

PL005

Chelmsford Local Plan
Evidence Base Document
Heritage Assessments
Technical Note - Update
Urban Sites

April 2024

Our Planning Strategy 2022 to 2041

1.0 INTRODUCTION

1.1 Work has started to review the Local Plan that will provide the planning framework for the future growth and development of the City Council's area until 2041. The updated Local Plan will identify land for housing, schools, shops and employment as well as areas for protection, such as open space and sites important for wildlife.

1.2 As part of the Local Plan process options for development are being considered, mainly concentrated at urban areas and existing settlements, outside of the Metropolitan Green Belt. The selection of development areas will be informed by an evidence base comprising a range of reports and other information which supports the proposed options for growth. This report forms part of this evidence base and has been produced to define the heritage significance of designated and non designated heritage assets whose setting may be affected by development proposals. The objective is to inform the consideration of development options to ensure heritage significance is considered in accordance with local and national policy. This will include defining land where development may or may not have a heritage impact and recommending mitigation measures where necessary or desirable. This report does not cover archaeological remains, which should be subject to further assessment.

1.3 This report will inform future development options, which will be subject to assessment of a whole range of other constraints and opportunities in terms of development site allocation and delivery.

1.4 This report provides a brief assessment of the setting of designated and non designated heritage assets within or in the vicinity of development sites under consideration for the preferred employment urban sites at:

- Coval Lane Car Park
- Glebe Road Car Park
- Granary Car Park, Victoria Road
- Kay Metzler, New Street
- Marriages Mill, Brook Street
- The Meadows and Meadows Car Park.

1.5 The findings of this report are based on site assessment together with desk-based research to define heritage significance. A variety of sources have provided background information, including:

- Statutory List of Buildings of Historic or Architectural Interest (Historic England)
- Historic England's Register of Parks and Gardens
- Chelmsford Register of Buildings of Local Value
- Chelmsford Protected Lanes Study
- Buildings of England: Essex (2007) Bettley and Pevsner
- RCHME: Central & SW Essex (1916)
- C19 OS Maps
- Chapman and Andre Map 1777
- Historic Environment Characterisation (Essex County Council)
- Landscape Character Assessment (Chris Blandford Associates)
- Essex Record Office Documents
- Development site archaeological and heritage assessments
- Local history information.

2.0 BACKGROUND

Designated and Non-Designated Heritage Assets

2.1 The National Planning Policy Framework defines Heritage Assets as: *A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).'*

2.2 Designated Heritage Assets are defined as: *A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.'* (NPPF, Annex 2)

2.3 The 'Setting of a heritage asset' is defined as *'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'* (NPPF, Annex 2)

2.4 'Significance' is defined as *'The value of a heritage asset to this and future generations because of its heritage interest. This interest may be architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.'* (NPPF, Annex 2)

Policy Objectives

2.5 Chelmsford City Council has a duty under section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building or its setting or any features of architectural or historic interest which it possesses. Section 16 of the Act also requires authorities to have special regard to the desirability of preserving the setting of the building.

2.6 National and international policy recognises the value and significance of cultural heritage, the public interest in the preservation of particular assets and sets out mechanisms to ensure that it is taken into account in planning decision-making. Sites and features of special interest are protected by the Ancient Monuments and Archaeological Areas Act 1979 as amended, and within the Planning (Listed Buildings and Conservation Areas) Act 1990.

2.7 National planning policy guidance on conserving and enhancing the historic environment is contained within the National Planning Policy Framework (NPPF), the online National Planning Practice Guidance, and the Good Practice Advice published by Historic England (GPA1 Local plan making, GPA2 Managing significance in decision-taking in the historic environment and GPA3 Setting).

2.8 The NPPF sets 12 core planning principles for sustainable development, one of which is that heritage assets should be conserved in a manner appropriate to their significance, so that they can contribute to the quality of life now and in the future. Heritage assets are irreplaceable and, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

2.9 The NPPF says that local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

2.10 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. (NPPF, paragraph 200)

2.11 English Heritage's Conservation Principles: Policies and Guidance (2008) considers 'setting' to relate 'to the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape. Definition of the setting of a significant place will normally be guided by the extent to which material change within it could affect (enhance or diminish) the place's significance.'

2.12 In line with this guidance, the following sections will broadly discuss the significance of each building or group of buildings potentially affected by the delivery of the preferred employment sites, considering the historic setting and then highlighting the various historical changes to that setting. The following paragraphs will then discuss which features are considered to be important to the building's setting and which are considered to detract from it by looking at the visual impact of the building, considering the impact of new development, considering current and historical linkages to other buildings and features, historic associations and identifying key vistas and views. This methodology is adapted from Historic England's Guidance on the Setting of Heritage Assets (December 2017).

2.13 The detailed policies on development management concern the need to clearly define the significance of any potentially affected site or area and the principles to be considered in determining any proposal for change potentially affecting heritage assets. There is an overall requirement to gather sufficient information to ensure an adequate understanding of the significance of an asset before any decisions affecting its future are made. A key concept in the NPPF is proportionality; that the information required, efforts to preserve, and degree of public benefits necessary to offset any harm or loss of an asset should be based on an understanding of its significance.

2.14 The national guidance on the approach to the assessment of the contribution made by the setting of an asset to its significance, and of changes resulting from development is given in Good Practice Advice GPA3 Setting (2017) published by Historic England. Guidance is given on the range of factors and qualities that can define the contribution of adjoining land to the significance of any single asset or group of assets. The guidance aims for a consistent approach to the assessment of setting and the range of historic, visual and functional relationships of an asset to the surrounding land area. These include both physical attributes and perceptual values, depending on the nature of an asset and its past and present surroundings. Potentially significant views can be deliberately designed or incidental, or the result of later changes. A five step approach is proposed:

1. Identification of heritage assets which are likely to be affected by proposals.
2. Assessment of whether and what contribution the setting makes to the significance of a heritage asset.
3. Assessing the effects of proposed development on the setting of a heritage asset.
4. Maximising enhancement and reduction of harm on the setting of heritage assets.
5. The final decision about the acceptability of proposals.

2.15 In October 2015, Historic England published an advice note, Historic Environment and Site Allocations in Local Plans to offer support to those involved in the local plan site allocation process. A positive strategy for the historic environment in local plans can ensure that site allocations avoid harming the significance of heritage assets, including effects on their setting, while at the same time presenting possible opportunities for the historic environment. The guidance offers advice on the three key stages of the site allocation process: evidence gathering, site selection and site allocation policies.

2.16 The relevant local planning policy is provided by Chelmsford Core Strategy and Development Control Policies (Adopted May 2020). Strategic Policy S3 Conserving and Enhancing the Historic Environment, Policy DM13 Designated Heritage Assets, Policy DM14 Non-Designated Heritage Assets and Policy DM15 Archaeology.

2.17 While setting is largely a visual term (given that views are considered to be an important consideration in any assessment of the contribution that setting makes to the significance of an asset), it (and, thus, the way in which an asset is experienced) can also be affected by other environmental factors including noise, vibration and odour. Further, setting may also incorporate perceptual and associational attributes pertaining to the asset's surroundings.

3.0 COVAL LANE CAR PARK

Location

3.1 The site lies c.425m southwest of Chelmsford Railway Station, just off the A1016. See figure 2 at the end of this section.

Historic Background

3.2 The site lies on the periphery of the city centre. The location on open ground near the river has previously been used for Rainsford cornmill and dying works. The site appears to have been largely undeveloped until the late nineteenth century when Coval Lane was developed. See Figure 1.

3.3 The surrounding housing dates from the early-mid twentieth century. The site was a surface car park from the late twentieth century. Historic maps show some small-scale buildings adjacent Rainsford Lane, now demolished.



Figure 1, First Edition OS Maps, surveyed 1919, published 1924.

Assessment of Designated and Non Designated Built Heritage Assets

3.4 To the south of the site is Chelmsford Fire Station. It dates from 1959 and is included on the Council's Register of Buildings of Local Value for its architectural interest and the landmark status of the tower. The proposed allocation makes no contribution to the setting of the non designated heritage asset, but it is important that the townscape status of the tower is maintained.

3.5 There are no other designated or non designated heritage assets in the vicinity of the site.

Principles for Coval Lane Car Park

3.6 Retain the townscape status of the non designated heritage asset fire station tower to the south.

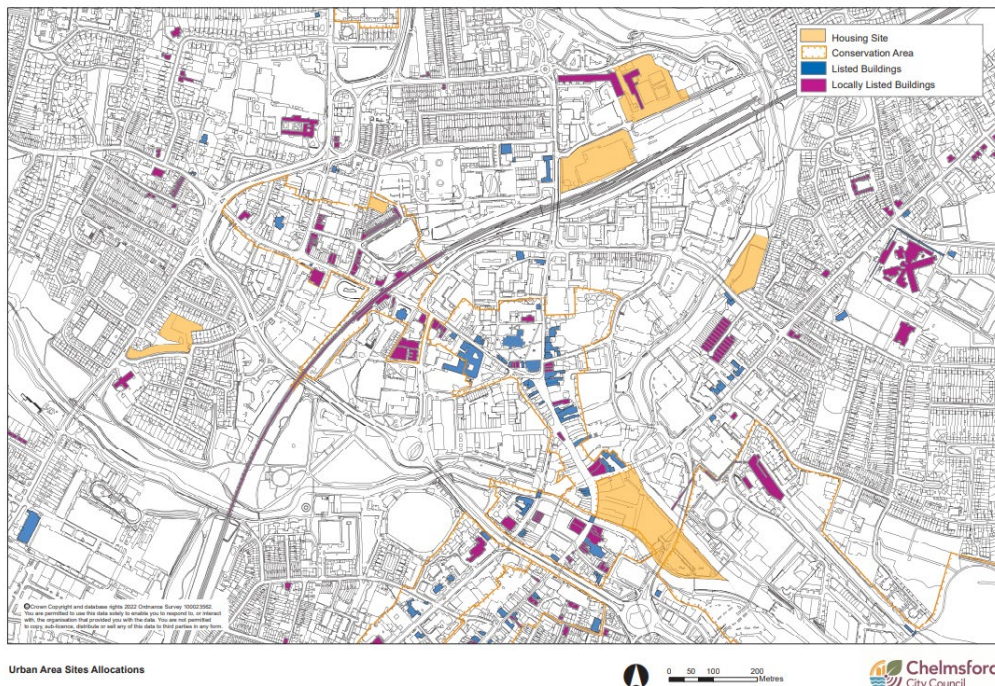


Figure 2. Urban Area Proposed Site Allocations, Conservation Areas, Listed Buildings and Locally Listed Buildings. Locations of sites:

- Coval Lane car park is located in the western part of the map, south west of Parkway.
- Glebe Road car park is located to the north of the Chelmsford Railway Station.
- Kay Metzeler is located to the north of the railway line and east of New Street with Marriages Mill to the north-east of this site in the northern part of the map
- The Granary Car Park is located north of Victoria Road and in the eastern part of the map.
- The Meadows and Meadows Car Park is the large site by the confluence of the River Can and Chelmer to the south east.

4.0 Glebe Road Car Park

Location

4.1 The site lies c.180m north of Chelmsford Railway Station, accessed off the A1016. See figure 2 above.

Historic Background

4.2 There was widespread development for housing in the mid nineteenth century following the arrival of the railway in Chelmsford. The land to the north of the site was used as part of the Marconi Works site, initially to house masts and temporary buildings, from 1912. See figure 3.

4.3 The site was bomb damaged in World War II and used as a car parking the late twentieth century.



Figure 3, First Edition OS Maps, surveyed 1919, published 1924.

Assessment of Designated and Non Designated Built Heritage Assets

4.4 The site lies within the West End Conservation Area. The Character Appraisal and the West End Vision identify the site as an opportunity site to reinstate a built frontage and screen car parking. The surrounding context is a mixture of 2 and 3 storey, predominantly terraced buildings. The introduction of built form in a suitable design could enhance the Conservation Area.

4.5 Steamer Terrace, The Royal Steamer and the former White Horse Public House to the south date from the 1840s and are included on the Council's Register of Buildings of Local Value. The proposed development site lies to the north and backs onto the terrace and alley. It would be important that the design responds to this context.

4.6 There are no other designated or non designated heritage assets in the vicinity of the site.

4.7 Planning Permission has previously been granted for 12 flats on the site (reference 21/02196/FUL), which demonstrates how 2 and 3 storey development can be accommodated on the site without any heritage harms.

Principles for Glebe Road Car Park

- 2 and 3 storey scale
- Defined frontage on Glebe Road
- Yellow brick and natural slate
- Design to respond to the character of the context
- Active frontages
- Screened car parking, gardens and refuse areas

5.0 GRANARY CAR PARK SITE, VICTORIA ROAD SOUTH

Location

5.1 The site is located c.800m east of Chelmsford Railway Station, adjacent to the river Chelmer. See figure 2 above.

Historic Background

5.2 The Mill (figure 4) was constructed in the early eighteenth century and the Mill House slightly later in the eighteenth century.

5.3 The Mill Race historically flowed through the centre of the site within a rural setting. After World War Two, Victoria Road was extended all the way through to Springfield Road, becoming a new major thoroughfare (the A1099). The country lane that once led to the Mill has been significantly upgraded, which necessitated the demolition of the stables and granary to the north-east of the Mill. Shrublands Close to the south of the Mill House had also recently been built within the grounds of Shrublands – a substantial house that was once on the corner of Springfield Road and Victoria Road.

5.4 The Granary building, which was built at the end of the 1930s between the Mill Race and the houses in Riverside to the north-east of the Mill, and from which 'The Granary Car Park' site takes its name, was a substantial building – both in terms of overall footprint as well as height. It was used as an egg-packing station when it was no longer needed to store grain and, during the Second World War, had an anti-aircraft placement on the roof. During the 1950s it became a factory for the MacPherson drinks company, which was taken over by Britvic Soft Drinks Ltd. It was last used as an auction house for Cooper Hirst between 1980 and 2003, when it became vacant. It was fire damaged in 2008 and 2009. The Granary building was finally demolished in August 2012 after several years of dereliction. It was eventually laid out as a car park providing 180 parking spaces.



Figure 4, Springfield Mill and Mill House, mid twentieth century

Assessment of Designated and Non Designated Built Heritage Assets

5.5 Springfield Mill and Mill House lie directly opposite the site and are grade II listed. They have an important relationship with the river and are prominent features on Victoria Road. Except for the 1930s Granary building, set back a considerable distance, the immediate setting appears to have always been open, other than modest ancillary buildings.

5.6 The scale of the development proposed is likely to have a considerable visual presence with an impact on the setting of the listed building. Setting back of the development and careful consideration of the scale and design could minimise the impact on the setting, but there is still likely to be a low to moderate level of less than substantial harm.

5.7 The 1930s Art Deco houses on Shrublands Close are included on the Council's Register of Buildings of Local Value to be considered as non designated heritage assets. They are of interest for their layout and design. The proposed allocation site is sufficiently set away, with limited visual connections and no historic associations: there would be no impact on their settings.

5.8 The piers and railings on the roadside are associated with the alignment of the former mill race. They probably date from the nineteenth or early twentieth century. They should be considered as non designated heritage assets for their association with the Mill and it is desirable to retain them within the development.

5.9 The cottages along Riverside are red brick buildings dating from the Edwardian period. They have pleasant elevations and an aspect towards the river. They are unexceptional from a heritage perspective, not of sufficient interest to be considered as non designated heritage assets.

5.10 There are no other designated or non designated heritage assets whose settings would be affected by development of the proposed allocation site.

Principles for Granary Car Park, Victoria Road

- Sensitive design and layout of the new building and its associated external spaces, which respects the context of the site and the historical relationship with the designated heritage assets and their settings, as well as views of the site from Victoria Road in the vicinity of these assets
- Setting the buildings back from the front boundary onto Victoria Road and limiting height to ensure they are no higher than the mill, in order to reduce the visual impact of this part of the buildings on the wider setting
- Including increased areas of open space around the new buildings
- Articulate the built form to break up massing and respond to the context
- Use of high quality, traditional external materials, i.e. brickwork, detailed in a variety of ways to break up massing and create visual interest and character
- Retention of existing mature trees and shrubs along the western boundary of the site, and the wooded area at the northern end of the site, to provide an appropriate riverside setting for the proposed development;
- Where possible retain the piers and railings on Victoria Road as a feature which defines the line of the historic mill race.

6.0 KAY METZLER, NEW STREET

Location

6.1 The site is located c.500m east-northeast of Chelmsford Railway Station, north of the railway line and south of Brook Street. See figure 2 above.

Historic Background

6.2 The Great Eastern Railway arrived in Chelmsford in 1842, which led to considerable expansion of the town and its development as an industrial centre. The area to the east of the railway station was home to the Marconi works (1912), Marriages Mill (1899) and Hoffmans (1898).

6.3 The proposed allocation site was railway sidings in the early twentieth century, with lines into the Marconi and Marriages sites for the direct delivery of materials and export of goods. See figure 5.

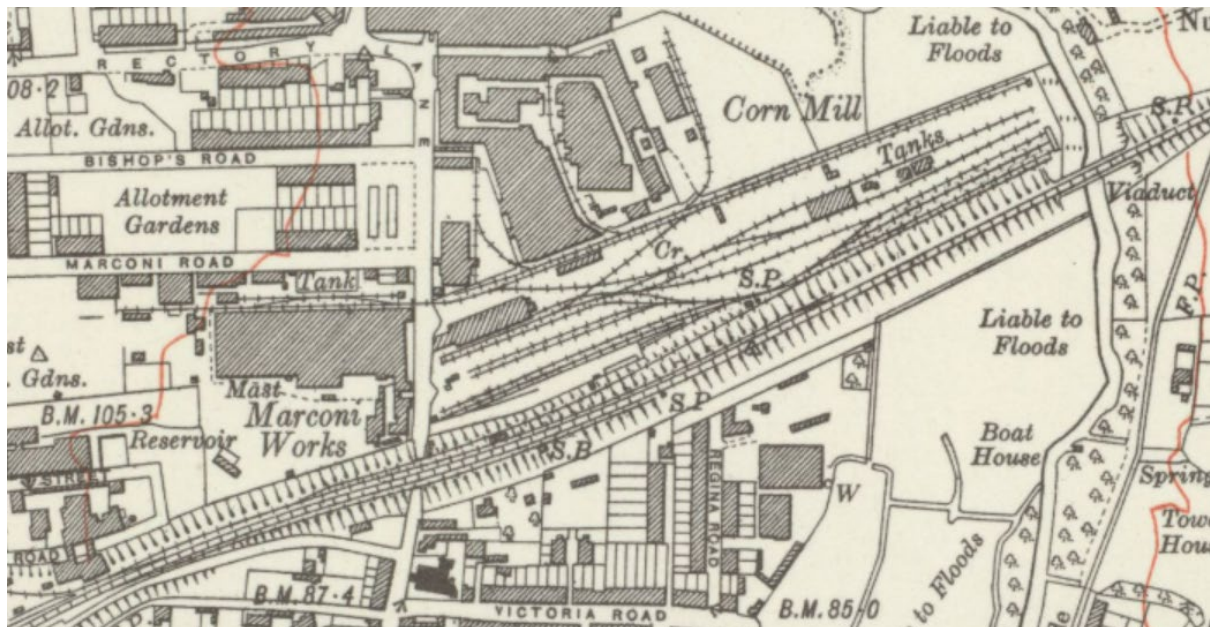


Figure 5, Third edition OS plan, 1919/1924

Assessment of Designated and Non Designated Built Heritage Assets

6.4 The current buildings on the site date from the late twentieth century and are of no heritage value. There are no apparent features on site remaining from the early C20 railway sidings.

6.5 The former Marconi Offices opposite date from 1912, when the purpose-built factory was developed. The building is grade II listed. It has architectural and historic interest, and is also a landmark on New Street. There is also a strong community value as one of the major employers in the town throughout the twentieth century. If development is setback from the road frontage, scale is limited and the existing trees retained, then there is unlikely to be any harm to the setting of the listed building, subject to its layout and design.

6.6 To the north of the site is Durrant Court, Ashby House and Globe House, former offices associated with the Hoffmans Ball Bearing works, which covered much of the current university campus. The buildings are included on the Council's Register of Buildings of Local Value and should be considered as non designated heritage assets. The building group is an important landmark in the area. The allocation site is set away to the south and subject to its design and scale would not harm the setting of the non designated heritage assets. It would likely be necessary to limit scale to 5 stories.

6.7 To the northeast is the Marriages Mill site, also proposed for allocation. The Flour Mill was built in 1899, designed by local architect Frederic Chancellor. It has a distinctive tower. The building holds architectural and historic interest and has group value with the adjacent industrial buildings. It is included on the Council's Register of Buildings of Local Value, to be considered as a non designated heritage asset. Similar to above, the development should not compete with the landmark status of the Mill.

Principles for Kay Metzler

- Limit scale to 5 stories in key locations
- Set back development and retain trees to the New Street frontage
- Do not compete with the adjacent heritage assets landmark status

7.0 MARRIAGES MILL

Location

7.1 Marriages Mill is located c.700m northeast of Chelmsford Railway Station, between Brook Street and Hoffmanns Way, just off New Street. See figure 2 above and 6 below.

Historic Background

7.2 The Marriage Family were established farmers in Essex. In 1824 William and Henry Marriage inherited Broomfield Mill and began flour milling. The business expanded at Moulsham Mill and then in 1899 Chelmer Mill was purpose built.

7.3 The Great Eastern Railway arrived in Chelmsford in 1842, which led to considerable expansion of the town and its development as an industrial centre. The area to the east of the railway station was home to the Marconi works (1912), Marriages Mill (1899) and Hoffmann's (1898).



Figure 6, Marriages Mill 1924

Assessment of Designated and Non Designated Built Heritage Assets

7.4 Marriages Mill was built in 1899, designed by local architect Frederic Chancellor. It has a distinctive tower. The building holds architectural and historic interest and has group value with the adjacent industrial buildings. It is included on the Council's Register of Buildings of Local Value, to be considered as a non designated heritage asset.

7.5 The Mill should be retained and sensitively converted to a new use. The original form of the Mill could be reinstated and its original pattern of fenestration retained. There are various modern additions to the Mill on the site. The removal of these would better reveal the mill. There is an original single storey clerk's office to the southwest of the main building. There are important views of the Mill tower from the surrounding area, including a visual link between the listed Marconi offices on New Street.

7.6 The former Marconi Offices opposite date from 1912, when the purpose-built factory was developed. The building is grade II listed. It has architectural and historic interest, and is also a landmark on New Street, there is also a strong community value as one of the major employers in the town throughout the twentieth century.

7.7 The proposed development site is sufficiently set away from the listed building that there is unlikely to be any significant impacts upon its setting. There is a visual link between the sites which should be preserved.

7.8 To the west of the site is Durrant Court, Ashby House and Globe House, former offices associated with the Hoffmann's Ball Bearing works, which covered much of the current university campus. The buildings are included on the Council's Register of Buildings of Local Value and should be considered as non designated heritage assets. The building group is an important landmark in the area. The allocation site is in close proximity to the building group and it would be important that the design and scale would not harm the setting of the non designated heritage assets.

Principles for Marriages Mill

- Retain and re-use the original Mill Building and Clerk's Office, restore their original form
- Retain key views of the mill, including a visual link with the 1912 Marconi Offices
- Remove modern buildings
- Set the retained buildings within the new high quality public space
- Limit scale to retain the landmark status of Chelmer Mill and the former Hoffmans Works

8.0 THE MEADOWS AND MEADOWS CAR PARK

Location

8.1 The Meadows occupies a large city centre site, c.700m southeast of Chelmsford Railway Station. The site is roughly defined by the High Street to the west, Springfield Road to the north, the River Chelmer to the northeast and the River Can to the south. The peninsula car park extends to the southeast to the confluence of the rivers. See figure 2 above.

Historic Background

8.2 Following the Boudiccan revolt of 60-61 AD, a Roman fort was established in the Moulsham area on the road between London and Colchester. Although the fort was short lived, a Romano-British settlement known as Caesaromagus developed containing a range of important public buildings and enclosed by earthwork defences. Caesaromagus appears to have declined in importance during the 4th century and was largely abandoned after the Roman withdrawal from Britain in the early 5th century.

8.3 Evidence for continued occupation during the Saxon period is scant and it is probable that settlement became based on rural estates in the surrounding countryside. Following the shift in settlement and the collapse of the bridge at Chelmsford, the London to Colchester road became diverted via Writtle until the original line was restored in the 12th century

8.4 After the Norman conquest of 1066, the land north of the River Can was owned by the Bishop of London. The building of St Paul's was a continuous drain on his funds and he recognised the potential of his land at Chelmsford. Around 1100 he paid for a stone bridge to be built over the River Can. This reinstated the direct route of the Roman Road and diverted traffic from Writtle through Chelmsford. The importance of Writtle declined, as Chelmsford prospered.

8.5 In 1199 a charter was granted by King John for a weekly market to be held. Further charters gave the right to sell off plots of land for building and for an annual fair. The site of the market was an elongated triangle, stretching from Springfield Road up to the parish church (now the cathedral). Long, narrow rectangular plots stretched down from a High Street frontage to the river's edge.

8.6 Chelmsford's central position in the county and being on the primary route to East Anglia allowed it to prosper during the medieval period. Inns, hostels, blacksmiths and carriage makers served the needs of travellers. The fertile agricultural land around the town made it the natural centre for trading. The plentiful water supply available allowed various industries to develop, including brewing, flour milling and tanneries.

8.7 The High Street and Springfield Road frontages were likely developed from an early date, shown lined with timber framed buildings on the Walker Maps of 1591. The front was remodelled as the town prospered in the eighteenth and nineteenth centuries. See figure 7. Beyond the frontage the site remained largely undeveloped due to flooding.



Figure 7, High Street frontage, Late C19.

8.8 The site was home to a football ground in the mid twentieth century and the gas works developed to the north. See figure 8.



Figure 8, OS Map 1938/46

8.9 The Meadows Shopping Centre covers a large part of the site and was completed in 1992. Around this time High Bridge Road was constructed linking Parkway to Springfield Road, thereby bypassing the High Street.

Assessment of Designated and Non Designated Built Heritage Assets

8.10 The site lies in close proximity to the Central Conservation Area, which extends along the High Street and Springfield Road. To the south the River Can and Baddow Road Conservation Area follows the line of the river.

8.11 Moulsham Street Conservation Area lies to the southwest and New London Road Conservation Area to the west. The Chelmer and Blackwater Navigation Conservation Area lies to the southeast and includes the peninsula car park site.

8.12 There are a number of heritage assets within close proximity to the site, including 7 grade II listed buildings at Grays' Yard to the north, 56-57 and 58-59 High Street to the west, Stone Bridge to the southwest (grade II and scheduled monument) and Beauchamp House to the south. Overall, there are 83 listed buildings within 500m.

8.13 The grade I listed Cathedral of St Mary lies to the top of the High Street, which is a landmark for many miles, including key views from the southeast where the allocation site sits in the foreground.

8.14 There are also a number of non designated heritage assets close to the site, including 36-38 High Street to the northeast, 1-5 Moulsham Street and 222-226 Moulsham Street to the southwest. There are 13 non designated heritage assets within 250m.

8.15 The existing complex of buildings relating to The Meadows date from the early 1990s, completed in 1992. They possess no heritage value. The allocation site includes the High Street and Springfield Road frontages, with a mixed group of twentieth century buildings. The former Woolworths building (currently Barclays Bank) 40-41 High Street, dates from the mid twentieth century and has a pleasant red brick frontage, but it not of any particular merit. There are no buildings within the allocation site which warrant retention on heritage grounds.

8.16 Given the high number of designated and non designated heritage assets within close proximity to the site and the Conservation Area covering part of the site and covering large areas directly adjacent to the site, there is a high heritage sensitivity.

8.17 There is an opportunity to provide improved routes and spaces, enhanced river corridors and active frontages, within a large scale mixed use scheme. Building scale is critical. Cater House (1960-1) is an intrusive feature from the wider townscape and detracts from the setting of the numerous heritage assets. This feature does not justify further large scale development.

8.18 The scheme is intended to re-provide the existing retail floor space, along with Class E and F1 uses and around 350 dwellings, with a future planning application to determine the quantum. Scale should be informed by a detailed heritage assessment and also townscape assessment, including consideration of views in close, medium and long distance.

8.19 Given the close proximity to heritage assets, both designated and non designated, as well as the Conservation Areas close by and covering part of the site there is the potential for there to be considerable heritage impacts. A well designed scheme of a suitable scale could deliver a range of enhancements. The relationship with the High Street and Springfield Road is critical, as well as the impact on key views of heritage assets. Depending on the scheme design there could be heritage impacts ranging from low to high levels of less than substantial harm.

8.20 The objective should be that scale and density is informed by context and heritage sensitivity, ultimately with heritage harm avoided or minimised, and opportunities for enhancement maximised.

Principles for the Meadows and Meadows Car Park

- Ensure layout maintains a generous waterside margin free of buildings to create desirable active travel routes, enable access to water, maintain and enhance recreation and habitat connectivity
- Development to include abundant street planting and other green infrastructure
- Design and layout to contribute towards distinct identity and function of the site and its relationship to both Chelmsford City Centre and Chelmer Waterside
- Provide open spaces and routes fronted by active and complementary uses at street level
- Development design and layout to mitigate the impact of High Bridge Road
- Layout, scale, massing and architecture to respond to and respect heritage, contextual townscape, waterside location and High Street interface
- Development to provide and support public interaction with the water, enhance water environment for both public and nature, and provide adequate access to the water, as enhanced river crossings
- Provide public art which contributes towards place creation.



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