

Chelmsford Draft Local Plan

Examination Hearing Statement

Matter 6b: Housing Provision in Growth Area 2

November 2018



Introduction

1. This hearing statement sets out the Council's response in relation to the Inspector's Matters, Issues and Questions.
2. All the evidence base documents referred to in this statement are listed at **Appendix A**, with their evidence base or examination document reference numbers as applicable.

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

Question 65	Are the housing site allocations in GA2 within Location 4: North East Chelmsford, Location 5: Great Leighs and Location 6: North of Broomfield justified and deliverable? In particular:
Question 65a	Is the scale of housing for each site allocation, particularly the large new Garden Community for North East Chelmsford and the other Strategic Growth Sites, justified having regard to any constraints, existing local infrastructure and the provision of necessary additional infrastructure?

Response to Q65a

3. It is the Council's position that the scale of housing in Growth Area 2 is justified and deliverable and there are no reasons related to soundness that would result in them not being allocated for development.
4. The site allocations have taken account of existing infrastructure, and additional needs arising from development have been identified by the Council through working in partnership with the necessary providers and relevant bodies, including the highway authority and education authority.

Context

5. Growth Area 2 is already a major area of development change located on the strategic A130/A131 corridor which is experiencing existing significant development growth at North East Chelmsford and Great Leighs. This corridor which is located beyond the Green Belt, is one of the key transport links to the wider Housing Market Area (HMA) via the neighbouring Braintree District. It is considered appropriate for this area to continue to be a location for significant new growth, optimising existing and planned infrastructure from adopted Local Development Framework allocations (Beaulieu Park and Channels) and proposed growth in Braintree District.

6. In addition, there are a number of strategic infrastructure schemes already in place and planned in North East Chelmsford including new schools, neighbourhood centre and community centre. The Council has submitted in November 2018 for a bid for formal Garden Communities status for the North East Chelmsford Garden Community.
7. The Chelmer Valley Park and Ride is also proposed for expansion and through Essex County Council's A130/A131 route-based strategy, dedicated bus lanes are already in place with an express bus link already offering rapid transit between North East Chelmsford and the City Centre. In addition, a new rail station and the Chelmsford North East Bypass is promoted in this Growth Area and it is considered further growth will aid in the delivery of these key pieces infrastructure.
8. With specific reference to Location 6 – North of Broomfield, this location is well-connected to existing community and educational facilities and areas of employment. In addition, the site lies adjacent to Main Road, Broomfield, a local transport corridor connecting the city centre and Broomfield Hospital which offers high public transport accessibility. A sustainable urban expansion in this location is therefore consistent with the Spatial Principles.
9. On Location 5 – Great Leighs the focus of growth is soundly based following the principles embedded within national planning policy of protecting the Green Belt and valued landscapes, locating development at sustainable locations and maximising opportunities from existing and proposed infrastructure. Great Leighs is considered a well-connected location, in proximity to existing and planned services and facilities at the town of Braintree to the north and close to key transport corridors such as the A131 and A120. Growth in this location accords with the Council's 'critical mass' approach of focussing the right amount of development at key greenfield locations to enhance and further deliver key infrastructure and provide well-connected sustainable communities.
10. Growth Area 2 will focus large amounts of development at sustainable, well-connected locations that are already delivering new and improved local and strategic infrastructure. The Council believe that this approach can also help deliver necessary infrastructure, community services and green spaces as it provides 'critical mass' and is aligned with other bodies strategies such as ECC's proposals for a Chelmsford North East Bypass.
11. Overall, the scale of housing development in Growth Area 2 is justified in view of the above. Please also see the Council's Matter 5 Hearing Statement (**EX 016**).

Highway modelling

12. The Pre-Submission Strategic and Local Junction Modelling report (January 2018) (**EB029**) considers the impact of Local Plan development on the road network in north Chelmsford.

13. Unsurprisingly, given the large quantum of Local Plan development proposed in North Chelmsford, the modelling shows that traffic flows will increase in both peak hours on the surrounding road network in North Chelmsford. Strategic flows are shown to be transferred to the Chelmsford North East Bypass (CNEB) and away from the A130 Essex Regiment Way. The current A130 route - including the southern section of Essex Regiment Way and White Hart Lane, are accordingly modelled accommodating greater volumes of local development traffic. However, the addition of the Nabbotts Roundabout left turn filter lane is expected to help accommodate a greater volume of traffic through the junction (**EB029, Section 3.3.2 Paragraph 3**).
14. The Chelmsford Local Plan Preferred Option Strategic & Local Junction Modelling report (January 2018) (**EB026, Page 95**) shows junctions in North Chelmsford that are forecast to be over capacity in 2036, some which can be adequately mitigated through infrastructure improvements and others through the delivery of sustainable transport measures including Park & Ride expansion, walking/cycle improvements and new bus links and priority measures (**EB026, Section 5.1.3**). Infrastructure improvements considered in the modelling range from full signalisation of Valley Bridge Roundabout, Springfield (Mid Zone) to approach arm widening at junctions along the A130 Essex Regiment Way (Mid/Outer Zone).
15. The findings accord with Chelmsford's Future Transport Network's zonal strategy which suggests that further mitigation in the Outer and Mid Zones should focus on improving signing for strategic trips, increasing Park and Ride and rail use, and improving public transport and cycling links in the vicinity of developments (**EB026, Section 5.1.1 Paragraph 2**).
16. As part of the traffic modelling work, a separate assessment has been undertaken to evaluate the extent of available peak shoulder capacity at junctions as a means of accommodating excess peak hour demand. The assessment concludes that on all critical approaches to key assessed junctions in North Chelmsford, there is room to accommodate further traffic flow if it is accepted that typical peak hour conditions will extend further across a three-hour peak period. Whilst not viewed as a 'mitigation', peak spreading would nevertheless be expected to reduce the severity of development impact in the morning and evening peak hours (**Section 5.2.2 of EB026**).
17. The traffic modelling findings support the case for a need to encourage a greater shift towards public transport, cycling and walking modes, particularly given the restrictions on land available to provide engineering solutions to deal with network capacity constraints. These findings lead to the requirements shown in the Local Plan Strategic Policy S11 – Infrastructure Requirements, and individual site policies for walking, cycling and public transport measures, including those for Locations 4, 5 and 6. Sustainable transport for Growth Area 2 is expanded further in the response to Q65f.

18. More information on the Local Plan highways modelling work is set out in Topic Paper 3.

Infrastructure

19. The Council's overall approach to additional infrastructure is set out in its Topic Paper 2: Infrastructure Update (**TP002**). This groups infrastructure types into physical, green and blue, and community infrastructure, and sets out the key policies which deal with delivery. The Infrastructure Delivery Plan June 2018 Update (IDP) (**EB018B**) covers in detail what is required for each aspect of infrastructure.
20. In addition to the IDP, the Council has produced a draft Planning Obligations Supplementary Planning Document (SPD) (**EB133**) which was consulted on July to September 2018. This will update and replace the Council's current Planning Obligations SPD and further sets out in greater detail the types and approach given to securing necessary infrastructure including affordable housing. The funding categories and items of infrastructure required to support the Local Plan are set out in Appendix 2 of **EB133** and replicate those in Table 12.1 of the IDP.
21. The specific requirements for additional infrastructure are set out in each site allocation and other policies in the Local Plan. These include compensation and enhancement to the local and strategic road network, vehicular access, junction improvements, sport, leisure and recreation facilities, provision of affordable housing and contributions to education provision. Further details are given in response to Q62d.

Constraints

22. Constraints are identified within the reasoned justification for site policies where they exist and have been taken into account in setting the scale of housing, for example where the amount of developable land is reduced. In relation to constraints, all sites within the Local Plan including Locations 4-6 have been considered through the SLAA and are considered suitable locations for development having regard to potential constraints.
23. Constraints are also addressed in the Viability Study (**EB082A**), where there is potential for abnormal costs to be incurred for items such as demolition of structures, flood prevention and remediation of contaminated land (Paragraph 7.18a). The sites have been subject to consultation with a range of statutory providers. The likely significant environmental effects of allocating the site have been considered through the Sustainability Appraisal (**SD004**).

24. Overall, no fundamental constraints to development of Locations 4-6 have been identified. Site-specific infrastructure and/or mitigation measures for these sites are identified as policy measures in the plan. This includes the provision of new schools, highways improvements and sustainable transport measures and habitat creation as part of the development of the sites. These measures will be supplemented by the other Development Management policy requirements that apply to all sites in relation to issues including (but not limited to) affordable housing, housing mix, transport, design and heritage.
25. Flood risk is examined in detail in the responses to Matter 8. All new development will be required to comply with Strategic Policy S11 – Infrastructure Requirements, and Policy NE3 – Flooding/SUDS. Provision of suitable SUDs and flood risk management is also included within the site allocation policies.
26. Any further site specific issues which have influenced the scale of housing at each of the site allocations is set out below:

Location 4: North East Chelmsford

27. This site allocation accounts for around 65% of housing in Growth Area 2. It is the Council's position that the scale of housing on this site is justified and deliverable.
28. The overall scale of housing proposed at Location 4, around 3,000 new homes and 45,000sqm of new office/business park floorspace corresponds with the delivery of the Council's Spatial principles of protecting the Green Belt and valued landscapes, locating development at sustainable locations, maximising opportunities from existing infrastructure and focusing large amounts of development at key greenfield locations to deliver key infrastructure requirements. It represents a major strategic site allocation in the Local Plan and forms part of a mixed portfolio of site allocation types and sizes.

29. This site allocation will provide an opportunity to make a strategic-scale contribution to the area's future housing and employment needs. Paragraph 52 of the NPPF (2012) identifies that the supply of new homes can sometimes be best achieved through planning for larger scale development including extensions to existing towns that follow the principles of Garden Cities. Location 4 will provide for a new sustainable community based on Garden City principles which will integrate with existing and planned development in North East Chelmsford, and Chelmsford Urban Area. The development will be supported by the necessary infrastructure to meet its needs of the development, including new schools and childcare nurseries, green infrastructure, sustainable transport and Neighbourhood Centres. These new community facilities and services will benefit the future residents of the development and the wider Chelmsford community and enhance and complement the existing offers in North East Chelmsford. The site allocation will be one of the key drivers of the Local Plan Spatial Strategy and represents a major opportunity to help deliver a range of new infrastructure including the Chelmsford North East Bypass and Beaulieu Train Station. There are also opportunities to maximise new infrastructure delivery given the close proximity of new development in Braintree District.
30. Overall it is considered that number of homes and amount of new employment development proposed at Location 4 is justified and deliverable in accordance with the Council's approach of creating sustainable communities.

Location 5: Great Leighs

31. The overall scale of housing proposed at Location 5, around 1,100 new homes corresponds with the delivery of the Council's Spatial principles of protecting the Green Belt and valued landscapes, locating development at sustainable locations, maximising opportunities from existing infrastructure and focusing large amounts of development at key greenfield locations to deliver key infrastructure requirements.
32. Due to its strategic location along key transport corridors (A130/A131 corridor), this site allocation provides an opportunity to help deliver new strategic infrastructure including the Chelmsford North East Bypass and Beaulieu Train Station. There are also opportunities to maximise new infrastructure delivery given the close proximity of new development in Braintree District.
33. Although this location is made up of four separate site allocations, the Local Plan will ensure that development across these sites will ensure a comprehensive development at Great Leighs. A comprehensive approach to connections to the sites, both vehicular and public routes will need to be demonstrated for each allocation. In addition the phasing of all allocations will be interdependent on essential infrastructure coming forward at the appropriate time, especially in respect of the new primary school, neighbourhood centre and other community facilities.

Strategic Growth Site 5a

34. The scale of housing proposed at this site is commensurate to the delivery of a new sustainable neighbourhood at Great Leighs supported by the necessary infrastructure to meet the needs of the development, including a new primary school. The existing Great Leighs primary school is full and is forecasted to remain so. The scale of the development gives rise to need for the provision of a new school with co-located early years and childcare nursery which will benefit the future residents of the development and the wider Great Leighs community. It also allows for the delivery of a range of new community services and facilities which will enhance and complement the existing offers at Great Leighs.
35. Overall it is considered that number of homes proposed at site 5a is justified and in accordance with the Council's approach of creating sustainable communities.

Strategic Growth Sites 5b and 5c

36. For Sites 5b and 5c, the scale of housing is commensurate to providing sustainable extensions to provide additional housing within the settlement with access to existing services and facilities and transport links within the immediate area and those proposed at site 5a. The scale also takes account of the existing settlement pattern and environmental and historic constraints such as adjacent Local Wildlife Sites and nearby listed buildings. Further details on this and the sites' boundaries are given in response to Q62e.

Location 6: North of Broomfield

37. The overall scale of housing proposed at Location 6, around 450 new homes corresponds with the delivery of the Council's Spatial principles of protecting valued landscapes, locating development at sustainable locations, maximising opportunities from existing infrastructure and focusing large amounts of development at key greenfield locations to deliver key infrastructure requirements.
38. The scale of housing is commensurate to providing a sustainable urban extension to provide additional housing with access to existing services and facilities and transport links within the immediate area. The scale also takes account of the existing settlement pattern and environmental and historic constraints such as surface water management, adjacent Local Wildlife Sites and nearby listed buildings. Further details on this and the sites' boundaries are given in response to Q65e.
39. Although the allocation at Location 6 was shown in the Preferred Options consultation (**EB116**) for 800 units and the land could appear to be able to provide a greater density of dwellings per hectare, there are limitations surrounding the site which have led to the figure of 450.

40. Through the consultation process there were some concerns, including from the Neighbourhood Plan group, regarding the development density of 800 units in respect of the surrounding character of Broomfield Village and the adjoining landscape and site of this size being able to adequately accommodate 800 homes and associated community facilities required.
41. The on-site mitigation for the access link to the Broomfield Hospital campus which could impact upon Pudding Wood also added to this concern, as there will be a need to provide appropriate habitat mitigation on site. Further landscape buffers are also required for heritage and landscape reasons to protect the listed building to the south and east, and also to protect and link up the nearby protected habitats to the south and north boundaries. Further detail in respect of these boundaries are covered in response to Q65e.
42. Essex County Council also raised concern regarding the availability of sufficient Primary School places, in this area, to meet the level of growth proposed. Broomfield Primary School will be extended by 105 places to become a two form-entry school. Additional pupils will be admitted to Reception in September 2019 with building works scheduled for completion during the 2019/20 academic year. Taken with unfilled spaces in the wider area the school system can accommodate the level of growth proposed in the Submission Draft Local Plan. With 800 new homes in Location 6 this would not be the case, whilst the unmet demand would not be sufficient to make a new primary school viable.
43. The site is located on a rural edge, therefore the cues for development density is this character rather than the more intense existing Broomfield Hospital development.
44. The Critical Drainage Area in the Broomfield area in respect of surface water drainage is also a limiting factor and requires a more individually designed mitigation scheme to deal with surface water drainage on site, which has the potential to have a larger land requirement than originally envisaged.
45. The combination of all of these issues results in the site being suitable for around 450 units. Initial masterplanning work which has considered all of the above issues indicates that this figure of 450 will be achievable on site, whilst still retaining the land necessary to fulfil the objective above, i.e. appropriate landscape buffers, surface water drainage and habitat mitigation.
46. Furthermore, this site provides the opportunity to achieve an additional link road into Broomfield Hospital. This access link, together with sustainable transport measures, also results in freeing up capacity on the local highway network sufficient to accommodate 450 dwellings at this location. The latest site masterplanning work is attached at **Appendix B**.

Question 65b	Is the housing trajectory realistic and are there any sites which might not be delivered in accordance with the timescale set?
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Response to Q65b

47. The Council's overall approach to projecting the housing delivery rates for all sites has been consistent and is covered within the Council's response to Q37 under Matter 5.
48. The Council has set out in detail the process by which it has assessed the development trajectory for all sites in its response to Q57 in Matter 6. This includes evidence on existing build-out rates in North East Chelmsford.
49. The delivery rates for all sites have been used by the Council's Local Plan Viability Study Including CIL Viability Review January 2018 (**EB082A**) and the Chelmsford City Council – Post IDP Viability Update June 2018 (**EB082B**). These assessments have been based on the projected delivery rates set out within the Local Plan, and as amended by the Schedule of Additional Changes (**SD002**). The sites have all been found to be viable when considered against these delivery rates.
50. The housing trajectories for Locations 4, 5 and 6 have been informed by discussions with the site developers, forecasts through the SLAA process, Regulation 19 consultation responses and site masterplanning work being undertaken ahead of the Local Plan adoption. Experience at the existing NE Chelmsford has shown that delivery has occurred at pace from allocation, planning permission and delivery. From planning permission being granted, within four years NE Chelmsford is achieving rates of 372 dwellings per year. This is set out at Appendix D of this statement.
51. The timeframes set out have been agreed and are supported as being achievable by the developers in the following Statements of Common Ground:
- Strategic Growth Site 4 **SOCG21**
 - Strategic Growth Site 5 **SOCG16a**
 - Strategic Growth Site 6 **SOCG19**
52. It should be noted that one of the landowners of part of Site 5c, who owns one of the smaller holdings adjacent to Site 5b, does not consider that they are currently in a position to agree to the wider joint SOCG. He has, however, agreed to the Planning Performance Agreement (**SOCG16a, Appendix 3**) which includes a commitment to the masterplanning process. He has also signed the site specific SOCG for 5c (**SOCG16c**). Given the relatively small size of the parcel of land within his ownership and his overarching commitment to Site 5c and the masterplan process, the Council does not consider delivery of this site would be affected.

53. There is every reasonable prospect that the strategic sites in Growth Area 2 can be delivered in accordance with the housing trajectory set out in the Pre-Submission Local Plan, as amended by the Pre-Submission Local Plan Schedule of Additional Changes **(SD002)**.
54. It should also be noted that the site allocations policies identify housing numbers as ‘around’ rather than a maximum. This provides flexibility for more housing development where appropriate.

Question 65c	Are the planning and masterplanning principles justified?
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Response to Q65c

55. Local Plans should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered. The purpose of the Strategic Growth Site (SGS) policies for the Locations in the Growth Areas, and the planning and masterplanning principles contained within them, is to achieve this last objective. In accordance with paragraph 17 of the NPPF (2012) they provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency based on the requirements of the location.
56. Chelmsford’s Local Plan will not be supplemented by any further development plan documents which govern the detailed delivery of allocated sites. Therefore, in order to deliver the Local Plan’s strategic priorities and fulfil the objectives of the strategic policies, it is imperative that planning and masterplanning principles (‘principles’) are embedded into site policies. This approach allows flexibility as the key principles can be met through the evolution of masterplans which will be formally determined by the Council following a formal process and consultation.
57. There are commonalities in many of the principles contained in the SGS policies for the Locations where a Chelmsford-wide, or in some cases a County-wide, approach is being taken to spatial matters. For example, green infrastructure **(EB 021A)**, biodiversity **(EB113 and EB114)**, flooding and surface water management **(EB104A to EB104F, EB105 and EB106A to EB106I)** and Recreation Disturbance Avoidance Mitigation Strategy (RAMs) **(TP002)**. However, mainly the principles specifically related to the site allocations are based on stakeholder engagement and assessments prepared to support and justify them. These include;
- Pre-Submission Local Plan Habitats Regulations Assessment **(SD 006)**
 - Transport and Junction Modelling **(EB026 to EB033)**
 - Archaeological Impact Assessment **(EB085)**
 - Green Wedges and Corridors report **(EB 094A-B)**
 - Landscape Sensitivity and Capacity Assessment Report **(EB100A to EB100D)**
 - Local Wildlife Site Review **(EB103A to EB103F)**

- Heritage Assessment (**EB108A and EB108B**)

58. The principles identify the site-specific requirements of the housing site allocations which are drawn from the relevant assessments. Amongst other matters, they seek to protect and enhance the identified areas of natural, historic and biological importance; encourage the most effective and safe means of travel and access; and ensure the development responds to its surroundings including on and off-site constraints. The principles link back to Strategic Policy S1 and the Spatial Principles for new growth over the plan period.

59. It is therefore considered that the planning and masterplanning principles across the Locations in the Growth Areas are entirely justified and based on clear evidence that supports their inclusion.

60. Any specific planning and masterplanning principles for the Locations which the Council considers need to be addressed are set out below:

Location 4: North East Chelmsford

61. For Location 4, the following principles are highlighted further to the Pre-Submission Local Plan consultation:

- Provide a generous landscape buffer to preserve the settings of nearby heritage assets including Powers Farm, Peverels Farm, Park Farm Channels, Bedsteads and those on Wheelers Hill/Cranham Road
- Appropriate safeguarding for the existing open area currently comprising a golf course on-site
- Appropriate re-phasing of minerals extraction and restoration and Minerals Resource Assessment.

62. The requirement to provide a generous landscape buffer to preserve the settings of nearby heritage assets as set out in the Schedule of Additional Changes (**SD002**) is a response to comments made by Historic England. To ensure compliance with the Council's Heritage Technical Note (April 2017) (**EB083A**), Historic England considered that the site policy required strengthening as a means of mitigating impacts on designated heritage assets. The additional wording to Site Policy SGS4 has been agreed with Historic England through a Statement of Common Ground (**SOCG01**). This planning principle is therefore justified.

63. The site policy requires 'Appropriate safeguarding for the existing open area currently comprising a golf course on-site'. The golf course has now closed. The Council has recently allowed a variation to the S106 agreement, governing the planning permission for the Channels development, which removes the obligation for the re-provision of a golf course in this location. However, the principle for open space provision in this area remains in place, as it provides an attractive landscaped area which can be used for other types of open space related to the development at SGS4.
64. SGS4 will be comprehensively masterplanned based on Garden Community Principles to provide significant new multi-functional green infrastructure including a generous amount of green space. At this stage, the site masterplanning work for SGS4 is at an early stage and no decisions have yet been made on the overall distribution and function of green infrastructure and open spaces to be provided.
65. In view of the above, the following changes are proposed to SGS4 and its Reasoned Justification:

Policy SGS4

Historic and Natural Environment

- **Appropriate safeguarding for the existing open area formally ~~currently~~ comprising a golf course on-site**

Paragraph 7.228

The development must provide appropriate safeguarding for the existing open area formally ~~currently~~ comprising a golf course on site. The site allocation will be comprehensively masterplanned based on Garden Community Principles to provide significant new multi-functional green infrastructure including a generous amount of green space. As part of this process, decisions will be made on the overall amount, distribution and function of green infrastructure to be provided. Where appropriate and justified through the site masterplanning process, this may include an adjustment of the boundaries of the open area formally comprising a golf course on the site.

Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

66. At this stage, it remains necessary to continue to designate the existing open area formally comprising a golf course on-site on Policies Map 1 and for it to remain safeguarded in SGS4.

67. The site allocation policy and supporting text at paragraphs 7.236-7.237 requires the masterplanning of the site by the developer/mineral operator to modify the phasing programme for mineral extraction, and undertake a Mineral Resource Assessment (MRA) on further areas, not presently being worked, to consider whether they contain a mineral resource of economic importance requiring extraction.
68. **SOCG15** has been signed by all relevant parties in NE Chelmsford regarding mineral extraction, and agreement has been reached between all parties regarding the following necessary actions:
- Essex County Council, as Minerals Planning Authority, has reviewed the evidence, analysis and conclusions of the Minerals Resource Assessment (Hughes Craven Ltd, v1.02, dated 6 August 2018) and considers the conclusions are robust and confirm that the development of Strategic Growth Site 4 – North East Chelmsford will not result in the sterilisation of any economically important mineral resource (para 5.1, bullet 8)
 - There are no mineral resources of economic importance within areas C,D and E, and hence safeguarding is not required
 - Agree to the rephasing programme which suspends extraction within the Airfield and allow the working of minerals within Area B (being the section of the Park Farm permission lying within the Site) prior to the exhaustion of reserves within the Airfield; vary the working direction within Area B to a generally north to south direction; and extend the time period for the extraction of minerals across the Airfield from 2020 to 2035 (para 6.1)
 - Extraction across the Airfield will be suspended and works will commence within Area B by mid to late 2020. Hanson expects to have completed the extraction of minerals from Area B by 2026, and completed the extraction of minerals from the remaining areas of the Airfield, and restored those areas, by 2035 (para 7.3).
69. ECC, as Mineral Planning Authority, has considered submitted Environmental Impact Assessment (EIA) Screening Opinion requests and concluded an EIA would be required to support the variation applications. In addition EIA Scoping Opinions requests (ESS/23/18/CHL/SPO and ESS/24/18/CHL/SPO) have been submitted and Scoping Opinions issued in September 2018.

Chelmsford North East Bypass

70. Alongside other developments in Growth Area 2, this site allocation will help to deliver strategic infrastructure including the Chelmsford North East Bypass (CNEB). A consultation was undertaken regarding the CNEB safeguarded corridor alongside the Preferred Options Local Plan consultation in 2017. Within the site, all economic minerals have been extracted from beneath the proposed route of the CNEB and that these areas will be fully restored prior to any highway construction works (**SOCG15, paragraph 5.1, bullet 3**). The working of the quarry has been undertaken to ensure the safeguarded route has not been utilised for silt lagoons.
71. The Infrastructure Delivery Plan (IDP) (**EB018B**) refers to existing minerals land as having the potential to impact upon the engineering requirements, costs and viability of the scheme. In progressing work of the CNEB consideration has been given to the need to undertake 'ground stabilisation' works in areas previously worked for minerals and restored. The issue was identified and allowances were made with the cost estimates to reflect the potential to undertake more onerous stabilisation within these areas.
72. The CNEB extends from the land allocated in SGS4 northwards, to the Deres Bridge junction. In progressing the scheme there will be a requirement for a Mineral Resource Assessment to be undertaken in accordance with Policy S8 (Safeguarding mineral resources and mineral reserves) of the ECC Minerals Local Plan (2014) (**EB144**) for any land not already subject of a minerals permission. The MRA will be reviewed to ascertain whether any mineral deposits that exist are of economic importance and thus consideration of extraction required. If an economic deposit does exist then opportunities for extraction will be explored, but ultimately a planning judgement will be undertaken between the extraction of mineral and the strategic importance of the CNEB for the mid and north Essex strategic road network. Further detail on programming and delivery of the CNEB is outlined in the **SOCG22** with Highways England and the SoCGs with North East Chelmsford Consortium **SOCG17**.

Location 5: Great Leighs

73. For Location 5, the following principles are highlighted due to responses from the Pre-Submission consultation:
- Protect and enhance The River Ter Site of Special Scientific Interest (SSSI) – Schedule of Additional Changes (SD002) ref. AC146, AC153 & AC162
 - Undertake a Minerals Resource Assessment

74. The requirements for The River Ter SSSI as set out in the Schedule of Additional Changes (**SD002**) is a response to comments made by Natural England and mitigation measures identified in the Pre-Submission SA Report (**SD004**). To ensure compliance with paragraph 118 of the NPPF (2012) Natural England considered the SGS policies for Location 5 required strengthening to ensure there is no impact to this designated site. The additional wording to SGS policies 5a, 5b and 5c on this has been agreed with Natural England through a Statement of Common Ground (**SOCG02**). Appendix I of SA Report (**SD004**) assesses the growth site policies and also suggests that consideration be given to the inclusion of specific requirements relating to the avoidance of adverse impacts on the River Ter SSSI (pages I27-I31). This planning principle is therefore justified.
75. Strategic Growth Sites 5a, 5b and 5c all fall within a Mineral Safeguarding Area (MSA) as designated in the Essex Minerals Local Plan (**EB144**). In accordance with Policy S8 of the Essex Minerals Local Plan, the Council has consulted Essex County Council, the Mineral Planning Authority, throughout the plan process. They have taken the view that there is a potential that development at these sites could cause unacceptable sterilisation of mineral resources or could prevent/prejudice the operation of a safeguarded mineral. They therefore consider it necessary for a Minerals Resource Assessment to be undertaken as to enable the economic importance of the resource to be evaluated. On this basis, the planning principle for an MRA to be prepared is justifiably included in the SGS policies for Location 5.

Location 6: North of Broomfield

76. For Location 6, the following principles are highlighted further to the Pre-Submission Local Plan consultation:
- Provide a new vehicular access road to serve the development and provide an access link into Broomfield Hospital and Fairleigh Hospice
 - Ensure appropriate habitat mitigation and creation is provided
77. A new vehicular access road is proposed to be secured through Location 6 and SPA 1 (Broomfield Hospital Special Policy Area). This is proposed to provide a secondary link to Broomfield Hospital as well as providing improved access to Fairleigh Hospice and Kind Edward VI Grammar School playing fields to the west. This new access road will assist in reducing traffic on the surrounding rural lane network which may enable Woodhouse Lane and North Court Road to be downgraded for local access only. These lanes are single track rural lanes which currently suffer from rat running from people going to the Hospital and are unsuitable for the volumes of traffic they can experience.
78. The access road will assist in easing congestion to the wider Main Road, Broomfield corridor. This, together with sustainable transport measures, will release sufficient capacity on the local road network to help mitigate the development (SGS6) itself.

79. The road is expected to be delivered in partnership with the site developers and Mid-Essex NHS Trust. The NHS Trust support the principle of such a road and are happy to work with all parties to agree a final route, as set out in their Statement of Common Ground, **SOCG16**. On this basis the Policy requirement to provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Fairleigh Hospice is justifiably included with the Site Policy.
80. Paragraph 7.291, as amended by the Schedule of Additional Changes **AC174 (SD002)**, sets out the need for the site to incorporate appropriate compensation measures for landscape impact from the development.
81. As set out in paragraph 7.291, measures to ensure appropriate compensation to the landscape include lower densities of development and tree and hedge planting along the countryside edges. Green buffers are also required to protect the amenities of neighbouring uses and properties. This paragraph further sets out that there is a need for compensatory measures in respect of where the link road effects Pudding Wood. These should replace and provide net additional habitat within the new development.
82. As part of these compensatory measures improvements to the links between existing ecological and landscape features should be considered, this includes with Local Wildlife Site, Sparrowhawk Wood to the north of the site. Given the sites close proximity to these areas of ecological importance and the surrounding landscape features, there is a need to protect, mitigate, and enhance these features. On this basis the Policy requirement to ensure appropriate habitat mitigation and creation is provided is justifiably included within the Site Policy.

Question 65d	Are the specific development and site infrastructure requirements clearly identified for each site allocation, are they necessary and are they justified by robust evidence? Is any other infrastructure necessary for site delivery?
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Response to Q62d

83. It is the Council's position that the specific development and infrastructure requirements are clearly identified under each site policy within Growth Area 2. The requirements are supported by justified and robust evidence.

84. The Chelmsford Infrastructure Delivery Plan (**EB018B**) identifies the infrastructure required to support the growth proposed in the Local Plan. Through the development of the Infrastructure Delivery Plan (IDP) the Council has engaged with infrastructure providers to identify the specific infrastructure requirements. These items are considered by the Council and the infrastructure providers to be necessary to deliver the proposed growth sustainably without putting unacceptable levels of pressure on existing infrastructure networks. For certain items such as social and community facilities and recreation and leisure, it has been necessary to apply appropriate standards to the provision of new infrastructure. These standards reflect the recommendations of the Council's evidence base on such matters, e.g. children's play and allotments. All needs have been informed through a process of engagement with the site promoters who have provided inputs based on their experience of delivering such infrastructure as part of other developments.
85. For each location in the Local Plan, the IDP (**EB018B**) identifies in Tables 13.1 to 13.7 the specific infrastructure items that are required to support the proposed growth. They will be delivered either on site by the developer or through developer contributions. In addition, Tables 13.1 to 13.7 also identify infrastructure items that will be delivered using Community Infrastructure Levy (CIL) contributions.
86. Table 13.4, 13.5 and 13.6 in the Chelmsford IDP identify the necessary infrastructure items to support growth at Location 4: North East Chelmsford; Location 5: Great Leighs and Location 6: North of Broomfield. Each infrastructure item required for each site is set out in **Appendix C** to this Hearing Statement. The tables in the IDP include a summary covering what evidence has been used to justify the requirement and how this has been transposed into the Policy Requirements for each site allocation. All requirements set out within the evidence are considered to be necessary, directly related in scale and kind, and reasonable, in compliance with CIL regulation 122 (2010).
87. The tables as set out in **Appendix C** cover the specific site requirements. In addition, Strategic Policy S11 – Infrastructure Requirements sets out the Plan wide infrastructure requirements. These are achieved through the implementation of the site policies. They also apply to the consideration of other development which may come forward through the life of the Local Plan, for example through windfall developments.
88. In addition to the above, any further site-specific requirements which are applicable are set out on a site by site basis below:

Location 5: Great Leighs

Wastewater

89. For each of the Strategic Growth Site policies for Location 5 there is an additional requirement under 'Site Infrastructure Requirements' as set out in the Schedule of Additional Changes (**SD002**) **AC147**, **AC155** and **AC163** to:

"Ensure appropriate waste water treatment provisions, including any associated sewer connections"

90. The Water Cycle Study Update January 2018 (**EB107B**) recommends that solutions, including upgrades and the phasing of development, are required for the Great Leighs Recycling Centre (WRC) as it has limited flow capacity for the future development proposed in this location. Site promoters are therefore required to engage with Anglian Water Services and the Environment Agency to agree appropriate provisions to ensure that the increased wastewater flow discharge does not impact on the current quality of the receiving watercourses, their associated ecological sites and also to ensure that the watercourses can still meet with legislative requirements.
91. This site-specific infrastructure is therefore justified and supported by robust evidence. There are no further site-specific requirements for Location 4 and Location 6. There no specific additional development and site infrastructure requirements identified for Locations 4, 5 and 6 by the SA process.

Question 65e	Are the site boundaries justified?
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Response to Q65e

92. The boundaries of the sites within Growth Area 2 are justified, based on robust evidence base and responses received during to consultations throughout the plan making process.
93. The starting point to the site allocations boundaries is land put forward in the Council's Strategic Land Availability Assessment (SLAA) 'call for sites' process undertaken firstly in late 2014 and then alongside each consultation stage for the new Local Plan. As the new Local Plan has progressed the SLAA has been updated in line with the latest emerging or new local policies; as new information for sites comes forward; or if there have been any other changes.
94. It is the Council's position that the boundaries of the site allocations in Growth Area 2 are justified, based on robust evidence base and responses received to consultations throughout the plan making process.

Location 4: North East Chelmsford

95. Strategic Growth Site 4 (comprising the New Garden Community for Major Housing and Employment Development, and Country Park) is a compilation of land parcels CFS94 and CFS139 as shown on the Boreham and Little Waltham Maps within the SLAA Maps by Parished and Unparished Areas (**EB172G**), promoted in a coherent and strategic manner by the North East Chelmsford Consortium. For this site, consideration was given to a number of matters including:
- Settlement pattern, including the development permitted at North East Chelmsford (Beaulieu and Channels) as allocated in the North Chelmsford Area Action Plan (NCAAP) (**EB120**), and existing residential development adjacent to the site allocation including at Domsey Lane and along Wheelers Hill
 - Development based on Garden City principles, including allowing for a generous amount of green space/comprehensive green infrastructure network, net biodiversity gains, integrated and accessible transport systems and employment provision
 - Potential capacity of the site for a further 2,500 new homes to be developed post-2036
 - Safeguarded preferred route corridor for the A130 Chelmsford North East Bypass which runs through the site allocation
 - Safeguarded land for the future extension of Chelmer Valley Park & Ride which will fall within the site allocation
 - The existing open area currently comprising a now closed golf course within the site allocation

- Potential impacts to the historic environment including the Little Waltham Conservation Area, listed buildings in or close to the site and adjoining residential area, and the need to provide an appropriate buffer
 - The areas of minerals extraction and restoration
 - Landscape impacts
96. The relevant evidence base that supported the Council's assessment of these issues and in turn the definition of the site allocation boundary include the Landscape Sensitivity and Capacity Assessment Report (**EB100A, EB100B and EB100D**), Chelmsford Open Space Study 2016 – 2036 (**EB101A to EB101K**), Preferred Option Strategic & Local Junction Modelling Addendum - Summary of Infrastructure Studies (**EB027**) and Heritage Assessment (**EB 108A and EB108B**).
97. Location 4 has been assessed as part of the Landscape Sensitivity and Capacity Assessment Reports (**EB100A, EB100B & EB100D**); assessed parcels that fall within the allocated site are NECLP1, NECLP2, NECLP3, NECLP4, NECLP5 & NECLP6. These parcels are not judged to be of high landscape sensitivity or low landscape capacity. Key planning and land management guidelines identified, such as the provision of landscape buffers and enhancement of landscape elements, are reflected in the site policies to help ensure that the new development will respect its setting. **Appendix E** sets out a summary of the Landscape Sensitivity and Capacity Assessment Report for Locations 4, 5 and 6.
98. The boundary has also been informed by Sustainability Appraisals prepared throughout the plan-making process (**EB006, SD004 and SD005**). These have identified that there would be negative effects on some SA Objectives including water, cultural heritage and landscape objectives. However these could be mitigated by Local Plan policies on high quality design and conserving and, where possible, enhancing cultural heritage assets including by promoting heritage-led development. The Strategic Growth Site policies for Location 4 include such requirements.
99. The boundary has been further informed by the nature and configuration of the site including areas subject to mineral extraction and restoration, and existing open space.
100. Following the Preferred Options Consultation, taking account of responses received and evidence base documents, the site boundary for Location 4 was extended to the east of the Proposed Chelmsford NE Bypass. Land identified in the site allocation policy for a proposed new Country Park was also allocated on Policies Map 1.
101. The extent of the site boundary at SGS 4 is also the result of engagement with key stakeholders, in particular the Education Authority, Local Highway Authority, Minerals Authority and Historic England.

102. As such, the site boundary is based on a number of considerations including the results of engagement, provision of the necessary infrastructure for the site, landscaping, environmental and historic sensitivities, Garden City principles, safeguarded land for new transport infrastructure, minerals phasing and restoration, access, movement and promotion of sustainable pattern of travel to deliver new well-connected sustainable communities at North East Chelmsford.
103. Overall, it is considered that the site boundaries for Location 4 are sound and justified.

Location 5: Great Leighs

104. The SLAA Maps by Parished and Unparished Area (**EB072G**), shows all the sites put forward and assessed during the plan making process for Great Leighs. Sites 5a, 5b and 5c, fall within land parcels 4, 6, 8 and 10 on the SLAA Map.
105. In terms of its impact on the landscape, the land parcels which make up Location 5, Sites 5a, 5b and 5c have been assessed as part of the Landscape Sensitivity and Capacity Assessment Reports (**EB100A, EB100B & EB100D**); assessed parcels that fall within the allocated sites are GLP4, GLP5, GLP7, GLP8a, GLP8b, GLP9 & GLP10a. Parcels GLP4, GLP5, GLP7 & GLP8b are not judged to be of high landscape sensitivity or low landscape capacity. Parcels GLP8a, GLP9 & GLP10a are judged to be High landscape sensitivity and Low to Medium landscape capacity. Key planning and land management guidelines identified, such as the provision of landscape buffers and enhancement of landscape elements, are reflected in the site policies to help ensure that the new development will respect its setting. **Appendix E** sets out a summary of the Landscape Sensitivity and Capacity Assessment Report for Locations 4, 5 and 6.

Strategic Growth Site 5a

106. As seen at **EB072G**, Strategic Growth Site 5a is part of a larger land parcel (identified as “4” on the Great Leighs SLAA Map) put forward by the site promoter. In developing the Local Plan, it was clear that the amount of land available by the site promoter was more than would be needed to accommodate the level of growth being considered for Great Leighs.
107. The extent of the site boundary at SGS 5a is the result of engagement with key stakeholders, in particular the Education Authority, the local Highway Authority and evidence base documents including Transport and Junction Modelling (**EB026 to EB033**), Archaeological Impact Assessment (**EB085**), Landscape Sensitivity and Capacity Assessment Report (**EB100A to EB100D**), Local Wildlife Site Review (**EB103A to EB103F**) and Heritage Assessment (**EB108A and EB108B**) in order to deliver a new sustainable neighbourhood support by the necessary infrastructure.

108. Following the Preferred Options Consultation, taking account of responses received and evidence base documents, the site boundary for SGS 5a was reduced for purposes of land around Moulsham Hall being retained to protect the setting of the Grade II listed building. Land previously included in the allocation boundary is now allocated for future recreation use/SuD's to preserve the setting of the listed building, ensure the creation of high quality green infrastructure, formal and informal recreation and to manage flood risk, consistent with Strategic Policy S1 – Spatial Principles.
109. As such, the site boundary is based on the provision of the necessary infrastructure for the site, landscaping, environmental and historic sensitivities, flood management, open space and green infrastructure, access, movement and promotion of sustainable pattern of travel to deliver a sustainable new neighbourhood at Great Leighs.

Strategic Growth Site 5b

110. Strategic Growth Site 5b also forms part of the larger land parcel "4" shown on the SLAA Map at **EB072G** (page 10) but is located on the other side of the A131 relative to the remainder of land within parcel 4. The site boundary reflects the boundary put forward by the site promoter. Through the plan-making process the site and the extent of its boundaries was considered against supporting evidence such as the Archaeological Impact Assessment (**EB085**), Landscape Sensitivity and Capacity Assessment Report (**EB100A to EB100D**), Local Wildlife Site Review (**EB103A to EB103F**) and Heritage Assessment (**EB108A and EB108B**) and was found to be acceptable.

Strategic Growth Site 5c

111. Strategic Growth Site 5c is a compilation of land parcels "6" and "8" and a proportion of land parcel "10" as shown on the SLAA Map at **EB072G** (page 10). For this site, consideration was given to a number of matters including:
- Settlement pattern, including the development permitted at EC3 through planning appeal for application 14/01791/OUT
 - Potential impacts to Sandylay and Moot Wood Local Wildlife Sites and the need to provide an appropriate buffer
 - Preserving the setting of the listed building and the Schedule Monument at Gubbions Hall to the south
 - Landscape impacts
112. The relevant evidence base that supported the Council's assessment of these issues and in turn the definition of the site allocation boundary include the Landscape Sensitivity and Capacity Assessment Report (**EB100A to EB100D**), Local Wildlife Site Review (**EB103A to EB103F**) and Heritage Assessment (**EB108A and EB108B**).

113. The boundary was also informed by Sustainability Appraisal prepared throughout the plan-making process (**EB006, SD004 and SD005**). These have identified that there would be negative effects on cultural heritage objectives and landscape objectives. However these could be mitigated by Local Plan policies on high quality design and conserving and, where possible, enhancing cultural heritage assets including by promoting heritage-led development. The Strategic Growth Site policies for Location 5 include such requirements.
114. Overall, it is considered that the site boundaries for Location 5 are sound and justified.

Location 6: North of Broomfield

115. **EB072G** shows the land put forward for Strategic Growth Site (SGS) 6. These are identified as land parcels 3 and 5 on the Broomfield Parish Map on page 3, and land parcels 16, 17, 18 and 22 on the Little Waltham map on page 15. The final boundary for SGS 6 reflects the combination of site promoter's 'Call for Sites' submissions for these land parcels. The scale of housing reflects the site's constraints which include heritage, landscape and on-site utilities. These matters are considered in the relevant assessments, including:
- Archaeological Impact Assessment (**EB085**)
 - Green Wedges and Corridors report (**EB094A and EB094B**)
 - Landscape Sensitivity and Capacity Assessment Report (**EB100A to EB100D**)
 - Heritage Assessment (**EB108A and EB108B**)
116. In terms of its impact on the landscape, the land parcels which make up Location 6 have been assessed as part of the Landscape Sensitivity and Capacity Assessment Report (**EB100A**); assessed parcels that fall within the allocated site are BFLP1 & BFLP2. These parcels are not judged to be of high landscape sensitivity or low landscape capacity. Key planning and land management guidelines identified, such as the provision of landscape buffers and enhancement of landscape elements, are reflected in the site policies to help ensure that the new development will respect its setting. **Appendix E** sets out a summary of the Landscape Sensitivity and Capacity Assessment Report for Locations 4, 5 and 6.
117. There are a number of listed buildings which are nearby or adjacent to the site. There is also a scheduled monument to the north of the site, which is in close proximity to the Village of Little Waltham but is not directly adjacent to the proposed site boundary. The boundaries have been drawn, and policy requirements included to ensure that such buildings are protected. There are no overriding issue of heritage which impact the sites boundary which cannot be protected by the policy requirements.

118. As set out in response to part A of this question, the site boundaries take account of nearby habitats, including the Local Wildlife Site of Sparrowhawk Wood to the north of the site, and Pudding Wood which lies adjacent to the southern boundary of the site.
119. The existing school playing fields to the west are retained. These offer a logical and defensible boundary to the west of the site.
120. Overall, it is considered that the site boundaries for Location 6 are sound and justified.

Question 65f	Will the site allocations in these locations achieve sustainable development?
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Response to Q65f

121. National policy and guidance sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 7 of the NPPF (2012) outlines the three dimensions to sustainable development: economic, social and the environment.

Sustainability Appraisal in relation to Growth Area 2

122. Sustainability Appraisal has been an integral part of the Local Plan preparation process which consider all the likely significant effects on the environment, economic and social factors. See the Council's Hearing Statement for Matter 1 (**EX012**).
123. Reflecting the scale of housing and employment land provision to be delivered in Growth Area 2, the Pre-Submission Local Plan Sustainability Appraisal (**SD004**) indicates that, overall, there would be significant positive effects on housing (SA Objective 2) and employment (SA Objective 3). The majority of the proposed site allocations in Growth Area 2 are also well served by community facilities and services, and have therefore been assessed as having a positive effect on sustainable living and revitalisation (SA Objective 4). In the case of East of Boreham (EC4), positive effects on this objective have been assessed as significant.
124. Development in this Growth Area would involve the reuse of brownfield land and in consequence, a positive effect has been identified in respect of land use (SA Objective 7). However, development would also result in the loss of greenfield land generating a negative effect on this SA objective; for eight sites (including two existing commitments) effects in this regard. Given the scale and location of development in Growth Area 2, other negative effects have also been identified including on cultural heritage (SA Objective 13) and landscape and townscape (SA Objective 14).

125. The likely significant effects of the individual sites that comprise Growth Area 2 are identified in Appendix G of the Pre-Submission Consultation SA (2018) **(SD004)**. The scores are pre-mitigation.
126. The site specific development requirements contained in the site allocation policies of Chapter 7 of the Pre-Submission Local Plan seek to minimise the adverse effects of development associated with the proposed strategic growth site allocations and enhance positive effects. These policy provisions have been appraised with their potential effects taking into account the findings of the unmitigated detailed site appraisals. These are contained in Appendix I of the Pre-Submission Local Plan SA Report **(SD004)**.
127. The appraisal contained in Appendix I serves to demonstrate that the implementation of the site allocation policies will help to minimise adverse effects and enhance positive effects associated with the delivery of the proposed site allocations. In this context, the policies in this chapter have been assessed as having a cumulative significant positive effect on housing (SA Objective 2), the economy (SA Objective 3) and sustainable living and revitalisation (SA Objective 4), reflecting the delivery of housing and employment land within/adjacent to urban areas and the provision of community services and facilities which are expected to help meet needs.
128. Whilst the policies contained in Chapter 7 will help to minimise adverse social and environmental effects associated with the delivery of the proposed site allocations, some negative effects have been identified and for which mitigation measures are proposed.
129. Appendix I proposes that consideration be given to the inclusion of specific requirements relating to the avoidance of adverse impacts on the River Ter SSSI for SGS5. (pages I27-I31). No additional site specific mitigation measures have been identified, with potential effects being considered when sites come forward for development against Local Plan policies including those governing matters such as ecology and biodiversity, the natural environment, and infrastructure requirements.
130. Reasonable alternatives, in terms of the Spatial Strategy and site allocations, have been considered as part of the SA of the Pre-Submission Local Plan and earlier plan development stages. The appraisal of these alternatives has demonstrated that, overall, the proposals of the Pre-Submission Local Plan perform similar to, or better than, the alternatives considered when assessed against the SA objectives. It is the Council's position that Growth Area 2 would make a significant contribution to meeting the area's OAN over the plan period in the most sustainable way.

Location 4: North East Chelmsford

131. This Strategic Growth Site is located to the north-east of Chelmsford Urban Area beyond the existing developments at Beaulieu and Channels. A key component to development in this location is maximising opportunities for sustainable transport modes, as set out at in the opening line of the Policy.
132. The site masterplanning principles and infrastructure requirements set out that the site must provide for example, measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes including an extension of Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure; new and enhanced cycle routes, footpaths, Public Rights of Way including a cycle/footpath bridge over Essex Regiment Way; and well-connected internal road layouts which allows good accessibility for bus services and bus priority measures.
133. The detail of these are further expanded within paragraphs 7.222-7.225. The Garden City Principles which will underpin this development site will also ensure that the design and delivery of the new community will provide integrated and sustainable transport systems.
134. This will assist in providing new sustainable neighbourhoods which have strong sustainable connections to existing development and key destinations for employment, services and facilities including NE Chelmsford; Chelmsford Urban Area; Chelmsford Train Station; the new Beaulieu Train Station and associated employment area and new Country Park.
135. In addition to sustainable modes of transport being at the heart of site allocation 4, a significant amount of new employment development is required including 45,000sqm of floorspace in a new office/business park.
136. Provision is made on site for a wide range of essential community services and facilities. The policy includes the requirement to provide a secondary school; two primary schools; early years and childcare nurseries; a new Country Park; public open space; formal and informal recreation; outdoor sports facilities and allotments, and environmental protection and enhancement measures, including appropriate habitat mitigation and creation and a network of green infrastructure.

137. The site allocation policy sets out key requirements for creating the new development which maximise the opportunities for sustainable travel, whilst improving local and strategic road capacity. Examples of specific policy requirements include, improvements to the local and strategic road network including a single carriageway road (Phase 1) of the Chelmsford North East Bypass and a new Radial Distributor Road (RDR2); safeguarded land for the future extension of Chelmer Valley Park & Ride; extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure pedestrian; cycle and where appropriate bridleway connections within the site and to the wider area; a well-connected internal road layout which allows good accessibility for bus services and bus priority measures; a dedicated car club for residents and businesses on site and available to the rest of North East Chelmsford, and financial contributions to delivery of the full Chelmsford North East Bypass (CNEB) and Beaulieu Station.
138. The site policy also encourages the appropriate development of renewable, low carbon and decentralised energy schemes on this site such as a district energy plant and/or a Combined Heat and Power Plant, together with mass waste collection systems, where appropriate. In addition, the site policy requires the provision and/or financial contributions to healthcare provision, financial contributions to delivery of community space and facilities, and a delivery mechanism for the long-term management and maintenance of the new Country Park.
139. To conclude, Location 4 will create new neighbourhoods based on Garden City principles on the edge of Chelmsford that are economically, socially and environmentally sustainable. It will be the most sustainable location for the scale of new housing and employment development proposed and there is also potential for the site to form part of a wider scheme to accommodate longer term growth beyond 2036. It will provide significant residential and employment growth alongside provision of a wide range of additional community services and facilities all well connected to Chelmsford City Centre and wider key destinations such as Chelmer Valley Green Wedge, Broomfield Hospital and the new Beaulieu Train Station. An appropriate layout and design quality based on Garden City principles alongside other policies in plan will able appropriate mitigation for the limited adverse development impacts.
140. The performance of the site allocation in advancing sustainable development is fully considered and supported through the Sustainability Appraisal process.
141. In addition, the Council has submitted in November 2018 a bid for formal Garden Communities status for the North East Chelmsford Garden Community. A key component of the bid is creating a well connected sustainable community based on walking, cycling, rapid public transport and a new rail station. This is further expanding on all the measures that are in place and being delivered in North East Chelmsford.

Location 5: Great Leighs

142. A key component to development across all three sites in this Location is maximising opportunities for sustainable transport modes to be taken up to create communities where alternative forms of transport to the private car are prioritised. As set out in the Policy and at paragraphs 7.249, 7.261 and 7.275 of the Local Plan, new and enhanced pedestrian and cycle connections are required to be provided within the site allocations and between each of the sites to ensure connectivity. Additional pedestrian and cycle connections should be provided to provide linkages to the wider area including Great Notley and Chelmsford City Racecourse. A residential travel plan is required for all three sites to include a package of measures to ensure sustainable means of travel are available to all new residents.
143. Specifically, for site 5a, which is separated from Great Leighs village by the A131, the existing convenient pedestrian and cycleway connections to the village should be utilised and improved by the development. In addition, the development will be required to provide good accessibility to bus services, providing a link to railway stations in Braintree and Chelmsford.
144. For sites 5b and 5c, their location adjacent to the village and existing facilities and employment such as the existing primary school, village hall, shop, public houses, Banters Lane industrial estate etc., promotes sustainable means of travel within the village. Easy access is also available for bus services to Chelmsford City Centre, Braintree and Colchester.
145. On this basis, and considering Location 5 as a whole, it is considered that it complies well with the Local Plan Strategic Priorities, Vision, Spatial Principles and Spatial Strategy and the delivery of sustainable development by focussing growth at a well-connected location outside of the Green Belt, delivering new and improved infrastructure, and promoting sustainable means of transport.

Location 6: North of Broomfield

146. The site allocation at Location 6 is in close proximity to sustainable connections to the City Centre. These include existing bus, cycle and pedestrian connections. Broomfield Hospital is served by a high frequency bus service. The policy seeks to enhance these services to provide improved accessibility to the City Centre, and associated railway stations and service and facilities.
147. Further nearby services, including schools, health facilities, local shops and businesses are within Broomfield itself. Such services will be further enhanced by the inclusion of a new nursery school, open spaces and recreational facilities and a neighbourhood centre within the site allocation.

148. On this basis, it is considered that the site allocation at Location 6 complies with the Local Plan Strategic Priorities, Vision, Spatial Principles and Spatial Strategy and contributes to the delivery of sustainable development by focussing growth in well-connected locations outside of the Green Belt, delivering new and improved infrastructure, and promoting sustainable means of transport.
149. All of these collectively make for well-rounded sustainable communities in Growth Area 2.

Question 65g	Are any amendments necessary to ensure soundness?
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Response to Q65g

150. Since the close of consultation on the Pre-Submission Local Plan, new evidence has been provided by Natural England which means that all residential site allocations in the Local Plan are located in the Essex Coast European Sites Zones of recreational Influence and therefore must contribute to the emerging Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).
151. In Growth Area 2, this applies to the following policies: Strategic Growth Sites 4, 5a, 5b, 5c and 6.
152. The following changes are proposed to address this matter and have been agreed with Natural England in updated Statement of Common Ground **SOCG002**.

Proposed changes:

Add the following text as a bullet point under ‘Site Infrastructure Requirements’ in Strategic Growth Sites 4, 5a, 5b, 5c:

‘Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.’

Add the following text to the Reasoned Justification in Strategic Growth Sites 4, 5a, 5b, 5c:

‘Following consultation with Natural England, an Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute

towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.'

This is considered to be a main modification.

153. There are no other amendments in addition to the Schedule of Additional Changes (**SD002**) and Schedule of Minor Change (**SD003**) necessary for Locations 4, 5 and 6.

APPENDIX A

EVIDENCE BASE LIST FOR MATTER 5	
SD002	Schedule of Additional Changes
SD003	Schedule of Minor Changes
SD004	Pre-Submission Local Plan Sustainability Appraisal
SD006	Pre-Submission Local Plan Habitats Regulations Assessment
EB006	Preferred Options Consultation Document Sustainability Appraisal Report
EB018B	Chelmsford Infrastructure Delivery Plan June 2018 Update
EB021A	Chelmsford Green Infrastructure Strategic Plan 2-18-2036
EB026	Local Plan Preferred Spatial Option – Junction Modelling
EB027	Preferred Options Strategic & Local Junction Modelling Addendum – Infrastructure Studies
EB028	Response to Representations on Transport Matters, Preferred Options
EB029	Chelmsford Local Plan Pre-Submission Strategic and Local Junction Modelling
EB030A	Chelmsford Local Plan Car Parking Vision
EB030B	Chelmsford Local Plan Car Parking Vision Action Plan
EB031	Chelmsford Traffic and Access Study Local Validation Report
EB032	Chelmsford Traffic and Access Strategy Traffic Forecast Report
EB033	Chelmsford Traffic and Access Strategy Variable Demand Model – Technical Note
EB072G	SLAA Maps by Parished and Unparished Area (Writtle Parish)
EB082A	Local Plan Viability Study Including CIL Viability Review
EB082B	Chelmsford City Council – Post IDP Viability Update
EB085	Chelmsford Local Plan Archaeological Impact Assessment
EB094A	Green Wedges and Green Corridors: Defining Chelmsford’s River Valleys Review Report
EB094B	Green Wedges and Green Corridors: Defining Chelmsford’s River Valleys Appendix A
EB100A	Chelmsford City Council Landscape Sensitivity and Capacity Assessment Report
EB100B	Chelmsford City Council Landscape Sensitivity and Capacity Assessment Technical note: Landscape Sensitivity & Capacity - Additional Site Assessments
EB100C	Chelmsford City Council Landscape Sensitivity and Capacity Assessment Technical Note: Chelmsford Local Plan Pre-Submission Document – Annex to the Landscape Sensitivity & Capacity Evidence Base Report on Land at South Woodham Ferrers
EB100D	Chelmsford City Council Landscape Sensitivity and Capacity Assessment Technical Note: Chelmsford Local Plan Pre-Submission Document – Annex to the Landscape Sensitivity & Capacity Evidence Base Report: Corrections to Summary Tables
EB101A	Open Space, Sports and Recreational Facilities Study (2016-2036) Community and Stakeholder Consultation

EB101B	Open Space, Sports and Recreational Facilities Study (2016-2036) Executive Summary
EB101C	Chelmsford Open Space Study (Part 1 of 2)
EB101D	Chelmsford Open Space Study Green Space Area Profiles (Part 2 of 2)
EB101E	Chelmsford Playing Pitch and Outdoor Sports Needs Assessment (Part A, B and C)
EB101F	Chelmsford Playing Pitch and Outdoor Sports Strategy and Action Plan (Part D)
EB101G	Chelmsford Indoor/Built Sports Facility Needs Assessment
EB101H	Chelmsford Indoor/Built Sports Facility Strategy and Action Plan
EB101I	Chelmsford Open Space Study 2016 – 2036 Addendum November 2017
EB101J	Chelmsford Open Space Study 2016 – 2036 Addendum May 2018
EB101K	Chelmsford City Council Outdoor Sport Pitch and Facility Strategy and Action Plan – Future Growth Supplement
EB103A	Chelmsford City Council Local Wildlife Site Review 2016
EB103B	Chelmsford City Council Local Wildlife Site Review 2016 Appendix 1: Summary Table of 2016 Local Wildlife Sites
EB103C	Chelmsford City Council Local Wildlife Site Review 2016 Appendix 2: Part 1, Sites 1-90
EB103D	Chelmsford City Council Local Wildlife Site Review 2016 Appendix 2: Part 2, Sites 91-186
EB103E	Chelmsford City Council Local Wildlife Site Review 2016 – Potential Local Wildlife Sites
EB103F	Local Wildlife Site Selection Criteria
EB104A	Chelmsford Surface Water Management Plan
EB104B	Chelmsford Surface Water Management Plan Appendix A: SWMP Action Plan
EB104C	Chelmsford Surface Water Management Plan Appendix B: Modelling Details
EB104D	Chelmsford Surface Water Management Plan Appendix C: Maps and Figures
EB104E	Chelmsford Surface Water Management Plan Appendix D: CDA Prioritisation
EB104F	Chelmsford Surface Water Management Plan Appendix E: Conceptual Options Assessment
EB105	Chelmsford Local Plan Sequential and Exception Tests
EB106A	Chelmsford City Council Level 1 and Level 2 Strategic Flood Risk Assessment (SFRA)
EB106B	SFRA Mapping Index
EB106C	SFRA Appendix A: Watercourses in the Chelmsford Catchment
EB106D	SFRA Appendix B: Flood Zones
EB106E	SFRA Appendix C: Climate Change Mapping
EB106F	SFRA Appendix D: Updated Floor Map for Surface Water
EB106G	SFRA Appendix E: Areas Susceptible to Groundwater Flooding
EB106H	SFRA Appendix F: Flood Warning Coverage
EB106I	SFRA Level 2 Detailed Site Summary Tables

EB107B	Chelmsford City Water Cycle Study Update
EB108A	Chelmsford Local Plan Heritage Assessments Technical Note March 2017
EB108B	Chelmsford Local Plan Heritage Assessments Technical Note Addendum May 2018
EB113	Essex Biodiversity Action Plan
EB114	Chelmsford Biodiversity Action Plan
EB116	Chelmsford Local Plan – Preferred Options
EB120	North Chelmsford Area Action Plan including Proposals Map
EB133	Draft Planning Obligations Supplementary Planning Document
EB144	Essex Minerals Local Plan
EB172G	SLAA Maps by Parished and Unparished Areas
TP002	Topic Paper 2: Infrastructure Update
SOCG01	Statement of Common Ground: Historic England
SOCG02	Statement of Common Ground: Natural England
SOCG15	Statement of Common Ground: North East Chelmsford Site Promoters on Mineral Issues
SOCG16a	Statement of Common Ground: Great Leighs Site Promoters – Strategic Matters
SOCG16c	Statement of Common Ground: The Landowners – Strategic Growth Site 5c
SOCG17	Statement of Common Ground: North East Chelmsford Highways and Transport
SOCG19	Statement of Common Ground: North of Broomfield Site Promoters – Strategic Matters
SOCG21	Statement of Common Ground: North East Chelmsford Site Promoters – Strategic Matters
SOCG22	Statement of Common Ground: Highways England
EX012	Matter 1 – Statutory/Legal Compliance Hearing Statement, Chelmsford City Council

APPENDIX B

Masterplanning for Broomfield Hospital

APPENDIX C

Infrastructure items required for each site.



































APPENDIX D

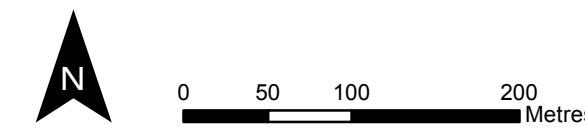
Delivery history of NE Chelmsford

APPENDIX E

Landscape summaries

Site 6 - Broomfield Site & Context Analysis

-  The site
-  Listed Buildings
-  Setting of Listed Buildings
-  Non designated Heritage Assets
-  Scheduled Monument
-  Conservation Area
-  Local Wildlife Site (LoWS)
-  Trees / Woodland
-  Area for ecological protection
-  Reptile habitat
-  Eco protection zone
-  Green Corridor
-  Green Wedge
-  Open Countryside
-  Open space
-  Sports pitches
-  Allotments
-  Sensitive landuse/properties
-  Japanese Knotweed
-  Scaffold business
-  Shops
-  Church
-  Farleigh Hospice
-  Broomfield Hospital
-  High level hospital buildings
-  Public House
-  Footpaths
-  Road noise
-  Bus stops
-  Country Lane with prominent tree/hedge
-  Surface water
-  Flood Zone Grade 2
-  Flood Zone Grade 3
-  Important views



Planning and Housing Policy
Directorate for
Sustainable Communities

Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
CM1 1JE





Site 6 - Broomfield Master Plan

- Site allocation
- Open Countryside
- Existing Woodland and Hedges
- Existing Trees
- Pond
- Green space including SUDs
- New Woodland Buffer/Belt
- Footpath
- Cycle way
- New bus route
- Roundabout Junction
- Access to development parcel
- Downgraded carriageway - pedestrian/access/servicing only
- Housing
- Neighbourhood centre & Early Years Facility

- Study Areas:
- ① Access from Waterhouse Lane
 - ② Access from Blasford Hill
 - ③ Crossing point / junction
 - ④ Route through Puddings Wood
 - ⑤ Rural lane enhancement
 - ⑥ Access only & pedestrian/cycle crossing
 - ⑦ Roundabout junction & pedestrian/cycle crossing

Not to scale

Planning and Housing Policy Directorate for Sustainable Communities

Chelmsford City Council
Civic Centre
Duke Street
Chelmsford
CM1 1JE



APPENDIX C – Table of specific development and site infrastructure requirements by location

Each infrastructure item required for this site is set out below with a summary covering what evidence has been used to justify the requirement and how this has been transposed into the Policy Requirements for this site allocation. Other site requirements listed under the sub heading 'Historic and Natural Environment' and 'Design and Layout' within the site policies are not specific development or infrastructure requirements, rather matters to be addressed in order to fulfil other policies throughout the Local Plan e.g. the need to protect a Listed Building or an identified habitat.

Location 4 – North East Chelmsford

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.4)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Allotments	Chelmsford Open Space Study 2017	6.7-6.14	Appropriate provision of community space and significant new multi-functional green infrastructure.			Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide or make financial contributions to, new or enhanced sport, leisure and recreation facilities. New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments.	Strategic Policy SI I Policy MP4
Beaulieu Park Railway Station	Essex County Council	3.3 3.63		Measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes.			Financial contributions to delivery of the full Chelmsford North East Bypass (CNEB), Beaulieu Station and community space and facilities.	Strategic Policy SI I
Burial space	Essex County Council	11.13-11.19						CIL Strategic Policy SI I Policy CFI
Bus priority/Chelmsford Rapid Bus Transit (ChART)	Essex County Council	3.36-3.37		Provide well-connected internal road layouts which allows good accessibility for bus services and bus priority measures. Measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes. Extension of on-site Chelmsford Area Bus Rapid Transit (ChART) infrastructure.			Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way.	Strategic Policy SI I
Bus services and infrastructure	Essex County Council	3.49		Provide well-connected internal road layouts which allows good accessibility for bus services and bus priority measures. Measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes. Extension of on-site			Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way.	Strategic Policy SI I

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.4)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
				Chelmsford Area Bus Rapid Transit (ChART) infrastructure.				
Children's play and youth facilities	Chelmsford Open Space Study 2017	6.15-6.24	Appropriate provision of community space and significant new multi-functional green infrastructure.			Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide or make financial contributions to, new or enhanced sport, leisure and recreation facilities. New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments.	Strategic Policy SI I Policy MP4
Community centres	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	10.13-10.17	Neighbourhood centres incorporating provision for convenience food retail, community and healthcare provision.				Financial contributions to delivery of the full Chelmsford North East Bypass (CNEB), Beaulieu Station and community space and facilities.	Strategic Policy SI I Policy CFI
Country Park	Essex County Council/ Chelmsford Open Space Study 2017	6.52-6.57	A new Country Park. Appropriate provision of community space and significant new multi-functional green infrastructure.			Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide or make financial contributions to, new or enhanced sport, leisure and recreation facilities. Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance. New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments.	Strategic Policy SI I
Cycle and footway links/improvements/crossings	Essex County Council	3.60		Provide pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in NE Chelmsford, new Beaulieu Train Station and associated employment area, new Country Park and development east of the Chelmsford North East Bypass. Provide safe multi-user crossings of the outer Radial Distributor Road			Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way. New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate.	Strategic Policy SI I

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.4)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
				(RDR2) and the Chelmsford North East Bypass (CNEB). Measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes.				
Cycle/foot bridge over Essex Regiment Way	Essex County Council	3.51-3.52		Provide pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in NE Chelmsford, new Beaulieu Train Station and associated employment area, new Country Park and development east of the Chelmsford North East Bypass. Provide safe multi-user crossings of the outer Radial Distributor Road (RDR2) and the Chelmsford North East Bypass (CNEB). Measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes.			Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way. New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate.	Strategic Policy SI I
Early Years and Childcare - stand alone provision	Essex County Council	8.20-8.22	Provision of two new stand-alone early years and childcare nurseries.				Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy SI I
Health	Mid Essex Clinical Commissioning Group	Table 9.1	Neighbourhood centres incorporating provision for convenience food retail, community and healthcare provision.					Strategic Policy SI I
Indoor sports facilities	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	6.42-6.44				Layout to provide a coherent network of public open space, formal and informal sport, recreation and community	Provide or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy SI I

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.4)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
						space within the site.		
Libraries	Essex County Council	10.7-10.9						CIL Strategic Policy SI I Policy CFI
Municipal waste	Essex County Council	11.25-11.27						CIL Strategic Policy SI I
Chelmsford North East Bypass – single carriageway section	Essex County Council	3.7-3.17	Single carriageway road (or Phase I) of the Chelmsford North East Bypass within the site boundary.	Improvements to the local and strategic road network as required by the Local Highways Authority.			A single carriageway road (phase I) of the Chelmsford North East Bypass and a new Radial Distributor Road (RDR2).	
Chelmsford North East Bypass – NE Chelmsford to A131 single carriageway section	Essex County Council	3.7-3.17		Improvements to the local and strategic road network as required by the Local Highways Authority.			Financial contributions to delivery of the full Chelmsford North East Bypass (CNEB), Beaulieu Station and community space and facilities.	
Chelmsford North East Bypass – full dual carriageway	Essex County Council	3.7-3.17		Improvements to the local and strategic road network as required by the Local Highways Authority.			Financial contributions to delivery of the full Chelmsford North East Bypass (CNEB), Beaulieu Station and community space and facilities.	
Outer Radial Distributor Road (RDR2)	Essex County Council	3.7-3.17	An outer vehicular access Radial Distributor Road (RDR2) from Essex Regiment Way.	Main vehicular access to the site will be from Essex Regiment Way via a new vehicular access outer Radial Distributor Road (RDR2). Improvements to the local and strategic road network as required by the Local Highways Authority.			A single carriageway road (phase I) of the Chelmsford North East Bypass and a new Radial Distributor Road (RDR2).	
Outdoor sports and changing facilities	Chelmsford Outdoor Sport Pitch and Facility Strategy 2018	6.29-6.34	Appropriate provision of community space and significant new multi-functional green infrastructure.			Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide or make financial contributions to, new or enhanced sport, leisure and recreation facilities. New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments. Safeguarding for the existing open area currently comprising a golf course on-site.	Strategic Policy SI I Policy MP4 Policy CFI
Park and Ride - NE Chelmsford	Essex County Council	3.33-3.34					Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way. Safeguard land for the future	CIL Strategic Policy SI I

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.4)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
							extension of Chelmer Valley Park & Ride.	
Park and Ride - Widford area	Essex County Council	3.29-3.30					Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way.	CIL Strategic Policy SI I
Police	Essex Police	11.1-11.8						CIL Strategic Policy SI I
Primary education (incl. shared EY&C provision)	Essex County Council	8.41	Provision of two new primary schools with co-located early years and childcare nurseries.				Land (circa 2.1 hectares and 2.4 hectares) for two co-located primary schools each with early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy SI I
Road junction improvements	Essex County Council	3.26-3.28		<p>Main vehicular access to the site will be from Essex Regiment Way via a new vehicular access outer Radial Distributor Road (RDR2).</p> <p>Additional access to the site will be from Chelmsford North East Bypass (CNEB) and the existing Radial Distributor Road (RDRI).</p> <p>Improvements to the local and strategic road network as required by the Local Highways Authority.</p>			Appropriate improvements to the local and strategic road network to include necessary works to Essex Regiment Way as required by the Local Highways Authority.	Strategic Policy SI I
Secondary education - new provision	Essex County Council	8.49	Provision of a new secondary school.				Land (circa 9 hectares) for a co-located secondary school (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy SI I

Location 5 – Great Leighs

It should be noted that the development and infrastructure requirements have been derived for the location as a whole. The necessary requirements are then reflected across the Site Allocations 5a, 5b and 5d. In light of this a column is included to show which site or sites each requirement appears within.

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.5)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Allotments	Chelmsford Open Space Study 2017	6.7-6.14	5a, 5b, 5c			Create a network of Green Infrastructure.	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4
Beaulieu Park Railway Station	Essex County Council	3.3 3.63							CIL Strategic Policy S11
Burial space	Essex County Council	11.13- 11.19							CIL Strategic Policy S11 Policy CFI
Bus services and infrastructure	Essex County Council	3.47-3.48	5a, 5c		Provide a well-connected internal road layout which allows for bus priority measures.			Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
			5b					Appropriate measures to promote and enhance sustainable modes of transport.	
Children's play and youth facilities	Chelmsford Open Space Study 2017	6.15-6.24	5a, 5b, 5c			Create a network of Green Infrastructure.	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	CIL Strategic Policy S11 Policy MP4
Community centres	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	10.13- 10.17	5a, 5c	Neighbourhood Centre. Co-locate the neighbourhood centre and primary school at a location close to existing links across/under A131 to connect to Great Leighs.				Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG.	Strategic Policy S11 Policy CFI
Cycle and footway links/improvements/crossings	Essex County Council	3.60	5a, 5b, 5c		Provide pedestrian and cycle connections.			Appropriate measures to promote and enhance sustainable modes of transport. New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate.	Strategic Policy S11

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.5)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Health	Mid Essex Clinical Commissioning Group	Table 9.1	5a, 5c					Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	Strategic Policy S11
			5b					Financial contributions to delivery of the Chelmsford North East Bypass and community facilities such as healthcare provision as required by the NHS/CCG	
Indoor sports facilities	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	6.42-6.44	5a, 5b, 5c				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11
Libraries	Essex County Council	10.7-10.9							CIL Strategic Policy S11 Policy CFI
Municipal waste	Essex County Council	11.25-11.27							CIL Strategic Policy S11
Chelmsford North East Bypass – NE Chelmsford to A131 single carriageway section	Essex County Council	3.7-3.17	5a, 5c					Appropriate improvements to the local and strategic road network as required by the Local Highways Authority. Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	Strategic Policy S11
			5b					Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.5)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
								Financial contributions to delivery of the Chelmsford North East Bypass and community facilities such as healthcare provision as required by the NHS/CCG	
Chelmsford North East Bypass – full dual carriageway	Essex County Council	3.7-3.17	5a, 5c					Appropriate improvements to the local and strategic road network as required by the Local Highways Authority. Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	Strategic Policy S11
			5b					Appropriate improvements to the local and strategic road network as required by the Local Highways Authority. Financial contributions to delivery of the Chelmsford North East Bypass and community facilities such as healthcare provision as required by the NHS/CCG	
Outdoor sports and changing facilities	Chelmsford Outdoor Sport Pitch and Facility Strategy 2018	6.29-6.34	5a, 5b, 5c			Create a network of Green Infrastructure.	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4 Policy CFI
Park and Ride - NE Chelmsford	Essex County Council	3.33-3.34	5a, 5b, 5c					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Park and Ride - Widford area	Essex County Council	3.29-3.30	5a, 5b, 5c					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Police	Essex Police	11.1-11.8							CIL Strategic Policy S11
Primary education (incl.	Essex County	8.40	5a, 5c	Provision of a new primary				Land (circa 2.1 hectares) for	Strategic Policy

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.5)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
shared EY&C provision)	Council			<p>school with co-located early years and childcare nursery.</p> <p>Co-locate the neighbourhood centre and primary school at a location close to existing links across/under A131 to connect to Great Leighs.</p>				<p>a co-located primary school and early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.</p> <p>Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG</p>	SI I
Road junction improvements	Essex County Council	3.26-3.28	5a		Main vehicular access to the site will be from Moulsham Hall Lane.			Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	Strategic Policy SI I
			5b		Main vehicular access to the site will be from London Road.			Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	
			5c		Main vehicular access to the site will be from Banters Lane or through Site EC3, via Main Road.			Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	
Secondary education - expansion of existing provision	Essex County Council	8.46-8.48	5a, 5c					Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	CIL Strategic Policy SI I

Location 6 – North of Broomfield

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.6)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Allotments	Chelmsford Open Space Study 2017	6.7-6.14			Create a network of Green Infrastructure.	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy SI I Policy MP4
Beaulieu Park Railway Station	Essex County Council	3.3 3.63						CIL Strategic Policy SI I
Broomfield Hospital Access Road	Essex County Council	3.18-3.21		Provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Fairleigh Hospice.			Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	
Burial space	Essex County Council	11.13-11.19						CIL Strategic Policy SI I Policy CFI
Bus services and infrastructure	Essex County Council	3.47-3.48		Provide a well-connected internal road layout which allows for bus priority measures.			Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy SI I
Children's play and youth facilities	Chelmsford Open Space Study 2017	6.15-6.24			Create a network of Green Infrastructure.	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy SI I Policy MP4
Community centres	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	10.13-10.17	Neighbourhood Centre.				Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	CIL Strategic Policy SI I Policy CFI
Cycle and footway links/improvements/crossings (inc. cycle/foot bridge over Essex Regiment Way)	Essex County Council	3.51-3.52 3.60		Provide pedestrian and cycle connections.			Appropriate measures to promote and enhance sustainable modes of transport. New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate.	Strategic Policy SI I
Early Years and Childcare - stand alone provision	Essex County Council	8.24-8.25	Provision of a new stand-alone early years and childcare nursery located in the southern portion of the site.				Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy SI I

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.6)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Health	Mid Essex Clinical Commissioning Group	Table 9.1					Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	Strategic Policy SI I
Indoor sports facilities	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	6.42-6.44					Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy SI I
Libraries	Essex County Council	10.7-10.9						CIL Strategic Policy SI I Policy CFI
Municipal waste	Essex County Council	11.25-11.27						CIL Strategic Policy SI I
Chelmsford North East Bypass – NE Chelmsford to A131 single carriageway section	Essex County Council	3.7-3.17					Appropriate improvements to the local and strategic road network as required by the Local Highways Authority. Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	
Chelmsford North East Bypass – full dual carriageway	Essex County Council	3.7-3.17					Appropriate improvements to the local and strategic road network as required by the Local Highways Authority. Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	
Outdoor sports and changing facilities	Chelmsford Outdoor Sport Pitch and Facility Strategy 2018	6.29-6.34			Create a network of Green Infrastructure.	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy SI I Policy MP4 Policy CFI
Park and Ride - NE Chelmsford	Essex County	3.33-3.34					Appropriate measures to promote and enhance sustainable modes of	CIL Strategic Policy SI I

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.6)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
	Council						transport.	
Park and Ride - Widford area	Essex County Council	3.29-3.30					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Police	Essex Police	11.1-11.8						CIL Strategic Policy S11
Primary education – expansion of existing provision	Essex County Council	8.38-8.39					Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	Strategic Policy S11
Road junction improvements	Essex County Council	3.26-3.28		Main vehicular access to the site will be from Blasford Hill (B1008)			Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	Strategic Policy S11
Secondary education - expansion of existing provision	Essex County Council	8.49					Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG	CIL Strategic Policy S11

Appendix D – North East Chelmsford Delivery History

The delivery rates of the existing North East Chelmsford development allocation (Beaulieu and Channels developments) is set out in Appendix B of the Council's Matter 6 Hearing Statement (EX017).

Beaulieu has permission for 3,600 dwellings
Channels has permission up 750 dwellings

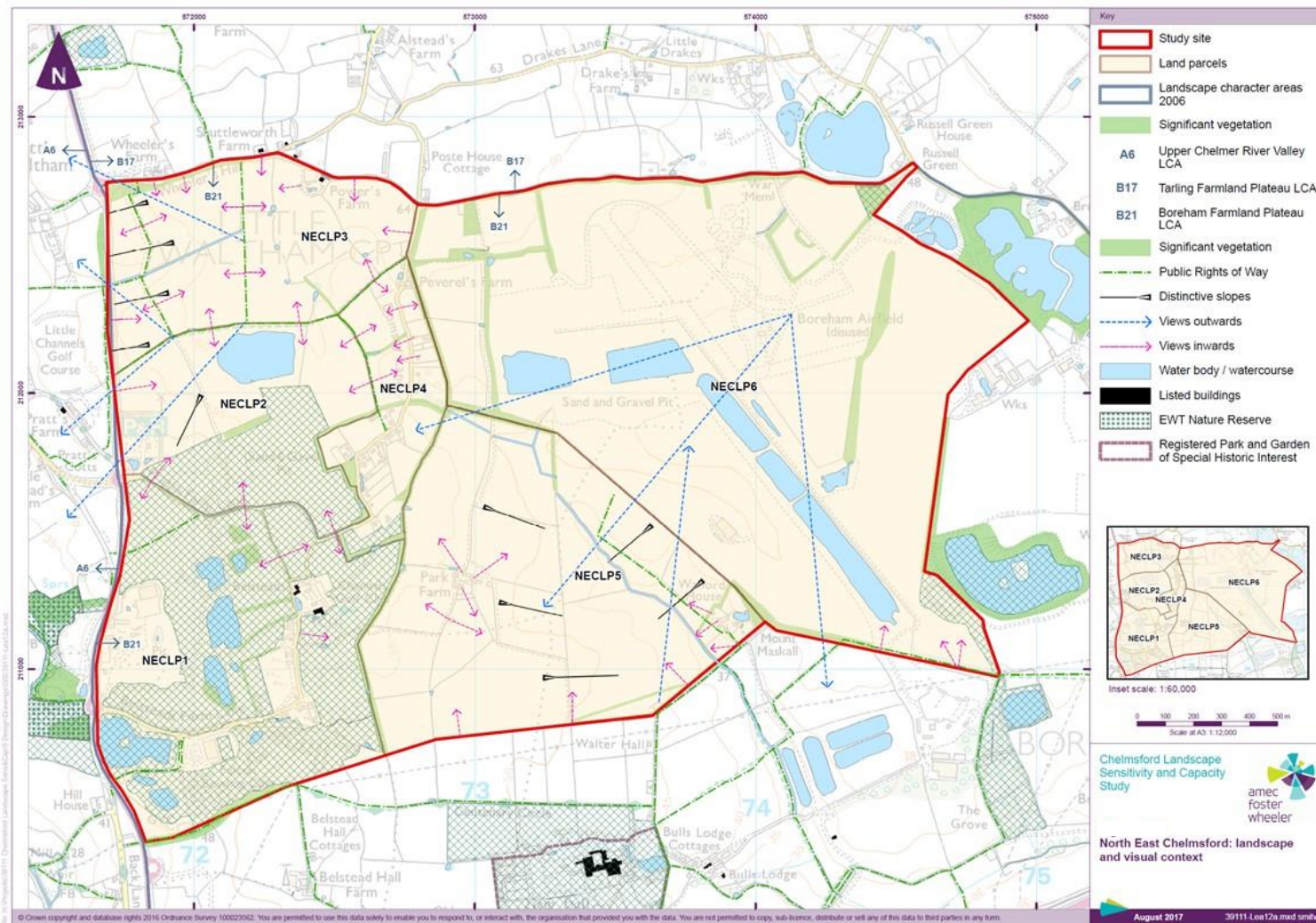
The existing North East Chelmsford development allocation had progressed in the following timeline:

July 2011:	Sites allocated for development in North Chelmsford AAP (EB120)
October 2012:	Outline planning permission granted for Channels development
March 2014:	Outline planning permission granted for Beaulieu development
October 2014:	Channels development commences
November 2014:	Beaulieu development commences
Summer 2015:	First completions on Beaulieu and Channels developments
March 2018:	725 dwellings combined completions. Annual rate 2017/18 372 dwellings
March 2022:	Channels development projected completion
2033-2036:	Beaulieu development complete

Appendix E - Summary of the Landscape Sensitivity and Capacity Evidence relating to Proposed Sites

MATTER 6b Growth Area 2 North Chelmsford Location 4 North East Chelmsford

North East Chelmsford Landscape and Visual Context



Documents EB100A, EB100B & EB100D

This Study Site is located to the north-east of Chelmsford and east of the A130. The entire area lies within the south-west part of the Boreham Farmland Plateau Landscape Character Area (B21) as described by the Chelmsford LCA 2006 (Chelmsford LCA).

Parcel NECLP1 is judged to have **moderate landscape sensitivity, moderate landscape value and a medium landscape capacity** for low rise residential/employment development, making use of the reasonably high degree of compartmentalisation and hence visual containment of the parcel.

Parcel NECLP2 is judged to have **moderate overall landscape sensitivity and low value and medium to high capacity**, reflecting the combination of significant past character change through quarrying activity but a relatively exposed aspect climbing onto the plateau to the west of the Chelmer Valley. There is medium to high capacity overall, medium on the north western reaches where the land is relatively exposed, higher towards the south east and east where there is a greater degree of enclosure and opportunities for land restoration.

Parcel NECLP3 is judged to have **moderate landscape sensitivity, moderate landscape value and moderate landscape capacity** reflecting the relatively high degree of visual exposure in the central portion of the parcel reflecting the plateau, with visual sensitivity decreasing along low land running along the A130 and the east where the degree of enclosure increases and the landform is less exposed, particularly to long-distance views to and from the west across the Chelmer Valley to and from Broomfield and Great Waltham.

Parcel NECLP4 is judged to have **moderate to high landscape sensitivity, moderate landscape value and a low to medium landscape capacity**.

Parcel NECLP5 is judged to have **moderate landscape sensitivity, moderate landscape value and medium landscape capacity**, reflecting its scale and ability to accommodate change visually and structurally.

Parcel NECLP6 is judged to have **moderate landscape sensitivity, low landscape value and medium to high landscape capacity**. Whilst the plateau location of NECLP6 means that it has a degree of sensitivity by virtue of its elevation, the nature and extent of land-use change means that there are opportunities for large-scale restoration which could include new development based around the establishment of extensive green infrastructure. It is impractical to seek to restore the original landscape pattern, but key elements such as substantial woodland screening creating progressively filtered near, mid and long distance horizons can be established as part of a new infrastructure.

Settlement/Locality	Land Parcel	Landscape Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Overall Landscape Capacity
North East	NECLP1	Moderate	Moderate	Moderate	Moderate	Medium

Settlement/Locality	Land Parcel	Landscape Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Overall Landscape Capacity
Chelmsford	NECLP2	Low to Moderate	Moderate	Moderate	Low	Medium to High
	NECLP3	Moderate	Moderate to High	Moderate	Moderate	Medium
	NECLP4	Moderate	Moderate to High	Moderate to High	Moderate	Low to Medium
	NECLP5	Moderate	Moderate to High	Moderate	Moderate	Medium
	NECLP6	Low	Moderate	Moderate	Low	Medium to High

Planning and Land Management Guidelines

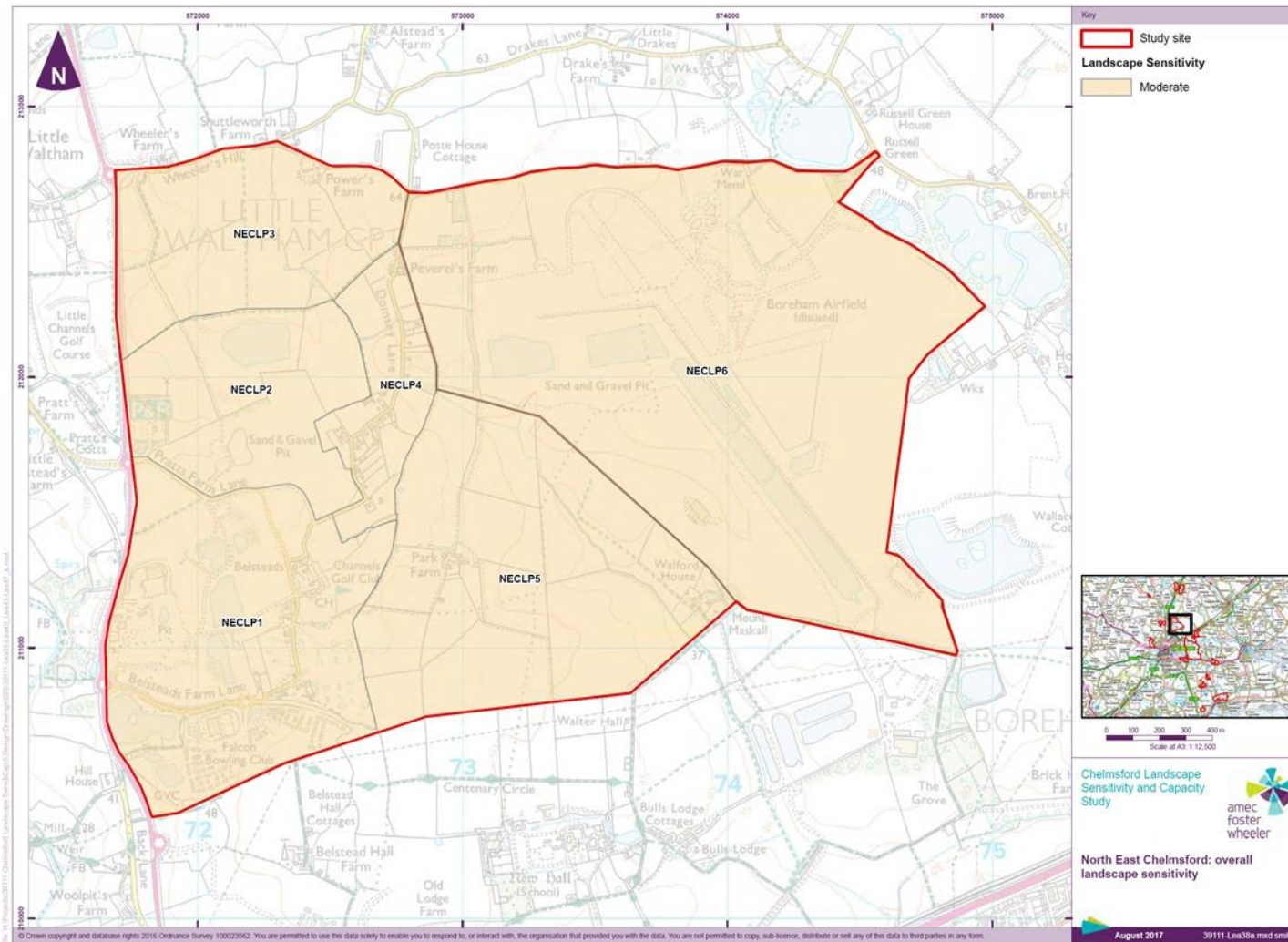
Suggested Planning Guidelines of the Chelmsford LCA of relevance include:

- Consider the visual impact of new residential development and farm buildings in the surrounding agricultural fields.
- Ensure any new development within farmland is small-scale, responding to historic settlement pattern, landscape setting and locally distinctive building styles.

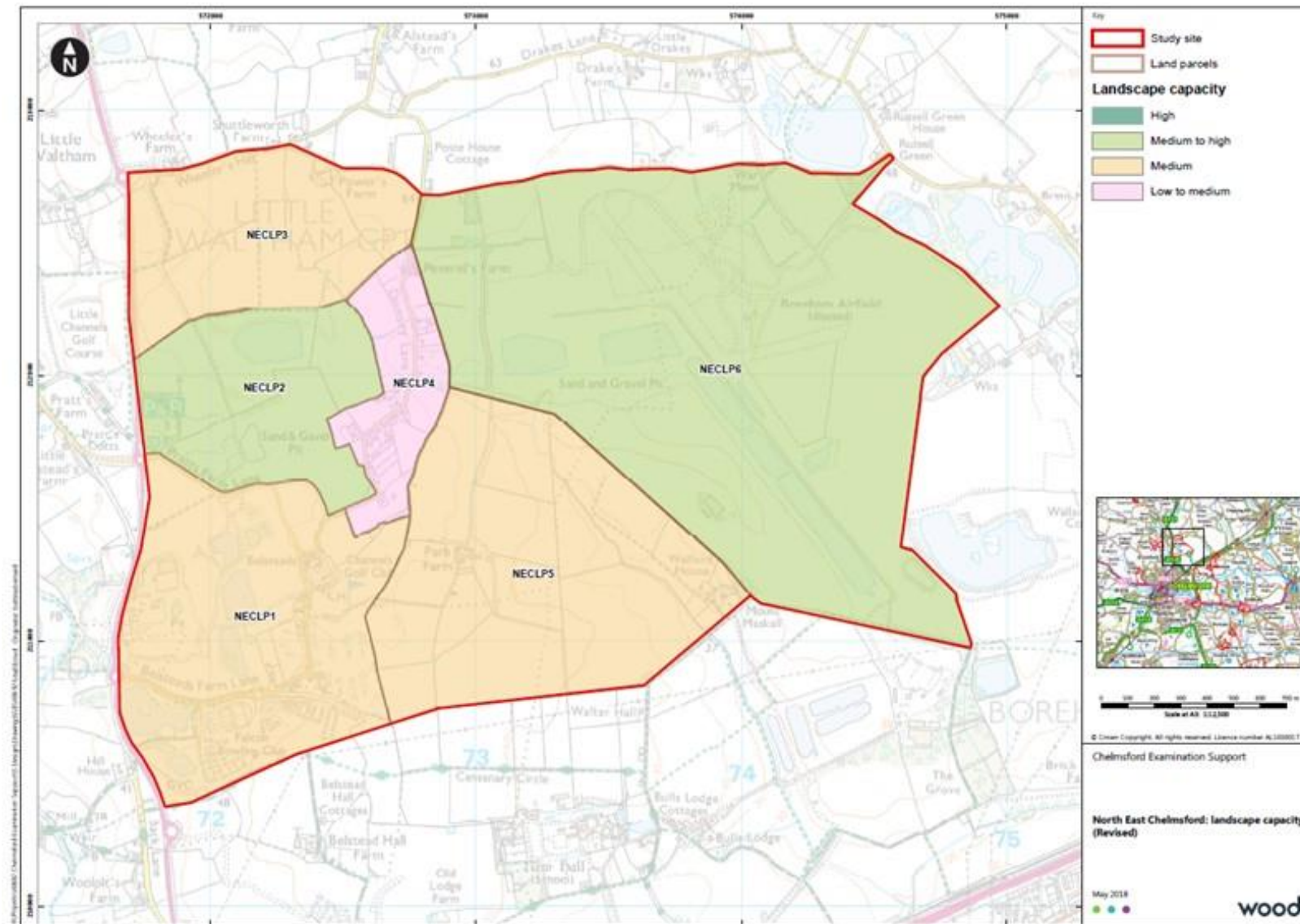
Suggested Land Management Guidelines of relevance include:

- Conserve and enhance existing hedgerow network and strengthen through planting appropriate to local landscape character.
- Conserve and manage areas of ancient and semi-natural woodland as important historical, landscape and nature conservation features.
- Strengthen the recreational role of water filled sand and gravel pits.
- Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.

North East Chelmsford Landscape Sensitivity



North East Chelmsford Landscape Capacity



Great Leighs Landscape and Visual Context



Documents EB100A, EB100B & EB100D

This Study Site is associated with the village of Great Leighs. It divides into two geographically separate areas, one located to the west of the village (and adjoining the A131) and the other located on the eastern edges of village. The entire area lies within the north western edges of the Terling Farmland Plateau Landscape Character Area (B17) as described by the Chelmsford LCA 2006 (Chelmsford LCA).

Parcel GLP4 is judged to be of **moderate overall landscape sensitivity and moderate value with a medium landscape capacity** to accommodate low rise residential and employment development. Here capacity is subject to careful siting/ design of development and the retention/ implementation/ enhancement of hedgerows, hedgerow trees and woodland in keeping with the character of the landscape.

Parcel GLP5 is judged to be of **moderate overall landscape sensitivity and low value with a medium to high landscape capacity** to accommodate low rise residential and employment development. Capacity is subject to careful siting/ design of development and the retention/ implementation/ enhancement of hedgerows, hedgerow trees and woodland in keeping with the character of the landscape.

Parcel GLP7 is judged to be of **moderate overall landscape sensitivity and low value with a medium to high landscape capacity** to accommodate low rise residential and employment development due to its weakened character and the influence of modern development. Here capacity is subject to careful siting/ design of development and the retention/ implementation/ enhancement of hedgerows, hedgerow trees and woodland in keeping with the character of the landscape.

Parcel GLP8a is judged to have **high landscape sensitivity, moderate value and low to medium landscape capacity** reflecting the strength of rural character and its remoteness from the settlement edge.

Parcel GLP8b is judged to have **moderate landscape sensitivity, moderate landscape value and medium landscape capacity** reflecting its relatively well enclosed character and the detractive influence of development (floodlighting) associated with the racecourse. Here capacity is subject to careful siting/ design of development, appropriate scale/ type of development in keeping with the character of the host LCA, the retention/ implementation/ enhancement of hedgerows, hedgerow trees and woodland in keeping with the character of the landscape.

Parcel GLP9 is judged to have **high landscape sensitivity, moderate value and low to medium capacity**; here development would be less appropriate due to its strength of rural character and remoteness from the settlement edge.

Parcel GLP10a is judged to have **high landscape sensitivity, moderate landscape value and low to medium landscape capacity**; here development would be less appropriate due to its strength of rural character and remoteness from the settlement edge.

Parcel GLP10b is judged to have **moderate landscape sensitivity, moderate landscape value and medium landscape capacity** reflecting its relatively well enclosed character, the presence of existing built development and the detractive influence of development (floodlighting, modern stables). Here capacity is subject to careful siting/ design of development, appropriate scale/ type of development in keeping with the character of the host LCA, the retention/ implementation/ enhancement of hedgerows, hedgerow trees and woodland in keeping with the character of the landscape.

Settlement/ Locality	Parcel	Landscape Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Overall Landscape Capacity
Great Leighs	GLP4	Moderate	Moderate	Moderate	Moderate	Medium
	GLP5	Moderate	Moderate	Moderate	Low	Medium to High
	GLP7	Low to Moderate	Moderate	Moderate	Low to Moderate	Medium to High
	GLP8a	High	Moderate	High	Moderate	Low to Medium
	GLP8b	Moderate	Moderate	Moderate	Moderate	Medium
	GLP9	High	Moderate	High	Moderate	Low to Medium
	GLP10a	High	Moderate	High	Moderate	Low to Medium
	GLP10b	Moderate	Moderate	Moderate	Moderate	Medium

Planning and Land Management Guidelines

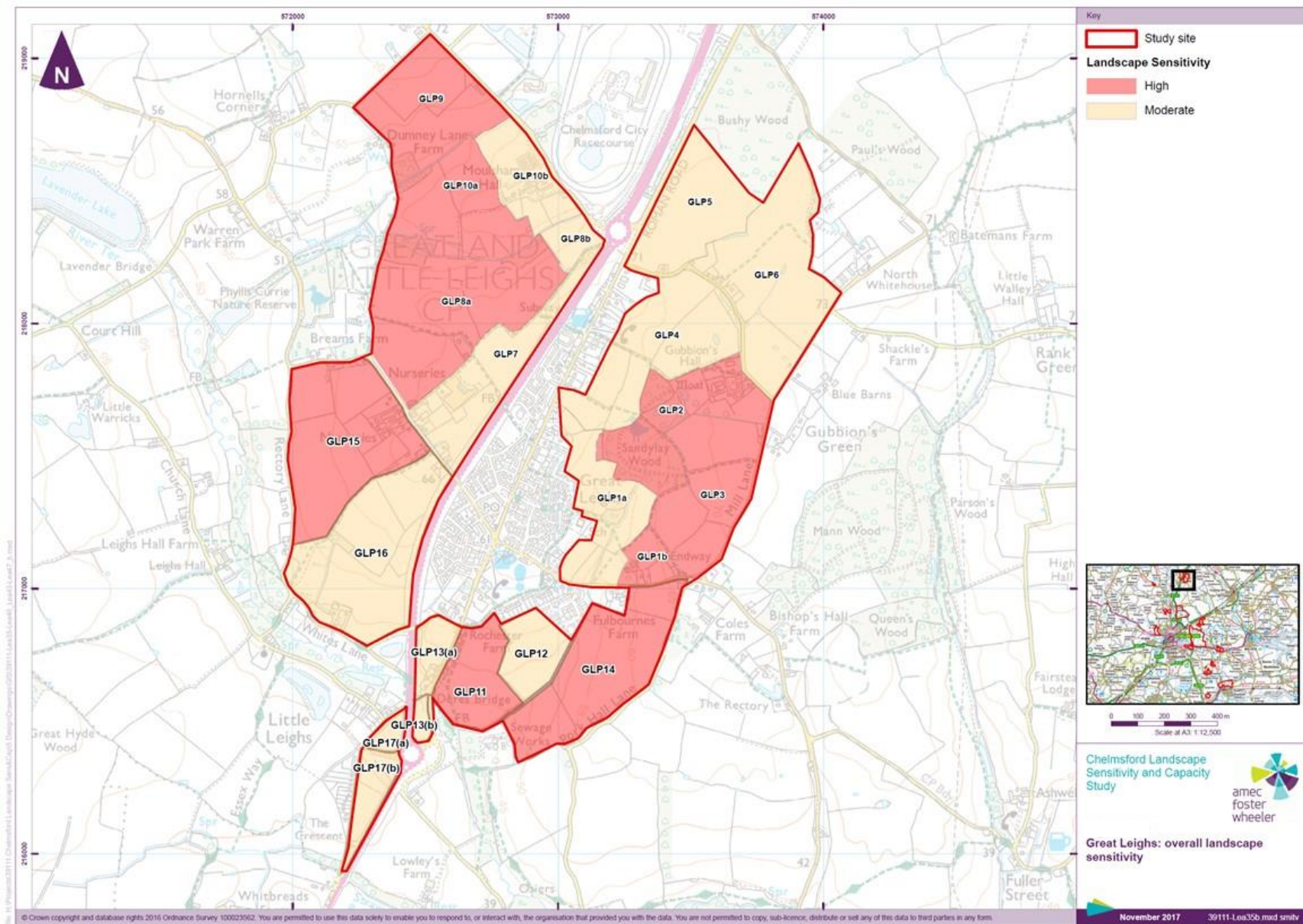
Suggested Planning Guidelines of the Chelmsford LCA of relevance include:

- Ensure that new build is in keeping with character.
- Conserve and enhance the landscape setting of settlements.
- Ensure any new development within farmland is small-scale, responding to historic settlement pattern, landscape setting and locally distinctive building styles.

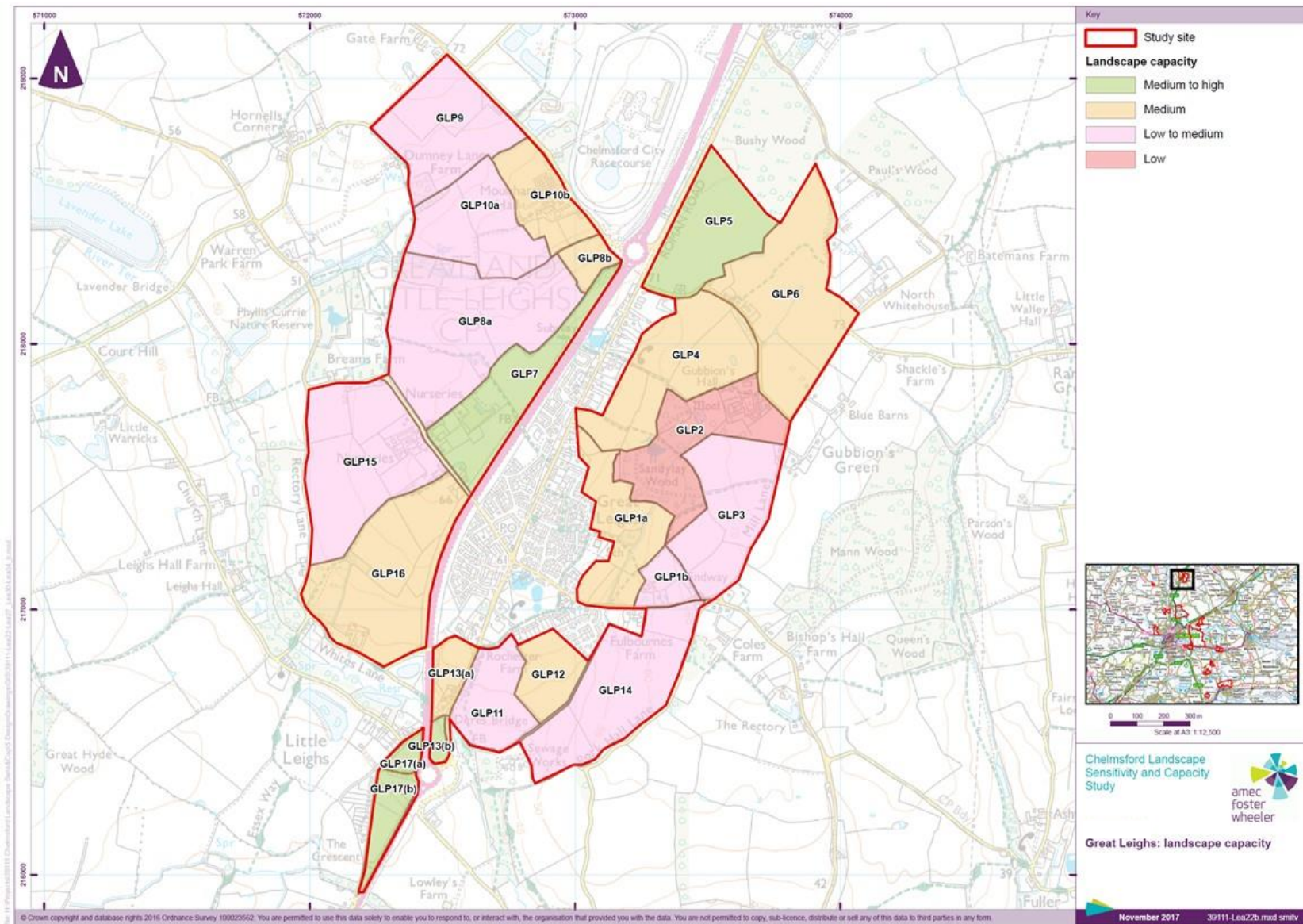
Suggested Land Management Guidelines of relevance include:

- Conserve and enhance existing hedgerow network and strengthen through planting appropriate to local landscape character.
- Conserve and manage areas of semi-natural woodland as important historical, landscape and nature conservation features.
- Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.

Great Leigs Landscape Sensitivity

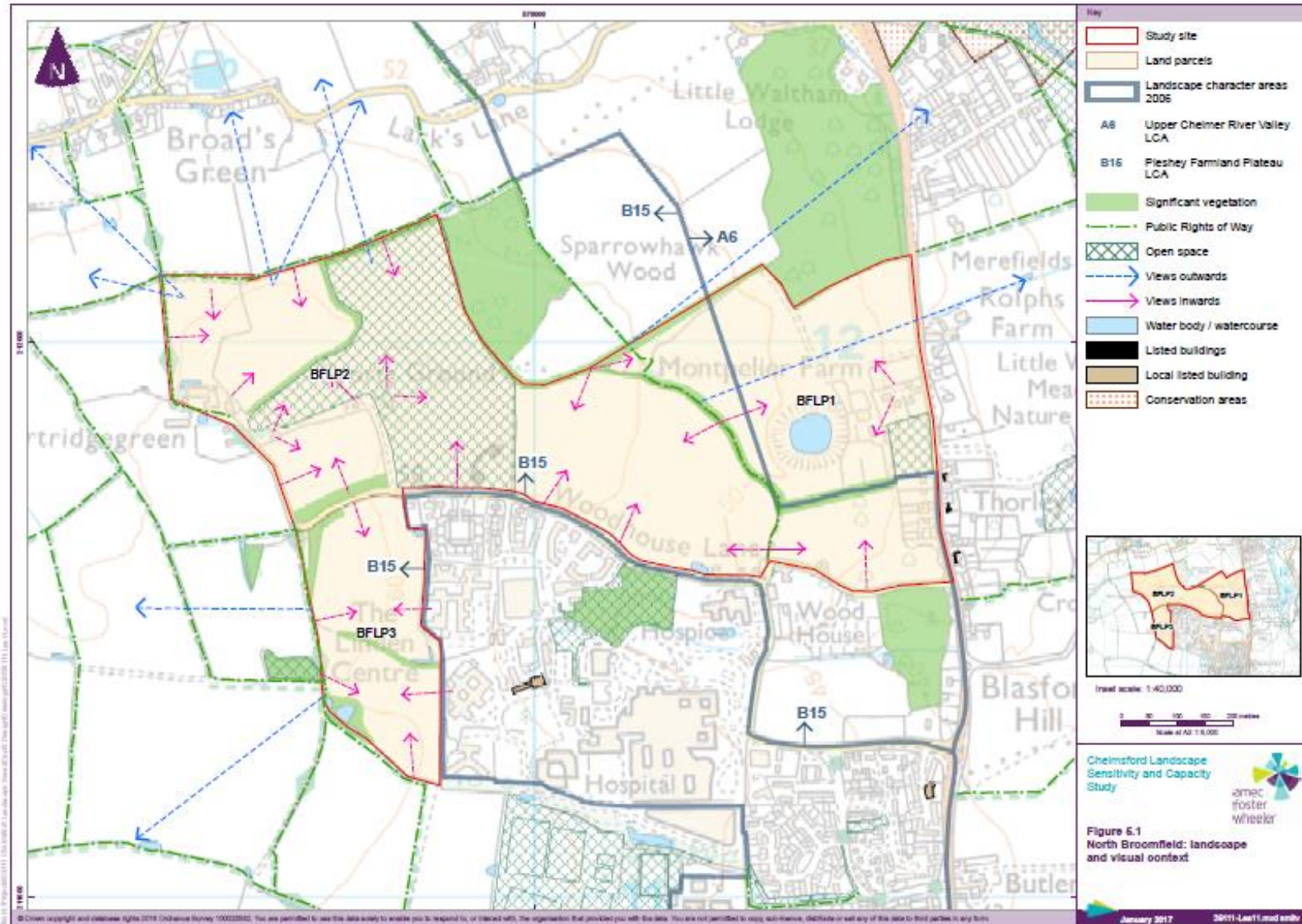


Great Leigs Landscape Capacity



MATTER 6b Growth Area 2 North Chelmsford Location 6 North of Broomfield

Broomfield Landscape and Visual Context



Document EB100A

This Study Site is located on the northern edge of North Broomfield and west of the B1008. The majority of the area lies within the eastern edges of the Pleshey Farmland Plateau Landscape Character Area (B15) as described by the Chelmsford LCA 2006 (Chelmsford LCA); the eastern edge lies within the Upper Chelmsford River Valley LCA (A6).

Parcel BFLP1 is judged to have **moderate overall landscape sensitivity, a moderate landscape value with a medium landscape capacity**, reflecting the ordinary character and sensitivity of the land, although careful attention to mitigation measures would be required to ensure that any development respects the particular visual sensitivity of the parcel's northern extent.

Parcel BFLP2 is judged to have **moderate overall landscape sensitivity, a moderate landscape value with a medium landscape capacity**, with greater capacity towards the south and east and lesser towards the north and west, land on the outer reaches quickly becoming part of more remote countryside and thus inherently more sensitive to intrusion.

Settlement/ Locality	Parcel	Landscape Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Landscape Capacity
Broomfield	BFLP1	Moderate	Moderate	Moderate	Moderate	Medium
	BFLP2	Moderate	Moderate	Moderate	Moderate	Medium

Planning and Land Management Guidelines

Suggested Planning Guidelines for LCA B15 of relevance include:

- Consider the visual impact of new residential development and farm buildings upon the surrounding landscape.
- Maintain mixture of open and enclosed views across hills and valley.
- Ensure any new development is small-scale, responding to historic settlement pattern,
- landscape setting and locally distinctive building styles.

Suggested Land Management Guidelines for LCA B15 of relevance include:

- Conserve and enhance existing hedgerow network.
- Conserve and manage areas of ancient and semi-natural woodland as important historical, landscape and nature conservation features.
- Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.

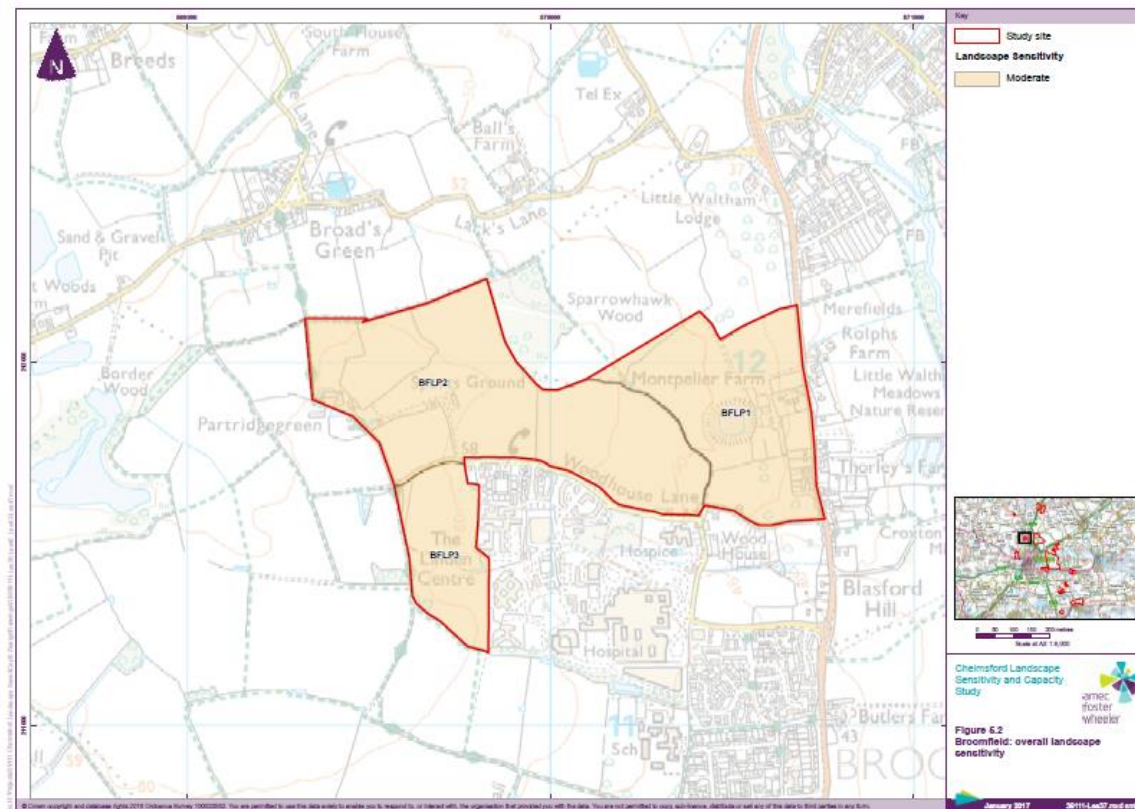
Suggested Planning Guidelines LCA A6 of relevance include:

- Consider the visual impact of new residential development and farm buildings upon the valley sides.
- Conserve and enhance cross-valley views and characteristic views across and along the valley.
- Ensure any new development on valley sides is small-scale, responding to historic settlement pattern, landscape setting and locally distinctive building styles.
- Protect and enhance the role of the river valley in providing a network of informal open space and nature conservation sites.

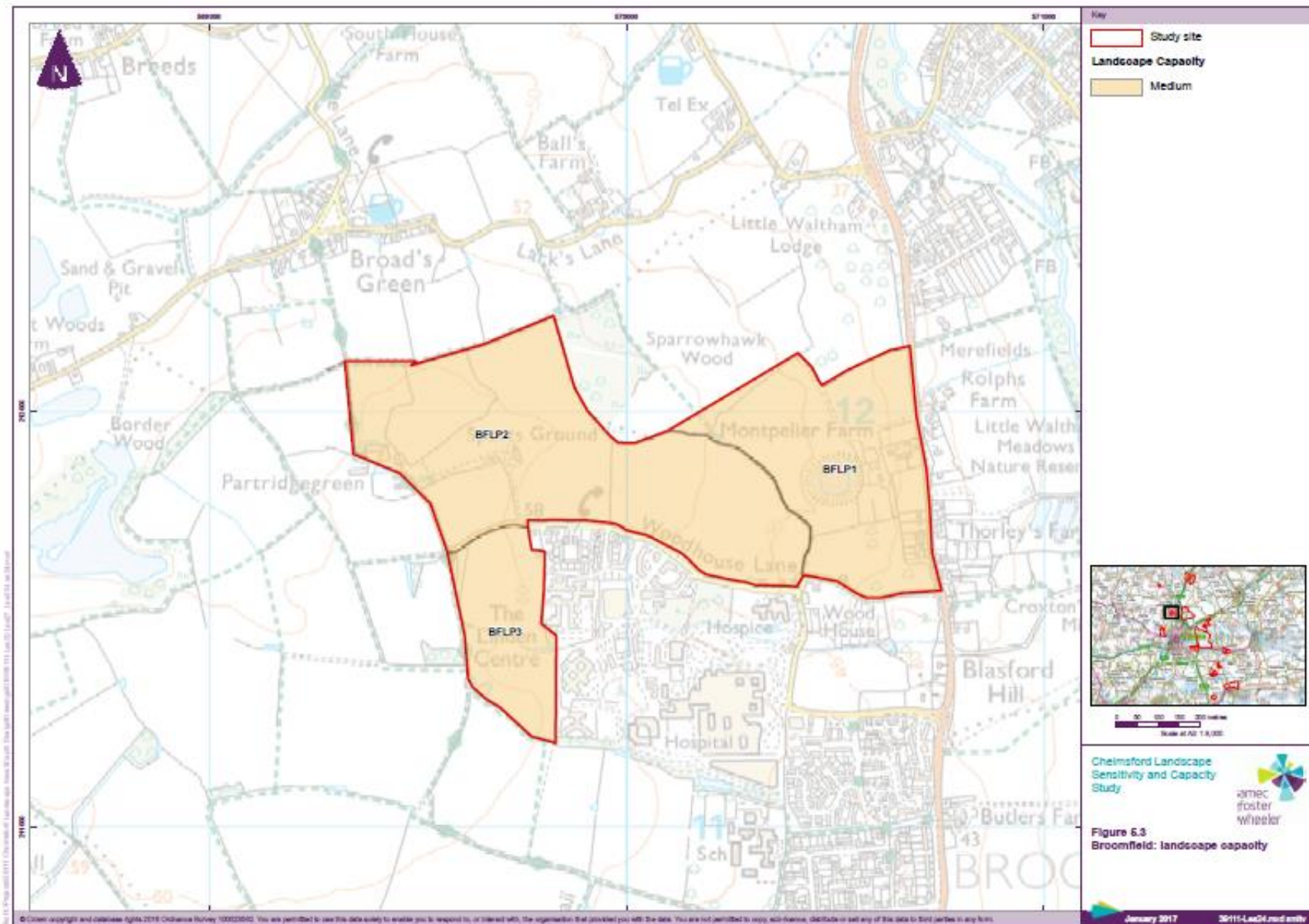
Suggested Land Management Guidelines for LCA A6 of relevance include:

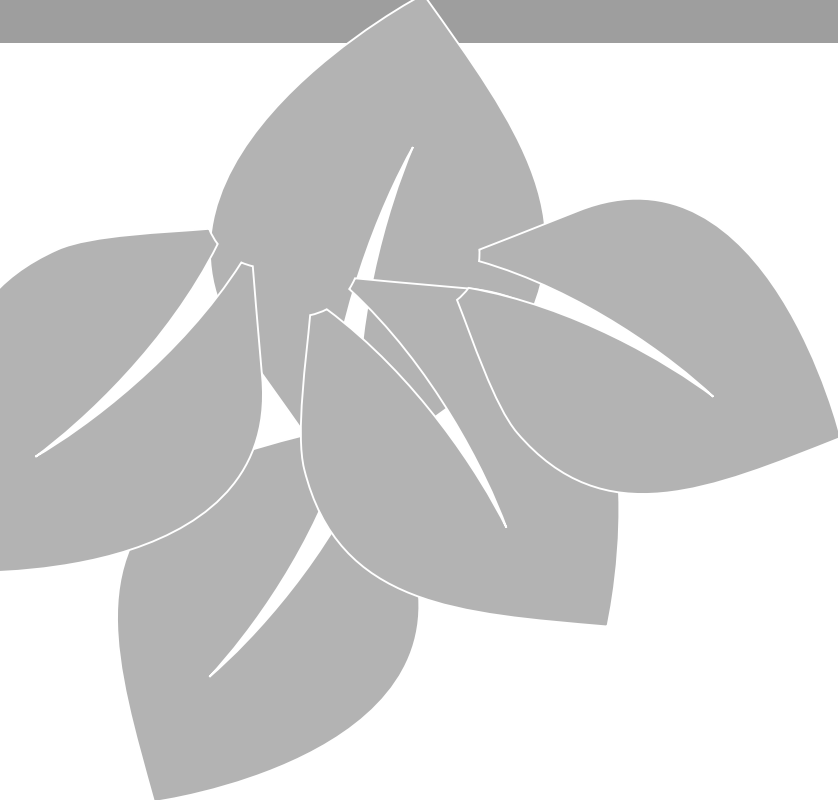
- Conserve and enhance existing hedgerow network and strengthen through planting where appropriate to local landscape character.
- Conserve and manage areas of ancient and semi-natural woodland as important historical, landscape and nature conservation features.
- Strengthen the recreational role of the woodland reserve.
- Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.

Broomfield Landscape Sensitivity



Broomfield Landscape Capacity





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Please call 01245 606330

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

Telephone 01245 606330
planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk

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