Borough Council's website. To view the Evidence Base please visit [www.chelmsford.gov.uk/evidence](http://www.chelmsford.gov.uk/evidence). For a specific list of those documents used to inform the NCAAP please visit [www.chelmsford.gov.uk/ncaapexam](http://www.chelmsford.gov.uk/ncaapexam) and click on 'NCAAP Evidence Base Reference List'.



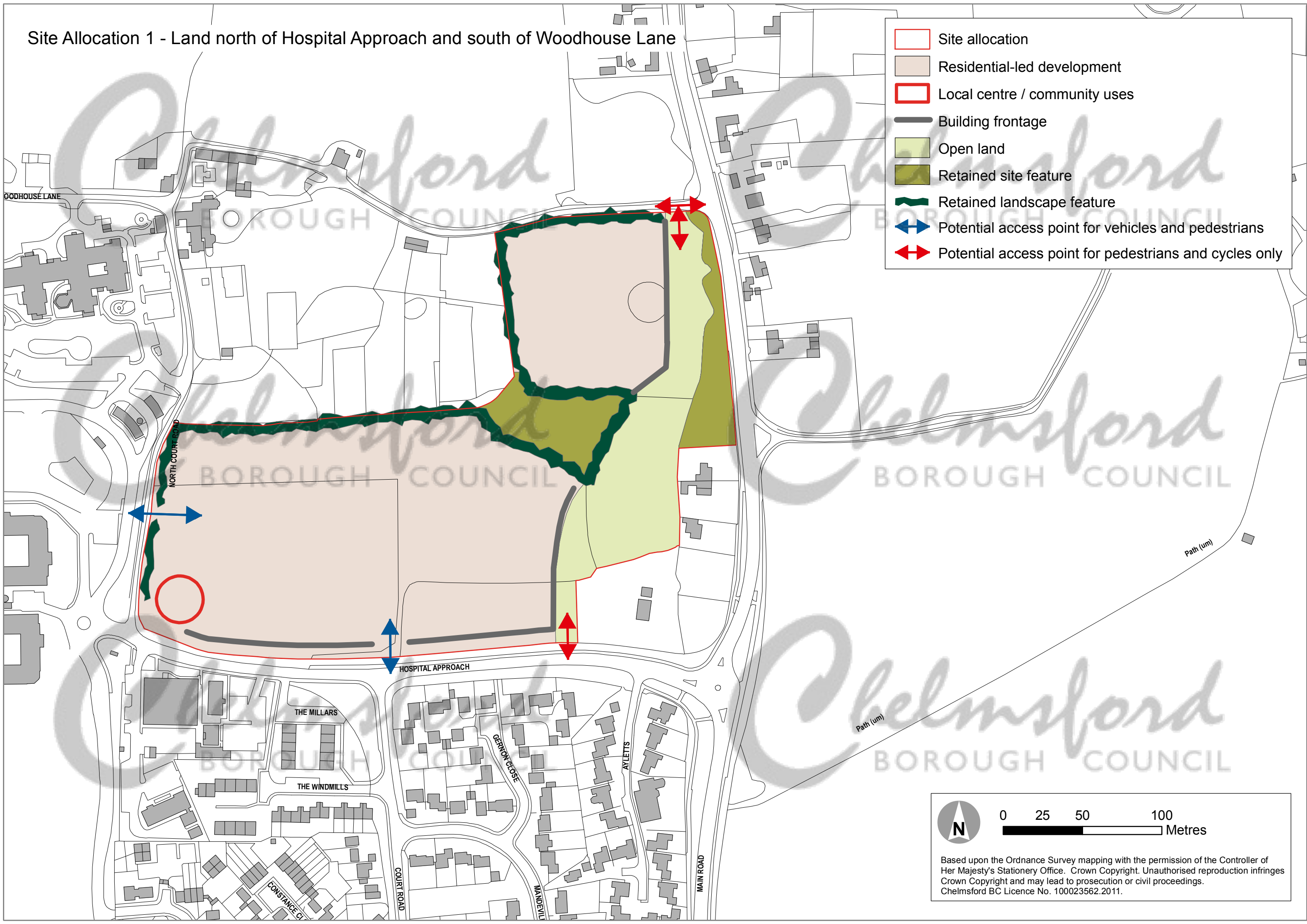
## Appendix 4 Proposals Map and Enlarged Key Site Allocations Plans

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The Proposals Map can be found in the pocket at the rear of this document.

Site Allocation 1 - Land north of Hospital Approach and south of Woodhouse Lane

- Site allocation
- Residential-led development
- Local centre / community uses
- Building frontage
- Open land
- Retained site feature
- Retained landscape feature
- Potential access point for vehicles and pedestrians
- Potential access point for pedestrians and cycles only



0 25 50 100 Metres


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Site Allocation 2 - Land to the south and west of Broomfield Place and Broomfield Primary School



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Site Allocation 3 - Land north of Essex Avenue and east of Patching Hall Lane



02550100Metres

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







Scot's Green

Existing  
Frontage


Allotments

Allotments

Woodhall Road  
Parade

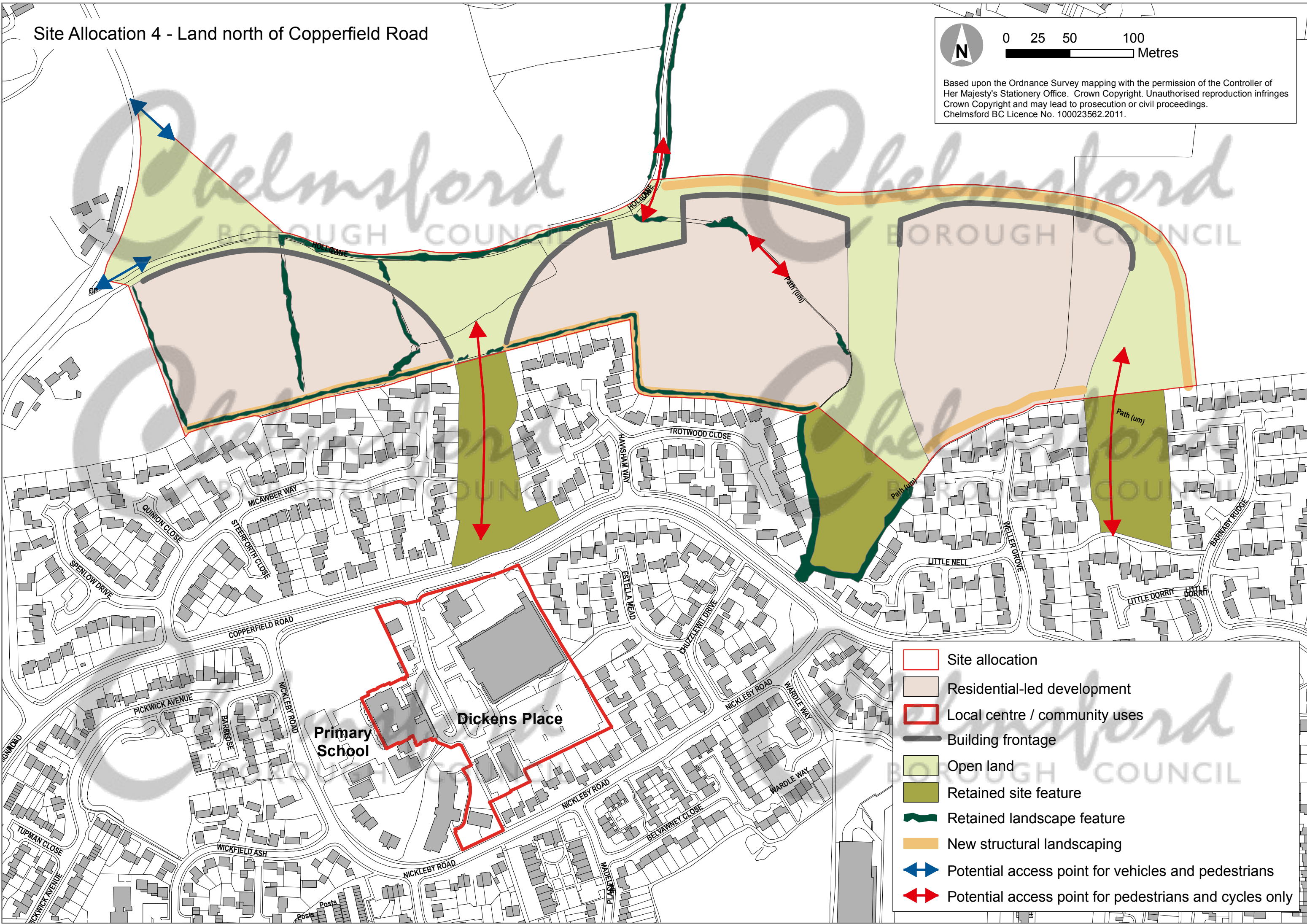
-  Site allocation
-  Residential-led development
-  Building frontage
-  Open land
-  Public open space
-  Retained landscape feature
-  New structural landscaping
-  Potential access point for vehicles and pedestrians
-  Potential access point for pedestrians and cycles only

Site Allocation 4 - Land north of Copperfield Road



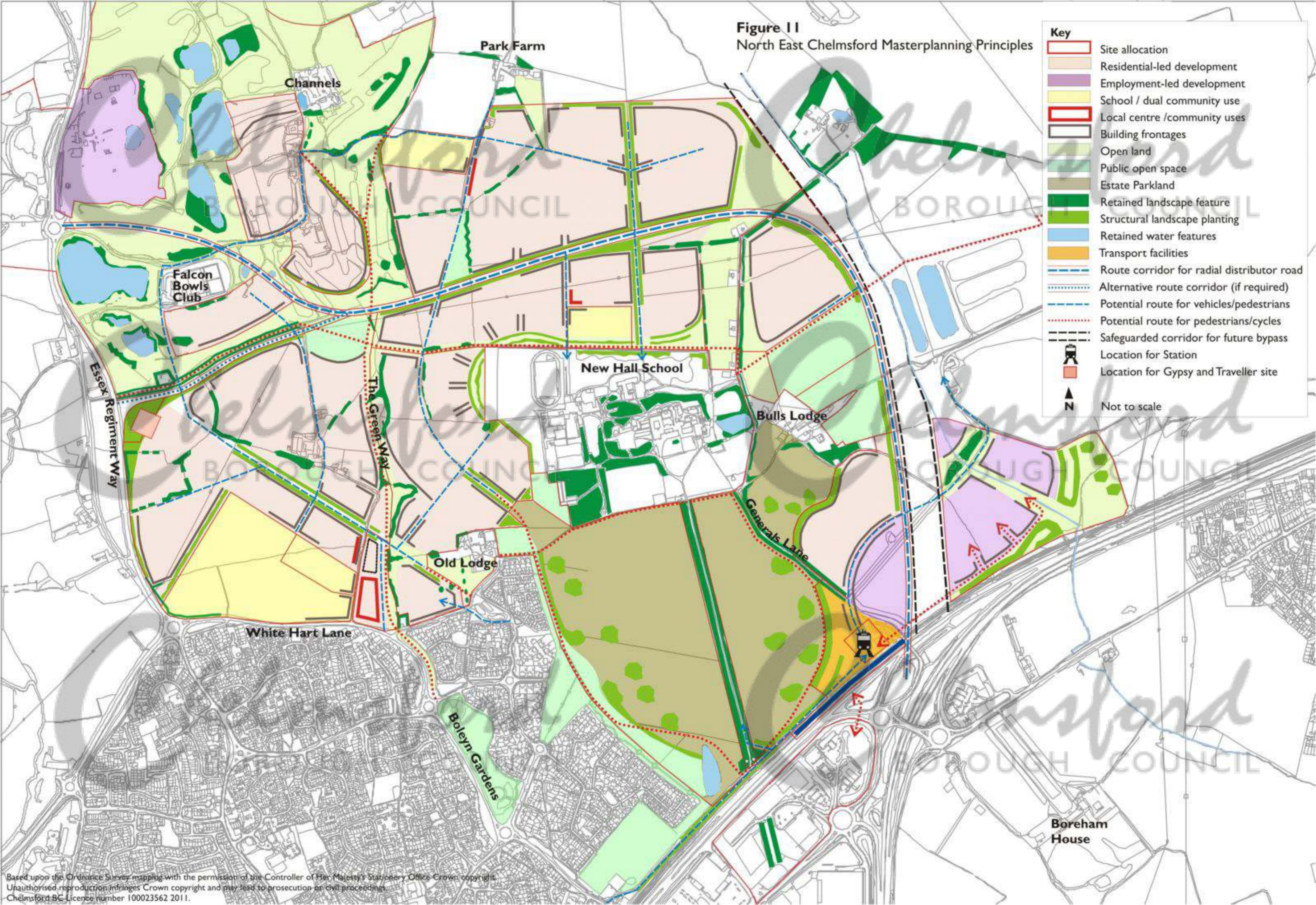
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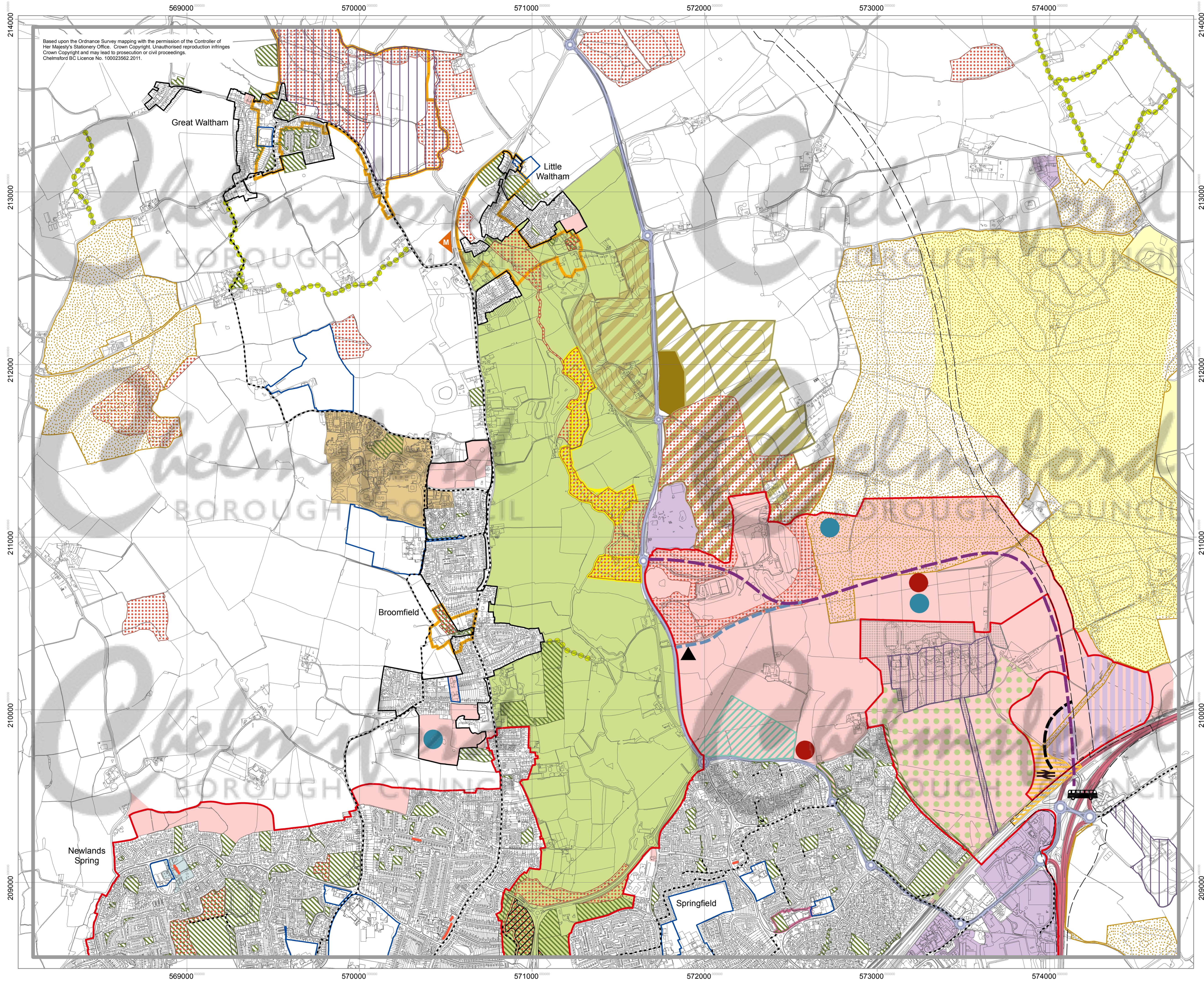
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- Site allocation
- Residential-led development
- Local centre / community uses
- Building frontage
- Open land
- Retained site feature
- Retained landscape feature
- New structural landscaping
- Potential access point for vehicles and pedestrians
- Potential access point for pedestrians and cycles only

**Figure 11**  
North East Chelmsford Masterplanning Principles





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CHELMSFORD BOROUGH LOCAL DEVELOPMENT FRAMEWORK 2001-2021

# NORTH CHELMSFORD AREA ACTION PLAN

## ADOPTED PROPOSALS MAP

Adopted by Chelmsford Borough Council on 20th July 2011

The Proposals Map shows the spatial definition of Area Action Plan proposals. It includes policy areas designated by the Core Strategy and Development Control Policies DPD.

The Proposals Map for North Chelmsford is an inset of the Local Development Framework Proposals Map.

Where relevant the appropriate Core Strategy and Development Control Policy Number is shown in brackets

- North Chelmsford Area Action Plan Area (CP7)
- Site Allocation - Area for Masterplanning (CP7)
- Site Allocation - Strategic Employment (CP22)
- Site Allocation - Location for Secondary School and Primary School (CP4)
- Site Allocation - Area for Conservation / Strategic Landscape Enhancement (Estate Parkland)
- Site Allocation - New Hall School
- Site Allocation - New Railway Station (CP4)
- Site Allocation - Park and Ride Site (CP4)
- Site Allocation - Golf Course
- Location for Primary School (CP4)
- Location for Local Community Facilities (CP4)
- Location for Gypsy and Traveller Site (CP15, DC34)
- Proposed Radial Distributor Route (CP4)
- Alternative Vehicle Link (if required) (CP4)
- Proposed Station Access Road (CP4)
- Safeguarded Corridor for Proposed Strategic Non-Trunk Road (CP4)
- Park and Ride Area of Search (CP4)
- Proposed Cycle Route (CP8)
- Urban Area Boundary (CP5)
- Defined Settlement Boundary (CP5)
- Green Wedge (CP9, DC9)
- Employment Area (CP22, DC48, DC51, DC52)
- Special Policy Area (CP2)
- Open Space (CP12, DC39)
- Protected Lane (CP9, DC15)
- Principal Neighbourhood Centre (CP25)
- Retail Frontage of Neighbourhood Centre (DC63)
- New Bowers Way Neighbourhood Centre (DC63)
- Scheduled Ancient Monument (CP9, DC19)
- Registered Park and Garden of Special Historic Interest (CP9, DC20)
- Conservation Area (CP9, DC17)
- Essex Wildlife Trust Nature Reserve (CP9, DC13)
- Local Nature Reserve (CP9, DC13)
- Wildlife Site (LoWS) (CP9, DC13)
- Strategic Trunk Route
- Strategic Non-Trunk Route
- Existing School, Further / Higher Education Establishment (DC37)
- Bulls Lodge Quarry and Area for Agriculture, Recreation and Visitor Attraction after Extraction
- Minerals Extraction Area and Proposed Area of Recreation after Extraction

### Important Note

There may be areas on this Proposals Map which are at risk from flooding. Areas at risk from flooding are defined and updated by the Environment Agency. For further details please see the flood maps published on the Environment Agency's website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

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# FURTHER INFORMATION

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