

Chelmsford Local Plan

Adopted

27 May 2020

Our Planning Strategy 2013 to 2036

Chelmsford Local Plan

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1- Introduction

About this document

1.1 Chelmsford City Council has been at the forefront of plan-making in recent years and much of our planned development is either complete or well underway. To continue this success, it is important that we keep our plans up-to-date to ensure that Chelmsford remains a vibrant and attractive place to live, work and socialise. The Council's Local Plan provides a new planning framework to meet local development needs for the period 2013-2036[1] and consists of a Written Statement (this document) and a Policies Map.

1.2 As England's newest city and the County Town, with a strong economy, good transport connections, high quality of life and attractive environment, it is already a major draw for employment, shopping, leisure and one of the best places to live in the United Kingdom[2]. Over the coming decades, Chelmsford is forecast to be the major growth location for new homes and jobs in Essex.

1.3 Along with the City of Chelmsford, the Council's area includes the riverside town of South Woodham Ferrers and villages set within attractive countryside. For the purposes of this document, where we talk about Chelmsford we are referring to the Council's whole area, and where we talk about the Council we are referring to Chelmsford City Council, unless otherwise identified.

1.4 Having a clear and up-to-date Local Plan which meets local development needs and reflects the views of local people on how they wish Chelmsford to develop will be central to the success of this future growth.

1.5 The Local Plan outlines the strategic priorities and long-term vision for Chelmsford and identifies locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development. It contains a Spatial Strategy to deliver this vision. The Local Plan sets out the amount and location of new development, and how places will change and be shaped throughout the Local Plan period and beyond. The Local Plan together with the adopted Minerals and Waste Local Plan, South East (Inshore) Marine Plan (once adopted) and any made (adopted) Neighbourhood Plans form the Development Plan for the area. Planning applications will be determined against the Development Plan, unless material considerations deem otherwise. The Development Plan policies should be read as a whole and alongside the National Planning Policy Framework (NPPF).

1.6 The Local Plan was examined by an independent Inspector whose role was to assess whether the Local Plan had been prepared in accordance with the Duty to Cooperate, legal requirements and consistent with national policy and whether the plan is 'sound'.

1 These development needs have been assessed from a base date of 2013
2 Annual National Halifax Quality of Life Surveys 2012-2014

1.7 The Local Plan runs from when it is adopted until 2036. Having no growth is not an option, so we have the Local Plan to make sure development is properly planned. The aim is to get the right type of development in the right places to meet the growing needs of local people and businesses whilst protecting our environment.

1.8 The Local Plan supersedes previous Development Plan Documents and Policies. A schedule of these is included at Appendix A of this document.

1.9 The Local Plan includes site allocation policies for future development including Strategic Growth Sites and Growth Sites. All site allocation policies within the Local Plan are also classified as Strategic Policies.

1.10 The format of this document is set out below:

Section 1 - introduces the Local Plan, its purpose, the Local Plan period, the Sustainability Appraisal and community-led planning.

Section 2 - sets out the ambitions for growth across Essex[3] as a whole and within the sub-areas of Northern and Central Essex. It describes how Chelmsford will continue to be a major focus for new growth within the County over the next 20 years and beyond, and how the Council will work with neighbouring authorities to plan positively for this. It also sets out information on the geography, demography and population of Chelmsford and identifies a series of challenges and opportunities that the Local Plan will address.

Section 3 – sets out the nine Strategic Priorities for the Local Plan area.

Section 4 – sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2036 and beyond.

Section 5 – sets out how the Local Plan will deliver sustainable development to meet development needs throughout the Local Plan period.

Section 6 – sets out how much development is needed and how it will be accommodated through a Spatial Strategy. In addition it presents a number of strategic policies including those related to securing infrastructure and delivering growth.

Section 7 – sets out the key features of the Local Plan and the focus on place shaping and provision of supporting infrastructure based on development within three Growth Areas – (1) Central and Urban Chelmsford, (2) North Chelmsford and (3) South and East Chelmsford. It continues with site-specific polices related to specific allocations.

3 *The reference to Essex in this document includes the Unitary Council areas of Southend-on-Sea and Thurrock often referred to as Greater Essex.*

Section 8 – provides the policies for securing the right type of homes and economic growth, and protection of the countryside, historic environment, natural environment and community assets.

Section 9 – focuses on design and place-shaping including policies related to securing high quality urban design, parking standards, and sustainable buildings.

Section 10 – sets out how the Local Plan will be monitored in delivering its objectives.

Section 11 – the Policies Map and inset maps, identify the spatial proposals of the Local Plan including site allocations and areas for protection. It also identifies sites in the Minerals and Waste Local Plans and Mineral Safeguarding Areas.

What has been considered?

National Planning Policy

1.11 Local Plans must be consistent with national planning policy to ensure the delivery of sustainable development. This is set out in the National Planning Policy Framework (NPPF). Consistency with the NPPF is one of the tests of soundness considered at the Independent Examination of Local Plans. Alongside the NPPF, the national Planning Practice Guidance (PPG) provides more practical guidance for the implementation of national planning policy. The Local Plan takes full account of, and is consistent with, the provisions of national planning policy and guidance.

How we have assessed environmental impacts

1.12 A Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) was undertaken by specialist consultants on behalf of the Council and played a key role in helping to shape the Local Plan.

1.13 The SA/SEA assessed the site options and policies against a range of social, environmental and economic indicators and helps to identify all the likely significant effects. The SA/SEA advised on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. As the SA/SEA was undertaken in parallel to the Local Plan preparation, it has ensured that the policies, plans and allocations in the Local Plan are promoting sustainable development.

1.14 A Habitats Regulations Assessment (HRA) and Appropriate Assessment also accompanies the Local Plan. These assessed whether the Local Plan would adversely affect a European habitat site. These include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, for example, the Crouch and Roach Estuaries in South Woodham Ferrers. The HRA and Appropriate Assessment advised whether there are any likely significant effects on European habitat sites and sets out appropriate mitigation strategies where adverse effects are identified.

1.15 The Council has taken into account the findings of the SA/SEA and HRA assessments when preparing the Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

How we have engaged with other Councils and partners

1.16 The Council is committed to co-operate with other councils and key organisations on strategic planning issues under the Duty to Co-operate. The Council has complied with the 'Duty to Co-operate'. This has made sure that issues such as providing land for new homes, jobs, infrastructure, and managing flood risk are properly co-ordinated. The Council has led discussions with a number of key partners including other local planning authorities, Essex County Council, Highways England, utility companies and higher education providers. Further joint working will continue.

1.17 The Council's approach to this positive engagement has been detailed throughout the plan making process in the Duty to Co-operate Strategy and Duty to Co-operate Compliance Statement, which details who we have engaged with, when and what methods were used. The Council will continue to have regard to other authorities' plans. This includes neighbouring authorities' Local Plans, Essex County Council's Minerals and Waste Plans, and strategies of any other relevant bodies.

What evidence have we used?

1.18 As well as working with partners and stakeholders, the Council has undertaken a significant amount of research to help inform the proposals and policies within this document. This is called the Evidence Base, and includes background information, the Council's existing strategies and current planning policy, and specially commissioned studies on particular topics where more information was helpful. These include environment, heritage, population, homes, transport, economy, and infrastructure.

1.19 All key Evidence Base documents prepared to support the Local Plan can be viewed on our website.

Essex Minerals Local Plan 2014

1.20 Essex County Council is the Minerals Planning Authority for the City, and is responsible for preparing planning policies and assessing applications for mineral development. The Essex Minerals Local Plan (2014) forms part of the statutory Development Plan and should be read alongside the Chelmsford Local Plan. The role of the Minerals Local Plan is to ensure a steady and adequate supply of mineral resources to facilitate development over the Local Plan period and beyond.

1.21 There are active quarry sites in Chelmsford as well as currently unworked sand and gravel deposits which are subject to a Minerals Safeguarding policy within the Essex Minerals Local Plan. The safeguarding policy requires that the Minerals Planning Authority - Essex County Council - be consulted on development proposals covering 5 hectares or more within the sand and gravel Minerals Safeguarding Area.

1.22 The requirements of the Minerals Local Plan need to be considered where a development falls within a Minerals Safeguarding Area. The Minerals Local Plan also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development proposed within these Consultation Areas. The Policies Map in Section 11 identifies existing and allocated Minerals sites within the Council's area.

Essex and Southend-on-Sea Waste Local Plan

1.23 Essex County Council is also the Waste Planning Authority for the City, and is responsible for preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (WLP) was adopted in July 2017 forming part of the statutory Development Plan and should be read alongside the Chelmsford Local Plan. The WLP covers the period from 2017 to 2032. It sets out where and how waste management developments can occur, and contains the policies against which waste management planning applications are assessed.

1.24 The WLP proposes new waste development in Chelmsford at two locations: Sandon Quarry and Blackley Quarry, Great Leighs.

1.25 The WLP also identifies a number of areas of search across the county where the Waste Planning Authority may support development outside of allocated waste sites. These areas of search are all existing industrial estates, and any waste use proposed on these estates will be required to be in keeping with existing development. The WLP seeks to focus any new proposals for waste management facilities, which support local housing and economic growth, within these areas of search before other locations are considered. Five are proposed for Chelmsford, at Drovers Way, Dukes Park Industrial Estate, Springfield Business Park, Westways and Widford Industrial Estate.

1.26 The WLP also designates Waste Consultation Areas at a distance of 250m around permitted and allocated waste management facilities. Essex County Council must be consulted on all non-waste related development within these areas to ensure that the proposed development would not adversely impact on their existing or future operation. The Policies Map in Section 11 identifies existing Waste sites within the Council's area.

South East (Inshore) Marine Plan

1.27 The Marine Management Organisation (MMO) has commenced work on the preparation of the first South East (Inshore) Marine Plan. A short stretch of the Crouch Estuary within Chelmsford falls within this plan area. The Marine Plan's jurisdiction will overlap with the Local Planning Authority's responsibilities (which extend to mean low water) and due regard must be paid to the Marine Plan. The Marine Plan will at a local level be implemented in accordance with the national Marine Policy Statements. Once adopted, the South East (Inshore) Marine Plan, will be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment.

Planning Validation Requirements

1.28 Planning applications will be determined in light of policies and proposals within the Local Plan. In order for planning applications to be considered valid, a range of information must be submitted including plans and/or supporting documents. The Council's local validation list is available on its website and clarifies what information is required. This will vary for different types and scales of application being made and will be reviewed as necessary to take account of statutory changes or Government guidance.

1.29 The supporting documents which the Council can require to validate an application include a Design and Access Statement, Health Impact Assessment, Biodiversity Survey and Report, Heritage Statement, Land Compliance Studies, Agricultural Land Classification Survey, Transport Assessment and Travel Plan, and Education Land Compliance Assessments.

What is Community-Led Planning and where does it fit in?

1.30 A Town or Parish Council, or a constituted community organisation, has the ability to prepare further plans and orders that complement the Local Plan. These optional rights and powers were introduced to enable communities to get more involved in planning for their areas.

1.31 These community groups can prepare the following:

- **Neighbourhood Development Plan** – provides local policies for development and use of land in a neighbourhood
- **Neighbourhood Development Order** – enables Town and Parish Councils to grant planning permission for certain types of development without the need for people to apply to the Council
- **Community Right to Build Order** – enables small-scale development in communities such as housing or community facilities.

1.32 These planning tools are designed to be used positively to plan for future development and support planned growth in a local area, build on the strategic needs set out in a Local Plan, and also conform with national policy and guidance. The Council will work together with communities who are developing their community-led plans alongside the Local Plan, to make sure they complement each other. Once a community-led plan has been finalised, a referendum is held in the neighbourhood area it covers. If it is approved by the community, it will be adopted by the Council as part of the Local Plan.

2- About Chelmsford

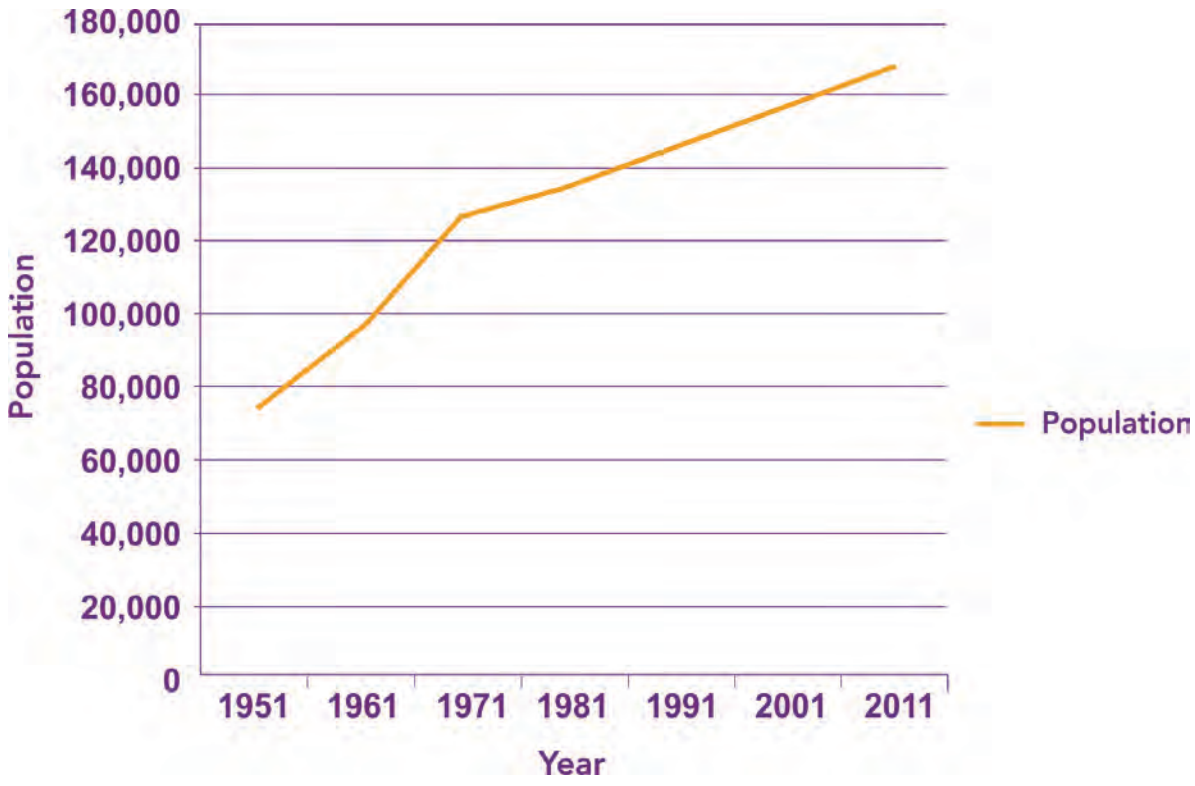
2.1 To help us to plan for the future, we need a good understanding of the characteristics of Chelmsford today, and the issues and opportunities that these present. These are set out in the Evidence Base documents supporting the Local Plan and summarised below. More detailed information is set out within the Sustainability Appraisal/Strategic Environmental Assessments.

2.2 Chelmsford has an important regional and sub-regional role. It provides a focus for jobs, shopping, healthcare, education, leisure and recreation for the wider area. The information in this section reflects this role.

Population

2.3 Chelmsford's population is continuing to grow and is predicted to increase by 26,989 – from 171,633 in 2014 to 198,622 by 2037 (ONS 2014 Sub National Population Projections). Over the same period, the number of households is expected to increase by 15,739 – from 70,964 in 2014 to 86,703 by 2037 (CLG 2014 Projections). Historic population growth since the 1950s is shown in Figure 1.

Figure 1 : Population of Chelmsford



2.4 Between 2014 and 2037, it is estimated that 62% of this population increase will be due to net migration (more people moving into the area than moving away). The vast majority of this migration is people moving into Chelmsford from other nearby areas or from across the UK. Natural change i.e. the net difference between births and deaths is projected to account for 38% of the increase. Projections show increases in the population at virtually all ages, with very large increases projected for those aged in their late 60s and above. The most common household in 2013 was couples living alone (29.3%) – i.e. with no other adults or dependent children. This trend is set to continue into 2037, where couples living alone will represent 29.1% of households. Demographic changes will shape the type and size of accommodation necessary over the Local Plan period.

Deprivation

2.5 Chelmsford is ranked as one of the least deprived local authorities in England with one of the lowest average proportion of households in poverty within Essex. However, there are pockets of deprivation across Chelmsford including within the wards of Marconi, Patching Hall and St Andrews, within Chelmsford's Urban Area.

Regional context

Ambitions for Growth across Essex

2.6 Chelmsford is located in the heart of the county. Essex, including Southend and Thurrock, is a thriving and prosperous area, home to over 1.8 million people and nearly 80,000 businesses. Essex has seen significant growth in new homes and jobs in recent years and this trend is forecast to continue.

2.7 Essex has an excellent strategic location, adjacent to London with good links to Europe, as well as other key economic locations such as Cambridge. These and other strengths have allowed Essex to be a significant driver of the UK economy - generating £36bn Gross Value Added (GVA) (ONS Regional GVA, 2014). Essex also benefits from international links through its airports (Stansted and Southend) and ports (Harwich, London Gateway and the Port of Tilbury). Much of the Essex economy is focused along four key corridors, following major transport routes:

- The A12 & Great Eastern Mainline Corridor (Brentwood-Chelmsford-Colchester)
- The A120 Haven Gateway Corridor (Harwich-Colchester-Braintree-Stansted)
- The M11 Corridor (London-Harlow-Stansted-Cambridge), and
- The A127 Corridor (London-Basildon-Southend-Thurrock-Canvey Island).

2.8 The Essex economy currently supports nearly 820,000 jobs and is predicted to need around 79,000 new jobs by 2036, representing growth of 10% (Cambridge Econometrics, EEFM, 2016). Due to its strategic position along the A12 corridor, existing strong local economy and highly educated population, Chelmsford is expected to accommodate a major share of the forecast new employment and retail growth.

2.9 Essex delivered around 46,300 new homes over the 10 year period from 2005 to 2014. It is estimated that there will be a need to provide nearly 180,000 new homes between 2016 and 2036. This scale of housing growth will require a considerably higher average completion rate – approximately 8,980 homes per-year over the next 20 years compared with 4,630 homes per-year achieved between 2005 and 2014.

North and Central Essex

2.10 The north and central part of Essex comprises the local authorities of Chelmsford, Colchester, Braintree and Tendring. This part of Essex is forecast to experience significant new growth and change over the coming decades.

2.11 These authorities and their partners in north and central Essex wish to respond to the opportunity of future growth by planning positively for the area as a whole. Working together to address some of the key strategic issues in this part of Essex will achieve the best outcomes for current and future communities. In particular, it will help to deliver sustainable development that respects local environments and provides new jobs and the necessary new or upgraded infrastructure to support this growth.

2.12 The influences of population and economic growth do not stop at administrative boundaries. Settlement patterns, migration flows, commuting and strategic infrastructure needs all have significant influences within and between local authority areas. Working together in a strategic approach will demonstrate how the authorities are meeting the requirements of the Duty to Co-operate to engage constructively, actively and on an on-going basis in the preparation of plans involving cross-boundary impacts.

2.13 The authorities share a common Housing Market Area (HMA) and have worked in partnership to assess the future housing and job needs across the HMA. Braintree, Colchester and Tendring Council's emerging Local Plans extend to 2033. The home and job numbers for the HMA for the period 2013 to 2036 are set out in Table 1. This uses the 2012 NPPF methodology for calculating housing need which will need to be reviewed in light of the Government's standard methodology at key plan making points in the future.

Table 1 : North and Central Essex HMA - Objectively-Assessed Housing and Jobs Numbers 2013-2036

Authority	Homes per-year	Total Homes	New Jobs per-year	Total Jobs
Braintree	716	16,468	490	11,270
Chelmsford	**805**	**18,515**	**725**	**16,675**
Colchester	920	21,160	928	21,344
Tendring	550	12,650	490	11,270
TOTAL	2,991	68,793	2,633	60,559

2.14 Braintree, Colchester and Tendring Councils are preparing a shared strategic plan. This will form a joint Part 1 of their relevant Local Plans for the period to 2033. Due to a mismatch in timetables Chelmsford is not covered by this shared strategic plan. However, all authorities are collaborating on strategic cross-boundary issues and the alignment of strategic investment priorities in support of sustainable growth. Therefore, wherever appropriate, aspects of the Part 1 shared strategic plan have been included within objectives, policies and allocations of Chelmsford's Local Plan.

2.15 Past under-investment in transport infrastructure and increased demand for road and rail use has placed significant strain on the transport network. Future planned growth provides the opportunity to address these infrastructure needs as well as to ensure that sustainable travel modes are promoted, although significant challenges in funding will need to be addressed. Further evidence on future infrastructure requirements is provided in the Infrastructure Delivery Plan (IDP).

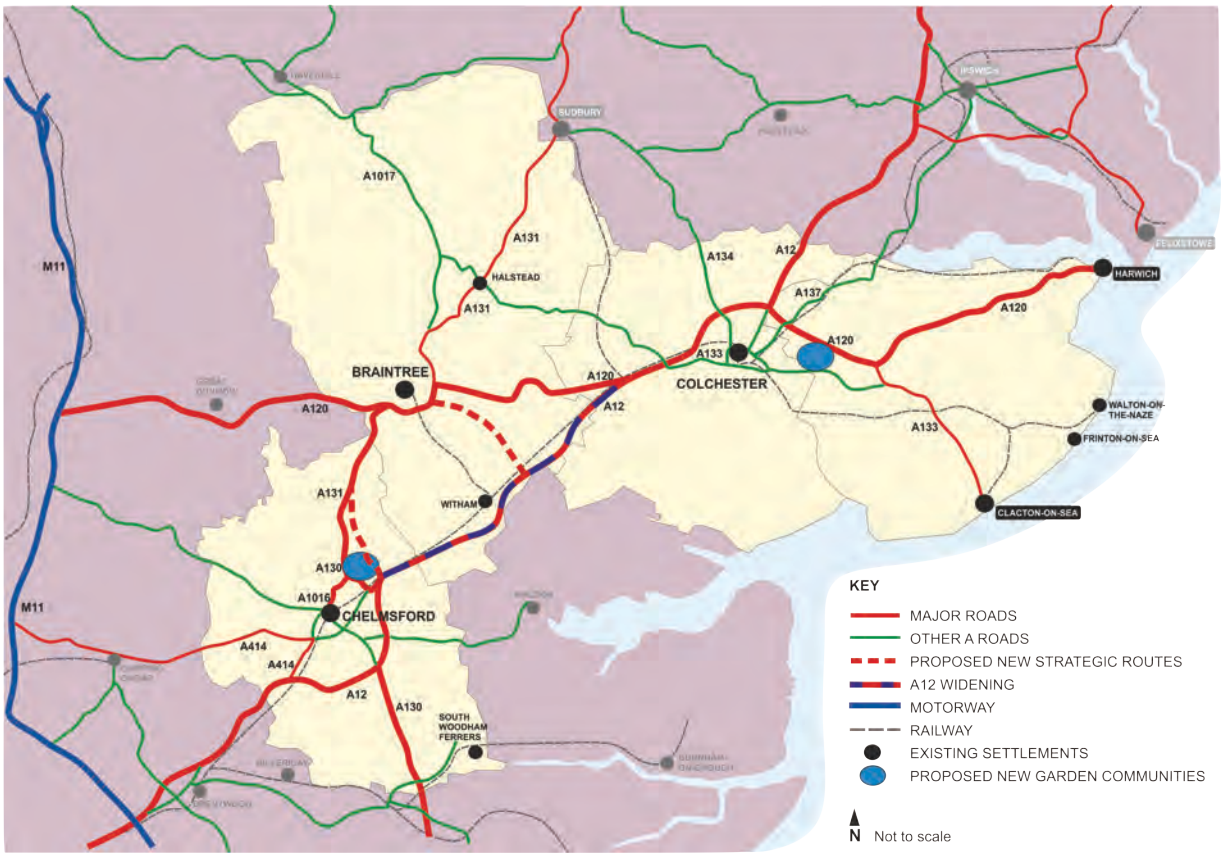
2.16 Against this background, the key strategic objectives the HMA authorities will address collaboratively are:

- **Providing New and Improved Infrastructure** - To make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development, to ensure this is provided alongside the development. To enable provision of upgraded broadband infrastructure and services

- **Providing Sufficient New Homes** - To provide a level of new homes to meet the needs of a growing and ageing population; by ensuring the availability of developable land in appropriate locations and market delivery of a suitable mix of housing types
- **Fostering Economic Growth** - To strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth
- **Addressing Education and Healthcare Needs** – To provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the NHS and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities, and
- **Ensuring High-Quality Outcomes** – To promote greater ambition in planning and delivering high-quality sustainable new communities, including through new garden communities and strategic growth areas. Overall, new development must secure high standards of urban and built design which creates attractive places where people want to live, work and visit.

2.17 The authorities and Essex County Council, are working together to promote sustainable growth with the necessary supporting infrastructure and to address the strategic priorities across the wider geographical area. A 'Memorandum of Co-operation: Collaboration on Strategic Priorities in North and Central Essex' (MOU), has been signed by North Essex Districts (Braintree, Colchester and Tendring), Essex County Council and Chelmsford City Council to explore the proposed new garden communities across the area and other strategic cross-boundary matters. As a result of the Inspector's Post-Hearing Advice letter relating to the North Essex Authorities' Section 1 Local Plan, the proposed locations for these are shown in Figure 2.

Figure 2 : Location of Proposed New Garden Communities in North and Central Essex



Local context

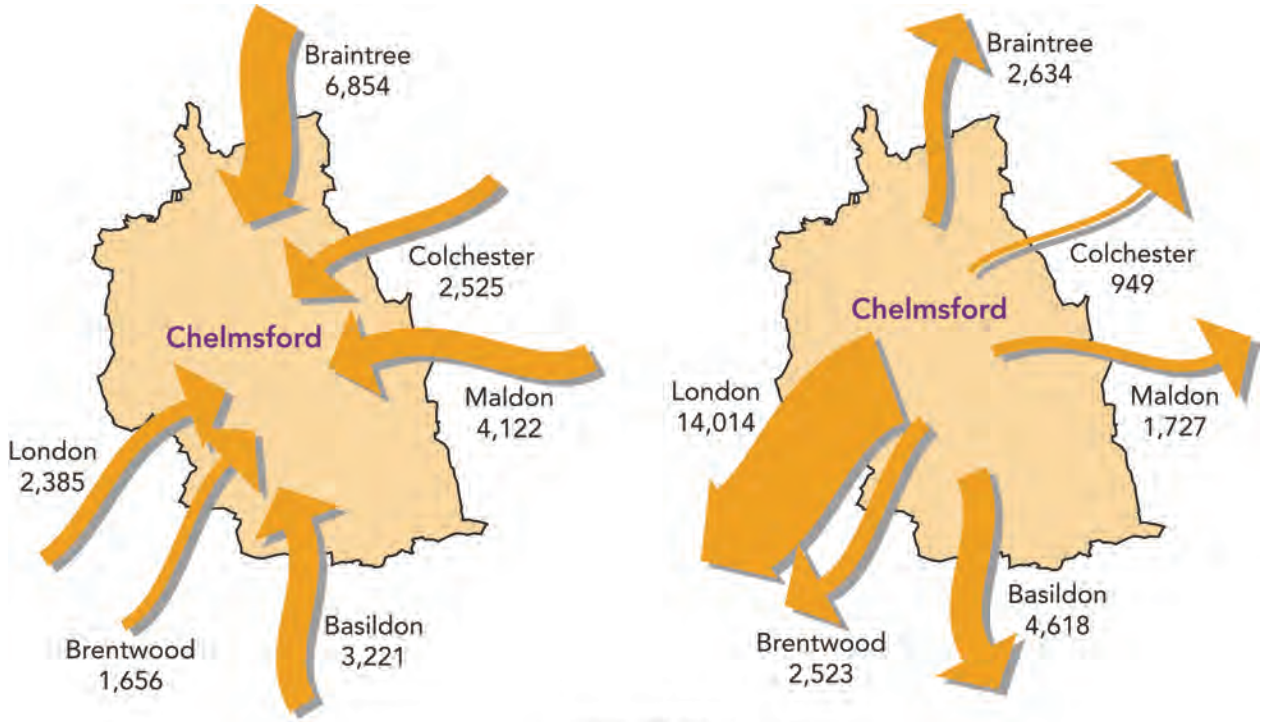
2.18 There are a number of key local issues which help to define and shape Chelmsford. In addition to the context above, these key issues have helped to shape the Strategic Priorities of the Local Plan.

Jobs and economy

2.19 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs, the second highest of any local authority area in Essex, and there are around 8,000 businesses.

2.20 Over 50% of Chelmsford's working population both live and work in Chelmsford. Around 20% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Maldon, Brentwood and Braintree, where some 16% commute to work. Around 36% of Chelmsford's workforce lives outside the area with significant commuting across North Essex, with over 13,000 people commuting from Braintree, Colchester and Maldon each day to work in Chelmsford. This reflects the functional economic geography which Chelmsford shares with Braintree, Maldon and Colchester districts. Inward and outward commuting flows are shown in Figure 3.

Figure 3 : Main commuting flows into and out of Chelmsford



Source: ONS (2011)

2.21 The economy of Chelmsford is mixed, with high numbers of jobs in the service sector, education and health, administration, manufacturing and construction. Growing employment sectors across Essex that are set to create new jobs over the next 20 years include advanced manufacturing, low carbon and renewable energy technologies, life sciences and healthcare, digital and creative services, financial and business services, and logistics (Chelmsford Economic Strategy, 2017).

Transport

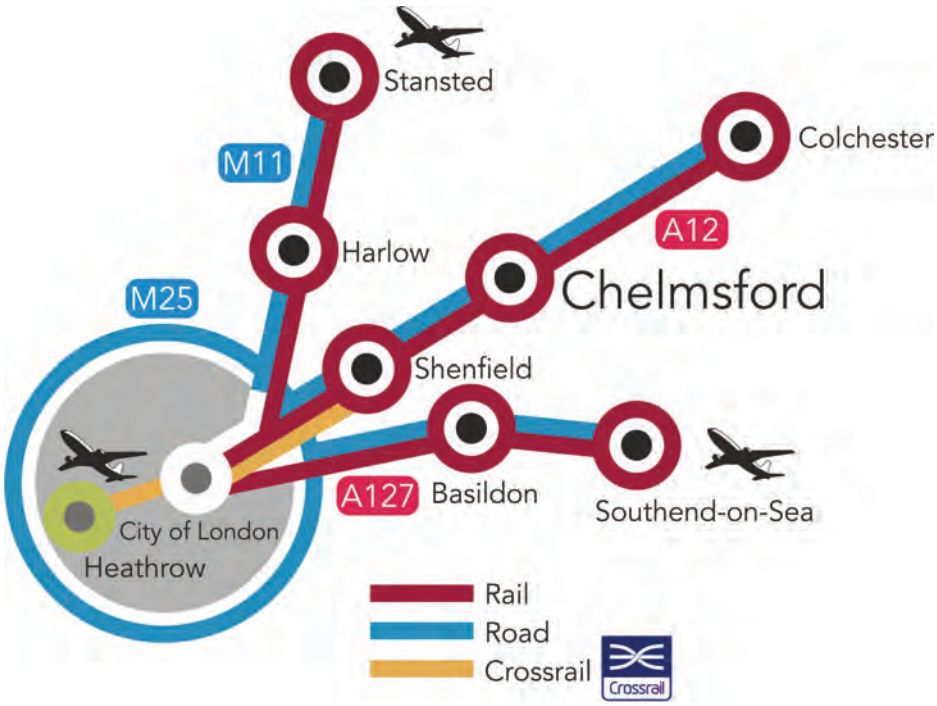
2.22 High car ownership and high levels of vehicle movements and commuting cause traffic congestion on main roads across Chelmsford at peak times. The high cost of local housing also results in some workers living a significant distance from their workplace.

2.23 Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A414. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods.

2.24 Chelmsford is well served by a range of urban and inter urban bus services between key centres in Essex. Chelmsford also has two Park and Ride facilities (Chelmer Valley and Sandon) with frequent connections to the City Centre for commuters and shoppers. North Chelmsford is also served by a bus-based rapid transit (ChART) connecting the new neighbourhood with the City Centre and rail station.

2.25 The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. The Elizabeth Line (Crossrail) is expected to start operating in the first part of the Local Plan period with services commencing just south of Chelmsford in Shenfield. The opportunities that the Elizabeth Line will bring in terms of additional capacity and quicker journeys to a wider choice of destinations will be a contributor to the continued attractiveness of Chelmsford as a place to live and to do business. Chelmsford also has good connections to London Stansted and Southend airports, as shown in Figure 4.

Figure 4 : Chelmsford's Connectivity



Environment

2.26 Chelmsford enjoys a very high-quality environment with 700 hectares of recreational space, including 14 Green Flag accredited parks[4], complemented by an extensive network of the Green Wedge, gardens and nature reserves. The Green Wedge covers 3% of the land in the whole of the Chelmsford area. Many major cities in the UK have an area of open land around their built-up area which is designated as Green Belt. This is designed to prevent the unrestricted sprawl of these cities. The Green Belt in Chelmsford is part of London's Green Belt often referred to as the Metropolitan Green Belt. There are three main rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. The Green Belt covers almost 34% of the land in the south and west of Chelmsford, shown in Figure 5.

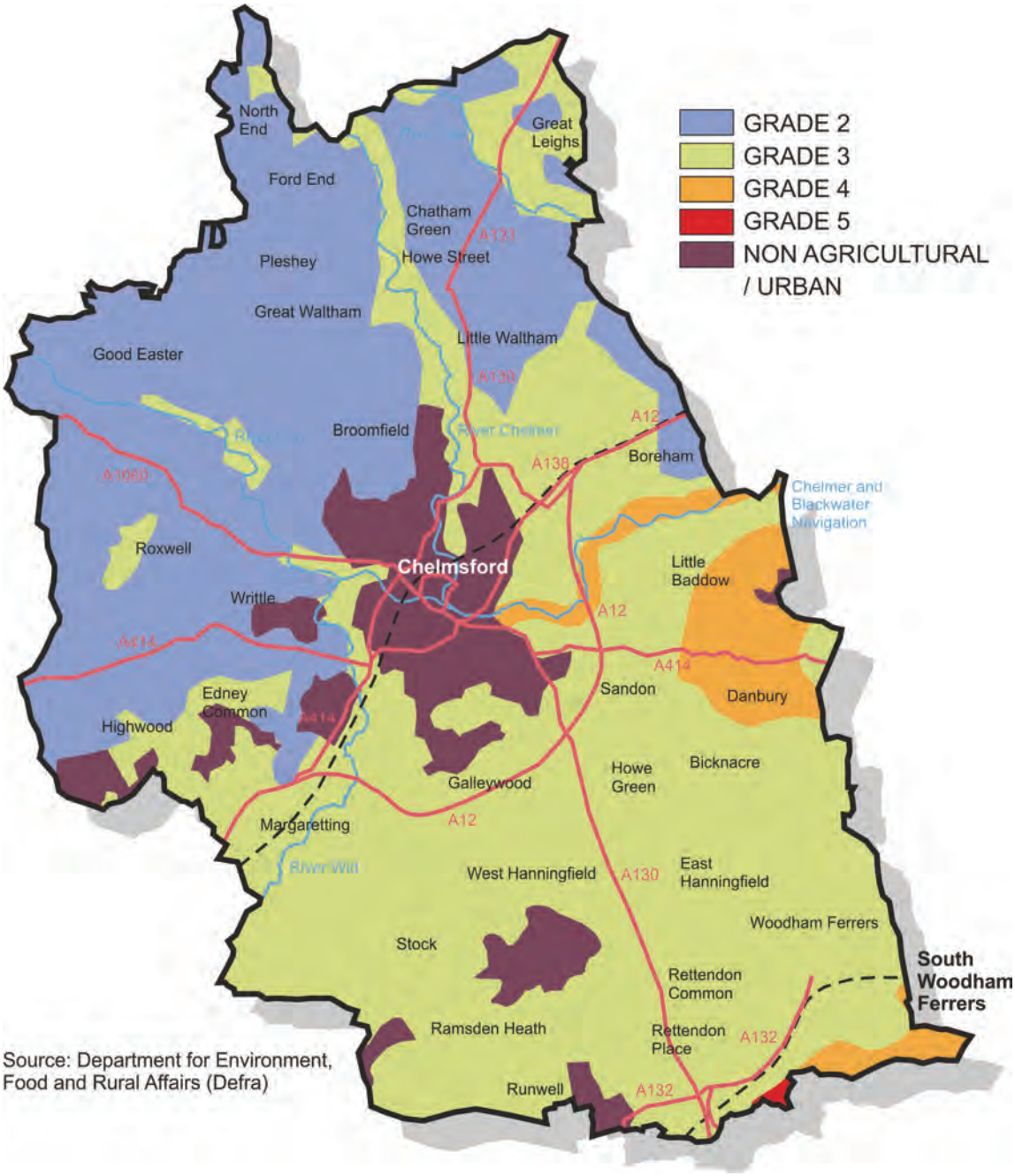
4 Green Flag Award Winners List 2017

Figure 5 : London's Green Belt



2.27 There are large areas of agricultural land in Chelmsford which provides an important natural resource. Land quality varies from place to place and the Agricultural Land Classification (ALC) provides a method for assessing the quality of agricultural land. Figure 6, showing Natural England's Agricultural Land Classification of Chelmsford, sets out that most of this is classified as agricultural Grades 2 and 3 (incorporating 3a and 3b) (very good and good-to-moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent) with the majority of Grade 2 land in the north and west of Chelmsford. The Best and Most Versatile Land is defined as Grade 1, 2 and 3a. Figure 6 represents a generalised pattern of agricultural land classification grades and does not show the subdivisions of Grade 3 which are normally mapped in more detail.

Figure 6 : Agricultural Land Classification



2.28 Chelmsford has some areas which are at risk from flooding. These are largely around the rivers and river valleys, as well as low lying land and coastal areas to the south eastern corner of Chelmsford.

2.29 Chelmsford is also rich in history, with over 1,000 listed buildings, 25 Conservation Areas, 19 Scheduled Monuments and 6 Registered Parks and Gardens of Special Interest. Its historic landscape contains many archaeological sites dating back to pre-historic times.

Education and Skills

2.30 Chelmsford has a well-educated and highly skilled workforce. Over one third of the workforce hold a NVQ4 level (degree and above). Chelmsford has a significantly lower percentage of people leaving education without any qualification compared to regional and national averages. There are a wide range of public and private schools and higher and further education establishments including Anglia Ruskin University, Writtle University College, and Chelmsford College.

2.31 Anglia Ruskin University is one of the largest and fastest growing universities in the UK which includes a new School of Medicine which opened in 2018. Writtle University College is one of the oldest land-based institutions in the UK now specialising in design and sport courses. Both Universities provide a range of research and consultancy services to businesses, working in partnership to add value to their business and are therefore important drivers of the local economy. In addition, Chelmsford College is developing its specialism in engineering, science and technology working in partnership with the Universities.

Community Facilities and Services

2.32 As well as extensive community services at a neighbourhood level, such as places of worship, community centres, local shopping parades, health and social care, Chelmsford provides many county-wide services. These include Broomfield Hospital, Chelmsford Diocese, key educational institutions, Essex County Council, Essex Police Headquarters and Magistrates, Crown and County Courts.

Health

2.33 The health of Chelmsford's population is generally good with life expectancy for both men and women higher than the average for England. Despite an overall positive picture of health, some inequalities in health do exist. For example, life expectancy is 6.1 years lower for men in the most deprived areas of Chelmsford than in the least deprived areas.

2.34 Healthcare provision in Chelmsford includes Broomfield Hospital (which includes Accident and Emergency services) and a range of private and NHS healthcare providers. There are also three private hospitals in Chelmsford. New healthcare facilities are proposed as part of the major new development currently taking place to the north east of the City Centre at Beaulieu.

Current and future role of Chelmsford

Chelmsford's Evolution

2.35 From its Roman and medieval roots, Chelmsford has grown substantially since 1945. All the previous Plans for Chelmsford have included the release of greenfield land for housing and employment. As an example, the Plan of 1964 saw the building of large new areas on greenfield sites, including what we now know as North Springfield, from Old Springfield up to White Hart Lane, Chelmer Village, Newlands Spring, the large Meadgate and Barnard Road Estates, the Tile Kiln area and most of Moulsham Lodge, amongst others. Much of South Woodham Ferrers was built in the 1970s and 1980s. Plans from the 1990s have seen the development of Beaulieu Park and Chancellor Park in the Springfield area.

2.36 Chelmsford was awarded City status in 2012 and as the County Town it provides many administrative, legal and civic functions for the whole of Essex. This underpins Chelmsford's role as the Capital of Essex. The influence of Chelmsford extends not just across Essex, but also across the wider region where it is one of the most successful areas, with a strong and diverse local economy, attractive new housing areas and substantial investment taking place on vital new infrastructure.

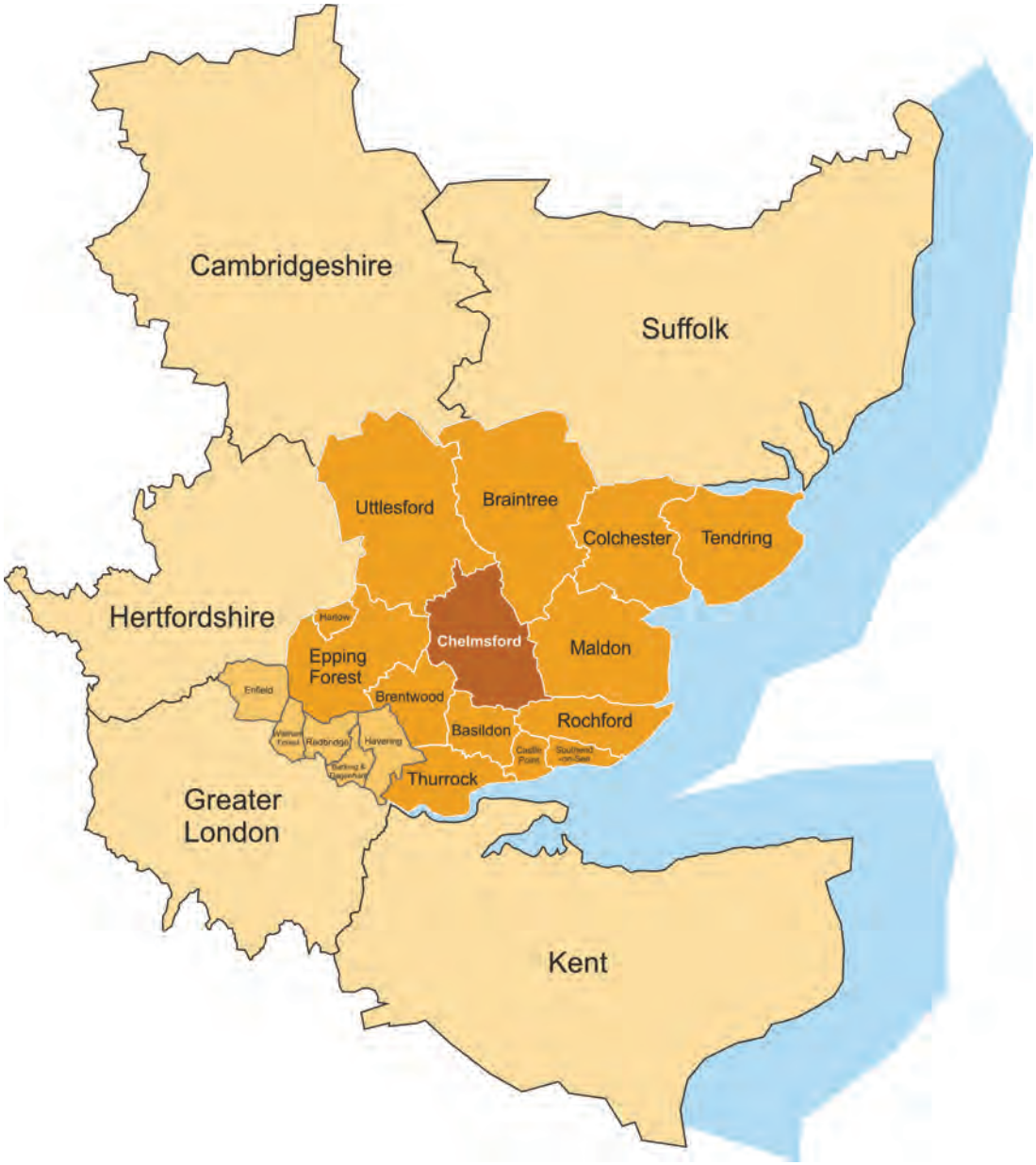
2.37 The strategy of the Council's previously adopted Local Plan (the Local Development Framework) was to focus development on previously developed sites in Chelmsford City Centre and to extend the City to the north of the built-up area for major development on greenfield sites at Beaulieu and Channels in north east Chelmsford. The previously developed sites included the development of the former St John's Hospital site, former University Central Campus site and former Marconi Works, all of which are now built.

2.38 Chelmsford is already an attractive place, comprising the City of Chelmsford, the town of South Woodham Ferrers, numerous villages and a rich and diverse natural and historic environment. In many respects, the growth that has taken place, particularly during the past 20 years, has helped shape Chelmsford to be the successful place it is now. Vital new infrastructure has been delivered alongside new homes, jobs, shops and leisure opportunities. Chelmsford's economy has been transformed from one being dominated by manufacturing industry to one with strengths across many sectors, but especially finance, health and education.

Chelmsford – Present Day to 2036

2.39 Chelmsford is at the very heart of Essex, being centrally located within the County and adjoined by seven neighbouring local authorities (Figure 7). The Green Belt covers almost 34% of the land in the south and west of Chelmsford.

Figure 7 : Map of Planning Authorities that surround Chelmsford



2.40 Taking into account the projected population increase, the Council is determined to ensure that future growth continues to take place in a sustainable way. This will bring further improvements to the quality of life for residents and much needed new community and transport infrastructure whilst at the same time protecting and enhancing the natural and historic environment.

2.41 The Council is working, and will continue to work, with its many partners in both the public and private sectors to deliver positive change for its communities. The Local Plan through its Strategic Priorities, Spatial Principles, policies and proposals provides the key planning framework to guide such change until 2036. It provides an exciting opportunity to ensure that Chelmsford continues to be at the forefront of creating sustainable new communities, contributing to its future success.

Chelmsford 2036 – 2050

2.42 The Council wants to ensure that development plans post-2036 can build on the success of previous Plans and the area's strengths to ensure that Chelmsford can further develop as an attractive and accessible place in which to live, work and socialise.

2.43 Chelmsford's success means that it is inevitable that it will remain a focus for growth and change in the County well into the 21st Century. Our growth agenda beyond 2036 to the period to 2050 is likely to at least replicate the housing and job numbers in the Local Plan period to 2036. Planning for the long-term increases certainty and provides a strategic framework to maximise the potential for infrastructure funding.

2.44 The need to deliver more housing, jobs, improved sustainable transport, new and improved infrastructure and protection of the environment, will continue to remain fundamental objectives of the Council and future development plans. This could include a new strategic road to serve the west of Chelmsford. To achieve this, the Local Plan will be forward looking, shaping the sustainable planning of Chelmsford's development and infrastructure needs not just in the foreseeable future but also providing a longer-term framework.

3- What are our Strategic Priorities?

Our Strategic Priorities

3.1 This Section sets out the Strategic Priorities for Chelmsford which are aligned to the strategic objectives of the other north and central Essex authorities that will be addressed through the Local Plan. In particular, it looks at what Chelmsford is like today, how things are changing, what issues need to be addressed and what opportunities will be created. This will ensure that the Local Plan recognises Chelmsford's spatial characteristics in planning for its future development.

Strategic Priority 1 - Ensuring sustainable patterns of development

3.2 National planning policy includes a presumption in favour of sustainable development requiring Local Plans to plan positively to meet objectively-assessed development needs.

3.3 The Local Plan will follow the national planning policy approach of sustainable development to ensure that appropriate development can be approved without delay. Sustainable development has three key dimensions; economic, social and environmental. A sustainable development should meet the needs of the present, without comprising the ability of future generations to meet their own needs. A balance needs to be struck between the need for, and positive benefits of, development against its impacts. This is tested through separate Sustainability Appraisals.

Strategic Priority 2 - Meeting the needs for new homes

3.4 Chelmsford is a largely affluent area where average house prices and rents are high, sustained by high demand. As with much of the South East of England, this creates an affordability issue as the cheapest homes are less affordable to those on lower incomes. There is significant demand for affordable housing or starter homes for first time buyers or those on lower incomes. There is also demand for supported housing and independent living accommodation for older people (55+) and adults with disabilities.

3.5 The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet objectively-assessed housing needs (OAHN) and the requirements of the Gypsy and Traveller Accommodation Assessment (GTAA). The ageing population also means that the Local Plan needs to provide the right type of homes, including independent living accommodation for older people (55+), adults with learning or other disabilities and appropriate support services as well as sufficient healthcare facilities to support both older residents and the population as a whole in the period to 2036.

Strategic Priority 3 - Fostering growth and investment and providing new jobs

3.6 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity and quality of life of local residents. The Local Plan needs to ensure that Chelmsford's businesses thrive, continue to innovate and can be even more productive. This will be through the provision of flexible local employment space to meet the employment and economic needs of Chelmsford. The Local Plan will need to ensure that Chelmsford fosters new economic growth and new jobs to meet forecast local needs.

3.7 Unemployment is low in Chelmsford. Around 1% of the population claim Jobseekers Allowance (ONS, November 2016). Chelmsford also has a higher proportion of managerial and professional workers compared to regional and national averages. However, Chelmsford does have a skills shortage in some sectors including healthcare, and some workers are unable to afford homes close to work. This creates additional pressure to make sure that adequate provision is made for housing in line with Chelmsford's role as a regional and sub-regional centre.

3.8 The Local Plan will seek to ensure a flexible rolling supply of employment land over the Local Plan period. Where appropriate, it will support the retention of existing designated employment areas to maintain supply and choice of employment floorspace and rural employment development opportunities.

3.9 The Council will also continue to support local businesses outside the Local Plan process through its business support services and by delivering the Chelmsford Economic Strategy.

Strategic Priority 4 – Protecting and enhancing retail, leisure and commercial development

3.10 Jobs in retail are focused in Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres. Chelmsford City Centre attracts shoppers and visitors from well beyond the Council's area boundary. It continues to grow in choice and popularity and is now ranked within the top 100 of all shopping centres across the country. Conversely, there is evidence that the retail offer of South Woodham Ferrers Town Centre could benefit from enhancements and investment to meet the requirements of customers, businesses and visitors.

3.11 There is a wide range of leisure services provided by the City Council and through the private sector. These include a wide range of sports and recreation facilities, including two cinemas, Chelmsford City Racecourse, multiple and wide ranging sports facilities and extensive improvements to the Riverside Ice and Leisure Centre completed in 2019.

3.12 The Council will continue to support new and enhanced retail, leisure and commercial development through protecting existing assets and supporting appropriate growth in these sectors.

Strategic Priority 5 - Delivering new and improved strategic infrastructure

3.13 The continued growth and popularity of Chelmsford is placing pressure on existing strategic infrastructure. This includes pressure on transport infrastructure, the potential for increased flood risk and greater pressure on resources such as water and waste services. Some parts of Chelmsford are also without access to high-speed broadband.

3.14 One of the most challenging strategic infrastructure requirements is ensuring the transport network is sufficient to accommodate future growth. Many of the existing roads are at, or near to, capacity. Much existing transport infrastructure therefore has little spare capacity to cope with population growth and new housing and employment development. However, capacity to transport people exists on sustainable networks such as bus, walking and cycling. Subsequently, capacity in certain areas may come about from promoting a change in behaviour, for example in how people choose to travel.

3.15 Independent consultant, Ringway Jacobs, through Essex County Council has undertaken transport modelling to help support the proposals in the Local Plan. The Local Plan evidence base comprises a series of traffic modelling reports including a specific report on the Pre-Submission Local Plan. The Pre-Submission traffic modelling report follows on from earlier assessments of the Local Plan iterations. The modelling outputs indicate that the patterns and severity of congestion across Chelmsford would remain broadly consistent regardless of differences in Local Plan development allocations and the mitigation measures identified. Further work has been undertaken to consider the likely traffic impact on local junctions most affected by the development sites and the mitigation measures to help to improve the performance at the junctions. The results of this additional modelling work has informed the Local Plan.

3.16 The Local Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk have also been subject to a more detailed assessment, including sequential and exception tests.

3.17 The City Council has worked alongside Essex and Suffolk Water and Anglian Water to produce a Water Cycle Study to ensure there is sufficient capacity for water supply and waste water management, and identify any gaps in capacity.

3.18 Throughout the Local Plan period the Council will work with stakeholders to help promote upgraded broadband communications in all new developments, where it is viable to do so.

3.19 Appropriate waste management and the supply of minerals is provided for within Essex County Council's Waste and Minerals Plans. These plans, alongside close work with the County Council, have informed the Local Plan process and will ensure that there is appropriate management of waste and that any mineral reserves are not sterilised by future development.

3.20 Provision of appropriate and timely strategic infrastructure will be central to the continuing prosperity, attractiveness and sustainability of Chelmsford. Plan-led growth provides the opportunity to address infrastructure needs, maximise the efficient use of existing infrastructure capacities and explore opportunities for new sustainable infrastructure. A range of infrastructure types will be

needed within the Local Plan including transport, utilities (including sewage and electricity) and flood alleviation. The Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and contains details regarding its phasing and costing.

3.21 The Council will use Community Infrastructure Levy (CIL) (and/or its successor) receipts and planning conditions or legal agreements to ensure the provision of infrastructure. The Council will also work with infrastructure providers to facilitate the timely provision of infrastructure needed to support development. Where necessary this will involve suitable phasing of development and forward funding of its supporting infrastructure. Working in partnership with other Councils in north and central Essex with strategic levels of growth, there are opportunities to maximise future investment for strategic infrastructure funding.

Strategic Priority 6 - Delivering new and improved local infrastructure

3.22 In parts of Chelmsford, existing local infrastructure such as schools and healthcare facilities are at, or near to, capacity. Much existing infrastructure therefore has little spare capacity to cope with population growth and new housing and employment development.

3.23 A key infrastructure challenge will be ensuring that the local and strategic transport network can accommodate the proposed future growth. The traffic modelling Evidence Base work has assessed the transport implications of the Local Plan throughout its preparation, and identified junction mitigation and sustainable infrastructure requirements, where appropriate.

3.24 The Local Plan will seek to ensure that necessary new or upgraded local infrastructure is provided alongside the development of new residential communities including education and healthcare provision, as well as community facilities such as community halls and places of worship. It will also ensure that appropriate levels of open space, sports and leisure provision, such as multi-use facilities, are provided as part of development to meet the needs of residents.

3.25 Provision of appropriate and timely local infrastructure to support growth will be central to the continuing prosperity, attractiveness and sustainability of Chelmsford. A range of local infrastructure types will be needed within the Local Plan including social and community facilities, education, primary healthcare, recycling facilities and appropriate drainage. The Strategic Growth Site policies within the Local Plan will set out the local infrastructure required to support the identified growth. To support this the Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and contains details regarding its phasing and costing.

3.26 The Council will use Community Infrastructure Levy (CIL), (and/or its successor) receipts and planning conditions or legal agreements to ensure the provision of infrastructure. The Council will also work with infrastructure providers to facilitate the timely provision of local infrastructure needed to support development. Where necessary this will involve suitable phasing of development and forward funding of its supporting local infrastructure.

Strategic Priority 7 - Protecting and enhancing the Natural and Historic Environment, and the Green Belt

3.27 Chelmsford has a wide range of planning designations such as Green Belt and other national environmental designations such as SSSI's, local wildlife habitats and woodlands providing biodiversity and ecological benefits. Chelmsford's historic environment is also important with a range of Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens. All of these contribute towards the local distinctiveness of the area and need to be protected and enhanced at the same time as achieving the growth required.

3.28 In line with national policy and the Evidence Base, the policies and allocations in the Local Plan will ensure that new development takes place in a sustainable way (by balancing economic, social and environmental priorities). This includes ensuring that Chelmsford can accommodate its future growth requirements and minimise the effect on the environment for example by promoting development of previously developed land in Chelmsford's Urban Area. The Local Plan will also protect and enhance local distinctiveness and plan positively for the creation, protection and enhancement of networks to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan.

3.29 The Local Plan seeks to minimise the loss of the best and most versatile agricultural land to ensure future food production. However, to meet our development needs it is inevitable that some agricultural land will be lost. This will need to be balanced against the relative scale of the loss and other planning factors such as sustainability and general suitability for development of the location.

3.30 High quality green infrastructure will be used to protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost. In line with the Spatial Principles (Policy S1), the Local Plan will also maximise the use of suitable previously developed land (brownfield land), provided that it is not of high environmental value and represents a sustainable location.

3.31 The river valleys are an important local asset which not only offer natural flood protection but contribute significantly to the local landscape and character of the area. In addition, the water quality of the rivers is an important factor in maintaining diverse natural habitats.

3.32 There is a need to address climate change globally and locally to minimise flood risks and reduce carbon emissions. There is scope within the Local Plan to contribute to reducing emissions through the location of development and the design of buildings and places within new and existing development.

Strategic Priority 8 - Creating well designed and attractive places, and promoting healthy communities

3.33 The high-quality design of new development is essential to making places more attractive, sustainable, safe and accessible. Good design can also help mitigate the impacts of climate change and air pollution, promote healthier lifestyles and build a sense of civic pride. This includes public realm improvements to create attractive places where people want to live, work and visit.

3.34 The Local Plan policies will seek to achieve a net gain for biodiversity by providing new green spaces including high quality green infrastructure built into the designs and masterplans of new development. The Local Plan will also seek to ensure that all new development meets the highest standards of design. The Local Plan will further require the use of masterplans and encourage design codes where appropriate for strategic scale developments.

3.35 The Local Plan policies will also seek to promote the health and wellbeing of communities for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of walking and cycling. New development will need to ensure that the integrity of communities is maintained and social cohesion is promoted. New development can also help provide new primary health services.

Strategic Priority 9 – Reinforcing Chelmsford's regional role as 'Capital of Essex'

3.36 Chelmsford City Centre is by far the largest centre within the Local Plan area, and as such provides a range of functions, services and facilities. Chelmsford City Centre has recently seen a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace.

3.37 Developments such as the new Bond Street development, Bus Station, former Marconi Site, Anglia Ruskin University Central Campus, and the Cricket Club have assisted the City Centre in being a vibrant place both during the day and in the evening. As well as a wide range of residential development in the City Centre there is a focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. The Council will continue to encourage investment in major new infrastructure, retail, office, arts, leisure and cultural facilities to build upon and to reinforce Chelmsford's regional role as 'Capital of Essex'.

3.38 The Council is keen to ensure that all parts of the City are vibrant and successful with continued new facilities and by encouraging investment in Chelmsford's arts and culture. To this end the Council has also developed a vision to promote integrated enhancement of the West End quarter of Chelmsford City Centre. This area has a diverse mix of uses, acts as an important transport interchange and includes important civic functions, yet parts of the area have a rundown appearance and feel severed from the City Centre. The vision for the West End makes recommendations for enhancements in the future to provide an attractive and distinctive quarter. A Cultural Development Trust has also been established to work in partnership with the Council to strengthen Chelmsford's cultural identity. Through close engagement with the public, the mutual objective is to inspire participation in the arts and culture, to build awareness of the City's historic heritage and to ignite interest in developing creative and cultural legacies for the future. The Trust will contribute to the ideas for a shared Cultural Vision "Towards 2040" and participate in encouraging investment in the City's museums and theatres.

4- Our Vision and Spatial Principles

4.1 Taking into account the Strategic Priorities, this Section sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2036 and beyond.

Vision for Chelmsford

4.2 Our Vision for Chelmsford sets out the kind of place we want to be in 2036:

To continue the existing successes from the growth of Chelmsford City Council's area by embracing our role as England's newest City and the Capital of Essex. Chelmsford will be a sub-regional catalyst for change, providing new sustainable neighbourhoods and attracting inward investment for a wide range of businesses across our area. This also means maximising development opportunities within a compact and vibrant City Centre.

This positive change will optimise the opportunities for new and upgraded infrastructure including cultural, leisure and recreation facilities, shops, education and healthcare services and also provide even better housing and job opportunities to local residents, making places where people want to live and work to further improve their quality of life and wellbeing. This will include improving the way people move around by public transport, by bike, on foot and in private vehicles and making the most of the area's assets and opportunities such as its river valleys, and improving the built, natural and historic environment.

By 2036, Chelmsford will continue to:

- be an area for significant growth, achieving sustainable housing and employment development and providing new homes and jobs to meet a range of needs
- support a strong and expanding economy including supporting the growth of the advanced manufacturing, life sciences and healthcare, creative industries, financial services and research and development sectors
- be a place with an improving transport system offering enhanced connectivity and supporting sustainable new development including a railway station in North Chelmsford, further Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements
- move towards a low carbon future for Chelmsford seeking to mitigate and adapt to climate change and to promote the sustainable use of natural resources
- maximise opportunities for sustainable transport by providing increased opportunities for walking, cycling and public transport
- provide new and expanded infrastructure, services and facilities to support new development, including the provision of new education, healthcare facilities and green infrastructure

- have residents benefiting from healthier, more inclusive and active lifestyles, and accessing excellent cultural and leisure activities
- deliver developments that respect the character and local distinctiveness of the area and that are well designed
- protect and enhance the rich and diverse built, historic and natural environment including the coast
- maximise the conservation value and enjoyment of Chelmsford's unique Green Wedge, riverbanks, canals and waterways including Sandford Mill
- be a centre of excellence for education and skills development with high-performing schools, two Universities and a new School of Medicine
- achieve the urban renewal and regeneration of Chelmsford's Urban Area and City Centre
- have a City Centre which continues to be a key retail, business and service centre for Essex and beyond, supported by an excellent complementary offer and outstanding public realm
- revitalise South Woodham Ferrers Town Centre by enhancing its retail, cultural and leisure offer
- support the rural economy with vibrant and sustainable rural areas
- build on success and facilitate the sustainable growth of the area
- facilitate the provision of high-speed broadband; and
- be vibrant, attractive and a desirable place to live, work and visit.

Spatial Principles

4.3 The following Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations.

STRATEGIC POLICY S1 – SPATIAL PRINCIPLES

The Council will require all new development to accord with the following Spatial Principles where relevant:

- **Optimise the use of suitable previously developed land for development**
- **Continue the renewal of Chelmsford City Centre and its Urban Area**
- **Locate development at well connected and sustainable locations**
- **Locate development to avoid or manage flood risk**
- **Protect the Green Belt**
- **Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic environment and biodiversity**
- **Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements**
- **Ensure development is deliverable**

- **Ensure development is served by necessary infrastructure**
- **Utilise existing and planned infrastructure effectively.**

Reasoned Justification

4.4 The Council has assessed its development requirements for the period to 2036. This development growth needs to be managed to ensure sustainable development is achieved. Therefore, to manage this change, a series of Spatial Principles have been established. The Spatial Principles are not listed in order of preference or priority but are all interrelated and when considered together will shape the Council's Spatial Strategy. They will be applied as relevant to all development proposals and related applications.

Optimise the use of suitable previously developed land for development

4.5 In order to make the best use of land and to ensure that new development is located in sustainable locations, there is a need to make the most of previously developed land, provided that it is not of high environmental value and represents a sustainable location.

4.6 By their very nature previously developed sites can be well served by existing infrastructure but they may also be subject to constraints related to their precise uses or surroundings. These can include sites being in multiple ownership, the high cost of land, demolition of existing buildings and site remediation works. As such, redevelopment of some previously developed land can take a long time to become deliverable. There are a number of previously developed sites in the Chelmsford Urban Area which will be suitable for redevelopment over the Local Plan period. This reflects changes in the national and local economy resulting in land becoming derelict or under-used.

4.7 Encouraging the effective re-use of suitable previously developed sites will only meet a limited proportion of our overall needs for new homes and jobs and will not necessarily deliver significant infrastructure improvements. Where appropriate and viable, development on sustainable previously developed sites should be optimised, including the use of higher densities. However, there remains a need to allocate significant new development on greenfield sites to meet future development needs in full.

Continue the renewal of Chelmsford City Centre and its Urban Area

4.8 To ensure the continued urban renaissance and renewal of Chelmsford City Centre and its surrounding Urban Area, previously developed sites will be allocated for new development including new residential, office, employment and mixed use developments. This will assist in urban regeneration by re-using derelict and other urban land in Chelmsford, which together with the promotion of city greening through the Green Infrastructure Strategic Plan, will help it transform into an even more vibrant and successful place.

Locate development at well connected and sustainable locations

4.9 Development will be focused at well connected locations for example along strategic transport corridors, close to existing local services and in areas with a good level of existing or proposed transport infrastructure including sustainable transport. This will help reduce the need to travel and encourage the use of non-car modes.

4.10 Creating development that is accessible by different modes of transport, especially walking and cycling and the use of public transport is essential in promoting sustainable development as it reduces car dependency. An important policy tool to achieve this is the modal hierarchy (a prioritised list of transport modes). All major development should follow the modal hierarchy by providing access for all of the following:

i. Walking and providing access for people with mobility impairment
ii. Cycling
iii. Public transport
iv. Powered two wheelers
v. Commercial vehicles including taxis
vi. Car sharing
vii. Private cars.

Locate development to avoid or manage flood risk

4.11 The Local Plan will seek to reduce the risk to people and the developed and natural environment from flooding by discouraging inappropriate development in areas at known risk from flooding. The Council will apply a sequential risk-based approach to new development in line with national policy and the Strategic Flood Risk Assessment. New development will be focused in areas where there is no or low risk of flooding. Where this is not possible, then the Sequential Test will be applied as outlined in the NPPF, followed if necessary by the Exception Test. New development should also ensure that it does not exacerbate or create flood risk elsewhere. It should demonstrate it will be safe for its lifetime. The Sequential Test and (Exception Test where applicable) have been undertaken for Local Plan site allocations.

Protect the Green Belt

4.12 The extent of the Green Belt in Chelmsford is already established in the Council's previously adopted Local Plan (Local Development Framework) and therefore national planning policy is clear that the boundaries should only be altered in exceptional circumstances. The Green Belt will be protected as it provides the strongest possible planning policy to prevent the encroachment of urban growth into open undeveloped areas and the coalescence of existing built-up areas.

Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic environment and biodiversity

4.13 Chelmsford contains a number of rich and varied landscapes and new development proposals will need to respect their character and appearance and their role for wildlife and increasing biodiversity. The river valleys where they permeate into Chelmsford's Urban Area have a unique role and function and are identified as the Green Wedge. New development proposals will also need to respond to the character and appearance of the built environment in particular to preserve or enhance the historic environment.

Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements

4.14 Strategic development will be focused in accordance with a Settlement Hierarchy by directing the new development growth in or around the higher order settlements i.e. Chelmsford City and South Woodham Ferrers Town Centre and Key Service Settlements outside the Green Belt. The existing settlement pattern should be respected so development does not sprawl into nearby settlements undermining their distinct and separate identities, and to prevent more isolated development which is severed or with poor connectivity.

Ensure development is deliverable

4.15 The Local Plan as a whole including supporting infrastructure must be deliverable and viable. The Council will also need to demonstrate a rolling five-year supply of deliverable housing land, in accordance with national policy throughout the Local Plan period.

Ensure development is served by necessary infrastructure

4.16 Development will need to be supported by provision of infrastructure, services and facilities that are identified to serve the needs arising from new development, and provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development. This will include maximising the efficient use of existing infrastructure and securing forward-funded infrastructure that supports new development such as the provision of new schools.

Utilise existing and planned infrastructure effectively

4.17 The Council will actively engage with partners to maximise the opportunities presented through new development to help fund and deliver new and improved infrastructure necessary to mitigate the impact that arises from new development, especially where significant new greenfield housing development is required. Infrastructure includes roads and other transport facilities, education and healthcare facilities, flood defences, open spaces and cultural and recreational facilities.

5- Creating Sustainable Development

5.1 This Section sets out the Strategic Policies that underpin and guide the Council's Spatial Strategy by addressing climate change, promoting social inclusion, conserving and enhancing the historic and natural environment and safeguarding community assets.

Addressing sustainability

5.2 The achievement of sustainable development is at the heart of the planning system. Through its policies and proposals, the Council will secure new development that fulfils the three dimensions of sustainable development: economic, social and environmental.

5.3 In addition, the need to address climate change and ensure that new development contributes towards improved quality of life and wellbeing are important structuring elements. There is a need to balance these objectives with the amount of new development which is proposed within the Local Plan period.

STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK

The Council, through its planning policies and proposals that shape future development, will seek to mitigate and adapt to climate change. In addressing the move to a lower carbon future for Chelmsford, the Council will encourage new development that:

- **Reduces greenhouse gas emissions**
- **Promotes the efficient use of natural resources such as water**
- **Reduces the need to travel and provides for sustainable transport modes**
- **Provides opportunities for renewable and low carbon energy technologies and schemes**
- **Provides opportunities for decentralised energy and heating systems**
- **Encourages design and construction techniques which contribute to climate change mitigation and adaptation**
- **Minimises impact on flooding**
- **Provides opportunities for green infrastructure including city greening, and new habitat creation.**

The Council will require that all development is safe, taking into account the expected life span of the development, from all types of flooding and appropriate mitigation measures are identified, secured and implemented. New development should not worsen flood risk elsewhere.

Reasoned Justification

5.4 The global climate is changing and the NPPF makes it clear that climate change is a core planning principle to the achievement of sustainable development. Greenhouse gas emissions from human activity is widely believed to be the main cause, especially carbon dioxide and nitrogen oxides being emitted from the burning of fossil fuels such as oil, gas and coal. There has been a global increase in temperature and episodes of severe and sustained rainfall and increased river flows which are likely to affect the nature and frequency of flooding. This is consistent with projections of climate change.

5.5 Essex as a whole has been identified as a large area of water stress by the Environment Agency. Given that the southern part of the East of England has been earmarked for extensive development, this will generate increased demand for water resources adding pressure on an already dry area.

5.6 To mitigate the impacts of climate change, the Climate Change Act 2008 commits the UK to reducing carbon dioxide emissions by at least 80% below 1990 levels by 2050. This is a very challenging target and local plans present an obvious opportunity to help meet this target e.g. promoting green infrastructure including city greening, and by shaping the location and design of new development, including measures to promote renewable and low carbon energy developments, water and energy efficiency such as insulation, living walls/roofs, passive solar design, tree planting, Sustainable Drainage System (SuDS) and providing resilient ecological networks.

5.7 Areas of flood risk include risk from all sources of flooding - including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.

5.8 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk both within the development boundary and off-site in all flood zones, and to ensure that the development remains safe throughout its life. In line with Policy DM18, development within areas of flood risk will be required to provide a safe means of access or suitably manage risk through some other means. At a development site level, mitigation measures can include SuDS, the use of permeable hardstanding materials and landscaping. At a strategic level, in order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

5.9 In considering proposals for development the Council will follow a sequential risk-based approach, including the application of the "exception test" where some continuing development is necessary for wider sustainable reasons. The Sequential Test should consider flood risk from all sources, when considering whether development in that location is appropriate.

5.10 Climate change including sea level rise is likely to increase pressure on the management of coastal habitats and coastal communities along Chelmsford's coastal fringe around South Woodham Ferrers. The current Essex and Suffolk Shoreline Management Plan aims to reduce the threat of flooding and erosion to dwellings, key infrastructure and tourism facilities. This and other relevant

policies in the Local Plan help to support the implementation of the Essex and Suffolk Shoreline Management Plan.

5.11 The Marine Management Organisation (MMO) is preparing a South East (Inshore) Marine Plan which includes land to the south of South Woodham Ferrers. The Marine Plan's jurisdiction will overlap with the Council's responsibilities (which extend to mean low water) and due regard must be given to the Marine Plan. Once adopted, the South East (Inshore) Marine Plan, will be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment.

STRATEGIC POLICY S3 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

The Council will conserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits.

The Council will designate and keep under review Conservation Areas in order to preserve or enhance their special architectural or historic interest with an emphasis on retaining and where appropriate improving the buildings and/or features that make a positive contribution to their character or appearance.

The Council will conserve or enhance the significance (including any contribution made by its setting) of Listed Buildings, Scheduled Monuments and Registered Parks and Gardens with an emphasis on preserving and where appropriate enriching the social, cultural, economic and environmental benefits that these heritage assets provide.

The Council will seek the protection, conservation, and where appropriate and important to their significance, re-use and/or enhancement of historic places and sites on the Heritage at Risk Register and the local buildings at risk register.

When assessing applications for development, the Council will place great weight on the preservation or enhancement of designated heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future preservation and where appropriate enhancement, as appropriate to their significance. Policy DM13 sets out how the Council will consider proposals affecting the different types of designated heritage assets and their significance.

The Council will seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings, which includes buildings, structures, features, gardens of local interest and protected lanes. Policy DM14 sets out the Council's approach to the protection and retention of these assets. Chelmsford contains a number of sites of archaeological importance. As set out in Policy DM15, the Council will seek the preservation and where appropriate enhancement of sites and their setting of archaeological interest.

Reasoned Justification

5.12 Chelmsford has a rich and diverse heritage. It has many heritage assets which are worthy of protection for their significance and for their contribution to the special character of Chelmsford. Within Chelmsford's administrative area there are 1,010 listed buildings. There are also 25 Conservation Areas, 19 Scheduled Monuments, and 6 Registered Parks and Gardens all of which are shown on the Policies Map. With the exception of Conservation Areas, these designated heritage assets are identified within the National Heritage List for England.

5.13 Buildings are listed on the basis of their special architectural or historic interest. These buildings are subject to special planning controls over their demolition, partial demolition, alteration or extension in any manner which affects their special character. Within Chelmsford there are a high number of timber frame buildings from the 14th-17th centuries reflecting the property of the area in this period and displaying vernacular building techniques, notably within the rural areas and village centres, such as Stock, Writtle, Boreham and Great Waltham. The survival of vernacular buildings across the administrative area contributes to its distinctiveness. There are 64 Grade I and II* listed buildings, including medieval parish churches, structures at Pleshey Castle, Henry VIII's palace at New Hall, country houses (such as Langleys, Leez Priory and Boreham House) and exceptionally complete timber frame buildings.

5.14 Conservation Areas are designated under the Planning (Listed Building and Conservation Areas) Act 1990. Conservation Areas are defined and designated by the Council. They are areas of special architectural or historic interest where the Council has a statutory duty to preserve or enhance their character or appearance. The Council will produce character appraisals and management plans for its Conservation Areas. 5 Conservation Areas cover the City Centre, 17 historic village centres, St Johns Hospital and John Keene Memorial Homes and are designated for their special character.

5.15 The Chelmer and Blackwater Navigation is also designated as a Conservation Area. This historic waterway, which extends through Braintree and Maldon districts, resulted in Chelmsford's expansion and development as an industrial centre from the late eighteenth century. It is significant for its structures, including 13 locks, landscape character, leisure and recreational value.

5.16 There are 6 Registered Parks and Gardens, including an 800m long Avenue at New Hall, the rare 'canal' water feature at Boreham House and the Humphry Repton landscape at Hylands Park. The public parks at Hylands and Danbury have an important role in the distinctness of Chelmsford

and social wellbeing. They also contribute to the local economy though organised events and formal and informal recreation. The Council recognises that Registered Parks and Gardens should be protected.

5.17 Archaeological and/or historical features represent a finite and non-renewable resource that are vulnerable to damage and destruction. Any works to Scheduled Monuments require the consent of the Secretary of State. There are 19 Scheduled Monuments, including a number of moated sites, Roman villas, the Iron Age Hillfort at Danbury, the late twelfth century earthwork castle at Pleshey and medieval salt works at South Woodham Ferrers. The Essex Site and Monument Record records over 2,500 archaeological sites in Chelmsford.

5.18 In addition to designated heritage assets, Chelmsford has many non-designated assets which are worthy of protection and conservation for their architectural, townscape, landscape or historic interest. The Council will continue to update a list of heritage assets which have local value. This is titled Register of Buildings of Local Value and includes buildings, structures or features of local architectural or historic interest which make a positive contribution to their locality. 509 buildings are included on the current Register of Buildings of Local Value, and 12 sites are identified on the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust. Both the designated and non designated heritage assets reflect the expansion of Chelmsford as a manufacturing and technology centre in the early twentieth century, when Hoffmann, Marconi, and Crompton were located in the town.

5.19 A Heritage at Risk programme has been implemented by Historic England. It protects and manages the historic environment so the number of 'at risk' historic places and sites across England is reduced. The Heritage at Risk Register identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development.

5.20 The Council also maintains a buildings at risk register (including designated and non-designated heritage assets) and proactively works to seek their protection and conservation. Sustaining appropriate uses is part of a strategy to ensure their conservation and their economic contribution. The 2019 Buildings at Risk Register includes 12 entries. In determining planning applications, the Council will take account of the desirability of sustaining and promoting opportunities to enhance the significance of both designated and non-designated assets and their settings.

5.21 There are a number of country lanes and byways which are of historic and landscape value, and which make an important contribution to the rural character of certain areas, as set out in the Essex County Council Protected Lanes Studies. The Council intends to protect these lanes and byways by preserving, as far as possible, the trees and hedgerows, banks, ditches and verges which contribute to their character, and by resisting development proposals which have a detrimental effect upon them.

5.22 The role of historic assets can also contribute towards the area's wider green infrastructure network, to local character and distinctiveness, and the economy. The Council will seek opportunities to promote the local distinctiveness of Chelmsford through heritage interpretation, blue plaques and public art.

STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution.

The Council will plan for a multifunctional network of green infrastructure which protects, enhances and, where possible, restores ecosystems, securing a net gain in biodiversity across the Council's area. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management including water resources, and climate change adaptation.

The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces.

The Council will take a precautionary approach where insufficient information is provided about avoidance, management, mitigation and compensation measures. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary.

The Council will ensure that, where appropriate, new development seeks to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions.

The Council will seek to minimise the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) to major new development.

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 Habitats Regulations and Habitats Directive.

Where appropriate, contributions from proposed residential developments will be secured towards recreational mitigation measures at Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

Reasoned Justification

5.23 The Council has a duty to protect sites of international, national, regional and local nature conservation importance. The importance of these sites in the City is reflected in the range of designations and reflects the specific importance of particular habitats. Designated sites include Ramsar Sites, Special Protection Areas, Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Ancient Woodlands, Local Nature Reserves and Local Wildlife Sites. Proposals likely to have an adverse effect on sites designated for their international, European and national importance to nature conservation will require a full assessment in line with European legislation. Appropriate weight will also be given to sites pending designation.

5.24 New development should minimise pollution of the natural environment including potential light pollution from glare and spillage on intrinsically dark landscapes and nature conservation.

5.25 The area's nature conservation assets form the basis for a City-wide network of green infrastructure which meets the needs and potential of biodiversity, recreation, habitat creation, amenity and sustainability (notably in respect of travel, water management and climate change) together.

5.26 The Council has developed a Green Infrastructure Strategic Plan which sets out the aspirations and opportunities to establish a green infrastructure network across the City and to promote city greening. This will include both green and blue spaces (such as, hedgerows, woodlands, parks, rivers and water courses). Objectives, standards and guidelines for its implementation aim for a City which is more ecologically diverse and robust, better connected and can meet the needs and expectations of its residents, workers and visitors.

5.27 The expansion of the City's natural assets and green infrastructure network will be secured through:

- Protecting, enhancing and restoring green infrastructure assets of all kinds, as part of a multifunctional network which reflects the needs and potential of biodiversity, natural and historic landscapes, sense of place, sport and recreation, water management, productive and healthy farming landscapes, climate change adaptation, sustainable movement, and community health and wellbeing
- Facilitating greater appreciation and use of the City's green infrastructure assets, promoting a sense of place and ownership
- Realising greater connectivity across the City through a network of high quality and accessible green spaces and corridors
- At the landscape and local scales planning and managing networks of natural and cultural assets to conserve, enhance and restore ecosystem function and human wellbeing
- Securing a step-change in environmental quality and performance to meet the goals of sustainable development, quality of life enhancement and climate change adaptation
- Where appropriate planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

5.28 New development in particular will be expected to incorporate multifunctional greenspaces which provide for biodiversity, recreation and sustainable travel, whilst helping to reduce pollution through the use of sustainable drainage systems (SuDS). In addition, new development should seek to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions. Appropriate mitigation measures will be required on sites where protected species are impacted by development.

5.29 Provision will include new strategic greenspaces which will be of City-wide importance including two new Country Parks in East Chelmsford and North East Chelmsford and areas for future recreation use/SuDS to support strategic site allocations in Great Leighs and West Chelmsford. As part of the original masterplan for Chelmer Village, an area of open land was also identified for informal strategic recreation. These and other green infrastructure allocations are shown on the Policies Map.

5.30 Residential development proposed within the Local Plan has the potential to result in an increase in recreational disturbance on the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). This issue has been further considered in an Appropriate Assessment which identifies the need to prepare a Recreational Avoidance and Mitigation Strategy (RAMS). Following consultation with Natural England, an Essex-wide RAMS is being prepared to cover the Essex Estuaries SAC and Crouch together with the Roach Estuaries SPA and the Colne and Blackwater Estuaries SPAs and Ramsar sites, with a view to its subsequent adoption as a Supplementary Planning Document (SPD). Any residential development that is likely to affect the integrity of European Sites, will be required to either contribute towards mitigation measures identified in the RAMS or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations.

5.31 Natural England and the National Trust is formulating a package of on-site Strategic Access Management Measures (SAMM) for the Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). The SAMM will describe a range of mitigation measures available to offset the recreational impacts from proposed new housing development within the Hatfield Forest Zone of Influence. Ahead of the SAMM being finalised, financial contributions may be sought towards mitigation measures on residential development proposals in consultation with Natural England and the National Trust. At this stage, a small area in the north-west of the Council's administrative area falls within the Zone of Influence. None of the residential site allocations allocated within the Local Plan are within this Zone of Influence.

5.32 The Council recognises the importance of the best and most versatile agricultural land. This is defined as Grades 1, 2 and 3a, by the Department of Environment, Farming and Rural Affairs (DEFRA), and is recognised as a natural resource for the future. Effective use of brownfield land of low environmental value will be encouraged to minimise the loss of higher quality agricultural land. Furthermore the Council will seek the provision of high quality green infrastructure that will protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost.

STRATEGIC POLICY S5 – PROTECTING AND ENHANCING COMMUNITY ASSETS

The Council recognises the important role that community facilities have in existing communities including health, education, social, sports and leisure, parks and green spaces, arts and cultural facilities and are also an integral part of any proposals for new residential and employment development. New facilities will be accessible to the community, and will be secured by a range of funding measures including planning obligations, Community Infrastructure Levy (CIL), and/or its successor, and other relevant funding streams. Existing community assets will also be protected from inappropriate changes of use or redevelopment.

Reasoned Justification

5.33 Community assets are an important part of the fabric of communities. To ensure that new places are sustainable and create developments where people want to live, work and enjoy, there is a need to ensure that community facilities are provided as part of larger developments.

5.34 An important element of sustainable development and creating sustainable communities is the provision and protection of community uses such as schools, health and recreation, education, community halls, pavilions, scout huts, places of worship and other cultural buildings at locations that are readily accessible. Schools are specifically identified on the Policies Map. These uses are predominately within Use Class D1 of the Use Classes Order 1987 (as amended). In addition, and especially outside the urban areas, facilities such as public houses, post offices, local shops and petrol stations and other community facilities can perform a vital function in terms of the economic and social welfare of such areas, and to help ensure the continued vitality of village and rural communities.

5.35 As community assets are not immune from development pressures, the Council will seek to protect its existing community assets through relevant Local Plan policies.

5.36 Existing indoor and outdoor recreation facilities represent important assets serving the communities in which they are located, and in some instances the wider area. This importance relates to their function and also the amenity value and the contribution the outdoor facilities have in providing a 'green lung' and visual break in the built environment. Where appropriate, and especially in the context of the new residential neighbourhoods, local and strategic open space such as country parks should form part of the masterplan for these areas. When considering proposals, the Council will have regard to the changing needs or demands for such facilities.

6- How will future development growth be accommodated?

6.1 This Section sets out the requirements for development for the period up to 2036 and the Council's Spatial Strategy. It also presents a number of strategic policies including policies related to securing infrastructure and delivering growth. Strategic Growth Sites, those providing over 100 or more new homes, have an accompanying policy which sets out the expectations for their delivery. Growth Sites, those providing less than 100 new homes, also have specific policies where appropriate.

Development requirements

STRATEGIC POLICY S6 – HOUSING AND EMPLOYMENT REQUIREMENTS

The Council will make provision for the following new development requirements:

A. HOUSING

In order to meet the full objectively-assessed housing need in the period 2013-2036, provision is made for a minimum of 18,515 net new homes at an average annual rate of 805 net new homes per year.

In order to meet identified need, a total of 9 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period 2016-2036 will be provided.

In order to meet identified need, a total of 24 permanent plots will be provided for Travelling Showpeople as defined by national planning policy in the period 2016-2036.

B. EMPLOYMENT AND RETAIL

In order to meet the forecast growth in total employment of 725 jobs per annum in 2013-36, the Local Plan allocates development sites to accommodate a minimum of 55,000sqm of new business floorspace (Use Classes B1-B8), in addition to existing commitments.

In order to meet future convenience retail growth, the Local Plan makes provision for 11,500sqm of floorspace either within the City Centre or Designated Centres within Chelmsford's Urban Area and additional convenience retail floorspace of 1,900sqm at South Woodham Ferrers.

Reasoned Justification

New Homes

6.2 The Council is committed to plan positively for new homes and to help significantly boost the supply of housing to meet the needs of the area. To meet the requirements of national planning policy there is a need to establish the number and type of new homes needed within the Housing Market Area (HMA). The Council (together with Braintree, Colchester and Tendring Councils) commissioned an Objectively Assessed Housing Need Study (OAHN). Detailed analysis in the report affirms that a HMA comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.

6.3 The OAHN report published in November 2016 uses the 2014 based national population and household projections together with an update to the Strategic Housing Market Assessment (SHMA) undertaken in December 2015. It provides up-to-date independent evidence to support the Council's housing requirement for the Local Plan. This shows that the objectively assessed housing need for Chelmsford is 805 homes per year. The base date for the assessments is 2013.

6.4 The Strategic Housing Market Assessment (2015) identifies the need for 179 new affordable homes per year. This equates to 22% of the OAHN which is well within the current affordable housing requirement of 35%. Therefore, there is no need to increase the OAHN to meet the need for more affordable homes in Chelmsford.

6.5 Taking into account all the stages set out above, the full OAHN for Chelmsford is 805 net new homes per year equating to a total housing requirement of 18,515 new homes for the period 2013-2036.

6.6 The Council, alongside the partner authorities within the HMA, will review housing numbers regularly in accordance with national policy requirements, and in doing so will have regard to the housing needs of the wider area through the Duty to Co-operate.

Housing Supply

6.7 Using the full OAHN of 805 new homes per year, the total requirement is a minimum of 18,515 dwellings for the 23 years from 2013-2036. To provide flexibility in the supply of housing sites and help significantly boost its supply, the Council proposes to allocate development sites in the Local Plan to provide close to a further 20% supply buffer above the OAHN. The buffer allows for an additional housing supply in Chelmsford to be maintained throughout the Local Plan period. This same approach was implemented by the Council's previously adopted LDF covering the period 2001-2021.

6.8 When taking the supply buffer into account, provision is made for a total of 21,843 new homes in the period 2013-2036. When considering existing housing completions (5,348), existing sites with planning permission and a windfall allowance for the period 2019- 2024 (5,399 + 317), and a windfall allowance of 1,200 for 2024-2036, the residual new Local Plan Allocations for the period to 2036 is 9,579 new homes.

Table 2 Housing Supply

Housing supply as at 2018/19 base date	Net new homes
Completions 2013-2019	5,348*
Sites with planning permission (excludes new Local Plan sites) (including windfall allowance for the period 2019-2024	5,716
SUB-TOTAL	11,064
New Local Plan Allocations	9,579
Windfall allowance (2024-2036)	1,200
TOTAL SUPPLY	21,843

* It should be noted that for the purposes of this table where Local Plan sites have commenced any completions have been deducted from this figure and are included within the 'New Local Plan Allocations' figure.

6.9 Based on past delivery records, windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account in determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in Chelmsford. The evidence shows that around 217 new homes have been built on windfall sites per year. For future housing supply, a windfall allowance of 100 new homes a year is considered robust and represents a modest contribution to overall supply.

6.10 Housing completions will be assessed annually against the housing trajectory to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Authority Monitoring Report (AMR).

Gypsy and Travellers and Travelling Showpeople

6.11 In accordance with the National Planning Policy for Traveller Sites (PPTS) the Council in partnership with the other Essex Local Authorities undertook a Gypsy and Traveller Accommodation Assessment in 2016. This identified those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, as they retain a nomadic lifestyle, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople, but this will be done through different planning policy criteria for those who still lead a nomadic habit of life and those which no longer travel. For those Gypsy and Travellers that do not meet the PPTS

definition their needs will be considered through the provisions for specialist housing covered by Policy DM1.

6.12 The Gypsy and Traveller Accommodation Assessment covers the period 2016 to 2033 and identifies a requirement of 8 additional nomadic Gypsy and Traveller pitches and 20 additional nomadic Travelling Showpeople plots to be developed by 2033 within Chelmsford. Extrapolating these figures up to 2036 by calculating the average numbers required per year from 2016 to 2033 and adding them on to 2016 to 2033 requirements results in the total requirements of 9 Gypsy and Traveller pitches and 24 Travelling Showpeople plots up to 2036.

6.13 The Gypsy and Traveller Accommodation Assessment finds no evidence of need for a transit site specifically within Chelmsford. Further work is currently being undertaken by Essex County Council to consider the need for transit provision across Essex as a whole. Should such a need be identified within Chelmsford in the future this will be considered through the review of the Local Plan.

6.14 The Council will expect to see Travelling Showpeople accommodation provided on suitable large strategic development allocations, the detail of which are set out in separate strategic site policies.

New Employment and Retail Floorspace

6.15 National policy requires Local Plans to proactively drive and support sustainable economic development to deliver jobs that the country needs. The Council wants Chelmsford's economy to develop further and for businesses to be even more successful and productive. To achieve this, the Local Plan will ensure that there is an appropriate quantity and range of employment land to enable the local economy to function efficiently. The Local Plan will also assist in the creation of new jobs and inward investment by less direct means, for example, by supporting the expansion of education and training, facilitating improvements to transport and telecommunications and maintaining an attractive environment through the protection of the landscape and heritage assets.

6.16 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs – the second highest of any district in Essex and there are around 8,000 businesses.

6.17 The economy of Chelmsford is mixed with high numbers of jobs in the service sector, education and health, administration, manufacturing and construction. The Chelmsford Economic Strategy (2016-2036) identifies growing employment sectors that are set to create new jobs over the next 20 years including advanced manufacturing, low carbon and renewables, life sciences and healthcare, digital and creative services, financial and business services and logistics.

6.18 As part of the OAHN work, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. An Employment Land Review, Retail Capacity Study and Office Needs Assessment have also been carried out which set out the amount and types of employment and retail floorspace that will be required

within the Local Plan period.

6.19 The Council is planning for total job growth of 725 net additional jobs per year over the Local Plan period 2013-36, based on the growth forecasts. This translates into an identified need for employment land to accommodate 64,407sqm of net additional floorspace over the period. To meet this need, the Local Plan makes new allocations to accommodate 55,000sqm of net additional business floorspace. This new supply is additional to the existing net supply provided by completions between the base date of the Local Plan (2013) and 2019, and planning permissions outstanding at 2019.

6.20 The Chelmsford Retail Capacity Study 2015 shows that Chelmsford is one of the best performing shopping centres in the sub-region. It has an impressive range of shops and offers an attractive shopping environment drawing people into the City Centre from across Essex and beyond. The study shows a current and growing need for more convenience retail floorspace of up to 11,500sqm up to 2036 in Chelmsford. Due to the recent expansion of comparison retail, the study does not consider it necessary for the Local Plan to include provision for additional comparison goods floorspace in Chelmsford.

6.21 South Woodham Ferrers Town Centre was designed and developed through the masterplanning of the new town in the 1970s. The Town Centre contains a supermarket, shops, health facilities, churches, library, leisure centre and schools. The Chelmsford Retail Capacity Study 2015 shows the need for up to 1,900sqm additional food retail floorspace in the town. Planning permission has been granted for a new 4,180sqm food superstore on land to the north of Burnham Road, South Woodham Ferrers. As this permission has been implemented there is no need to allocate any further sites in South Woodham Ferrers for food retail.

The Spatial Strategy

6.22 In order to meet identified development needs, the Spatial Strategy sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2036. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development.

STRATEGIC POLICY S7 – THE SPATIAL STRATEGY

The Spatial Strategy applies the Spatial Principles to focus new housing and employment growth to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; sustainable urban extensions around Chelmsford and South Woodham Ferrers; and development around Key Service Settlements outside the Green Belt in accordance with the Settlement Hierarchy set out below:

Settlement Hierarchy

Category	Settlement	
1. City or Town	Chelmsford, South Woodham Ferrers	
2. Key Service Settlements	**Outside Green Belt**	**Within Green Belt**
	Bicknacre, Boreham, Broomfield, Danbury and Great Leighs	Galleywood, Runwell, Stock and Writtle
3. Service Settlements	**Outside Green Belt**	**Within Green Belt**
	East Hanningfield, Ford End, Great Waltham, Little Waltham, Rettendon Place and Woodham Ferrers	Highwood, Margaretting, Ramsden Heath/Downham, Roxwell and West Hanningfield
4. Small Settlements	Chatham Green, Good Easter, Howe Green, Howe Street, Little Baddow, Rettendon Common and Sandon	Edney Common

In addition, at any of the Settlement categories, new growth sites which are in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans.

New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram (Figure 8), Policies Map, and the table below:

Spatial Strategy - Development Locations and Allocations

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 1 - Central and Urban Chelmsford					
Site/Location					
1	Previously developed sites in Chelmsford Urban Area	2,381			4,000sqm Office, 11,500sqm Food Retail
2	West Chelmsford	800		5	
3a	East Chelmsford - Manor Farm	250			
3b	East Chelmsford - Land North of Maldon Road				5,000sqm Office/ Business Park
3c	East Chelmsford - Land South of Maldon Road	100			
3d	East Chelmsford - Land North of Maldon Road	50			
4	Land North of Galleywood Reservoir	13			
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25			

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Area Total		**3,619**		**5**	**9,000sqm Office, 11,500sqm Food Retail**
Growth Area 2 - North Chelmsford					
Site/Location					
6	North East Chelmsford	3,000		9	45,000sqm Office/Business Park
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	250			
7c	Great Leighs - Land North and South of Banters Lane	100			
7d	Great Leighs - Land East of Main Road	100			
8	North of Broomfield	450			
9	East of Boreham	143			
GT1	Drakes Lane, Little Waltham		10		
Area Total		**4,793**	**10**	**14**	**45,000sqm Office/Business Park**

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 3 - South and East Chelmsford					
Site/Location					
10	North of South Woodham Ferrers	1,000		5	1,000sqm Business Space, 1,900sqm Food Retail
11	South of Bicknacre	35			
12	St Giles, Bicknacre	32			
13	Danbury	100			
Area Total		**1,167**		**5**	**1,000sqm Office, 1,900sqm Food Retail**
Total New Local Plan Allocations		**9,579**	**10**	**24**	**55,000sqm Office/Business Space, 13,400sqm Food Retail**
Windfall Allowance 2024-2036		**1,200**			
TOTAL		**10,779**	**10**	**24**	**55,000sqm Office/Business Space, 13,400sqm Food Retail**

There will also be opportunities for small-scale rural exception sites providing affordable homes to meet identified local needs in locations where there are policies of constraint.

Windfall sites are further expected to be a reliable source of housing supply during the period of the Local Plan.

New employment growth will be delivered as part of mixed used development on appropriate previously developed sites in Chelmsford Urban Area. Strategic employment growth is directed to strategic site allocations at North East Chelmsford and East Chelmsford.

All development allocations will be located to ensure existing settlements maintain their distinctive character and to avoid coalescence between them. Beyond the main settlements the Council will support diversification of the rural economy and the conservation and enhancement of the natural environment.

New development will be delivered in a manner that ensures the timely provision of necessary supporting infrastructure. Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

Where there are large and established mainly institutional uses within the countryside, Special Policy Areas will be used to support their necessary functional and operational requirements. The Special Policy Areas are defined on the Policies Map at Chelmsford City Racecourse, Broomfield Hospital, Hanningfield Reservoir Treatment Works, RHS Hyde Hall Gardens, Sandford Mill and Writtle University College.

Figure 8 : Key Diagram



Reasoned Justification

The General Principles

6.23 The amount and type of new development provides the starting point for the formulation of the Spatial Strategy, which is then shaped by the Vision, Spatial Principles and the need to secure sustainable development. This includes the protection of the Green Belt. The Spatial Strategy avoids new development in areas of high flood risk, or ensures that any flood risk is managed for development at highly sustainable locations in Chelmsford City Centre.

6.24 The Local Plan focuses new development, including housing and employment growth, leisure, office, cultural and tourist facilities, retail and mixed use development at the most sustainable locations that meet the Local Plan Vision and Spatial Principles. It does this first through making the best use of previously developed land within Chelmsford Urban Area. As this area is unable to accommodate all of the new development needed, the Local Plan also allocates land for development in the following areas:

- Sustainable urban extensions forming new distinct neighbourhoods containing housing and employment to Chelmsford and South Woodham Ferrers
- Development around Key Service Settlements outside the Green Belt.

6.25 The Spatial Strategy sets out the need to balance sustainable development against a number of different issues including the loss of agricultural land, particularly the Best and Most Versatile agricultural land. The majority of the agricultural land in Chelmsford is either Grade 2 or 3. However as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. Most agricultural land lost as a result of new development will be Grade 3. This will lead to a loss of approximately 446 hectares of Grade 3 agricultural land and approximately 252 hectares of Grade 2 land. This equates to around 2.5% of the total Grade 2 and around 2.2% of the total Grade 3 land in Chelmsford's administrative area.

6.26 The Settlement Hierarchy ranks settlements according to their size, function, characteristics and sustainability. The City of Chelmsford and Town of South Woodham Ferrers are at the top of the hierarchy. These are considered the most sustainable as they have the most functions and the best services and facilities including transport links and employment opportunities. They also have the most potential to provide new infrastructure. Accordingly, most new development over the Local Plan period is proposed in and around these settlements.

6.27 Key Service Settlements provide a range of services and facilities for their residents. These include primary school provision, local employment opportunities, convenience shopping facilities, community facilities, good links by public transport to higher order settlements, good access to the strategic road network, and in most cases primary healthcare provision. These Key Service Settlements will be the focus for housing provision outside Chelmsford and South Woodham Ferrers, with a higher level of growth due to their higher level of services, facilities and economic activity. Growth in Key Service Settlements aims to increase their self-containment and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.

6.28 Service Settlements have more limited services and facilities. They have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements. Small Settlements have the least services and facilities and transport links which means they are bottom of the Settlement Hierarchy. These are considered the least sustainable. There may be limited opportunities for small-scale development growth within these areas through affordable housing exception sites, or other development promoted through Neighbourhood Plans, although no growth is allocated within the Local Plan.

6.29 Settlement boundaries are drawn around settlements identified in the Settlement Hierarchy on the Policies Map. Settlement boundaries in the Green Belt have been drawn around existing consolidated areas of development. Smaller villages and hamlets within the Green Belt which because of their open character make an important contribution to the openness of the Green Belt are retained within the Green Belt.

6.30 For the avoidance of doubt the use of the words 'area total' and 'total' contained within the tables in Strategic Policy S7 are not intended to create a ceiling for housing or employment floorspace. They are simply a sum of the housing numbers and floorspace contained within each of the site allocation policies. Strategic Policy S6 makes it clear that the overall housing provision is a minimum number.

6.31 The Council recognises the importance of social and economic services and facilities; and the impact this has on the quality of people's lives and wellbeing. The Council will consider favourably proposals which support and strengthen local services, with a particular focus on encouraging development that improves existing deficiencies and weaknesses in services or facilities.

6.32 The Council, in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation. This will be achieved by coordinating planning and other relevant strategies to ensure that improved services, community facilities and infrastructure are provided particularly in those areas where indices of deprivation require targeted improvements. Sport England and Public Health England's Active Design guidance is one way in which a more healthy lifestyle can be achieved through design. The use of masterplans for strategic new development can help ensure the integration of new and existing communities, as well as creating attractive places to live. Green infrastructure can also provide opportunities for the focus for community engagement, at various levels from Neighbourhood Plans to local interest groups.

6.33 Neighbourhood Plans will play an important role in implementing the Local Plan. They will enable local communities to influence the detailed policies to promote community inclusion and proposals at the neighbourhood level within the strategic framework set out in the Local Plan, and help shape new developments in their area. The Council will support neighbourhood plan groups in the preparation of their plans and has published guidance within the adopted Statement of Community Involvement.

The Growth Areas

6.34 Taking the above considerations into account, the Spatial Strategy identifies three broad geographic areas where new development growth will be accommodated. This comprises:

- Growth Area 1 - Central and Urban Chelmsford
- Growth Area 2 - North Chelmsford
- Growth Area 3 - South and East Chelmsford

6.35 Strategic Growth Sites and other types of sites allocated for development are defined at Table 4 in the Local Plan.

6.36 Where identified under the relevant Strategic Growth Site Policies, the Council will expect a masterplan for each site to be submitted for approval. The masterplans will cover the details of how sites will satisfy the requirements of the respective Site Policies. The Council will consider the use of Planning Briefs and Design Codes on other site allocations. Some of the sites have existing masterplans/design briefs. The Council will review and consider whether they are relevant and/or still up-to-date to determine whether further masterplanning is required and whether the masterplan process can be adapted to take account of them.

Growth Area 1

6.37 The objective for development in the Chelmsford Central and Urban Growth Area is to focus on the regeneration of previously developed sites in Urban Chelmsford to help to continue its renewal as an important centre for employment, shopping, public services, leisure and cultural facilities. The Local Plan makes provision for a total of 3,619 new homes in Growth Area 1 with around 1,200 new homes focused at sustainable new neighbourhoods on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking. These new neighbourhoods are located close to the Green Wedge in order to maximise opportunities for cycling and walking into the City Centre. The remainder of new homes will be located on predominately previously developed sites within Chelmsford's Urban Area. Provision is also made for 9,000sqm floorspace of offices and 11,500sqm of food retail in this Growth Area.

Growth Area 2

6.38 North Chelmsford will continue to be the location for significant new development growth.

6.39 The Council's previously adopted Local Development Framework allocated a minimum of 3,200 new homes and 64,000sqm of commercial floorspace at North East Chelmsford known as Beaulieu and Channels. Outline planning permission has been granted for 4,350 new homes, 40,000sqm floorspace business park and a new rail station. Construction work commenced on the scheme in 2014. The phased delivery of this allocation will continue into the late 2020s and future detailed planning applications will be considered in accordance with the approved masterplan and Landscape and Design Management Plan which were informed by the relevant sections of the North Chelmsford Area Action Plan (NCAAP). This includes the approved heritage compensatory measures for the protection of the Grade I listed New Hall School and Registered Park and Garden. As the site has

outline planning permission and development has commenced, it will continue to be delivered in accordance with the approved masterplan and therefore does not require a new site allocation policy within the Local Plan. The Local Plan supersedes the NCAAP document. Some of the provisions in NCAAP have already been delivered. Other provisions within the NCAAP that are not yet fully implemented and that will continue to be relied on into the next Local Plan period and beyond, have been approved as separate planning guidance by the Council.

6.40 Following on from that, development at North East Chelmsford (Location 6) will provide a new sustainable neighbourhood of 3,000 new homes to be delivered in the Local Plan period. The wider allocation at north east Chelmsford has the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other masterplanning matters such as the location of green infrastructure, the wider site is being allocated within the Local Plan for 3,000 new homes. This development will be underpinned by Garden City principles developed by the Town and Country Planning Association (e.g. comprehensively planned, enhance the natural environment and provide high quality homes). The timing and delivery of further development would need to be considered as part of a review of the Local Plan.

6.41 Alongside other developments at Great Leighs (Location 7), this allocation will help to deliver strategic infrastructure including the Chelmsford North East Bypass. Development at Land North of Broomfield (Location 8) will deliver a new vehicular access road into Broomfield Hospital.

Growth Area 3

6.42 The vision for growth in South and East Chelmsford is for sites which will support and strengthen South Woodham Ferrers' important local role and to help deliver improvements to the A132 corridor. In addition, small allocations in the Key Service Settlements of Bicknacre and Danbury will help to support the villages' services and facilities.

Phasing and Delivery of Site Allocations

6.43 These new developments will be phased according to deliverability and identified need. Development in North East Chelmsford will accommodate a substantial amount of the housing and employment growth planned for Chelmsford within the Local Plan period and beyond in a sustainable way. It is anticipated that smaller allocated sites will provide the majority of supply in the first five years alongside existing commitments. The delivery and phasing of development sites is set out in the Development Trajectories at Appendix C. The new Local Plan allocations will deliver the majority of new development from 2022 onwards with a five-year land supply maintained from 2018/19-2022/23 through existing commitments.

6.44 Housing delivered on windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account in determining the residual housing requirement. The Council will strongly resist development on unallocated greenfield sites where they would conflict with other relevant Local Plan policies.

Other Housing Needs

6.45 Small-scale developments providing affordable houses for local need on rural exception sites will be encouraged where they accord with other relevant Local Plan policies. The Local Plan also includes policies to support the rural economy including tourism related development and farm diversification schemes whilst protecting the countryside.

6.46 A 2016 Gypsy and Traveller and Travelling Showpeople Accommodation Assessment identified a requirement for 9 Gypsy and Traveller pitches and 24 Travelling Showpeople plots up to 2036. The Council will expect to see Travelling Showpeople accommodation provided on large strategic development allocations.

Special Policy Areas

6.47 Special Policy Areas will be defined within and around existing facilities and institutions to enable their operational and functional requirements to be planned in a strategic and phased manner as they are within locations where policy would ordinarily be one of constraint.

- Chelmsford City Racecourse is being developed as a major new racecourse and equestrian centre with supporting entertainment facilities
- Broomfield Hospital is an important regional hospital and the largest employer in the Council's area, and will require room for expansion and upgrading of facilities
- Writtle University College is a long-established and nationally-recognised land-based technologies institution, which is seeking to expand and broaden its educational facilities and opportunities
- Hanningfield Reservoir Treatment Works is a major site containing water treatment facilities, and will need to cater for the long-term provision of water supplies and related business functions
- Sandford Mill is located within the Chelmer River Valley and comprises a former water treatment works and associated facilities. It has been recognised as an opportunity for a mixed-use development incorporating a range of leisure development in conjunction with usage of the Chelmer and Blackwater Navigation
- The RHS Gardens at Hyde Hall are nationally important landscape scale gardens. There has been significant investment at Hyde Hall in the recent past, with a new visitor centre and associated development, and the RHS have plans for continued investment in the gardens

6.48 The Council will consider development proposals within each Special Policy Area in the context of an approved masterplan for each site.

STRATEGIC POLICY S8 – DELIVERING ECONOMIC GROWTH

The Council will make provision for flexible and market-responsive allocations of employment land which will allow further diversification of Chelmsford's economy, in particular nurturing the growing advanced manufacturing, life sciences and healthcare, financial services, creative industries, and research and development sectors. The Council will encourage links between business and the significant education sector in Chelmsford, in particular the roles of the two Universities as major economic catalysts for economic growth.

In determining planning applications for delivering economic growth the Council will assess development proposals against the following principles:

- **Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by existing or planned public transport provision**
- **Existing Employment Areas and Rural Employment Areas identified on the Policies Map will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the allocated employment area being used for that purpose**
- **Support will be given to the sustainable growth and expansion of rural businesses**
- **Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office development, and**
- **New employment development will be a key component of growth within specific proposed new Strategic Growth Locations particularly the new Garden Community in North East Chelmsford.**

Reasoned Justification

6.49 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity, skills and quality of life of existing and future residents. There is a need to ensure that Chelmsford's businesses thrive, innovate and can be even more productive. The Local Plan will ensure that Chelmsford fosters new economic growth, creates new local employment opportunities to meet forecast local needs and further supports Chelmsford's economic success. The overall approach will promote flexible employment floorspace providing opportunities to support a wide range of businesses including start-ups, growing businesses (e.g. through grow-on space) and larger companies. For the purposes of this policy, large new office development will be developments of 1,000sqm gross floorspace or above.

6.50 To maximise opportunities for economic growth and development, the Council is working closely with the South East Local Enterprise Partnership (SELEP), the Greater Essex Business Board (GEBB) and more locally through the Chelmsford Business Board. The Council's Economic Strategy and Employment Land Review provides the local evidence to support the relevant Local Plan policies.

6.51 The new employment growth allocations will ensure a flexible rolling supply of employment land over the Local Plan period. In order to support Chelmsford's economic diversity it is important to retain, where appropriate, existing designated employment areas in order to maintain supply and choice of employment floorspace. This includes the provision of essential ancillary facilities close to places of employment and rural employment development opportunities which have seen significant growth in recent years.

6.52 Existing employment areas will be protected through being designated as Employment Areas or Rural Employment Areas. The acceptable uses on these sites will vary depending on their function, context and planning history.

6.53 Other relevant policies of the Local Plan provide the criteria for the detailed implementation of economic growth. These include policies for the protection of existing employment areas and allocations containing new employment development including a 45,000sqm new office/business park as part of the new Garden Community in North East Chelmsford. Other policies also ensure that new employment developments will be of high quality design and incorporate sustainable design features.

STRATEGIC POLICY S9 – INFRASTRUCTURE REQUIREMENTS

Priorities for infrastructure provision or improvements are also contained within relevant Strategic Policies and Site Allocation policies.

New development must be supported by the provision of infrastructure, services and facilities that are identified as necessary to serve its needs.

Transport and Highways

New development must be supported by sustainable means of transport to serve its need including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. These include but are not limited to:

- **New Rail Station**
- **Chelmsford North East Bypass**
- **An additional new Radial Distributor Road 2 in North East Chelmsford**
- **New access road to Broomfield Hospital**
- **Safeguard land for the expansion of Chelmer Valley and Sandon Park and Ride sites**

- **Additional Park and Ride facilities will be provided in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map**
- **Improvements to the Army and Navy Junction**
- **Improvements to A130 (Essex Regiment Way) and A131**
- **Junction improvements on the A12 and other main roads to reduce congestion**
- **Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact**
- **Multi-user crossings across the B1012 in South Woodham Ferrers which may include a bridge or underpass**
- **New and improved cycling and walking routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas**
- **Bus Priority schemes and rapid transit measures**
- **Improvements to inter-urban public transport**
- **Transport links between new neighbourhoods and Chelmsford City Centre and employment areas**
- **Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.**

Flood Risk Management

New development must be safe from all types of flooding and suitable strategic and site level measures will need to provide appropriate flood risk management. These include but are not limited to:

- **Strategic flood defence measures on the Rivers Can and Wid to protect existing development in Chelmsford City Centre**
- **Local flood mitigation measures within or as part of development sites including the use of SuDS.**

Community Facilities

Infrastructure necessary to support new development must provide a range of community infrastructure to ensure that it is served by the essential education, health and community services and facilities. These include but are not limited to:

- **Early years, primary and secondary, and tertiary education provision**
- **Essential primary, acute and community healthcare provision**
- **Health and wellbeing facilities and measures**
- **Sport, leisure and recreational facilities**
- **Community buildings and space**

- **Cultural facilities and public art**
- **Emergency services infrastructure**
- **Municipal waste/recycling facilities.**

Green Infrastructure and Natural Environment

Infrastructure necessary to support new development must provide or contribute towards ensuring a range of green and natural infrastructure, net gain in biodiversity and public realm improvements. These include but are not limited to:

- **Provision of a wide range of open space within development sites to meet amenity, recreational and functional needs**
- **To contribute towards a multifunctional network of green infrastructure and to enhance biodiversity**
- **Provision of new public realm and enhancements at key centres of activity**
- **Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy.**

Historic Environment

Infrastructure necessary to support new development must seek to preserve or enhance the historic environment and mitigate any adverse impacts on nearby heritage assets and their settings.

Utilities

Infrastructure necessary to support new development must include appropriate utility infrastructure. This includes but is not limited to:

- **Utility infrastructure including electricity and gas distribution and supply, water supply, foul drainage and waste water treatment, telecommunications and superfast broadband**
- **Opportunities for appropriate renewable, low carbon or district-scale energy production.**

Reasoned Justification

6.54 New development can place additional demand upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces and education provision. These will be identified by the relevant infrastructure provider for example Essex County Council as Highways and Education Authority and NHS England and the Mid-Essex Clinical Commissioning Group as healthcare providers. Some existing infrastructure in Chelmsford has little or no spare capacity to cope with population growth and new development. Therefore new development proposals

must contribute to improvements in infrastructure capacity to cater for the additional needs they generate. Infrastructure improvements can be in the form of new, co-located or expanded facilities. The Council's Infrastructure Delivery Plan (IDP) sits alongside the Local Plan. This assesses the current status of infrastructure across Chelmsford and identifies what new infrastructure investment is required to support the Local Plan growth, when it is needed, and funding sources.

6.55 The Council will work with local landowners and partners to bring forward the infrastructure required to facilitate the development set out within the Local Plan.

6.56 The Council is cooperating with broadband infrastructure providers and Essex County Council to ensure as wide a coverage as possible with high speed, reliable broadband. National broadband operators can offer superfast broadband connection for new developments, either free of charge or as part of a co-funded partnership.

6.57 Policy S10 outlines how the delivery of infrastructure will be secured for example, by planning condition and/or planning obligation, or through other infrastructure funding sources. The scale and type of new development will affect the infrastructure, services and facilities required to serve the needs arising from it.

6.58 Residential developments proposed within the Local Plan have the potential to result in a significant increase in recreational disturbance to the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). Measures required to mitigate the impacts of recreational disturbance on European Sites will be delivered as detailed in the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS). Any residential development that is likely to affect the integrity of European Sites, will be required to either contribute towards mitigation measures identified in the RAMS (or subsequent Supplementary Planning Document) or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations. Where appropriate, mitigation identified through the RAMS needs to be in place prior to occupancy of new developments.

Transport and Highways Infrastructure

6.59 The preferred route for the Chelmsford North East Bypass and the new rail station are allocated on the Policies Map and those areas will be safeguarded from development. Areas of search for an additional Park and Ride in West Chelmsford and North East Chelmsford are shown on the Policies Map as indicative broad locations for new Park and Ride facilities which support Essex County Council's strategy.

6.60 New development will inevitably create demand for additional road, cycle and rail use and therefore a need for new and upgraded transport infrastructure. Planned growth allocated within the Local Plan will provide the opportunity to address future transport infrastructure needs.

6.61 Given high levels of commuting, the relative prosperity of Chelmsford and ongoing demand for services and facilities, transport infrastructure is already under pressure. A significant change in how people make their journeys towards more sustainable travel choices is necessary. The Local Plan seeks to improve transport infrastructure and ensure that new development is accessible by

sustainable forms of transport. All major development should also follow the modal hierarchy by providing access as set out in the Spatial Principles.

6.62 A new rail station in north east Chelmsford will improve rail infrastructure from the mid 2020s onwards. Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle and walking routes will also be required to achieve such a change. The use of Travel Plans and Transport Assessments will help identify specific interventions. The Local Plan traffic modelling evidence base is supported by Essex County Council, as Highways Authority, and Highways England. The junction modelling report assesses the likely impacts of planned growth on the highway network in the Chelmsford area. This has included a high-level analysis of cross boundary traffic flows on key corridor routes including A130 to/from Basildon Borough and A414 East to/from Maldon District. More detailed analysis of traffic impacts and mitigation options testing will be required through the preparation of Transport Assessments/Statements as part of future planning applications. These will be required to consider the transport implications and mitigation measures where necessary in the adjoining Maldon, Basildon and Rochford Districts in respect to the Strategic Site Allocation at South Woodham Ferrers.

6.63 A number of transport improvement schemes are proposed across Chelmsford, which will help relieve congestion or provide connections to new developments. The Local Plan safeguards or allocates suitable land for these schemes which are in addition to strategic highway improvements including on the A12 and A120.

6.64 Essex County Council has proposed a Chelmsford North East Bypass between Boreham Interchange on the A12 and Deres Bridge junction on the A131 just south of Great Leighs. The bypass would close the gap in Essex's strategic road network, alleviate congestion and shorten journey times over a wide area, helping ease congestion and reducing journey times in and around Chelmsford.

6.65 A number of consultations led to a preferred route being safeguarded through the 2008 Core Strategy. Essex County Council has reviewed the scheme and is proposing an updated safeguarded area for allocation in the Local Plan, making sure there is enough space for the scheme and that no land is safeguarded unnecessarily. This does not alter the previously agreed route for the bypass, but it will ensure the bypass can be built, connected to the local road network, and provide land for environmental mitigation. The updated safeguarded area is shown on the Policies Map.

6.66 Route-based strategies are prepared and delivered by Essex County Council for strategic road corridors, in consultation with local authorities. Route-based strategies currently being prepared in Mid and North Essex for delivery post 2018/19 include A131 - Chelmsford to Braintree; A131 Braintree to Sudbury, and A132 South Woodham Ferrers. Their key objective is to identify options that will support economic growth.

6.67 The Chelmsford City Growth Package (£15m), which is jointly funded by Essex County Council and the South East Local Enterprise Partnership, for implementation by March 2021, will deliver a package of short term measures to achieve this vision. Once approved the final package

will help to accommodate the existing, and future, transport needs of Chelmsford. A Housing Infrastructure Fund (HIF) forward funding bid submitted by Essex County Council in partnership with the City Council has also been successful and awarded £218m to be directed to the delivery of the Chelmsford North East Bypass and rail station.

6.68 Essex County Council's vision is for Chelmsford's transport system to become 'best in class' offering enhanced connectivity and access to opportunities for residents, commuters, visitors and businesses to support the sustainable economic growth of the City. The overarching approach of Essex County Council is to develop three strategic zonal focuses (see Table 3 below):

Table 3 : Strategic Zonal Focuses

Zone	Aim
Outer	• Remove as much traffic as possible from the outskirts of the City and beyond • Utilise the existing and potential future Park and Rides (Park and Ride Strategy) • Encourage rail use to access Chelmsford (Rail Strategy) • Efficient utilisation of the strategic route network to direct people onto the most appropriate routes into the City Centre (Network Management Strategy)
Mid	• Encourage trips originating within Chelmsford to be made by sustainable modes (Bus Strategy and Cycling Strategy)
Central	• Improve the pedestrian environment for walking trips and shoppers and visitors (Public Realm Strategy and Walking Strategy) • Utilise the network to its best advantage by directing trips onto the most appropriate route (Network Management Strategy) • Direct the remaining car trips to the most appropriate car park (working with Chelmsford City Council)

STRATEGIC POLICY S10 – SECURING INFRASTRUCTURE AND IMPACT MITIGATION

Infrastructure must be provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development.

Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms.

Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

- **Financial contributions towards new or expanded facilities and the maintenance thereof**
- **On-site provision (which may include building works)**
- **Off-site capacity improvement works, and/or**
- **The provision of land.**

Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor.

Developers and land owners must work positively with the Council, neighbouring Local Planning Authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with adopted policies and published guidance.

In negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability. The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.

Reasoned Justification

6.69 The new housing, employment and other development proposed in the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure such as open spaces. The Council will work with partners

such as the Highways Authority, Highways England, the Local Education Authority, the Environment Agency, utility companies, Mid Essex Clinical Commissioning Group, and Sport England to bring forward the necessary infrastructure that is required in order to deliver the Spatial Strategy.

6.70 For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. The term infrastructure can include any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways, bridleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband; and facilities for specific sections of the community such as youth or the elderly.

6.71 It should be recognised that infrastructure improvements may be provided in various ways including new infrastructure, improvements to existing facilities/services or as co-located or expanded services/facilities. In particular co-located facilities are likely to become a growing trend where there is limited funding available and, in more urban locations such as central Chelmsford, a lack of land to provide all the requirements individually. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide the infrastructure elsewhere.

6.72 In negotiating planning obligations, the Council will require a fully transparent open book viability assessment to demonstrate full mitigation cannot be afforded and that all possible steps have been taken to minimise the residual level of unmitigated impacts. Developers may be required to enter into obligations that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

6.73 Some infrastructure providers will fund and deliver infrastructure themselves. Other infrastructure will be funded by developers and landowners, secured by planning obligations or the Community Infrastructure Levy (CIL) or its successor as part of the planning permission. On-site infrastructure provision will usually be secured by planning conditions or legal agreements. Off-site provision will usually be secured by legal agreements and through other financial contributions.

6.74 The Council will work with infrastructure providers through the CIL and planning obligations to facilitate the timely provision of infrastructure needed to support development. This may involve suitable phasing of development in order to ensure that essential infrastructure is in place when needed. The CIL funds from developments within Chelmsford may be pooled, allowing the forward-funding of vital infrastructure required to support a particular development. The Council will pass a proportion of CIL receipts to Parish/Town Councils in line with legislation and local policy. The Government is currently considering changes to CIL and it may be that contributions are secured under other provisions in the future.

6.75 The site allocation policies in the Local Plan identify infrastructure needed to support new developments. The Council will require masterplans for larger development sites to provide an indicative development layout, phasing and implementation plan and to help ensure the timely delivery of infrastructure.

6.76 The Council has prepared an Infrastructure Delivery Plan (IDP) to inform the Local Plan. This sits alongside the Local Plan and identifies the main items of infrastructure needed to support the planned development and more detail about its phasing, costing and delivery. The site allocation policies also identify key pieces of site specific infrastructure needed to support the development. As part of this process the Council will ensure that the impact of the Local Plan policies and financial contributions on development viability ensure the growth aspirations can be delivered alongside developer contributions to help fund infrastructure improvements.

6.77 In addition to developer funding, where necessary, the Council will collaborate with partners to lobby central Government and funding partners for additional funding sources for key large strategic infrastructure projects such as the new rail station.

6.78 Applicants should consult the Council's Planning Obligations Supplementary Planning Document for more guidance. Essex County Council's Developer's Guide to Infrastructure Contributions sets out ECC's standards for the receipt of relevant infrastructure funding.

STRATEGIC POLICY S11 – THE ROLE OF THE COUNTRYSIDE

When determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside. All new development within the countryside will be considered within this context and against the specific planning objectives for each of the following areas:

A) Green Belt

The openness and permanence of the Green Belt will be protected and opportunities for its beneficial use will be supported where consistent with the purposes of the Green Belt. Inappropriate development will not be approved except in very special circumstances.

B) Green Wedge

The Green Wedge has an identified intrinsic character and beauty and is a multi-faceted distinctive landscape providing important open green networks, which have been instrumental in shaping the City's growth, character and appearance. These networks prevent urban sprawl and settlement coalescence and provide for

wildlife, flood storage capacity, leisure and recreation, and travel by cycling and walking, which allows for good public access which will be further improved through the requirements of development allocated in the Local Plan. Development which materially harms the role, function and intrinsic character and beauty of the Green Wedge will not be approved.

C) Rural Area

The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as the Green Wedge, will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.

The relevant Development Management Policies set out what development is appropriate in each of the above areas and provide detailed criteria by which development proposals will be assessed.

Reasoned Justification

6.79 The role and function of land in Chelmsford beyond the Urban Areas and Defined Settlements is wide-ranging and encompasses different national and local planning designations. For the purposes of implementing this Policy, this wider area across Chelmsford is defined as countryside and includes Green Belt, Green Wedge and Rural Area.

6.80 Within the countryside there are areas protected for their value for ecology and wildlife, heritage, and functional requirements such as flood zones, open spaces and areas safeguarded for important infrastructure. The countryside also has a role as part of the green infrastructure network by providing connectivity between the countryside and the Urban Areas and preventing settlement coalescence.

6.81 Over one third of the Council's area falls within the Green Belt. Although much of the Green Belt forms attractive landscapes, it is not designated for its character or beauty. It is a national policy designation to ensure that the openness and permanence of the Green Belt is maintained to prevent urban sprawl. As such, the NPPF defines the purposes of the Green Belt and provides the limited circumstances where new development could be acceptable.

6.82 The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. Within this designation, a detailed landscape assessment of the areas around the main river valleys has been undertaken for the Council which identifies these areas as having distinctive landscape qualities and an important multifunctional role. These areas are locally designated as the Green Wedge.

6.83 Where the main river valleys permeate into the existing or proposed built-up areas of Chelmsford, the role and value of these areas is amplified and development pressure is at its greatest. The unchecked erosion of open land in these sections of the river valleys would be harmful to the character and function of these areas and therefore it should be afforded greater protection. The Green Wedge designation within the river valleys reflects this multi-faceted green network.

6.84 The designation of Green Wedge on the Policies Map is in addition to the underlying notation of either Green Belt or Rural Area. As the Green Belt is a national planning policy designation, development proposals will need to accord with both Green Belt policies and relevant policies covering the Green Wedge in the Local Plan. Where this is the case within the Rural Area, development proposals will need to accord with the relevant Green Wedge and Rural Area policies. Any development in the Green Wedge should not adversely affect the identified character and function of these distinctive landscapes.

6.85 Any development in the Rural Area must be suitable and compatible with its character, as set out in other relevant policies in the Local Plan. Development will be supported provided it does not adversely impact the identified intrinsic character and beauty of the Rural Area and complies with other relevant policies of the Local Plan as well. The Council will use its Landscape Character Assessments, Historic Landscape Characterisation Study, Sensitivity and Capacity Assessments, alongside any other appropriate and relevant evidence which could include that being prepared to support a Neighbourhood Plan, to assess the character of the area and its sensitivity to change.

6.86 The Council's Green Infrastructure Strategic Plan provides a framework for the planning and management of Chelmsford's green and blue infrastructure resources including parks, river valleys, green spaces and gardens, some of which are within the countryside.

STRATEGIC POLICY S12 – ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES

The Council will promote through its planning policies and proposals, the continued strengthening of the following Designated Centres in their varied roles and functions to positively contribute towards the viability, vitality, character and structure of these centres. New main Town Centre uses and development will be directed to the appropriate Designated Centres as set out below.

Chelmsford City Centre

Chelmsford and in particular the City Centre will be the main focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. Major new retail, office, leisure and cultural facilities will be directed to reinforce Chelmsford's regional role as 'Capital of Essex'. The City Centre is defined on the Policies Map.

Within the City Centre there is an area where retail development is concentrated. This Primary Shopping Area contains all the Primary Frontages and closely related Secondary Frontages. The Primary Shopping Area and frontages are defined on the Policies Map.

South Woodham Ferrers Town Centre

South Woodham Ferrers Town Centre will be a focus for shopping, business, education, and leisure. The Town Centre will continue to provide an important role for the residents of South Woodham Ferrers and the surrounding area.

Within the Town Centre there is an area where retail development is concentrated. This Primary Shopping Area contains all the Primary Frontages and closely related Secondary Frontages. The Primary Shopping Area and frontages are defined on the Policies Map.

Principal Neighbourhood Centres

The larger neighbourhood centres will be a focus of more localised retail, commercial and community facilities and services that reduce the need to travel and contribute towards more sustainable and neighbourhood-scale living. These larger neighbourhood centres and their frontages are defined on the Policies Map as Principal Neighbourhood Centres.

Local Neighbourhood Centres

Smaller Local Neighbourhood Centres play an important retail, business and community role, especially in areas more remote from the larger centres. The frontages within the Local Neighbourhood Centres are defined on the Policies Map.

Retail development outside Designated Centres

Retail proposals above 500sqm gross floorspace outside of Designated Centres will be required to undertake an impact assessment.

Reasoned Justification

6.87 The NPPF requires that centres are designated and placed in a hierarchy which are defined in Local Plans. The NPPF defines main town centre uses as being retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

6.88 Chelmsford City Centre is by far the largest centre in the Council's administrative area, and as such provides a range of functions, services and facilities. The primary shopping area in Chelmsford has recently seen a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace. The Chelmsford Retail Capacity Study 2015 does not consider it necessary for the Local Plan to include provision for additional comparison goods floorspace in Chelmsford. However, the study does indicate a need for 11,500sqm of food retail floorspace in Chelmsford in the Local Plan period.

6.89 South Woodham Ferrers is the second largest settlement in Chelmsford and its town centre performs an important role providing more local services and facilities. The Retail Capacity Study also shows the need for 1,900sqm of food retail floorspace at South Woodham Ferrers. Planning permission has been granted for a new 4,180sqm supermarket on a site to the north of South Woodham Ferrers which has been reflected in the Local Plan. As this permission has been implemented this accommodates the identified need and therefore there is no need to allocate any further site in South Woodham Ferrers for food retail.

6.90 The Principal Neighbourhood Centres have been identified as they provide a wider mix of services and facilities such as retail, commercial and community uses and tend to have a wider catchment. The Principal Neighbourhood Centres are:

- The Vineyards, Great Baddow, Chelmsford
- Gloucester Avenue, Moulsham Lodge, Chelmsford
- Dickens Place, Newlands Spring, Chelmsford
- Village Centre, Chelmer Village, Springfield, Chelmsford
- Beaulieu Neighbourhood Centre, North East Chelmsford.

6.91 Local Neighbourhood Centres will often be a small parade of shops providing local convenience shopping and services.

6.92 The NPPF states that when assessing applications for retail, office and leisure development outside Designated Centres which are not in accordance with an up-to-date local plan, local planning authorities should require an impact assessment if the development exceeds a proportionate, locally-set floorspace threshold or a default threshold of 2,500sqm.

6.93 The Chelmsford Retail Capacity Study 2015 found that retail developments of less than the default national threshold of 2,500sqm could have an impact on existing centres outside Designated Centres. It concluded that unrestricted comparison goods retail floorspace outside of Chelmsford City Centre has the potential to impose a competing retail destination and thus potentially harm both the health of the centre and investment within it. Whilst comparison goods floorspace is smaller in scale in some of the smaller neighbourhood centres and South Woodham Ferrers town centre, it is nevertheless important to the overall health and function of these centres and therefore a 500sqm gross threshold should apply across the whole of the Council's administrative area (for proposals in edge and out of centre locations).

6.94 For convenience goods, the Chelmsford Retail Capacity Study 2015 also concluded that with a trend for the development of smaller discount stores and the rise in popularity for convenience goods stores, even smaller foodstore proposals can have a harmful impact on designated centres, particularly those which are anchored by an existing foodstore. Therefore, a 500sqm gross threshold is also applied to development proposals for convenience goods floorspace over this amount in edge and out of centre locations.

6.95 Applicants will be required to demonstrate how the impact assessment will be addressed and provide justification for the extent of the catchment area for each particular proposal.

6.96 Development proposals below the 500sqm gross threshold will still need to comply with the other requirements of national policy, in particular the sequential approach.

STRATEGIC POLICY S13 – MONITORING AND REVIEW

The Council will monitor the implementation of the policies and proposals of the Local Plan using the key indicators and targets set out in the Local Plan Monitoring Framework. A full or focused formal review of the Local Plan will commence two years after its adoption.

Reasoned Justification

6.97 There is a need to ensure that the Local Plan's policies and proposals are effective in delivering the objectives of the Local Plan and maintain a sufficient supply of housing sites to meet need. The Council will produce an annual Authority Monitoring Report (AMR) to measure the overall effectiveness of the Local Plan and a Housing Implementation Strategy to set out how a five-year supply of housing land will be maintained.

6.98 The Council will review the Local Plan every five years. On the basis that it takes around three years to formally complete this process, a formal review, including a formal Regulation 18 consultation, will commence two years after the adoption of the Local Plan. This is envisaged to be in 2022.

7- Where will development growth be focused?

7.1 To implement the Spatial Strategy, new development will be directed to sustainable locations within the three Growth Areas - (1) Central and Urban Chelmsford, (2) North Chelmsford, (3) South and East Chelmsford, and will be supported by necessary infrastructure including health and education facilities, new roads and sewers and green infrastructure, such as open spaces. This will ensure the future success of Chelmsford as a great place to live, work, visit and invest in.

7.2 This section provides the site policies for delivering the Spatial Strategy. The sites that are allocated for development in the three Growth Areas vary in scale and type and are categorised as shown in Table 4 below.

Table 4 : Types of Site Allocations

Site Type	Threshold	Commentary
Strategic Growth Sites	Housing and/or mixed use sites for 100 or more new homes	These include both previously developed and greenfield sites
Growth Sites	Residential sites of less than 100 new homes	Smaller previously developed, or other small sites
Employment Sites	No threshold	Employment uses for Use Class B1, B2 and B8

7.3 The site policies are set out in the sections dealing with each Growth Area with a policy for each site allocation. These policies set out the amount and type of development expected to be provided within each of the site allocations. They also set out what specific supporting infrastructure and other requirements are needed for each site. In most cases the Council expects the amount of new homes stated in residential site policy allocations to be a minimum. This will ensure an adequate supply of land is allocated for residential development to meet local needs and is supported by the Local Plan evidence base.

7.4 Each site policy contains the key requirements for that site and the 'Reasoned Justification' which follows sets out the detail of those requirements.

7.5 In addition, the Strategic Policies S1 to S13 and the more detailed policies found in Section 8 and 9 apply to all sites.

7.6 Within each Growth Area, site policies for the new Local Plan allocations appear first, followed by site policies for the 'Special Policy Areas'. These cover specific existing facilities or institutions which are in locations were development would otherwise be constrained.

Growth Area 1 - Central and Urban Chelmsford

7.7 Collectively the site allocations in this Growth Area will improve and enhance public access into the Green Wedge and provide opportunities for sustainable travel (including cycling and walking) linking the new sites to the City Centre's services and facilities. This provides sustainable locations for new development. The site allocations will further deliver a number of benefits to the local area including a new Country Park, city greening, new employment, new primary schools, early years and childcare provision, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, a new Park and Ride to serve the south and west road corridors into the City and improvements to the Army and Navy junctions.

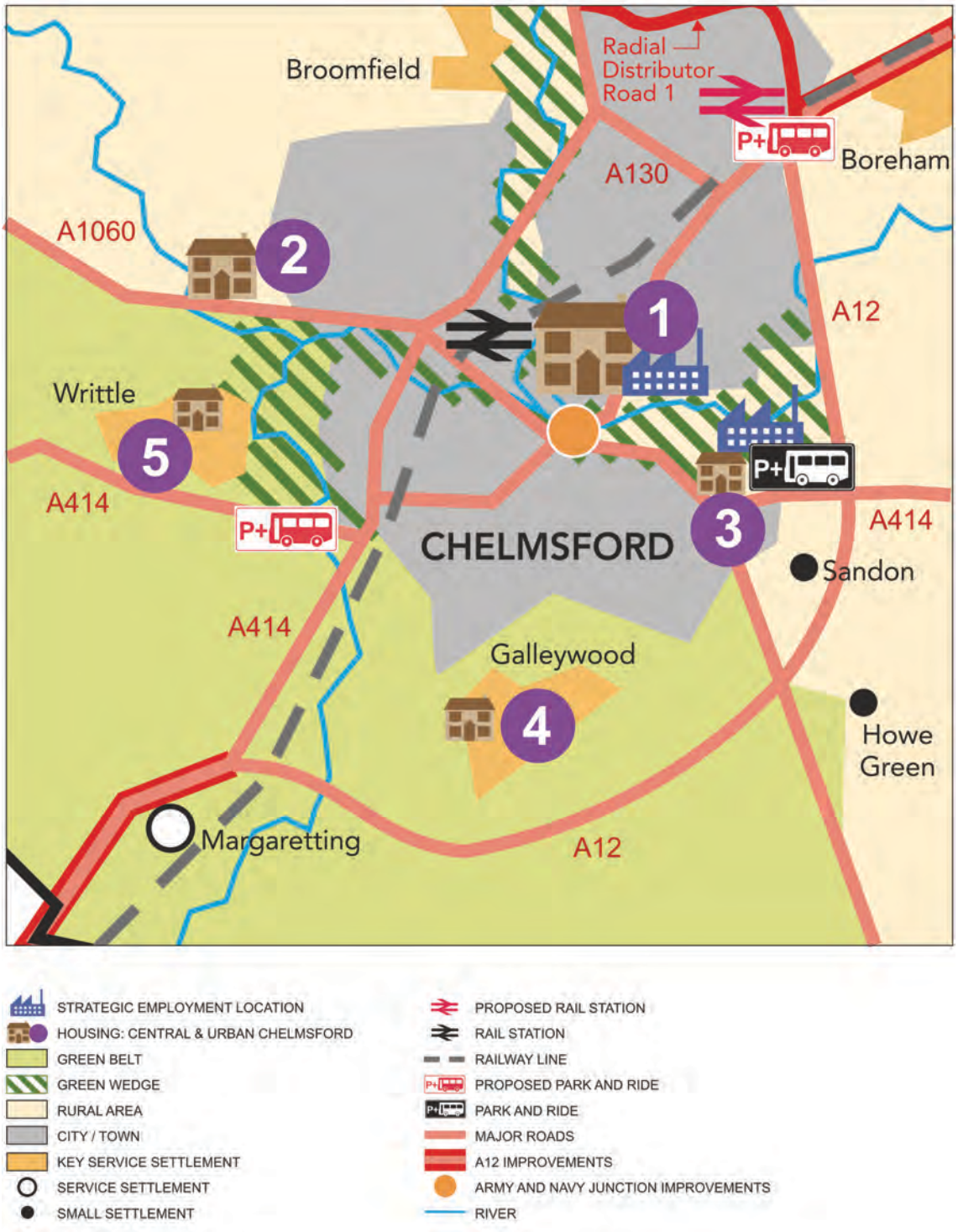
7.8 This Growth Area will accommodate around 3,600 new homes, 9,000sqm of office and business, and 11,500sqm of convenience retail over the Local Plan period. New development will be focused on previously developed land within Chelmsford to meet the Council's objectives for strengthening and expanding the City as a major residential, employment and retail centre.

7.9 The main new development growth will be focused on a number of sites in and around Chelmsford's existing Urban Area. Location 1 (as shown in Figure 9) is made up of allocations in the Urban Area which comprises sites 1a-1v. The largest of these sites and a key driver for City Centre regeneration is Chelmer Waterside (Strategic Growth Site 1a). This will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre.

7.10 In addition, there will be greenfield landscape-led residential developments. In West Chelmsford (Location 2) there is a single allocation. In East Chelmsford (Location 3) there are four allocations. These will provide integrated sustainable new residential-led neighbourhoods and a new high-quality business park in East Chelmsford (Site 3b). Provision is also made for 5 Travelling Showpeople plots.

7.11 In addition, smaller development at two sustainable Key Service Settlements of Galleywood and Writtle will provide 13 homes and 25 homes respectively, alongside opportunities to contribute towards and enhance existing facilities and services of the villages.

Figure 9 : Growth Area 1 - Central and Urban Chelmsford



Location 1 - Chelmsford Urban Area

7.12 Sites in the City Centre and Urban Area make the best and most efficient use of previously developed land. They are often vacant or underused areas where there is an opportunity for more significant development and change to support sustainable growth patterns. Development will be expected to unlock these areas, remove dereliction and contamination, continue City Centre regeneration, promote city greening and create high quality new developments that maximise the opportunities for sustainable travel.

STRATEGIC GROWTH SITE POLICY 1a – CHELMER WATERSIDE

To the east of the City Centre is Chelmsford's largest previously developed opportunity area in a river landscape setting fronting the River Chelmer and the Chelmer and Blackwater Navigation. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

Strategic Growth Site Policy 1a comprises six sites (CW1a to CW1f) with a potential total residential capacity of around 1,100 new homes, including affordable housing, along with an element of non-residential development. Sites at Chelmer Waterside have been assessed individually and can come forward independently, as sites become available.

Site 1a - Chelmer Waterside Allocations	Number of homes	Main vehicular access
CW1a Former Gas Works	Around 250	Wharf Road
CW1b Peninsula	Around 420	Wharf Road
CW1c Lockside	Around 130	Navigation Road
CW1d Baddow Road Car Park and Land to the East of the Car Park	Around 190	Baddow Road
CW1e Travis Perkins	Around 75	Navigation Road
CW1f Navigation Road sites	Around 35	Navigation Road/Sandringham Place

Supporting on-site development:

- **New homes of a mixed size and type, including affordable housing**
- **Supporting commercial uses including B1a, the A Use Classes and Use Classes D1 and D2**
- **Improvements to Chelmer and Blackwater Navigation waterway infrastructure**
- **Site CW1a - Commercial interface with Primary Shopping Area and River Chelmer**
- **Site CW1a - Provide new or improved premises for water-based clubs**
- **Site CW1d - Re-provision of public car parking.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **New or improved pedestrian and cycle connections**
- **Provide a new vehicular access to serve the site**
- **Provide an operational car club for residents and businesses within the site area and beyond.**

Historic and natural environment

- **Preserve and where appropriate enhance the setting of designated and non-designated heritage assets**
- **Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside and Chelmsford Watermeadows Local Wildlife Sites**
- **Undertake a pre-application Archaeological Assessment**
- **Provide suitable SuDS and flood risk management**

Design and layout

- **Layout which contributes towards the distinct identity of Chelmer Waterside and encourages use of the waterways and their environs**
- **Provide public art which contributes towards place creation**
- **Ensure layout maintains a generous waterside margin free of buildings to enable maintenance, waterway function and habitat connectivity, agreed on an individual site basis with the Local Planning Authority**
- **Ensure existing sites occupied by water users are incorporated or re-provided within development to support those functions and benefit the development and diversity of City Centre uses**

- **Layout to incorporate adequate tree planting and other green infrastructure to include natural flood risk and surface water management measures**
- **Maintain, enhance and create new landscaped site edges with a network of dense planting belts and buffers to mitigate the visual impact of the development, safeguard the historic environment, and provide suitable wildlife connections.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Sites CW1a – CW1e - Provide a new vehicular access to serve Strategic Growth Site 1a through proportionate contributions. Physical provision of the new vehicular access route shall be delivered through development of sites CW1a and/or CW1d (both currently Council owned sites)**
- **Site CW1f - Safeguard land for Springfield Road junction improvement**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **Provide, or make financial contributions, to facilitate, sustain and enhance car club facilities for residents and businesses within the site**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **Site CW1c - Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1).**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.13 Chelmer Waterside comprises large areas of previously developed land between the River Chelmer and the Chelmer and Blackwater Navigation. These sites will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre. The sites have been grouped together as they provide an opportunity to complete the overall regeneration of this part of the City Centre. They will accommodate higher-density residential development and commercial uses making the most of the waterside setting.

7.14 This area is a past industrial landscape established around the waterways which were once used for transit of goods and raw materials. Development will be expected to deliver a comprehensive remediation strategy to address any outstanding historic contamination issues to enable development, which may include use of voids, membranes or capping if necessary.

7.15 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.16 Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.17 Good pedestrian and cycle connections are expected between Site 1a and nearby shops and bus stops in Navigation Road and Byron Road, the primary school at Trinity Road, the City Centre, water meadows and the Green Wedge. There should also be good connection between adjacent sites to create strong east-west links.

7.18 Springfield Road/Navigation Road junction must be improved to provide sufficient capacity to support initial development. Beyond initial development, there is a requirement for a new strategic access route to serve Chelmer Waterside linking with Wharf Road to reduce movements at the Springfield Road/Navigation Road junction. This must be physically provided as part of the comprehensive development of this area, but with proportionate financial contributions from CW1a – CW1e.

7.19 Residential travel plans will be required for developments to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.20 A car club can provide a viable alternative to car ownership. Chelmer Waterside is an ideal location for a car club given that it is within easy walking distance of the City Centre.

7.21 The sites making up Site 1a are highly-visible and prominent within local streetscape and wider townscape aspect. The development is an extension of the City Centre so must respect the character of Chelmsford, be sympathetic to the character and appearance of the Chelmer and Blackwater Navigation Conservation Area whilst establishing its own legible identity. There are also two Local Wildlife Sites in the area. Development shall make the most of the waterside setting, with buildings presenting active faces and uses to the water and where possible introducing water-related uses to fully integrate development areas and functional use of the water. Development should retain waterside margins of at least 10 metres to allow access for maintenance by the Environment Agency and facilitate access to the water in general. Wider margins will be encouraged on a site-by-site basis to allow leisure, water access and habitat connectivity.

7.22 Sites CW1a and CW1b contain high pressure gas transmission pipelines and CW1a contains a gas pressure reduction compound. These will significantly constrain the amount of development that can be placed on these areas. It is possible to relocate the gas pressure reduction compound and the high pressure gas pipelines to increase the site's capacity potential.

7.23 There is a large bore sewer running beneath sites CW1a and CW1c which will constrain the amount of development that can be placed on these areas as maintenance easements must be retained along the length of the pipeline.

7.24 Development may also need to safeguard a route for a potential access from the east to link to the City Centre road network, in consultation with Essex County Council.

7.25 Across Site 1a, owing to current and historic uses, contamination is highly likely, or known to be present. Development will be expected to deliver a remediation strategy to address any outstanding contamination on site to enable development.

7.26 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.27 Chelmer Waterside, the adjacent water meadows and the Chelmer and Blackwater Navigation all the way through to Heybridge Basin, have Conservation Area status. In addition, there are small parts of the allocated sites that fall within the Green Wedge. Development within these areas must ensure land use retains the integrity of the Conservation Area, and the Green Wedge and habitat is protected or enhanced, whilst sustainably utilising the opportunities to deliver City Centre development.

7.28 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.29 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.

STRATEGIC GROWTH SITE POLICY 1b – FORMER ST PETER'S COLLEGE, FOX CRESCENT

Land off Langton Avenue, formerly St Peter's College and playing fields, as shown on the Policies Map, is allocated for residential, specialist education uses, and community uses. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development

- **Around 185 new homes of a mixed size and type including affordable housing**
- **Two new special schools.**

Supporting on-site development:

- **Provision of linked publicly accessible open spaces, in line with local standards, for intensive recreation activities for sport, educational and diverse community use**
- **Equipped play provision for children and teenage users**
- **New or relocated community facilities to meet evidenced needs**
- **Integration of flexible workspace facilities.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Fox Crescent**
- **Provide pedestrian and cycle connections**
- **New/improved vehicle access into the site.**

Design and layout

- **Adapt existing buildings for new uses where practicable, and reuse key elements that contribute to character**
- **Adaptable building types which offer opportunities for small workspaces**
- **Landscape focused on a public open space network**
- **Retention and enhancement of existing natural features to create distinctive landscape character.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Land (circa 2.5 hectares) for two new special schools (Use Class D1) in line with Local Education Authority requirements**
- **Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **Provide rationalised/retained formal/informal open space**
- **Provide a play area with particular emphasis on children and teenage users**

- **Provide, or make financial contributions to new or enhanced sport, leisure and recreation facilities**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.30 The former St Peter's College is in the Melbourne area of Chelmsford, located north west of the City Centre. The neighbourhood is focused on Melbourne Avenue shops, health facilities and local services. The opportunity is for around 185 new homes between 2021 and 2025, along with new specialist education uses and other community facilities to bring significant benefits not only to the site's residents but the wider community.

7.31 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.32 The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.33 Land at the southern part of the allocated site will be required by the Local Education Authority for provision of two new special schools for age 7-16 pupils, one for autistic spectrum condition, and one for social, emotional and mental health needs. The schools will be funded by the Education and Skills Funding Agency, and Essex County Council.

7.34 The site contains open space comprising former school playing fields, as shown on the Policies Map. Notwithstanding the provisions of Policy DM21 a commuted sum will be secured in lieu of the loss of any open space, as agreed with the County Council which owns the land. The scale of financial contributions should be at least that required to provide an equivalent replacement playing field (including essential ancillary facilities). If the playing fields are to be retained or replaced on-site the development will be required to enhance the open space (including essential ancillary facilities) and to facilitate its sustainable community use.

7.35 An evidence-based study should be provided to show how existing open space and play deficiencies in the locality can be remedied, and how the needs generated by development on site will be accommodated, with the advice of Sport England. Development is expected to provide a number of linked open spaces for different uses, which will define the character of the area, and which could include formal or informal sports areas, semi-natural green space, play areas and community gardens. Natural features, such as existing trees, hedges and a pond, shall be used to shape spaces and contribute to character.

7.36 Development will need to provide enhanced and new pedestrian and cycle connections to all directions from the site including Melbourne Avenue, Hobart Close and Highfield Road, facilitating easy access to shops, community and sports facilities, as well as bus services and the existing pedestrian/cycle route network. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.37 The Council would welcome the reuse of key built features on-site including the clock tower and entrance building/doorway. This would enable retention of a distinctive building in the area, and provide a lead for new character.

7.38 In addition, Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Provision of facilities, or financial contributions will be required, to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.39 The site is located within a Critical Drainage Area (CDA). This development may have the potential to impact on the CDA in respect of surface water flooding. As a result of this the site is likely to require an individually designed mitigation scheme to address this issue.

7.40 Development proposals must be progressed with the involvement of local community representatives, through collaborative working between the landowner, the Council and the community. The Council has adopted a Planning Brief to guide the future development of this site.

7.41 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.

STRATEGIC GROWTH SITE POLICY 1c – FORMER ROYAL MAIL PREMISES, VICTORIA ROAD

Land at the former Royal Mail premises in Victoria Road, as shown on the Policies Map, has potential for high quality residential development.

Amount and type of development:

- **Around 150 new homes of a mixed size and type including affordable housing**
- **Provision of a stand-alone early years and childcare nursery.**

Site development principles

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Regina Road or Victoria Road, incorporating improvements at the Regina Road/Victoria Road junction as required by the Local Highways Authority**
- **Widening of public footway along Victoria Road (minimum 3.5m)**
- **Provide pedestrian and cycle connections**
- **Provide a well connected internal road layout.**

Design and layout

- **Integration of flexible workspace facilities**
- **Effective measures to reduce the impact of the adjoining railway line on the amenity of residential development**
- **Provide public art which contributes towards place creation**
- **Design of open spaces and streets to incorporate adequate tree planting and other green infrastructure, natural flood risk and surface water management measures.**

Site infrastructure requirements:

- **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**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**

- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.42 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. As such, it is well located for a residential development of around 150 new homes between 2020 and 2022.

7.43 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.44 The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.45 Links should be made with pedestrian and cycle routes close to the site, particularly towards Anglia Ruskin University, the City Centre, the bus and railway stations, and the riverside pedestrian/cycle route network. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.46 The site is highly visible and prominent within local streetscape and from the mainline railway approach to Chelmsford. The development is an extension of the City Centre, but the immediate area has a mixed character including the presence of early 20th Century two-storey homes on the opposite side of Victoria Road; the scale, massing and finer design attributes must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

7.47 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.48 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.

STRATEGIC GROWTH SITE POLICY 1d – RIVERSIDE ICE AND LEISURE LAND, VICTORIA ROAD

The Riverside Ice and Leisure Centre was redeveloped during 2017-2019 to provide improved replacement facilities. As part of these proposals, the site as shown on the Policies Map has potential for residential, parking and commercial development.

Amount and type of development:

- **Around 125 new homes of a mixed size and type including affordable housing**
- **Food/drink and/or retail units**
- **Decked car parking.**

Supporting on-site development:

- **Enhanced pedestrian and cycle route links, including contributions towards improvements to Mallard Bridge**
- **Integration of flexible workspace facilities.**

Site development principles

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Waterloo Lane**
- **Provide pedestrian and cycle connections.**

Historic and natural environment

- **Preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area and its setting**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity.**

Design and layout

- **Ensure key public open spaces and routes are fronted by active and complementary uses at street level**
- **Ensure new development makes the most of the waterside location**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **Financial contribution towards improvements to Mallard Bridge**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.49 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. Redevelopment of the swimming pool site will release former leisure centre land and parking areas for development. It is well-located for a residential development of around 125 new homes between 2030 and 2035.

7.50 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.51 The development should provide a mix of size and types of homes. Affordable, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.52 Ground floor non-residential uses in residential blocks will be encouraged to strengthen the life of the neighbourhood north of the main shopping area. This may include a wide range of business or community uses including food, drink and retail. These will be particularly appropriate in buildings facing public routes through the site. Opportunities should also be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.53 Proposals should include measures to rationalise existing public car parking on the site, which may be achieved by relocating existing parking provision. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes. Provision or contributions to facilitate, sustain and enhance car club facilities for scheme occupiers will also be required. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking.

7.54 Links should be made with pedestrian and cycle routes to/from the site and the University, City Centre, bus and railway stations and the wider cycle/footpath network. There are also opportunities to enhance access across the River Chelmer, including financial contributions to help secure improvements to the existing Mallard Bridge.

7.55 Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential uses meet the street, units must be designed to offer suitable privacy to those units without harm to the streetscene – potentially through duplex residential or live-work units.

7.56 Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area and its setting.

7.57 The southern edge of the site faces the River Chelmer, and development should make the best use of the waterside setting, with buildings facing the water, across waterside margins of at least 10 metres which will allow access for maintenance by the Environment Agency (EA), recreation and habitat connectivity. Advice should be sought from the EA as to whether Environmental Permit Regulations will apply.

7.58 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.59 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.

STRATEGIC GROWTH SITE POLICY 1e – CIVIC CENTRE LAND, FAIRFIELD ROAD

Chelmsford Civic Centre land, as shown on the Policies Map, is suitable for city-scale residential development, with supporting commercial uses.

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing.**

Supporting on-site development:

- **Parking for residential elements to be provided separately from public parking provision**
- **Integration of flexible workspace facilities.**

Site development principles

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Retained vehicular access from Coval Lane/Fairfield Road for Civic Centre operational uses, with potential access from Viaduct Road for residential uses**
- **Provide pedestrian and cycle connections.**

Historic and natural environment

- **Preserve and where appropriate enhance the setting of the Grade II listed War Memorial, conserve and where appropriate enhance the setting of the locally listed Civic Centre entrance building, and preserve and enhance the character or appearance of the West End Conservation Area and its setting.**

Design and layout

- **Layout to provide appropriate street frontage to Marconi Plaza, Coval Lane and Viaduct Road**
- **Opportunity for landmark buildings**
- **Enhanced landscaping to the site's boundary with Parkway**

- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contribution to facilitate, sustain and enhance car club facilities for scheme occupiers.**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.60 The site is located south of Duke Street adjacent to the City's transport hub of railway and bus stations, with excellent pedestrian and cycle links to the main shopping and business area, but also close to Central Park and with links to the wider area through the Green Wedge. This justifies intensive use of part of the site for City Centre living at a city scale (i.e. taller, higher-density buildings) for around 100 new homes between 2030 and 2035, while retaining the majority of public car parking on site.

7.61 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.62 The development should provide a mix of size and type of homes. Affordable, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.63 This allocation focuses on residential development of an area currently used for Council staff and public surface car parking, with other existing land uses remaining on-site. There is also scope for alternative land uses across the wider site including cultural or entertainment uses, offices, specialist workspace or retail, to complement residential uses. Opportunities should also be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.64 Development on the wider site should preserve the setting of the Grade II listed War Memorial on Duke Street, conserve the setting of the locally listed Civic Centre main entrance building, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in 2018. The Council will support development that provides opportunities to enhance the Conservation Area.

7.65 Provision of an improved pedestrian and cycle link is expected, linking Coval Lane to Fairfield Road, to safely accommodate people accessing the railway and bus stations from surrounding business and residential premises. Improved links shall also be facilitated under the railway viaduct to the subway entrance to Central Park, and to new development east of the railway line.

7.66 A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes. Provision or contributions to facilitate, sustain and enhance car club facilities for scheme occupiers will also be required. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking.

7.67 Development is expected to include high-quality architecture responding to its prominent City location, with the potential for landmark buildings in key positions. Where appropriate, ground floor commercial uses in residential blocks will be encouraged to strengthen the commercial facilities around the transport hub. These will be particularly appropriate in buildings facing Marconi Plaza and public routes through the site.

7.68 Public realm improvements are expected, particularly to the southern edge of the site where it fronts Parkway, and to extend Marconi Plaza northwards along Fairfield Road to improve the theatre environs.

7.69 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.70 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.

STRATEGIC GROWTH SITE POLICY 1f – EASTWOOD HOUSE CAR PARK, GLEBE ROAD

Land adjacent to Eastwood House, Glebe Road, as shown on the Policies Map, is allocated for well-connected residential development.

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing.**

Supporting on-site development:

- **Retain vehicular access to office building**
- **Sufficient parking for the office use should be retained to ensure future operations are not jeopardised by development of surface parking areas**
- **Integration of flexible workspace facilities.**

Site development principles

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Glebe Road**
- **Provide pedestrian and cycle connections.**

Historic and natural environment

- **Preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.**

Design and layout

- **Create new built edges to Glebe Road and Marconi Road**
- **Enhance the setting of Eastwood House**
- **Landscape design incorporating tree planting, flood risk and surface water management.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**

- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.71 Eastwood House is an office building with a large surface parking area and undercroft parking. The land being allocated is the surface parking area, which could accommodate around 100 homes between 2025 and 2030.

7.72 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.73 The development should provide a mix of size and types of homes. Affordable, appropriately accessible and adaptable housing, and other types of accessible housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth. There is also scope for alternative land uses across the wider site including cultural or entertainment uses.

7.74 The office building itself is designated as an Employment Area. Vehicular access will need to be retained for the office use and its undercroft parking. In addition, sufficient parking should be retained for the office use to ensure its future use is not compromised by lack of parking provision.

7.75 Development will be expected to deliver a remediation strategy to address any outstanding historic contamination issues on the site to enable development, which may include use of voids, membranes or capping if necessary.

7.76 The site is very close to the transport hub of bus and railway stations, Anglia Ruskin University, and the City Centre. Safe and convenient connections should be provided from the site into the pedestrian and cycle network to ensure sustainable access, including to the Marconi quarter and railway station to the south-east.

7.77 A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.78 Development is expected to include high-quality architecture responding to its prominent central City location. Opportunities to include attractive, flexible use units in the development will be encouraged to enable live/work use, which can provide small business premises in City Centre locations adding to sustainability of the developments and vitality of the local community.

7.79 Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in 2018. The Council will support development that provides opportunities to enhance the Conservation Area.

7.80 The setting of Eastwood House should be enhanced with suitable planting and landscaping to provide a separation between the office building and residential development. Landscaping may also provide an opportunity for surface water management solutions.

7.81 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.82 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.

Growth Sites in Chelmsford Urban Area

7.83 Growth Sites 1g to 1v share common features due to their central position in Location 1, and are all subject to Policy GR1 as well as infrastructure requirements in Policy S9. Additional policy requirements and phasing information are then listed in individual site-specific policies.

POLICY GR1 - GROWTH SITES IN CHELMSFORD URBAN AREA

Allocated Growth Sites in the City Centre and Chelmsford Urban Area are shown on the Policies Map.

Growth Sites 1g to 1v will be required to provide the following type of development and site infrastructure requirements, and take into consideration the site development principles. In addition, the relevant infrastructure requirements of Policy S9 also apply to these sites. Additional policy requirements and phasing information are then listed in individual site-specific policies. These new developments will be planned carefully using the following principles and with the use of Planning Briefs or Design Codes where appropriate.

Type of development:

- **New homes of a mixed size and type, including affordable housing, where applicable.**

Supporting on-site development:

- **Integration of proportionate workspace, employment and community facilities.**

Site development principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Provide pedestrian and cycle connections**
- **Ensure good access to bus services and bus stops.**

Historic and natural environment

- **Conserve and where appropriate enhance designated and non-designated heritage assets and their settings**
- **Preserve or enhance the character or appearance of Conservation Areas.**

Design and layout

- **Ensure design and layout supports commercial function, where applicable.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision as required by the NHS/CCG**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.84 Growth Sites are smaller sites which will accommodate less than 100 new houses, but which will collectively contribute to regeneration objectives and securing sustainable development. Policy GR1 sets out requirements for Growth Sites 1g to 1v. These sites share common features in that they make the best and most efficient use of previously developed land, are often vacant or underused areas where there is an opportunity for sustainable growth patterns, are in locations which will allow good connections with their local neighbourhoods and the City Centre, and will regenerate unused or underused previously developed land.

7.85 Infrastructure requirements for Growth Sites 1g to 1v are in addition to relevant requirements of Policy S9. Further site-specific policy and phasing information is set out in the site-specific policies which follow.

7.86 These sites have been allocated to create high quality, sustainable new developments, covering a capacity range from around 10 to around 90 homes. Exact site capacity will depend on site specific considerations including local context and appropriate scale. The Council will consider the use of Planning Briefs and Design Codes on Growth Sites where appropriate in line with Policy DM24.

7.87 Development should provide a mix of size and types of homes as listed in the site-specific policies which follow. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.88 Opportunities to include attractive, flexible use units in developments will be encouraged to enable employment or community uses. Where appropriate, live-work units should be provided to ensure developments are as sustainable as possible. Combining work and home in a single unit will help to reduce the need to travel, reduce traffic levels and related air quality impacts. It will also promote new economic development. Other uses may include retail, hotels, or cultural facilities.

7.89 Previously developed sites in the City Centre are often highly-visible and prominent within local streetscape or wider townscape aspect. New development is expected to complement Chelmsford's character and respect designated and non-designated heritage assets, but also create a distinctive sense of place and comfortable living environment through high-quality design, architecture and materials, excellent public realm, enhanced connectivity and contribution to townscape. Existing buildings and spaces which contribute to the character of an area should be retained and reused. Practical design considerations, such as service yards and utility related plant and sub-stations must be effectively integrated within the overall design.

7.90 Whilst sites within the Urban Area mostly benefit from better transport access, it will be necessary or desirable to enhance connections between the site and transport infrastructure, or the infrastructure itself, to meet growing demand. Residential travel plans may be required for developments to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.91 Allocated Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, early years, health, transport, access and sports/leisure facilities.

7.92 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.

GROWTH SITE POLICY 1g – CHELMSFORD SOCIAL CLUB AND PRIVATE CAR PARK, SPRINGFIELD ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 90 new homes**
- **Enhanced route links from Riverside Ice and Leisure to Springfield Road, including financial contributions towards improvements to Mallard Bridge**
- **Main vehicle access will be from Springfield Road**
- **Preserve and where appropriate enhance the setting of adjoining Grade II listed buildings at 73-75 and 80 Springfield Road**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity**
- **Ground floor active frontages for residential blocks where appropriate, fronting public routes**
- **New development making the most of the waterside location**
- **Potential to retain community use in new layout**
- **Safeguard land for Springfield Road junction improvement.**

GROWTH SITE POLICY 1h – ASHBY HOUSE CAR PARKS, NEW STREET

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 80 new homes**
- **Main vehicle access from Brook Street**
- **Conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill**
- **New built frontage to Brook Street**
- **Opportunity to extend Ashby House for residential use**
- **Avoid adverse impacts on the Chelmer Valley Local Nature Reserve**
- **Financial contributions towards improvements to Brook Street public realm.**

GROWTH SITE POLICY 1i – RECTORY LANE CAR PARK WEST

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 75 new homes**
- **Potential for student accommodation, due to its proximity to Anglia Ruskin University**
- **Main vehicle access will be from Broomfield Road/Elms Drive**
- **Improved level pedestrian/cycle connection to two existing road crossing points to the south**
- **Conserve and where appropriate enhance the setting of the nearby locally listed King Edward VI School, and preserve or enhance the character or appearance of the adjoining John Keene Memorial Homes Conservation Area and its setting**
- **High quality architectural design to enhance the gateway location of the site**
- **Layout to retain some public parking provision**
- **Layout to respect neighbouring frontages on Elms Drive**
- **Enhanced landscaped edge to Broomfield Road, Parkway and Chelmer Valley Road.**

GROWTH SITE POLICY 1j – CAR PARK TO THE WEST OF COUNTY HOTEL, RAINSFORD ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 45 new homes**
- **Main vehicle access will be from Rainsford Road**
- **Facilitate future access to adjoining County Hotel car park where it would benefit from inclusive design principles**
- **Safe pedestrian and cycle access to Rainsford Road**
- **Conserve and where appropriate enhance the setting of the nearby locally listed Trinity Methodist Church, and preserve or enhance the character or appearance of the adjoining West End Conservation Area which is on the Heritage at Risk Register in 2018**
- **Scale to respect the character and appearance of the West End Conservation Area and form a definitive edge to Parkway**
- **Layout to provide appropriate street frontage to both Parkway and Rainsford Road**

- Enhanced landscaping to the site's boundary with Parkway
- Financial contributions towards improvements to Rainsford Road public realm.

GROWTH SITE POLICY 1k – FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 40 new homes
- Provision of a 3.5m widened cycle/footway along the New Street frontage, in accordance with Local Highways Authority requirements
- Main vehicle access will be from Brook Street/New Street
- Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building, and conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill
- Layout to provide appropriate street frontage to both New Street and Brook Street
- Ground floor non-residential uses and active frontages for residential blocks, fronting public routes
- Financial contributions towards improvements to Brook Street public realm.

GROWTH SITE POLICY 1l – BT TELEPHONE EXCHANGE, COTTAGE PLACE

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 30 new homes
- Financial contributions to improve Church Street/Cottage Place public realm
- Main vehicle access from Cottage Place
- Preserve and where appropriate enhance the setting of the nearby Grade II listed Imperial House and The Wheatsheaf, conserve and where appropriate enhance the setting of the locally listed Cathedral Court, and preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area
- Adaptation or redevelopment of existing buildings
- Consideration of security to remainder of BT premises building.

GROWTH SITE POLICY 1m – RECTORY LANE CAR PARK EAST

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 25 new homes**
- **Potential for student accommodation, due to its proximity to Anglia Ruskin University**
- **Main vehicle access to be taken from Chelmer Valley Road**
- **Improved level pedestrian/cycle connection to existing road crossing point to the south**
- **Conserve and where appropriate enhance the setting of the adjacent locally listed Cemetery Gatehouse and Lodge on Rectory Lane**
- **Character and scale determined by adjacent residential development**
- **Layout shaped by utility easements**
- **Enhanced landscaped edge to Rectory Lane and Chelmer Valley Road.**

GROWTH SITE POLICY 1n – WATERHOUSE LANE DEPOT AND NURSERY

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 20 new homes**
- **An accessible, alternative Parks Depot will need to be in place prior to development to allow continuity of service**
- **Main vehicle access will be from Waterhouse Lane**
- **Maintain wide grass verge and trees to Waterhouse Lane road frontage**
- **Development layout should ensure sensitive treatment to the allotments' boundary and the preservation of the setting of the nearby Grade II listed barn.**

GROWTH SITE POLICY 1o – CHURCH HALL SITE, WOODHALL ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 19 new homes**
- **Main vehicle access will be from Woodhall Road**
- **Character and scale determined by adjacent residential development**
- **Development layout should respect neighbouring rear boundaries**
- **Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area.**

GROWTH SITE POLICY 1p - BRITISH LEGION, NEW LONDON ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 15 new homes**
- **Alternative provision of the community use should be secured prior to development**
- **Main vehicle access from New London Road**
- **Development should preserve or enhance the character or appearance of the New London Road Conservation Area, preserve and where appropriate enhance the setting of the Grade II listed Southborough House and conserve and where appropriate enhance the setting of the adjacent locally listed building at 176 New London Road**
- **Retain natural landscaping to enhance the setting.**

GROWTH SITE POLICY 1q – REAR OF 17 to 37 BEACH'S DRIVE

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Around 14 new homes**
- **Main access will be from Beach's Drive**
- **Pedestrian and cycle access should be created into Admirals Park at the south-east of the site to connect to safe pedestrian/cycle routes to the City Centre to the east and wider countryside to the west**

- Character and scale determined by adjacent residential development
- Development layout should respect neighbouring rear boundaries.

GROWTH SITE POLICY 1r - GARAGE SITE, ST NAZAIRE ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 12 new homes
- Main vehicle access will be from St Nazaire Road
- New pedestrian link to the existing pedestrian/cycle route network
- Maintain the green setting and mature trees
- Enhanced built edge and frontage to existing footpath
- Development layout should maintain the privacy of existing adjacent homes
- Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area.

GROWTH SITE POLICY 1s – GARAGE SITE AND LAND, MEDWAY CLOSE

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 10 new homes
- Improved main vehicle access will be from Medway Close
- Natural boundaries should be retained as an edge to development
- Character and scale determined by adjacent residential development
- Drainage and flood risk management led by SuDs to address partial location in a Critical Drainage Area.

GROWTH SITE POLICY 1t – CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 10 new homes

- Main vehicle access will be from Broomfield Road
- Preserve and where appropriate enhance the setting of the Grade II listed Coval Hall to the west, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.

GROWTH SITE POLICY 1u – RIVERMEAD, BISHOP HALL LANE

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 80 new homes of a mixed size and type, including affordable housing, where applicable
- New bridges to Anglia Ruskin University and Springfield Hall Park to the east for connections to pedestrian and cycle network, and improved pedestrian and cycle connection to Bishop Hall Lane
- Bridges to provide adequate headroom for boating activity
- New publicly accessible riverside areas
- Residential and/or business accommodation on north island
- Retain and improve business area on south island
- Preserve and where appropriate enhance the waterside character and the setting of the adjacent listed Mill House and pond
- Avoid adverse impacts on the Chelmer Valley Local Nature Reserve
- Layout guided by views from surrounding area
- Main vehicle access will be from Bishop Hall Lane
- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority
- Financial contributions to supporting infrastructure, depending on uses
- 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 Habitats Regulations and Habitats Directive.

GROWTH SITE POLICY 1v – RAILWAY SIDINGS, BROOK STREET

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- **Intensification of business or industrial use**
- **Improved pedestrian and cycle routes**
- **Avoid adverse impacts on the Chelmer Valley Local Nature Reserve**
- **Safeguarded access for minerals/aggregates rail freight area**
- **Financial contributions to improve Brook Street public realm**
- **Main vehicle access will be from Brook Street**
- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions to supporting infrastructure, depending on uses**
- **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 Habitats Regulations and Habitats Directive.**

Location 2 - West Chelmsford

STRATEGIC GROWTH SITE POLICY 2 – WEST CHELMSFORD

Land to the west of Chelmsford and north of Roxwell Road, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 800 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots.**

Supporting on-site development:

- **Neighbourhood Centre**
- **Provision of a new primary school with co-located early years and childcare nursery**
- **Provision of new stand-alone early years and childcare nursery.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Roxwell Road (A1060)**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures**
- **Provide a new dedicated bus, cycle and pedestrian link into the existing Urban Area.**

Historic and Natural Environment

- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Land (circa 2.1 hectares) for 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**
- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) or contributions towards the cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Multi-user crossing of Roxwell Road**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.93 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises a site for new housing and land allocated for future recreation use and/or SuDS.

7.94 This site is adjacent to Chelmsford Urban Area and in close proximity to a range of services and facilities in the City Centre and Melbourne. As such it represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It will provide a sustainable urban extension for around 800 homes expected to be delivered between 2021 and 2030. The development should provide a mix of size and types of homes. Affordable, self-build

and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.95 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.96 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, a Travelling Showpeople site for 5 plots will be required within the Strategic Growth Site allocation. The location of these plots will be determined through the masterplanning process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy good vehicles is essential.

7.97 Although the development quantum and extent of the allocation is set out in the Local Plan, the site is located in the Parish of Writtle where an emerging Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help to shape this site allocation. When their Neighbourhood Plan is made (approved), Writtle Parish Council will also receive 25% of the CIL receipt for this development and any other in its area, otherwise the rate will be 15%.

7.98 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community facilities and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.99 The scale of development in this location will require a primary school with co-located 56 place early years and childcare nursery, as well as a further stand-alone 56 place nursery school. The developer will be expected to provide the land and costs towards the physical schemes provision with delivery through the Local Education Authority.

7.100 The development will take its main vehicular access from Roxwell Road and be expected to adequately mitigate its likely impacts on the performance of the local road and strategic road network including around Writtle village and the A1060 corridor into the City Centre. These will be expected to include appropriate improvements to the junctions of Roxwell Road/Chignal Road and Roxwell Road/Lordship Road.

7.101 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The Council will approve a sustainable transport-led masterplan that creates a place where walking, cycling and public transport is given priority over the private car. The development will provide good accessibility for bus services including a new bus link from Avon Road and bus priority measures within the site.

7.102 The development will be expected to improve connections for walking and cycling into and through the Green Wedge and to services and facilities that will serve the development in Melbourne, Writtle and the City Centre including schools, jobs, Writtle University College, shops and Chelmsford rail station. This should include cycleway connections into the Chignal Road cycle route and National Cycle Network 1, via Lawford Lane. The site is well located to provide access via these modes to the City Centre. The development will also be required to provide a safe multi-user crossing along Roxwell Road.

7.103 A site-wide travel plan will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.104 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and to protect important views into the site from the north and west. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and the nearby Local Wildlife Site. For these reasons, the land to the west of the site is allocated for future recreation use/SuDS, as shown on the Policies Map. Ancillary development to support the Strategic Growth Site allocation may be acceptable in this area. This will be determined through the masterplanning process.

7.105 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.106 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.107 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.

Location 3 - East Chelmsford

7.108 This broad location for growth, as shown on the Key Diagram (Figure 8), comprises the following four Strategic Growth Sites:

- 3a: East Chelmsford – Manor Farm
- 3b: East Chelmsford – Land North of Maldon Road (Employment Site)
- 3c: East Chelmsford – Land South of Maldon Road
- 3d: East Chelmsford – Land North of Maldon Road (Residential Site)

STRATEGIC GROWTH SITE POLICY 3a – EAST CHELMSFORD – MANOR FARM

Land to the north of Great Baddow (Manor Farm) adjacent to Chelmsford's Urban Area as shown on the Policies Map, is allocated for a landscape-led, high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel as well as a new Country Park. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 250 new homes of mixed size and type to include affordable housing.**

Supporting on-site development:

- **A new Country Park**
- **New vehicular access road from Maldon Road into Sandford Mill.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide pedestrian and cycle connections**
- **Provide a well connected internal road layout.**

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area**
- **Protect and where appropriate enhance the nationally significant Bronze Age monument and its setting**
- **Protect important views into and through the site from across the Chelmer Valley**

- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Retain the WWII pillbox in the eastern part of the site and provide interpretation boards**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Remove low voltage electricity lines from the site allocation and install electricity cables underground.**

Site infrastructure requirements:

- **Provision of a new Country Park and Visitor Centre at Sandford Mill with a landscape strategy and a delivery mechanism to provide for their long-term management and maintenance**
- **Heritage interpretation, including information boards and public art**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and sustain travel through sustainable modes of transport**
- **Provide new and enhanced cycle routes, footpaths, Public Rights of Way and where appropriate bridleways within and between the sites and the surrounding area to enable the development to integrate with existing development areas and to provide links into City Centre, and the wider countryside beyond**
- **Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards other community facilities such as healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.109 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- Site for new housing
- Proposed Country Park, and
- Proposed Link Road into Sandford Mill.

7.110 This site allocation will provide a high-quality landscape-led residential development of around 250 new homes expected to be delivered between 2021 and 2030. This location represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It is one of four development sites in East Chelmsford, adjacent to Chelmsford Urban Area and close to local services and facilities in Great Baddow and Sandon.

7.111 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.112 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.113 The development will provide an opportunity to provide a high-quality residential development and new Country Park to the north of the residential development. It will also provide an opportunity to provide an improved access to Sandford Mill which is an important community asset and a focus for regeneration through the delivery of a new road link from Maldon Road/Sandford Mill Lane. It is envisaged that the new Visitor Centre will be located at Sandford Mill.

7.114 The Country Park will be expected to provide a high-quality context for the residential development and protect and enhance the character and appearance of the adjoining Green Wedge and Conservation Area, retain and improve habitats for wildlife and provide new and enhanced recreational opportunities for local people. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park and Visitor Centre will also be required. Any further contributions to provide, or make financial contributions towards new or enhanced sport, leisure or recreation facilities will be considered having regard to the provision of the new Country Park.

7.115 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape and provides a strong sense of place. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers, restricting dwelling heights to a maximum of two storeys, protection of key views, promoting non-standard housing types and requiring lower dwelling densities at the most visually sensitive locations. The layout of the development will also need to

reflect and incorporate a safeguarded corridor around the high pressure gas line that crosses the eastern part of the site. It is expected that the electricity pylons and lines that also cross the eastern part of the site will be removed and installed underground.

7.116 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan.

7.117 This site policy states that around 250 homes is an appropriate number of homes for this site. However, this number of homes is based upon the Council's initial and precautionary assessment of the heritage, landscape and utility constraints which has been undertaken ahead of the detailed masterplanning process. The masterplanning process will determine the final number of new homes, which could be in excess of 250 homes, whilst ensuring that the overall objectives of the site policy are not compromised.

7.118 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.

7.119 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths from the site should connect with National Cycle Network Route 1 to the north-east which connects with Chelmer Village, the City Centre and Hammonds Road.

7.120 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.121 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.122 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.123 The southern part of the site contains the remains of a Bronze Age enclosure, in the area north of the Manor Farm shop. Although the remains are not scheduled, previous excavation has revealed evidence of Bronze Age and later use of the site and its environs. The feature is potentially of national importance and therefore in accordance with paragraph 139 of the NPPF (2012) it should be treated as if it were a Scheduled Monument. An appropriate buffer will be required around the site and a green link to the river valley maintained, which is fundamental to the setting of the monument. Other significant archaeological remains and their settings should also be identified and protected.

7.124 The development should seek to protect and enhance heritage assets including retaining the WWII pillbox in the eastern part of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.125 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.126 As the site contains archaeological deposits, these will need to be considered by future development proposals, through an archaeological evaluation.

7.127 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

7.128 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 this development allocation 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.

STRATEGIC GROWTH SITE POLICY 3b – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD (EMPLOYMENT)

Land to the north of Maldon Road as shown on the Policies Map, is allocated for a office/business park. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 5,000sqm (net) new Use Class B1 floorspace, or other appropriate B Use Classes**
- **Stand-alone early years and childcare nursery.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide a well connected internal road network**
- **Provide pedestrian and cycle connections including access to the Sandon Park and Ride.**

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development**
- **Provide suitable SuDs and flood risk management**
- **Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Land (circa 0.13 hectares) for the physical provision of a stand-alone early years and childcare nursery (Use Class D1) in consultation with the Local Education Authority**
- **Safeguard land for the future expansion of Sandon Park and Ride site**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and sustain travel through sustainable modes of transport.**

Reasoned Justification

7.129 This site allocation will provide employment development of around 5,000sqm of new B1 floorspace as part of a new office/business park which is expected to be delivered in 2021 and 2026. As such this allocation will support Chelmsford's economic growth by providing new employment

floorspace and jobs. It is one of four development sites in East Chelmsford located to the east of Great Baddow and north of Sandon and is close to local services and facilities in these locations.

7.130 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.131 The site is adjacent to Sandon Park and Ride and well located to existing and proposed developments in East Chelmsford. It has excellent access to the strategic road network via the A12 and A414.

7.132 The development should provide a mix of type and range of sizes of Use Class B1 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

7.133 To serve the proposed employment site and the wider area including patrons of the Park and Ride, a new stand-alone early years and childcare nursery should form part of the development proposals. The nursery accommodation could be built by ECC, the developer or a private early years nursery operator. This will be considered, alongside the selection of early years provider at site masterplanning and planning application stages in consultation with ECC.

7.134 The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density and massing of new development responds positively to the historic and natural environment and works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers to preserve the character or appearance of the Conservation Area.

7.135 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan to address the nature, form, density, massing, design and phasing of the new development.

7.136 The development will be expected to improve connections for cycling and walking including connections into the existing networks and providing links to the City Centre and Chelmer East Green Wedge.

7.137 Cycle paths from the site should connect with National Cycle Network Route 1 to the north to encourage sustainable modes of travel. This route connects with Chelmer Village, the City Centre and Hammonds Road. A cycle/footway should connect the site to Sandon Park and Ride to the east to maximise use of the existing Park and Ride site.

7.138 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.139 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Sandon is envisaged to help shape this site allocation.

7.140 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.141 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

STRATEGIC GROWTH SITE POLICY 3c – EAST CHELMSFORD – LAND SOUTH OF MALDON ROAD

Land to the south of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide a well connected internal road network**
- **Provide pedestrian and cycle connections which may include access to the Sandon Park and Ride.**

Historic and Natural Environment

- **Minimise the impact on Cross Wood, the tree belt that lines the site to the north and north west**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development including the electricity pylons and the sub-station to the east of the site**
- **Provide suitable SuDs and flood risk management**
- **Preserve or enhance the character or appearance of the Sandon Conservation Area**
- **Preserve and where appropriate enhance the setting of the Graces Cross listed building**

- **Retain the WWII pillbox to the east of the site and provide interpretation boards**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Development should front onto Molrams Lane, Maldon Road and the open space to the east**
- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Remove low voltage electricity lines from within the site and install electricity cables underground.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and sustain travel through sustainable modes of transport**
- **Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.142 This site will provide residential development of around 100 new homes expected to be delivered between 2020 and 2023. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites in East Chelmsford.

7.143 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.144 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.145 The site is adjacent to the edge of the built-up area. The development must respect the character of the location, by creating a generous landscaped edge to the eastern boundary and ensure that the open space in the south of the site maximises the separation of the development with Sandon village.

7.146 Cross Wood, the existing strong wooded boundary to the north and north west of the site is a result of a Forestry Commission grant from 1997. The trees are not protected by a Tree Preservation Order and a small section of Cross Wood will need to be removed to incorporate a vehicular access from Maldon Road. In accordance with a Forestry Commission obligation until 2027, if any trees are removed, parts of the grant will have to be repaid. Hedgerows on the site shall also be retained and strengthened where possible.

7.147 The development should conserve or enhance heritage assets including retaining the WWII pillbox (North of Sandon) to the east of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.148 The layout of the proposed development and proposed open space and landscaping should be used to minimise the visual impact of the new development and the electricity pylons to the east of the site. The layout of the development will also need to reflect and incorporate a safeguarded corridor for the high pressure gas line which crosses the site.

7.149 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre and nearby services and facilities such as the primary and secondary schools within Great Baddow and Sandon and the Vineyards Neighbourhood Centre.

7.150 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.151 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.152 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.153 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Sandon is envisaged to help to shape this site allocation.

7.154 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.155 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.156 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

7.157 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 this development allocation 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.

GROWTH SITE POLICY 3d – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD (RESIDENTIAL)

Land to the north of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 50 new homes of mixed size and type to include affordable housing.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide a well connected internal road network**
- **Provide pedestrian and cycle connections which may include access to Sandon Park and Ride.**

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development**
- **Provide suitable SuDs and flood risk management**
- **Retain the WWII pillbox in the northern part of the site and provide interpretation boards**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and sustain travel through sustainable modes of transport**
- **Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS/CCG**

- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.158 This site will provide residential development of around 50 new homes expected to be delivered in 2021 and 2022. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites in East Chelmsford.

7.159 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.160 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.161 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers.

7.162 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan to address the nature, form, density, massing, design and phasing of the new development.

7.163 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths from the site should connect with National Cycle Network Route 1 to the north which connects with Chelmer Village, the City Centre and Hammonds Road.

7.164 A cycle/footway should connect the site to Sandon Park and Ride to the east to increase the patronage of the Park and Ride buses. The development will also be required to provide direct, safe and convenient connections to and crossing at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

7.165 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.166 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.167 The development should conserve or enhance heritage assets including retaining the WWII pillbox (Hammonds Road) in the northern part of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.168 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Sandon is envisaged to help shape this site allocation.

7.169 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.170 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.171 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

7.172 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 this development allocation 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.

Location 4 - Galleywood

GROWTH SITE POLICY 4 – LAND NORTH OF GALLEYWOOD RESERVOIR

Land north of Galleywood Reservoir, as shown on the Policies Map, is allocated for residential development. Development will be expected to provide:

Amount and type of development:

- **Around 13 new homes of a mixed size and type to include affordable housing.**

Site development principles:

- **Vehicular access will be from Pyms Road**
- **Retention of the existing access from Beehive Lane to the reservoir site**
- **Provide pedestrian and cycle connections**
- **Protect existing trees within the development site**
- **Provide soft landscaping around the new access junction**
- **Provide suitable SuDS and flood risk management.**

Site infrastructure requirements:

- **New and enhanced cycle routes and footpaths**
- **On-site provision of new parking spaces that will be lost from Pyms Road**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.173 Galleywood is a Key Service Settlement. This allocation is located within Galleywood Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 13 new homes expected to be delivered between 2024 and 2025.

7.174 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.175 The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that responds positively to the local context. A proportion of affordable housing and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.176 The site allocation comprises a variety of existing land uses and there is potential to combine, in whole or in part, the Chelmsford City Council garages, adjacent green space and the Essex and Suffolk Water depot (excluding reservoir) for new residential development.

7.177 The site is located within a Critical Drainage Area (CDA). Development may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

7.178 The development will be required to incorporate the existing garage provision into the development, either rebuilt as garages or removed and the space used to provide general public parking.

7.179 The loss of the green space on the north-east of the site will need to be compensated by financial contributions towards new or enhanced formal open space/outdoor sports facilities and/or indoor leisure facilities to address priorities identified by the Council.

7.180 The development will take its main vehicular access from Pyms Road and be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. Additional pedestrian and cycle connections should also be provided between the site and the wider area.

7.181 Pyms Road currently experiences high demand from on street parking and the new access junction will lead to the loss of existing on-street parking spaces. Spaces lost will need to be provided on the allocation site.

7.182 Archaeological deposits may exist within the site due to its vicinity with the Napoleonic Fort on Galleywood Common. Therefore, an archaeological assessment of the site will be required prior to development.

7.183 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.

Location 5 - Writtle

GROWTH SITE POLICY 5 - LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE

Land surrounding the Telephone Exchange on Ongar Road, Writtle, as shown on the Policies Map, is allocated for residential development. Development will be expected to provide:

Amount and type of development:

- **Around 25 new homes of a mixed size and type to include affordable housing.**

Site development principles:

- **Vehicular access to the site will be from Ongar Road and/or The Green**
- **Provide pedestrian and cycle connections**
- **Preserve or enhance the character or appearance of the Writtle Conservation Area and its setting**
- **Preserve and where appropriate enhance the setting of the listed buildings at 49 and 57 The Green**
- **Protect existing trees within the development site**
- **Provide suitable SuDS and flood risk management.**

Site infrastructure requirements:

- **New and enhanced cycle routes and footpaths**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and community facilities such as health provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**

- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.184 Writtle is a Key Service Settlement. This allocation is located within Writtle Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 25 new homes expected to be delivered between 2030 and 2035.

7.185 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.186 The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that responds positively to the local context. A proportion of affordable housing and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.187 The development could take its main vehicular access from Ongar Road and/or The Green, although access from Ongar Road is narrow in parts and will require careful design. The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.

7.188 The site contains a number of mature trees which could soften the built development and integrate the development into the area. Any existing trees of good quality should therefore be retained where possible.

7.189 A scheme layout should not preclude development opportunities on adjoining land to the east and west, with potential for a new access from The Green to the side of The Rose & Crown Public House.

7.190 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Writtle is envisaged to help shape this site allocation.

7.191 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.

Growth Area 2 - North Chelmsford

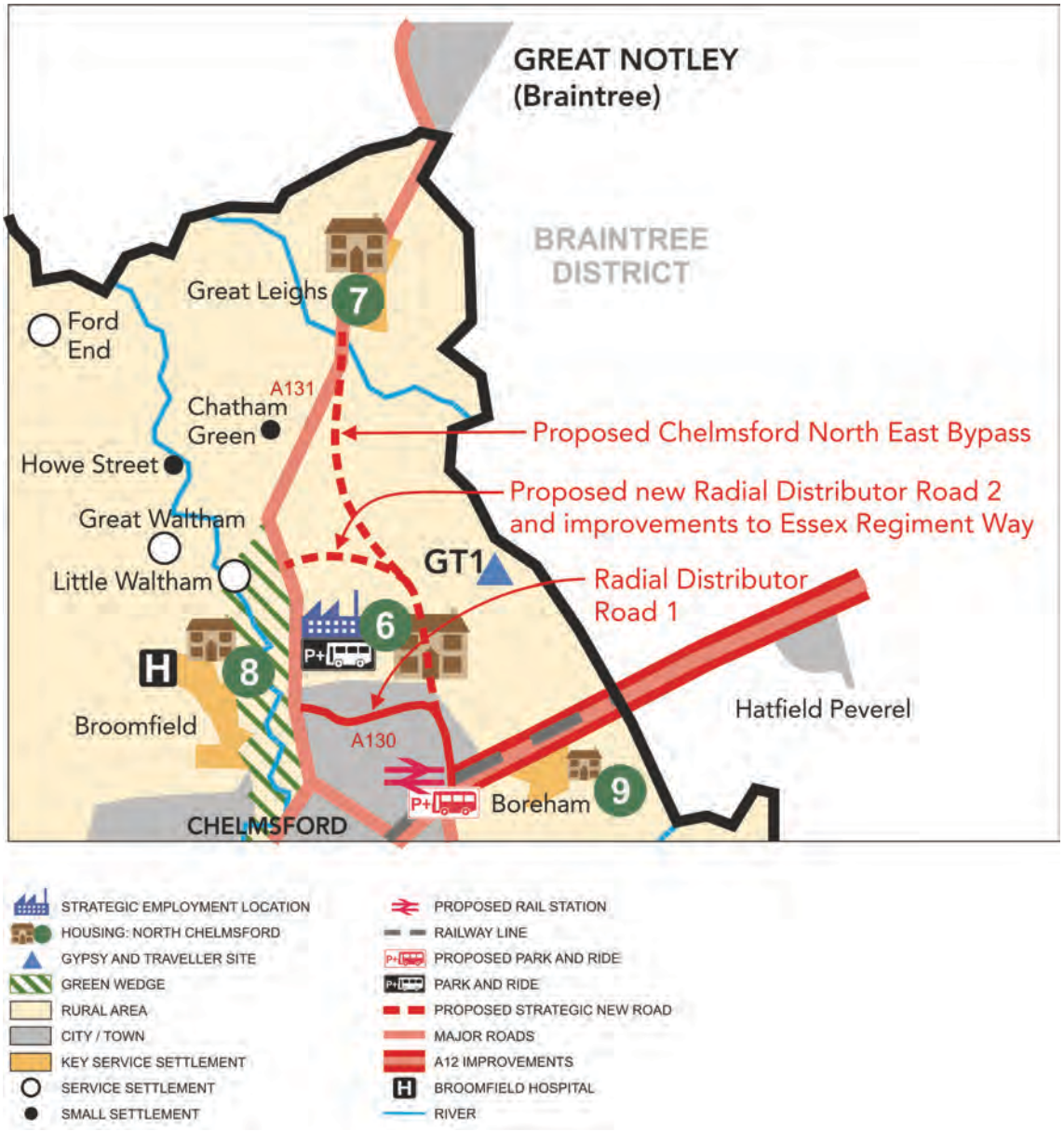
7.192 The area to the north of Chelmsford is, and will continue to be, a significant area of change. This is due to its strategic location along key transport corridors which provides access into the wider North Essex strategic road network including the A120 corridor. There is significant new transport infrastructure planned for the A130/A131 corridor including a new Chelmsford North East Bypass (CNEB), new rail station and new Park and Ride. Development in this Growth Area, in particular in North East Chelmsford, represents a major opportunity to help deliver this infrastructure and create new strategic neighbourhoods and employment opportunities. There are also opportunities to maximise new infrastructure delivery given the close proximity of new development growth in Braintree District.

7.193 As shown in Figure 10, this growth area will focus new development growth at four locations - North East Chelmsford (Location 6), Great Leighs (Location 7), North of Broomfield (Location 8) and Boreham (Location 9). Together these will deliver around 4,793 new homes and 45,000sqm of office/business floorspace. Provision is also made for 10 Gypsy and Traveller pitches and 14 Travelling Showpeople plots. These allocations will deliver a substantial number of new homes and employment over the Local Plan period, underpinned by a comprehensive package of new infrastructure including new schools, early years and childcare provision, green infrastructure and Neighbourhood Centres. The sites at North East Chelmsford (Location 6) and North of Broomfield (Location 8) will also maximise opportunities for enjoyment of the Green Wedge and use for sustainable travel into the City Centre (cycling and walking).

7.194 The previously adopted Chelmsford Local Development Framework (LDF) 2001-2021 focused strategic greenfield growth in North Chelmsford. In addition to committed development in North East Chelmsford (at Beaulieu and Channels) a further 3,000 new homes, and 45,000 sqm of office/business floorspace are allocated at Location 6 and will be delivered over the Local Plan period. This will be a landscape-led development, utilising Garden City principles and well-connected by improved road and public transport links. It will accommodate the most significant amount of new housing and employment growth in the form of attractive well-designed communities, centred around open space/leisure facilities, a new Country Park and a new Business/Science Park.

7.195 Development at Great Leighs (Location 7) will deliver around 1,200 new homes and North of Broomfield (Location 8) will deliver around 450 new homes, along with supporting infrastructure and in the case of Location 8 will provide a secondary access into Broomfield Hospital. The allocation at East of Boreham (Location 9) will deliver around 143 new homes. These allocations will provide opportunities to contribute towards and enhance existing facilities and services in these villages.

Figure 10 : Growth Area 2 - North Chelmsford



Location 6 - North East Chelmsford

STRATEGIC GROWTH SITE POLICY 6 – NORTH EAST CHELMSFORD

Land to the north-east of Chelmsford beyond the existing developments at Beaulieu and Channels including the former Boreham Airfield, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation**
- **45,000sqm of floorspace in a new office/business park providing a range of unit sizes and types**
- **Travelling Showpeople site for 9 serviced plots.**

Supporting on-site development:

- **A new Country Park**
- **Single carriageway road (or Phase 1) of the Chelmsford North East Bypass within the site boundary**
- **An outer vehicular access Radial Distributor Road (RDR2) from Essex Regiment Way**
- **Neighbourhood Centres incorporating provision for convenience food retail, community and healthcare provision**
- **Provision of a new secondary school**
- **Provision of two new primary schools with co-located early years and childcare nurseries**
- **Provision of two new stand-alone early years and childcare nurseries**
- **Appropriate provision of community space and significant new multi-functional green infrastructure.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Essex Regiment Way via a new vehicular access outer Radial Distributor Road (RDR2)**

- **Additional access to the site will be from Chelmsford North East Bypass (CNEB) and the existing Radial Distributor Road (RDR1)**
- **Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures**
- **Provide an effective movement strategy within the site**
- **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 North East Chelmsford, new rail station and associated employment area, new Country Park and development east of the Chelmsford North East Bypass**
- **Provide a dedicated car club for residents and businesses on site and available to the rest of North East Chelmsford**
- **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**
- **Extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure**
- **Improvements to the local and strategic road network as required by the Local Highways Authority.**

Historic and Natural Environment

- **Provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development**
- **Preserve or enhance the character or appearance of the Little Waltham Conservation Area and its setting**
- **Preserve and where appropriate enhance the listed buildings and their settings including New Hall, Old Lodge, Bulls Lodge, Belsteads Farmhouse and barn, Channels Farmhouse, Mount Maskells, Powers Farmhouse, Peverel's Farmhouse, Shoulderstick Hall, Hobbits, Shuttleworth, Pratts Farmhouse, Pratts Farm Cottages, and New Hall Registered Park and Garden**
- **Provide a generous landscape buffer to preserve the settings of nearby heritage assets including Powers Farm, Peverel's Farm, Park Farm, Channels, Belsteads and those on Wheelers Hill/Cranham Road**
- **Provide suitable SuDs and flood risk management**
- **Appropriate re-phasing of minerals extraction and restoration and Minerals Resource Assessment**
- **Appropriate habitat mitigation and creation**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character**
- **Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Integrate historic and landscape features into the surrounding rural and urban context.**

Site infrastructure requirements:

- **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**
- **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**
- **Land (circa 0.26 hectares) for two stand-alone early years and childcare nurseries (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements to the local and strategic road network to include necessary works to Essex Regiment Way as required by the Local Highways Authority**
- **A single carriageway road (Phase 1) of the Chelmsford North East Bypass and a new Radial Distributor Road (RDR2)**
- **Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Based 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**
- **Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB) beyond the site boundary, rail station and community space and facilities**
- **Provide and/or financial contributions to healthcare provision as required by the NHS/CCG**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community**
- **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**

- **Safeguarded land for the future extension of Chelmer Valley Park and Ride**
- **Appropriate flood risk management measures and SuDS.**
- **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 Habitats Regulations and Habitats Directive.**

The Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on this site together with mass waste collection systems where appropriate.

The masterplan will need to be underpinned by Garden City Principles and address and respond to the protected route corridor of the proposed A130 Chelmsford North East Bypass (CNEB).

Reasoned Justification

7.196 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- New Garden Community for major housing and employment development
- Proposed Country Park
- Proposed Radial Distributor Road (RDR2)
- Minerals site, and
- Existing open space.

7.197 The development will provide a large sustainable urban extension based around Garden City Principles for around 3,000 homes and a 45,000sqm office/business park, a new Country Park and a single carriageway road for the new Chelmsford North-East Bypass (CNEB). The development is expected to be delivered between 2022 and 2036. This site lies to the north-east of Chelmsford Urban Area, close to services and facilities in the existing and planned developments at Beaulieu and Channels.

7.198 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.199 The development will provide a high-quality comprehensive garden community development underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing

opportunities for employment, encouraging healthy and active lifestyles, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets.

7.200 The allocation is to be planned comprehensively in accordance with a masterplan-led approach to be prepared on the basis of the Town and Country Planning Association (TCPA) Garden City Principles. This will include community and stakeholder involvement in the formulation of the masterplan, which will be required to set out how the TCPA Garden City Principles are to be achieved, adapted for the special characteristics and features of this particular site.

7.201 The development should provide a mix of size and types of homes, to meet local needs and create a mixed and inclusive community. Affordable, self-build and custom-build, and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements. The development will also be expected to provide specialist residential accommodation which could include accommodation for frail elderly and homes for those with disabilities or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council.

7.202 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 9 plots within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the Travelling Showpeople site will be determined through the masterplanning process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential.

7.203 The wider allocation may have the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other masterplanning matters such as the location of green infrastructure, the wider site is being allocated within this Local Plan for 3,000 new homes. Further development would need to be considered as part of a review of the Local Plan.

7.204 The development will be required to provide a high-quality new business park providing up to 45,000sqm of employment floorspace. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses and the location for Anglia Ruskin University's MedTech Campus. The new development is also expected to provide an opportunity to bring forward a new Business Park of regional significance with the prospects for an Innovation Park of the highest design quality. This will be attractive to leading businesses in the Research and Development and High Technology sectors and could help place Chelmsford at the forefront of 21st century economic development in Essex and beyond. The new employment development will be in addition to existing commitments for significant new office/business floorspace in North East Chelmsford at Beaulieu and Channels including Beaulieu XChange business park.

7.205 A wide range of new community services and facilities including a new secondary school, two new primary schools, early years and childcare nurseries, open spaces, recreation, sport and play facilities, community facilities and neighbourhood centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in North-East Chelmsford. The neighbourhood centres will need to make provision for community and healthcare facilities, as required by the CCG/NHS, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

7.206 This site allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. Locations for office, employment and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining Chelmsford Urban Area. The development should provide a mix of type and range of sizes of Use Class B1 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

7.207 The scale of development in this location will require a new secondary school on around 9 hectares of land, two new primary schools with co-located early years and childcare nurseries and two new stand-alone nurseries. The developer will be expected to provide the land and total cost of the physical scheme provision with delivery through the Local Education Authority. Opportunities for dual use sports facilities within the new secondary school will be considered through the masterplan and in conjunction with the Local Education Authority.

7.208 The development will take its main vehicular access from Essex Regiment Way via a new vehicular access outer Radial Distributor Road (RDR2). Additional access to the site will be from CNEB and the existing Radial Distributor Road (RDR1). The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. These will be expected to include:

- Appropriate improvements at Boreham Interchange, along Essex Regiment Way and other junctions on the A1016, A131 and A130 main road corridors, and
- A new second outer Radial Distributor Road to serve the development from the existing Radial Distributor Road/CNEB to Essex Regiment Way and to provide direct access into the new office/business park.

7.209 The development will also be required to safeguard the preferred route corridor for the A130 CNEB and provide a phased approach to its delivery, and ensure that any development on the wider site post-2036, is served with suitable junctions directly from this strategic route.

7.210 The development will be expected to provide additional and improved pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in North East Chelmsford, new rail station and associated employment area, new Country Park and development east of the CNEB, City Centre, to the north towards Braintree and Skyline 120 Business Park and, surrounding countryside and wider strategic network. Improved access must include safe multi-mode crossing points for Essex Regiment Way and the CNEB.

7.211 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of sustainable transport available to residents to complement it.

7.212 The development will be required to safeguard land for the future expansion of Chelmer Valley Park and Ride and to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre.

7.213 The development will also be required to provide an appropriate extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART). This is a direct, frequent bus service that will connect the new development with the City Centre, and the existing and new rail stations. It is critical for enabling local, frequent travel without reliance on the private car. When the rail station comes on line subsequent phases of ChART will create a link to serve the station. The masterplanning principle is to provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, employment area, the new rail station and Chelmsford City Centre. Essex County Council will work with the developers to determine a preferred-route corridor through the development to serve residents and key locations.

7.214 The site will provide a high-quality development in a landscaped setting which works in sympathy with the local landscape and heritage assets. The development must promote the highest standards of design and provide high quality and inclusively designed buildings and public and private spaces planned around a coherent framework of routes, blocks and spaces.

7.215 Layout should incorporate compensation measures for impacts from the development on the landscape, preserve the setting of heritage assets and create a distinct new place. Compensation measures will include appropriate landscaped edges, tree and hedge planting along countryside edges and green buffers to respect the amenities of adjoining residential properties including those along Domsey Lane, Wheelers Hill and Drakes Lane.

7.216 The site includes an area of open space originally identified for existing and replacement golf holes. Due to its location, topography and ecology, this area will perform other important open space functions which will form part of the development of Strategic Growth Site 6. It is expected that a significant portion of this area will form open space with the precise boundaries to be decided through the masterplanning process. 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.

7.217 Development design and layout is expected to preserve or enhance the character or appearance of the Little Waltham Conservation Area and preserve the listed buildings and their setting on and close to the site. The masterplan process will establish the detailed preservation and enhancement principles for this site.

7.218 The development is expected to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.219 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

7.220 A significant amount of multi-functional green infrastructure will be required including open spaces, habitat creation, allotments and sports areas with associated facilities and play facilities. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required.

7.221 Flood risk management and on-site SuDS are necessary to ensure there is no increased flood risk on site, or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

7.222 Given the scale and nature of the development, the Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on the site, especially where there is a strong degree of community benefit. This may include a district energy plant and/or a Combined Heat and Power Plant. Early engagement with the Council is recommended to help support this.

7.223 As this is a major new development site, where appropriate the Council will encourage a move away from traditional wheeled bins to mass waste collection systems, such as an underground waste system. Advantages of hiding waste underground can include minimising the visual impact of bins on pavements and streets and managing odour and noise issues.

7.224 The allocation includes areas which have been consented for long-term minerals extraction. The masterplanned development will require careful phasing together with an application from the mineral operator to modify the phasing programme for mineral extraction, which would be determined by the Minerals Planning Authority.

7.225 The site lies within a Minerals Safeguarding Area. In line with the Minerals Planning Authority, the developer will be required to undertake a Minerals Resource Assessment to assess if further areas of the site contain a viable minerals resource that would require extraction prior to development.

7.226 The site may contain archaeological deposits within unquarried areas which will need to be considered by future development proposals, through an archaeological evaluation.

7.227 North East Chelmsford is already an area of change arising from major new development allocated in the Council's previously adopted Local Development Framework which was subject of a detailed masterplan. Outline planning permission has been granted for 4,350 new homes and up to 62,300sqm of employment floorspace and the first phases are currently being developed.

7.228 As part of the conditions of the outline permission for 3,600 of the total of 4,350 new homes (known as Beaulieu and Channels), all subsequent development proposals within reserved matters or full planning applications are required to comply with the approved Parameter Plans and adopted Landscape Design and Management Plan. This is to ensure compliance with the historic environment requirements of the now superseded North Chelmsford Area Action Plan regarding the protection and enhancement of the setting of the Grade I New Hall and its Registered Park and Garden and the implementation of the required Heritage Compensatory Measures. In the event that the extant planning permission is not implemented in full, any subsequent planning applications will be required to adhere in full to the adopted Landscape Design and Management Plan.

7.229 The specific area where the New Hall Heritage Compensatory Measures should be implemented are shown on the Local Plan Policies Map.

7.230 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.

Location 7 - Great Leighs

7.231 This broad location for growth, as shown on the Key Diagram (Figure 8), comprises the following Strategic Growth Sites:

- 7a: Great Leighs – Land at Moulsham Hall
- 7b: Great Leighs – Land East of London Road
- 7c: Great Leighs – Land North and South of Banters Lane
- 7d: Great Leighs – Land East of Main Road

7.232 Although this location is made up of four separate site allocations, the development across these sites should 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 POLICY 7a – GREAT LEIGHS - LAND AT MOULSHAM HALL

Land to the west of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 750 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots.**

Supporting on-site development:

- **Neighbourhood Centre**
- **Provision of a new primary school with co-located early years and childcare nursery**
- **Co-locate the neighbourhood centre and primary school at a location close to existing links across/under A131 to connect to Great Leighs.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Moulsham Hall Lane**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Moulsham Hall, Triceratops, Breams Farm, Creeds Twin/Hobby Croft, Chadwicks, Fortune Cottage, Stone Hall Cottage and Hump Cottage**
- **Create an enhanced parkland setting to Moulsham Hall**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Land (circa 2.1 hectares) for 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**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**

- **Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **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**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.233 The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- Site for new housing
- Area for conservation/strategic landscape enhancement
- Land allocated for future recreation use and/or SuDS
- Existing open space, and
- Local Wildlife Site.

7.234 This site is to the west of Great Leighs and will provide for around 750 homes, expected to be delivered between 2023 and 2036. The development will deliver a landscape-led high-quality sustainable new neighbourhood that maximises opportunities for travel by sustainable modes. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.235 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.236 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the Travelling Showpeople site will be determined through the masterplanning process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential.

7.237 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.238 Great Leighs primary school is full, and forecast to remain so. The scale of development in this location will require a new primary school with co-located early years and childcare nursery. The developer will be expected to provide the land and total cost of the physical scheme provision with delivery through the Local Education Authority. A comprehensive approach will be necessary to deliver this new school early on in the development, and ahead of development of site 7c: Great Leighs – Land North and South of Banters Lane. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Efforts should therefore be made to provide safe and direct walking and cycling routes between Great Leighs and Notley High School in Braintree.

7.239 The site is separated from Great Leighs village by the A131. Good connections exist via a pedestrian/cycle footbridge, a pedestrian/cycle underpass and School Lane. These should be utilised and improved by the new development.

7.240 The development will take its main vehicular access from Moulsham Hall Lane and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads serving new development including Moulsham Hall Lane, Main Road, London Road, the A131 and financial contributions towards the Chelmsford North East Bypass.

7.241 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including Moulsham Hall Lane, School

Lane and Dumney Lane to connect to Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.242 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.243 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers adjacent to existing residential properties including those along Dumney Lane, Moulsham Hall Lane and School Lane. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and on-site Local Wildlife Sites.

7.244 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserves, Phyllis Currie/Dumney Lane Woods. This may include financial contributions towards mitigating increased recreational impacts. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.245 An area around the Grade II listed Moulsham Hall is allocated for conservation and strategic landscape enhancement, as shown on the Policies Map. The development is expected to preserve the setting of Moulsham Hall and to create an enhanced parkland setting.

7.246 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. For these reasons, the land to the north west of the site is allocated for future recreation use/SuDS.

7.247 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

7.248 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

7.249 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.250 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.

STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel, specifically for older persons. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 250 new specialist residential homes for older persons.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from London Road**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall and North Whitehouse**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**

- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass, and community facilities such as healthcare provision as required by the NHS/CCG**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.251 This allocation is to the north of Great Leighs and will provide a high-quality sustainable development for around 250 homes for older persons, expected to be delivered between 2021 and 2024. The allocation will provide housing for people over retirement age, including the active, newly retired through to very frail elderly. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and other specialised housing for those that require care.

7.252 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.253 This part of the overall development at Great Leighs is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.254 The development will take its vehicular access from London Road and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in the Great Leighs location. These will be expected to include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

7.255 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.256 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.257 Layout should incorporate compensation measures for landscape impact from the development including an appropriate green buffer between the site and the Rural Area beyond. The development will be required to provide appropriate habitat mitigation and creation, incorporate green buffers adjacent to existing residential properties including those along Banters Lane, and appropriate buffers to the adjacent Local Wildlife Site, Bushy Wood.

7.258 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Development design and layout should also take into consideration the setting of other heritage assets, including the nearby listed buildings North Whitehouse and Gubbions Hall and the Schedule Monument at Gubbions Hall and its setting. The development will be required to provide

appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.259 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.260 The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community.

7.261 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

7.262 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.263 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

7.264 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.

STRATEGIC GROWTH SITE POLICY 7c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Banters Lane or through Site 7d via Main Road**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall, Blue Barnes Farm, The Cottage, Jasmine Cottage, Millers Cottage and Rose Cottage**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDS and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **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**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.265 This allocation will provide a high quality sustainable extension to Great Leighs for around 100 homes expected to be delivered between 2023 and 2025. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.266 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.267 This part of the overall development is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.268 Given the scale of the development, a range of new community services and facilities including open spaces and recreation facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by

walking, cycling and public transport to the majority of residents in the development.

7.269 Great Leighs Primary School does not currently have capacity to accommodate future pupil forecasts from this development. The scale of development proposed across Strategic Growth Location 7 will require a new two-form entry primary school with co-located 56 place early years and childcare nursery. The new school is proposed to be located on Site 7a: Great Leighs – Land at Moulsham Hall and Site 7c will contribute proportionately towards its provision. Whilst Site 7c may come forward prior to Site 7a in the event of there being sufficient capacity at Great Leighs Primary School and/or White Court Primary School to the north, commencement of both Sites 7a and 7c should otherwise be coincident to ensure viability of the primary school programmed to receive the pupils from both sites. However, in the event that Site 7a does not proceed on programme, as set out in the housing trajectory and Infrastructure Delivery Plan, and there remains insufficient places at Great Leighs Primary School, the developer of Site 7c will need to work with Essex County Council to agree an alternative strategy to mitigate the impact of their development on the availability of school places. Any such alternative strategy should not undermine the ability to deliver on new primary school provision in respect of Site 7a. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Therefore, as part of site infrastructure requirements there is a need to provide connections from the site to the surrounding footpath and cycleway network to ensure safe and direct walking and cycling routes between Great Leighs and Notley High School and White Court Primary School in Braintree.

7.270 The development will take its vehicular access from Banters Lane or through Site 7d, via Main Road, and be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

7.271 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b, 7c and 7d. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.272 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.273 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, and appropriate tree and hedge planting along countryside edges. Development design and layout should also take into consideration the setting of nearby heritage assets. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.274 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserve, Sandylay/Moat Woods. This may include financial contributions towards mitigating increased recreational impacts.

7.275 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.276 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

7.277 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.278 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

7.279 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.

STRATEGIC GROWTH SITE POLICY 7d - GREAT LEIGHS - LAND EAST OF MAIN ROAD

Land to the east of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises the opportunities for sustainable travel. The development is expected to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing.**

Site development principles:

- **Main vehicular access to the site will be from Main Road**
- **Provide pedestrian and cycle connections**
- **Preserve and where appropriate enhance the setting of Gubbions Hall and listed buildings along Main Road**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development**
- **Provide suitable SuDS and flood risk management**
- **Provide a coherent network of public open space and formal and informal sport, and recreation within the site.**

Site infrastructure requirements:

- **In accordance with the approved planning permission.**

Reasoned Justification

7.280 This site is located adjacent to the Defined Settlement Boundary of Great Leighs and well-located to existing facilities including a shop/post office, public houses, village hall, employment areas and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.281 The site has planning permission (Ref: 17/01949/REM). It is expected to be delivered between 2019 and 2021 and will provide a high-quality sustainable extension to Great Leighs for around 100 homes including a proportion of affordable housing. The development must ensure that the type, size, heights, density and massing of new development responds positively to the historic environment and the local landscape context.

7.282 The development will take its main vehicular access from Main Road and is expected to mitigate its impacts on the local and strategic road network. The development will be required to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. It will be expected that upgrades will be undertaken to the two nearest bus stops to the site frontage on Main Road. It will also be expected to provide new and enhanced cycle and pedestrian routes between the site and the wider area including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.283 The development must ensure access to facilities and services both within and surrounding the development by walking, cycling and public transport including to Great Leighs and Great Notley. The development will be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices such as household travel plans and subsidised bus season tickets.

7.284 Layout should incorporate compensation measures for landscape impact from the development including appropriate tree and hedge planting along countryside edges, and green buffers to protect the Sandylay and Moat Wood Local Wildlife Sites to the south east of the site.

7.285 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The edges of the site contain a mix of trees and hedges including a number of large, mature oak trees which provide key focal points to the south and east. The highest quality trees and hedgerows should be retained as an integral part of the scheme.

7.286 A desk based assessment shows that archaeological deposits may exist within the site. Therefore, an archaeological assessment will be required prior to development.

Location 8 - North of Broomfield

STRATEGIC GROWTH SITE POLICY 8 – NORTH OF BROOMFIELD

Land to the north of Woodhouse Lane and west of Blasford Hill, as shown on the Policies Map, is allocated for a high-quality landscape-led development that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 450 new homes of mixed size and type to include affordable housing**.

Supporting on-site development:

- **Neighbourhood Centre**
- **Provision of a new stand-alone early years and childcare nursery located in the southern portion of the site.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Blasford Hill (B1008)**
- **Provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Farleigh Hospice**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures.**

Historic and Natural Environment

- **Conserve and where appropriate enhance the setting of the listed buildings on Blasford Hill and the non-designated assets Wood House, the Coach House and Wood House Lodge adjoining the site**
- **Protect and where appropriate enhance the setting of the nearby Scheduled Monument to the north of the site**
- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of green infrastructure**
- **Provide suitable SuDS and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **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**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**

- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education, and community facilities such as healthcare provision as required by the NHS/CCG**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.287 The development will provide a high-quality sustainable urban extension for around 450 homes expected to be delivered between 2024 and 2035. This site is to the north of Broomfield and well-located in relation to existing community and educational facilities and areas of employment. Main Road (B1008) Broomfield is also a 'quality' bus corridor with a very good frequency of services connecting into Chelmsford City Centre. As such the allocation represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes.

7.288 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.289 The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing as well as other types of specialist housing should be provided in accordance with the Council's policy requirements. The capacity of the site and mix of housing will need to reflect the available primary school places within the admissions area.

7.290 There is an emerging Neighbourhood Plan being prepared in Broomfield which it is envisaged will help shape this site allocation. However, it is considered that the development quantum and extent should be allocated through the Local Plan as a strategic site delivering a significant new neighbourhood. The site straddles the parish boundary shared between Broomfield and Little Waltham. Broomfield Parish Council will also receive 25% of the CIL receipt for this development (and any other) in its area when the Broomfield Neighbourhood Plan is made (approved). Otherwise the rate will be 15%.

7.291 Given the scale of the development, a wide range of new community services and facilities including a new nursery school, open spaces, recreation facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and the wider area, reflecting the fact that this development is an extension of the existing village rather than a stand-alone settlement. The neighbourhood centre will need to make provision for community and health care.

7.292 The development will provide a new vehicular access road into Broomfield Hospital campus. This will help serve Broomfield Hospital, Farleigh Hospice and King Edward VI Grammar School playing fields. In addition, the new link road will facilitate a reduction of traffic on the rural lane network with a view to downgrading Woodhouse Lane and North Court Road to routes for local access only. It will also help to ease wider congestion on the Main Road, Broomfield corridor. The delivery of the new access road into Broomfield Hospital is a strategic objective of the Local Plan. Site developers should work in partnership with the Mid-Essex Hospital Trust to facilitate this proposed new vehicular access road to the Hospital.

7.293 The development will be expected to adequately mitigate its impacts on the performance of the local and strategic road network including appropriate road and junction alterations, improvements along the B1008 and Woodhouse Lane, and financial contributions towards the Chelmsford North East Bypass. The rural lane network to the south of the site is unfit for heavy traffic and measures to prevent intensification of use must be delivered as part of the development.

7.294 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and connecting to places such as Broomfield Hospital, Chelmer Valley High School, Little Waltham Primary School, Broomfield Primary School, City Centre, the Green Wedge, and surrounding countryside.

7.295 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.296 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers. Green buffers will be required to protect the amenities of neighbours including adjoining residential properties, Farleigh Hospice and King Edwards Grammar School (KEGS) playing field. The nature conservation value of Puddings Wood Local Wildlife Site to the south of the development must be considered and form part of a strategic approach to conserving the natural environment and mitigating the impacts of development. Where the new link road affects Puddings Wood, compensatory measures which replace and provide additional net habitat must be provided as part of the new development.

7.297 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and on-site and nearby Local Wildlife Sites.

7.298 A Critical Drainage Area (CDA) has been identified in the Broomfield area. This site may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

7.299 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The development is an extension of the existing village of Broomfield so must remain sympathetic to the character of that settlement and respond to its direct abutment to the open countryside.

7.300 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

7.301 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

7.302 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.

Location 9 - Boreham

STRATEGIC GROWTH SITE POLICY 9 – EAST OF BOREHAM

Land to the east of Boreham, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel. The development is expected to provide:

Amount and type of development:

- **Around 143 new homes of a mixed size and type to include affordable housing.**

Site development principles:

- **Vehicular access to the site will be from Plantation Road**
- **Provide pedestrian and cycle connections**
- **Preserve or enhance the character or appearance of the two Conservation Areas and their setting in the vicinity of the site**
- **Preserve and where appropriate enhance the setting of surrounding listed buildings**
- **Protect existing high quality trees and hedgerows on site and provide new tree planting**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDS and flood risk management**
- **Provide a coherent network of public open space for formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **In accordance with the approved planning permission.**

Reasoned Justification

7.303 This site is located on the eastern edge of the Defined Settlement Boundary of Boreham and close to local services and facilities in the village.

7.304 The site has planning permission (Ref: 18/00682/REM). It is expected to be delivered between 2019 and 2022 and will provide a high-quality sustainable extension to Boreham for around 143 homes including a proportion of affordable housing. The development must ensure that the type, size, heights, density and massing of new development responds positively to the historic environment and the local landscape context.

7.305 The development will take its main vehicular access from Plantation Road and is expected to adequately mitigate its impacts on the local and strategic road network. These will be expected to include appropriate improvements along roads that will serve the new development including Plantation Road, Church Road and Main Road.

7.306 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided between the site and the wider area, including connections to Boreham village. Public Right of Way Footpath 38 runs along the northern boundary of the site and there is no cycle access/egress available from the north of the site. It is therefore necessary to update/widen the footpath to include access for cycles.

7.307 The development will also be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices such as household travel plans and subsidised bus season tickets. Bus stop upgrades are necessary along Main Road and Plantation Road to encourage a higher usage of public transport.

7.308 The site is set within an open rural landscape, visible from various public routes. The development must respect, and respond to, the character of buildings within Boreham. Layout should incorporate compensation measures for landscape impact from the development including appropriate tree and hedge planting along countryside edges.

7.309 The site is close to Church Road and Boreham Road/Plantation Road Conservation Area and there are a number of listed buildings in the vicinity including Shottesbrook directly opposite the site to the south. Development design and layout should take into consideration the setting of surrounding heritage assets.

7.310 The Historic Environment Record shows that the proposed development lies in an area of archaeological potential. A desk-based assessment has been carried out. The next stage of archaeological investigation should be further archaeological survey to include trial trenching and excavation if significant archaeological features are discovered.

7.311 A Neighbourhood Plan is being prepared for Boreham which can help shape this allocation and investigate the need for any further development allocations in Boreham. However, the quantum and extent of this site should be allocated in the Local Plan.

Travellers Site 1

TRAVELLERS SITE POLICY GT1 – DRAKES LANE GYPSY AND TRAVELLER SITE

Land at Drakes Lane, Little Waltham, as shown on the Policies Map, is allocated for a Gypsy and Traveller site to meet the needs of nomadic Gypsy or Travellers as defined in the National Planning Policy for Traveller Sites. The development proposal will be expected to provide:

- **10 permanent Gypsy and Traveller pitches**
- **Main vehicular access to the site will be from Drakes Lane**
- **Landscaped edges and buffers to mitigate the visual impact of the development**
- **Suitable SuDs and flood risk management**
- **Appropriate habitat mitigation and creation**
- **High quality and inclusively designed amenity buildings for each pitch**
- **Fully serviced pitches.**

Reasoned Justification

7.312 The site has been secured by the Council through Section 106 planning obligations linked with existing planning approvals at the Beaulieu and Channels sites as part of the previously adopted North Chelmsford Area Action Plan. The Section 106 Agreements secured this land as a fully serviced site as well as the funding to implement the site. This will include appropriate waste water, connections to utilities, and a satisfactory drainage solution for the site.

7.313 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.314 The development will provide a permanent site for 10 Gypsy and Traveller pitches to be delivered between 2019 and 2024. The site should be delivered through a comprehensive approach, such as with a registered housing provider.

7.315 The site is set within a rural landscape. The development should provide an appropriate green edge to the boundaries to protect the visual amenities of the area.

7.316 The development will be expected to minimise its impacts on the local road network by providing a suitable access into the site.

Growth Area 3 - South and East Chelmsford

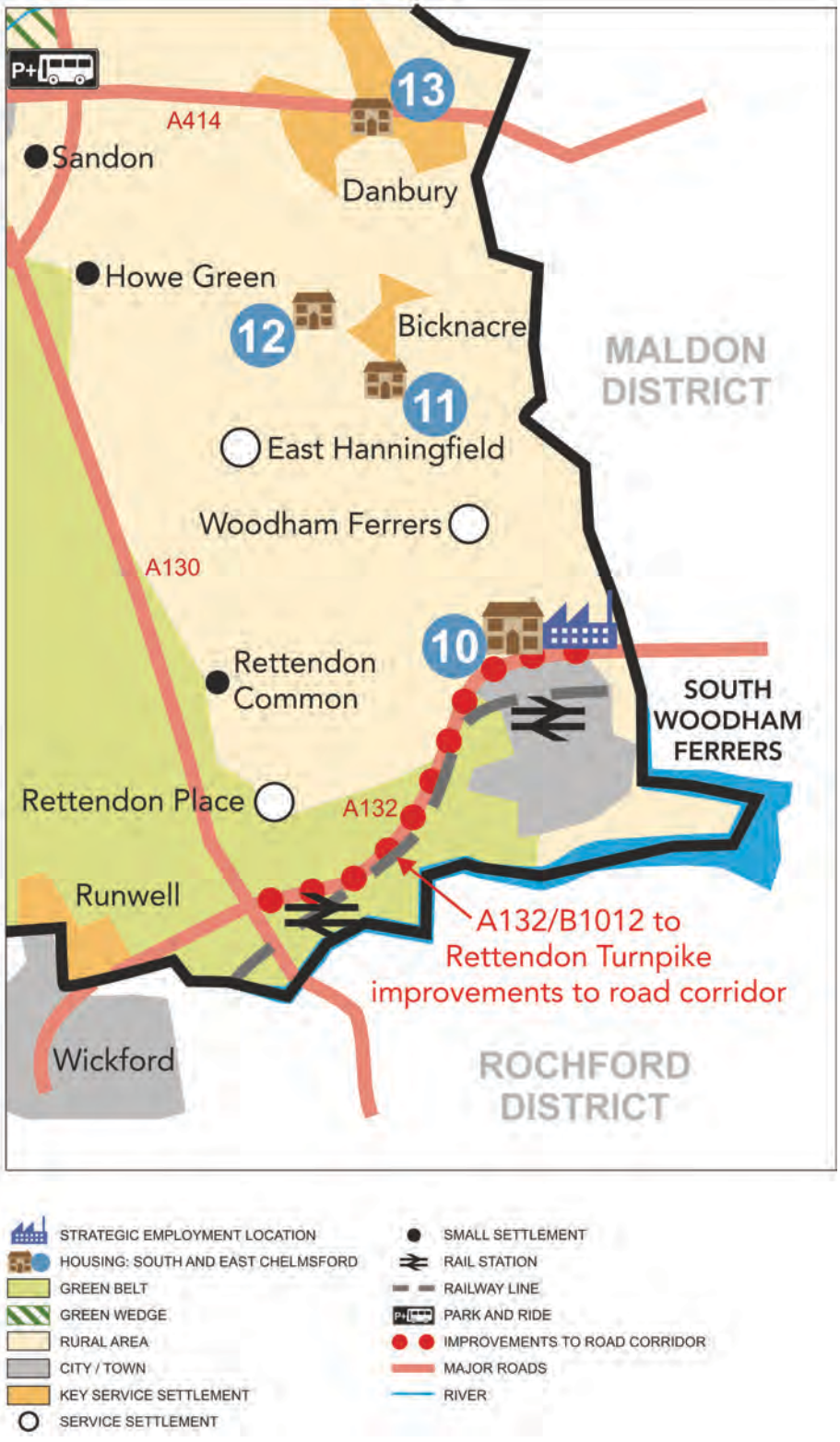
7.317 This Growth Area will deliver sustainable new development for the existing town of South Woodham Ferrers which has a good range of services and facilities, and at the Key Service Settlements of Danbury and Bicknacre, both of which have a good level of services including primary schools, early years and childcare provision, convenience shopping facilities and primary healthcare facilities. These developments will provide opportunities to contribute to and enhance existing facilities and services. They will also offer wider benefits to the community by helping to deliver road improvements including to the A132/B1012 to the Rettendon Turnpike Junction.

7.318 This Growth Area (see Figure 11) will accommodate around 1,160 new homes, 1,000sqm of business floorspace and 1,900sqm of convenience retail. The majority of development including 1,000 new homes and all of the new business and retail floorspace will be focused on greenfield land north of the existing town of South Woodham Ferrers. Provision is also made for 5 Travelling Showpeople plots. The urban extension of South Woodham Ferrers (Location 10) will be well-connected to the existing town and designed around attractive landscape incorporating a new Neighbourhood Centre, a new employment area and open space/leisure facilities.

7.319 In addition, development is promoted at the two sustainable Key Service Settlements of Bicknacre (Location 11) and Danbury (Location 12). Location 11 will provide around 35 and 32 homes on two separate sites. Location 12 will deliver around 100 new homes within Danbury. These developments will also provide opportunities to contribute towards and enhance existing facilities and services of the villages.

7.320 The Council's previously adopted Site Allocations Development Plan Document allocated the former Runwell Hospital as a Major Developed Site for housing-led development in the Green Belt (in accordance with Annex C of Planning Policy Guidance Note 2 at the time). Outline planning permission was granted for 575 new homes in 2013 and the first phase has been constructed. The phased delivery of this allocation (called St Luke's Park) is on-going and projected to be complete by 2022. Future detailed planning applications will be considered in accordance with the approved outline planning consent and any other material considerations. The Area for the Former Runwell Hospital Major Developed Site is brought forward onto the new Local Plan Policies Map.

Figure 11 : Growth Area 3 - South and East Chelmsford



Location 10 - North of South Woodham Ferrers

STRATEGIC GROWTH SITE POLICY 10 – NORTH OF SOUTH WOODHAM FERRERS

Land to the north of Burnham Road (B1012) and east and west of the B1418, as shown on the Policies Map, is allocated for a high quality comprehensively-planned sustainable extension to the existing town, that maximises opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 1,000 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots**
- **1,000sqm of business floorspace**
- **1,900sqm of convenience retail floorspace.**

Supporting on-site development:

- **Potential co-location of a new primary school with an early years and childcare nursery, and one stand-alone early years and childcare nursery; or two new stand-alone early years and childcare nurseries**
- **Neighbourhood Centre incorporating provision for convenience food retail (1,900sqm)**
- **Flexible neighbourhood scale business (1,000sqm) and community and healthcare provision**
- **Integration of flexible workspace facilities.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highways Authority**
- **Vehicular access to the eastern parcel will be from Burnham Road and/or Woodham Road**
- **Provide a well-connected internal road layout which allows good accessibility for bus services and bus priority measures**
- **Provide new public transport routes/services**
- **Provide an effective movement strategy within the site**

- **Provide additional and/or improved pedestrian and cycle connections to the Town Centre and railway station**
- **Provide high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary**
- **Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers**
- **Improvements to the local and strategic road network as required by the Local Highways Authority.**

Historic and natural environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Edwins Hall, Shaws Farmhouse, Tabrums, Wellington Farmhouse and Barn and Ilgars and the non-designated asset Hambert's Farm**
- **An appropriate landscaped setting for development consisting of sufficiently dense planting belts and natural buffers to development edges and Local Wildlife Sites, to provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development**
- **Mitigate potential effects due to recreational pressure on nearby designated European sites**
- **Provide areas for natural SuDS and flood risk management**
- **Undertake an Archaeological Assessment.**

Design and layout

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character**
- **Development shall predominantly be defined by and seek to retain the existing pattern of historic and landscape features**
- **Layout to be defined by a coherent network of wide green spaces to include formal and informal sport, recreation and community space that is well connected to Public Rights of Way**
- **Where they must remain, the layout should make positive use of utility easements, such as electricity powerlines and gas main.**

Site infrastructure requirements:

- **Potential co-location of a new primary school with an early years and childcare nursery (min 2.1 hectares) and one stand-alone early years and childcare nursery (circa 0.13 hectares); or two new stand-alone early years and childcare nurseries (circa 0.13 hectares each). The developer will be expected to provide the land and total cost of physical scheme provision with delivery through the Local Education Authority**

- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements**
- **Multi-user crossings of the B1012 in South Woodham Ferrers which may include a bridge or underpass**
- **Appropriate flood risk management measures and SuDS**
- **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 Habitats Regulations and Habitats Directive**
- **Undertake a project-level Habitats Regulations Assessment to address the impacts other than recreational disturbance**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses within the site and for the use of the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.321 This development to the north of South Woodham Ferrers will provide a sustainable extension for around 1,000 homes, 1,000sqm of business space and 1,900sqm for convenience retail. It will maximise opportunities for sustainable travel in a landscaped setting and is expected to be delivered between 2021 and 2035. The allocation represents a logical area of expansion to South Woodham Ferrers and is less constrained than other land around the existing settlement where the River Crouch and its protection areas, flood risk and Green Belt considerations would prevent a similar approach to development.

7.322 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.323 Planning permission for a supermarket and healthcare facility to the north of South Woodham Ferrers has been granted and implemented. As such there is no need for any further large-scale retail development, but further consideration would need to be given to local healthcare provision. The site may have the capacity for further development, however this would be dependent on additional infrastructure provision including strategic highway improvements. Any further development would need to be considered as part of a review of the Local Plan.

7.324 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in South Woodham Ferrers is envisaged to help shape this site allocation. When their Neighbourhood Plan is approved, South Woodham Ferrers Town Council will also receive 25% of the CIL receipt for this development and any other in its area, otherwise the rate will be 15%.

7.325 Affordable, self-build, custom-build housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements, to meet local needs and create a mixed and inclusive community. This could include accommodation for frail elderly and homes for those with a disability or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.326 In order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Travelling Showpeople site will be addressed through the wider masterplanning process for the site.

7.327 A range of new community services and facilities including a potential new primary school, two early years and childcare nurseries, healthcare, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing neighbourhood.

7.328 Locations for business, retail and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining town. The planning and design of development is required to encourage healthy and active lifestyles, in line with Sport England and Public Health England's Active Design guidance.

7.329 The land to the north of the Town is predominantly open, save for field boundaries, and offers views across an undulating landscape form. The development extents should be limited to areas within the site with lower topography and/or where excessive visibility can be mitigated. Given the open context, the character of the development must exhibit a sufficiently open and green character, with greenways and open spaces within the layout and appropriate buffer and strategic

landscaping to the outer margins, to respect the historic landscape character. The development must seek to preserve key wildlife connections and offer sufficient density and connectivity of green infrastructure to provide protection for wildlife and where necessary compensate for the impact on wildlife that occurs from development. This will include offering adequate protection of the Local Wildlife Site at Bushy Hill and other sensitive areas within and outside the site. The site will provide a high-quality development in a landscaped setting.

7.330 Flood risk management and natural, on-site SuDs are necessary to ensure there is no increased flood risk on site or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

7.331 The southern edge of the site is around 500m from South Woodham Ferrers railway station and associated businesses, and just over 1km from the Town Centre and secondary school. South Woodham Ferrers has a wide range of facilities including medical, leisure, retail, library and business areas spread throughout the Town area.

7.332 The development must provide access by walking, cycling and public transport to facilities and services within the development itself and the wider area including the railway station, town centre, and schools. This must include safe crossing points at Burnham Road to enable seamless integration with the existing settlement.

7.333 There will be no vehicular access from the site to Edwins Hall Road due to the characteristics and attributes of that route. Due to existing features such as roads and land topography, it is likely that development will come forward within western, central and eastern parcels. Each parcel must benefit from suitable foot, cycle, public transport and private vehicle access to the existing public network and an appropriate interconnectivity between parcels must be achieved. This is expected to include new north/south – east/west cycle routing through the overall site. Bus stop infrastructure should be provided, along with bus priority measures within and related to the site to provide and maintain quick and convenient local bus services to the wider area including Wickford Town Centre and Chelmsford City Centre.

7.334 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The existing neighbourhood provides a wider customer base for a sustainable car club operation.

7.335 Impacts from development on the local and strategic road network must be mitigated, and may include appropriate highway improvements along Burnham Road, the roundabout junctions at the B1418, Ferrers Road and Rettendon Turnpike, and the A132 and local junctions between the Town and the A130, in line with Local Highways Authority requirements. Impacts of development from within and to the adjoining areas including Basildon, Rochford and Maldon District will be part of this consideration.

7.336 Any improvements to the existing highway required to mitigate the impact of development from this Strategic Growth Site, will be primarily focused on junction enhancements, such as to the A132/B1012 Rettendon Turnpike, in order to improve the flow of traffic onto the strategic road network. These should not encourage through-traffic movements to use the local road network through neighbouring settlements such as Runwell and Wickford. The road network to the south of the Council's area, is also proposed for improvement by the Local Highways Authority including the A130, A127 and A13 corridors. These include the A127/A130 Fairglen Interchange improvement scheme. Where appropriate, off-site mitigation of this Strategic Growth Site should complement other relevant Local Highways Authority schemes to help ensure the strategic road network provides the most attractive route for through-traffic.

7.337 This site is near the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest which lie to the south of the town. These sites are particularly sensitive to increased visitor pressure, which may be caused by residential development in the surrounding area including to the north of the Town, so measures that increase the recreation choice for residents away from the estuary, or which help mitigate impacts where the estuary is used for recreation, must form an integral part of the development proposals. Impacts of development in the adjoining Maldon District and other areas also need to be part of this consideration.

7.338 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 this development allocation will be required to provide financial contribution towards the implementation of mitigation measures to protect the interest features of European desingated 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. In addition, due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address the impacts other than recreational disturbance.

7.339 Whilst there are no heritage assets within the site boundary, there are a number of listed buildings and a non-designated heritage asset around the site. Development of this site will need to mitigate any impact on these buildings and their settings.

7.340 The development must provide a high quality, connected layout and building design that reflects a strong sense of place, high quality streetscape and comfortable living environment, which works in sympathy with the local landscape. Key views and utility easements including overhead powerlines and a high-pressure gas main (if remaining) will be likely to influence the location of green spaces and routes, and create the layout framework for buildings.

7.341 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

7.342 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation.

Location 11 - Bicknacre

GROWTH SITE POLICY 11 – SOUTH OF BICKNACRE

Land south of Bicknacre, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Around 35 new homes of mixed size and type including affordable housing.**

Site development principles

Movement and Access

- **Main vehicular access to the site will be from Main Road**
- **Provide pedestrian connections.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of Grade II listed Star House**
- **Protect and enhance Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site ensuring any new development provides any required mitigation measures**
- **Maintain and strengthen landscaped boundaries to the south and west, and a landscaped edge to fields beyond**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**

Site infrastructure requirements:

- **Financial contributions to primary and secondary education and early years and childcare provision as required by the Local Education Authority, and other community facilities such as healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.343 This development allocation lies to the south of Bicknacre. It will provide around 35 new homes expected to be delivered between 2021 and 2023. This site is split over two field parcels. These field parcels should be integrated to make best use of development opportunities and the hedgerows should be retained.

7.344 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.345 The existing vehicular access through the site to the playing fields to the west to be retained.

7.346 The development should provide a mix of size and types of homes. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.347 The Main Road frontage includes dispersed houses and cottages where the spacing and set back position of buildings, together with mature trees and woodlands, field boundaries and tracks, give a rural character. Development should respect this rural character, which also forms part of the setting of the Grade II listed Star House. The development will also be required to provide appropriate mitigation to avoid adverse impacts to the Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site.

7.348 Pedestrian connections should be provided within the site with links into the wider network. This should include creating a footway to connect with the existing adopted footway on Main Road. There should also be a footway connecting the site with the recreation ground to the west.

7.349 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

7.350 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 this development allocation 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.

GROWTH SITE POLICY 12 - ST GILES, MOOR HALL LANE, BICKNACRE

Saint Giles, Moor Hall Lane as shown on the Policies Map, is allocated for specialist residential accommodation development. Development will be expected to provide:

Amount and type of development:

- **Around 32 new units for specialist residential accommodation (SRA) that responds positively to the local context.**

Site development principles:

- **Vehicular access to the site will be from Moor Hall Lane**
- **Provide suitable SuDS and flood risk management**
- **Protect existing site trees within the development site**
- **Create a network of green infrastructure.**

Site infrastructure requirements:

- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions towards healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.351 St Giles Estate is close to the village boundary of Bicknacre. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults with learning difficulties and mental health problems.

7.352 Infrastructure required for this site is in addition to relevant requirements of Policy S9.

7.353 Development would need to consider the need for additional primary health care provision informed by robust evidence on existing provision and consultation with NHS Mid-Essex Clinical Commissioning Group. Further development of specialist residential housing should complement the existing provision available at this location.

Location 12 - Danbury

STRATEGIC GROWTH SITE POLICY 13 – DANBURY

An allocation of around 100 new homes to be accommodated within or adjoining the Defined Settlement Boundary of Danbury. The site(s) to accommodate this allocation will be identified and consulted upon through the emerging Danbury Neighbourhood Plan.

Amount and type of development:

- **Around 100 new homes of mixed size and type including affordable housing.**

Site masterplanning principles:

- **Conserve and enhance the Sites of Special Scientific Interest (SSSI) in and around Danbury (Blake's Wood and Lingwood Common SSSI, Woodham Walter Common SSSI and Danbury Common SSSI) ensuring any new development avoids direct impacts and mitigates indirect impacts (i.e. recreational damage) as a priority and provides any required mitigation measures where necessary (including those set within any emerging visitor impact studies / strategic solutions)**
- **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 Habitats Regulations and Habitats Directive.**

Reasoned Justification

7.354 Danbury is a Key Service Settlement located outside of the Green Belt with a good range of local services and facilities. Although future development in Danbury is restricted by significant landscape, ecology and highway constraints, there is some limited capacity in the primary schools that serve Danbury.

7.355 Infrastructure required for this location would need to accord with the relevant requirements of Policy S9.

7.356 There are significant tracts of protected woodland and commons in and around the Danbury Ridge which represent important valued landscapes. These include a cluster of protected Sites of

Special Scientific Interest (SSSI) which are Danbury Common, Blake's Wood and Lingwood Common, and Woodham Walter Common. These SSSIs receive high levels of recreational pressure and future development in Danbury will need to consider the need for mitigation measures as part of future development proposals. This will involve partnership working with the managers of the SSSIs (namely the Essex Wildlife Trust and National Trust) and other key stakeholders including the Council, Danbury Parish Council and Natural England.

7.357 There are a number of heritage assets in and around Danbury which may need to be considered by future development proposals. These include Danbury Conservation Area, two Registered Parks and Gardens, Danbury Hill Fort Scheduled Monument and a variety of listed buildings.

7.358 There are archaeological deposits in and around Danbury which may need to be considered by future development proposals, through an archaeological evaluation.

7.359 The A414 is a busy road connecting Chelmsford with Maldon which bisects the village. There is significant growth planned for Maldon which will add additional traffic to the A414. The Council has engaged with Maldon District Council on this issue through the 'Duty to Cooperate'. Pre-signals have been installed at the A414/Little Baddow Road/Mayes Lane (Eves Corner) junction to assist in the peak time operation of this junction through South East Local Enterprise Partnership (SELEP)/Essex County Council funding.

7.360 Taking the above constraints and opportunities into account, the Spatial Strategy makes provision for an allocation of around 100 homes. This represents approximately a 5% increase of homes in Danbury. To ensure sites are sustainable and are in close proximity to local services and facilities, they should be located either within or adjacent to the defined settlement boundaries as defined on the Policies Map. The allocation of around 100 new homes will be identified by the Danbury Neighbourhood Plan, and may comprise one or multiple sites, expected to be delivered during the Local Plan period. When their Neighbourhood Plan is approved, Danbury Parish Council will also receive 25% of the CIL receipt for new developments in its area, otherwise the rate will be 15%.

7.361 Danbury Defined Settlement Boundary is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

7.362 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.

Special Policy Areas

7.363 The six designated Special Policy Areas (SPA) lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. The SPA sites are shown on the Policies Map.

7.364 The key objectives are to:

- Enable Special Policy Areas to be planned in a strategic and phased manner
- Ensure future development reflects the operational and functional requirements of the Special Policy Areas
- Ensure future development minimises the impact of development on their surroundings, sites important for nature conservation, wildlife and heritage assets
- Strengthen access to the sites by sustainable modes of transport and minimise traffic pressures on local roads
- Achieve high quality design.

POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA

The Council will support health related proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow bus, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience; concentrating buildings of scale and mass within the central core of the estate; limiting the scale and mass of buildings at the edge of the estate; ensuring a phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures; protecting and enhancing woodland, parkland, trees and hedgerows; minimising environmental impacts including in respect of ecology and water quality, and creating high quality public spaces. New development proposals at Strategic Growth Site 8 - North of Broomfield, to the north of the Hospital, will incorporate a new vehicular access road from Main Road (B1008) providing the opportunity for the Hospital to extend this road across land to be safeguarded within the Hospital campus ensuring successful integration with the existing internal road network of the Hospital.

Reasoned Justification

7.365 Broomfield Hospital is an important regional medical facility located to the north of Broomfield and urban Chelmsford. It comprises clinical and ancillary buildings, car parking, hospital-related housing, Local Wildlife Site/woodland and open space. Two water courses also pass through the site.

7.366 The Special Policy Area shown on the Policies Map has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.

7.367 The Mid-Essex Hospital Trust should work in partnership with the developers of Strategic Growth Site 8 - North of Broomfield Hospital to facilitate the proposed new access road to the Hospital.

POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA

Development will be permitted for proposals which provide ancillary functions to support the operation of the Racecourse, subject to good design quality; promoting more sustainable means of transport to the site and reducing use of individual trips by car; protecting and enhancing existing trees and hedgerows; preserving nearby listed buildings and their setting; minimising the impact of floodlighting; minimising environmental impacts including in respect of ecology and landscape; and ensuring the full restoration of the existing minerals site.

Reasoned Justification

7.368 Chelmsford City Racecourse is located at the former Essex County Showground. It has been revived as a major new racecourse and equestrian centre with supporting entertainment facilities.

7.369 Development opportunities will need to be balanced with the environmental impacts of this large site, especially regarding transport and the impact on the countryside, landscape and ecology (including the Local Wildlife Site). Further development related to the racecourse and equestrian centre may be appropriate within the Special Policy Area, where sensitively designed and having regard to the surrounding area including nearby heritage assets. The Council will not support residential development within the Special Policy Area which is unrelated to the primary use as a racecourse and equestrian centre.

7.370 The Special Policy Area boundary shown on the Policies Map includes the areas covered by the existing built development and areas with approved planning permission for future development.

POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework. Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include proposals for water infrastructure and ancillary development where there is a demonstrable need and directly associated with the role, function and operation of the Hanningfield Reservoir Treatment Works Site.

Subject to national policy on Green Belt, development proposals should optimise opportunities for sustainable means of transport to the site and reduce individual trips by car; provide high quality buildings; focus built form around existing buildings; protect and enhance trees and hedgerows; avoid adverse impacts in respect of biodiversity and landscape; and promote the nature conservation interests and recreational uses of the reservoir without impact upon the nature conservation interests of Hanningfield Reservoir SSSI through recreational disturbance. Development proposals are also expected to provide suitable SuDS and flood risk management.

Reasoned Justification

7.371 Hanningfield Reservoir Treatment Works is an important site for water treatment and ancillary activities serving Chelmsford and other parts of Essex. Its Green Belt location requires careful consideration when deciding on the type and extent of any new development.

7.372 The Special Policy Area boundary shown on the Policies Map includes the main campus of existing treatment buildings, stores building and staff offices. The site also includes two Local Wildlife Sites. Any further extension of the Special Policy Area would result in visually intrusive development and a resultant negative impact upon landscape character in the area including the Site of Special Scientific Interest (SSSI). These areas are essentially open in character and existing road access is poor.

7.373 This Special Policy Area provides access to part of the wider open countryside and the area's green infrastructure network.

POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA

Development will be permitted for proposals which promote the continued role of these nationally important gardens. This could include the provision of sensitively designed accommodation for education and employment needs; improved range of visitor facilities and services; promoting the continued use of existing buildings; and protecting and enhancing trees and hedgerows and other existing site and landscape features of value. Proposals should minimise conflict between pedestrian routes and vehicle movement around the site and enable full disabled access throughout, and protect and enhance the historic environment.

Reasoned Justification

7.374 The Royal Horticultural Society (RHS) gardens at Hyde Hall are located to the south east of Chelmsford in close proximity to the villages of East Hanningfield and Rettendon Common. It is a site which occupies 136 hectares of land, dominated by attractive hills, fields, pastures and woodland. The visitor site itself lies in a site of 10 hectares which contains controlled gardens and visitor facilities.

7.375 The Special Policy Area boundary is shown on the Policies Map. The Special Policy Area for Hyde Hall recognises its potential to develop as a destination garden of both national and regional significance. It will provide a clear basis for the determination of future planning applications, which may result in diversification of site usage, some intensification and increased visitor numbers.

7.376 The inclusion of the site as a Special Policy Area does not mean that all development proposals within Hyde Hall would be acceptable. The Special Policy Area is tightly drawn around existing buildings and the main developed part of the site. Areas outside of the designation can be appropriate for horticulture or garden related uses of land, but new operational buildings should be confined to the Special Policy Area. Any new access arrangements need to be considered carefully, having regard to the character of the area and highway safety. Any new development must also take into account the need to protect and enhance nearby heritage assets.

POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA

Development will be permitted for proposals for a mix of uses to support Sandford Mill's cultural, leisure and recreational focus which improve the access into and within the Special Policy Area; promote more sustainable means of transport to the site; provide suitable facilities for visitors; mitigate adverse impacts on cultural heritage or landscape; and increase access to the waterways. New development proposals to the south of Sandford Mill will allow the provision of a new vehicular access to Maldon Road (A414).

Any proposals should conserve or enhance nature and conservation interests, including the Green Wedge and Chelmer and Blackwater Navigation Conservation Area. Linkages to the Green Wedge should be promoted. Development within the SPA will be expected to mitigate potential effects on the European sites downstream.

Reasoned Justification

7.377 Sandford Mill lies within the Rural Area to the east of Chelmsford which is designated as Green Wedge and the Chelmer and Blackwater Navigation Conservation Area. The Green Wedge provides a key part of Chelmsford's green infrastructure network. Sandford Mill comprises a collection of buildings, mill pond and filter beds that formed part of the original water treatment works that served Chelmsford. Sandford Bridge, Sandford Lock and Brook End Bridge, which are Grade II listed, lie adjacent to the site.

7.378 The site is currently in use as a museum related to the story of Chelmsford's unique industrial heritage. It is recognised as an opportunity for an appropriate mixed use development linked to the Chelmer and Blackwater Navigation. Re-use and restoration of existing buildings should be the focus for any redevelopment.

7.379 The existing museum offers the opportunity to promote a mixed use development which could sustain its future use. Proposals should firstly look towards re-use and restoration of existing buildings, to be accompanied by improvements to access into and within the site.

7.380 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development.

7.381 Its location within the floodplain, Conservation Area and Green Wedge will need careful consideration when deciding on the type and extent of any new development. Furthermore, development within the Special Policy Area will be expected to mitigate potential effects on the nature conservation downstream.

7.382 Vehicular access is achieved from Chelmsford via Brook End Road. There is an opportunity for this access to be improved. There is also an opportunity to promote more sustainable means of transport, such as use of the Chelmer and Blackwater Navigation to link to the City Centre. Additional moorings may also be appropriate in order to increase access to the waterways.

7.383 Development within the Special Policy Area will be expected to mitigate potential effect on European protected sites downstream.

POLICY SPA6 – WRITTLE UNIVERSITY COLLEGE SPECIAL POLICY AREA

Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework. Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include development directly associated with the role, function and operation of Writtle University College and there is a demonstrable need.

Subject to national policy on Green Belt, development proposals should look for opportunities to improve circulation through and links with existing College buildings; promote more sustainable means of transport to the site and reduce individual trips by car; and improve the facilities of the University College. This includes replacing existing buildings or structures of poor design quality and materials with well-designed high-quality buildings and structures that would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Reasoned Justification

7.384 Writtle University College is a long-established and nationally-recognised land-based technologies institution which is seeking to expand and broaden its educational facilities and opportunities. It is a key employer in Chelmsford. The University College's Green Belt location between Chelmsford and Writtle is a constraining issue, requiring careful consideration when deciding on the type and extent of any new development in the future. New development proposals to the north of the University College at Warren Farm will provide improved cycling and walking connectivity.

7.385 The Special Policy Area is divided into three sections. The Eastern boundary at Lordship Road encompasses the main operational and functional requirements of the site including the further and higher education campuses, administration blocks, halls of residence, children's nursery, sports hall site and the proposed new campus redevelopment. This will protect the potential coalescence of the University College with Writtle Village.

7.386 The western sections of the Special Policy Area are the location for the Rural Education and Training Centre and Centre for Livestock Studies at Sturgeons Farm, Cow Watering Lane.

7.387 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Writtle University College whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development. This includes the surrounding Green Wedge which provides a key part of Chelmsford's green infrastructure network.

8- Protecting and Securing Important Assets

8.1 This Section provides other non-strategic policies of the Local Plan that will shape Chelmsford's development opportunities whilst protecting its important physical attributes.

Securing the right type of Homes

POLICY DM1 – SIZE AND TYPE OF HOUSING

The Council will protect existing housing from redevelopment to other uses.

A) Within all developments of 10 or more dwellings the Council will require:

i. **the provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities; and**
ii. **50% of new dwellings to be constructed to meet requirement M4(2) of the Building Regulations 2015 (accessible or adaptable dwellings), or subsequent government standard.**

B) Within all developments of 30 or more dwellings the Council will require A)i and A)ii above, and:

i. **5% of new affordable dwellings should be built to meet requirement M4(3) of the Building Regulations 2015 (wheelchair user dwellings), or subsequent government standard.**

C) Within all developments of more than 100 dwellings the Council will require A)i, A)ii and B)i above, and:

i. **5% self-build homes which can include custom housebuilding. At the time an application is submitted, the Council will review this percentage against the latest local housing need requirement for self-build/custom build homes; and provision of Specialist Residential Accommodation (including Independent Living and non-nomadic gypsy and traveller needs) taking account of local housing needs.**

The inclusion of self-build and custom build homes and Specialist Residential Accommodation on smaller sites will also be encouraged.

Reasoned Justification

8.2 The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. To ensure that market housing provision meets the needs of all sectors, it is important that a range of house types and sizes are provided as part of new residential developments. The size, type and cost of affordable housing is covered by Policy DM2.

8.3 The Council's latest Strategic Housing Market Assessment (SHMA) indicates that the greatest need for market homes is two and three bedroom units. This is due to the projected increase in single occupancy households, smaller family units and older people. The threshold of 10 dwellings is the Government definition of major residential development. Table 5 below will be used to inform negotiations between the Council and developers to determine the appropriate mix of housing. The final mix of housing/types will be subject to negotiation with the applicant.

Table 5 : Indicative size guide for market homes

Size of new owner-occupied and private rented accommodation required in Chelmsford up to 2037	
Dwelling Size	**Indicative mix**
One Bedroom	6.2%
Two Bedroom	28.0%
Three Bedroom	46.3%
Four or more bedrooms	19.5%
Total	**100%**

Source: SHMA 2015

8.4 50% of new dwellings on major residential schemes should achieve requirement M4(2) of the Building Regulations 2015 to create sustainable developments for the future. To support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of all new affordable homes on larger development sites to be wheelchair accessible by meeting requirement M4(3) of the Building Regulations 2015. Where the 5% requirement does not result in whole numbers of units, the number of affordable dwellings meeting requirement M4(3) of Building Regulations 2015, will be rounded up.

8.5 The development of self-build/custom build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing, and provide a more diverse housing stock. Self-build and custom housebuilding means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for

individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person. Based on Chelmsford's current self-build and custom build register of around 30 applications projected to 2036, 5% of new homes on larger housing schemes should include an element of self-build/custom build plots, to provide for this demand. Where the 5% requirement does not result in whole numbers of unit, the number will be rounded up. Self-build/custom build homes will need to be provided at a range of costs in accordance with the identified need. Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Design codes may be required for development proposals containing self-build/custom build homes. Further information on the implementation of Policy DM1 C)i will be set out in the Planning Obligations Supplementary Planning Document.

8.6 There are certain groups of people within the community that need Specialist Residential Accommodation that caters for their specific needs. Specialist Residential Accommodation includes housing for older people such as Independent Living schemes for the frail elderly, student accommodation, homes for those with disabilities and support needs, residential institutions and also non-nomadic Gypsy and Travellers who, for cultural reasons, choose to live in caravans.

8.7 The SHMA indicates that if occupation patterns of Specialist Residential Accommodation for older people remain at current levels, there will be a requirement for 60 Specialist Residential Accommodation units each year. Essex County Council's Independent Living Programme is encouraging the provision of Specialist Residential Accommodation in Essex as a means to provide housing for people over the age of 55 whose current home no longer meets their needs. Essex County Council has set a target of delivering 214 additional units of Independent Living accommodation (162 market and 52 affordable rental units) to enable older people to live independently within the community by 2020.

8.8 Specialist Residential Accommodation will need to be provided at a range of costs in accordance with the identified need. Specialist Residential Accommodation will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Further information on the implementation of Policy DM1 C)ii will be set out in the Planning Obligations Supplementary Planning Document.

8.9 The Council will refer to the latest assessments of need and will work with Essex County Council to identify the need for, and to secure provision of, suitable sites for Specialist Residential Accommodation. Such assessment will include the Joint Strategic Needs Assessment (JSNA) and SHMA.

POLICY DM2 – AFFORDABLE HOUSING AND RURAL EXCEPTION SITES

A) Affordable Housing

The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites which:

i. **comprise of 11 or more residential units**

In considering the suitability of affordable housing, the Council will require that:

ii. **the mix, size, type and cost of affordable homes will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Strategic Housing Market Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and**

iii. **the affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and designed in such a way as to aid visual integration between market and affordable elements of a scheme; and**

iv. **developers and owners enter into planning obligations in order to provide the affordable housing and to ensure it remains at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.**

Proposals that would sub-divide or under-develop sites in order to avoid making the affordable housing contribution will be refused.

B) Rural Exception Sites

Planning permission will be granted for affordable housing on small sites within Designated Rural Areas, which would not otherwise be released for housing, in order to meet local rural housing need where:

i. **the Council is satisfied that there is clear evidence, supplied by the applicant, of need for the number and type of housing proposed within the Parish; and**

ii. **the site is adjacent to a Defined Settlement Boundary and it is accessible to local services and facilities; and**

iii. **the appropriate legal agreements are entered into for the affordable housing with the Council, to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured; and**
iv. **the site is not subject to any other overriding environmental or other planning constraints.**

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of affordable housing on rural exception sites:

v. **the proportion of market housing must not exceed 50%; and**
vi. **the market and affordable housing must not be distinguishable in design quality.**

Reasoned Justification

A) Affordable Housing

8.10 The provision of affordable housing to meet identified need is an important objective of the Local Plan. To assess this need, the Council, together with its HMA partners, commissioned consultants to produce a Strategic Housing Market Assessment (SHMA) update, which was published in December 2015. This replaced the previous SHMA and used the national Planning Practice Guidance to calculate the level of affordable housing need. This assessment identified a total affordable housing need in Chelmsford of 179 affordable dwellings for rent per-annum.

8.11 The SHMA reviewed a range of affordable housing products available to meet housing need. The SHMA calculates 22% of overall housing should be provided as either social or affordable rented accommodation. The SHMA also shows demand for discounted market housing and shared ownership housing, which meets the definition of affordable housing, from households already in the market sector is around 16% of the overall housing. Where major development involving the provision of housing is proposed, national planning policy (NPPF 2019) requires (with some exceptions) at least 10% of homes to be available for affordable home ownership. The Local Plan Viability Study including the CIL Viability Review incorporated a series of assumptions including 35% affordable housing consisting of 33% shared ownership and 67% affordable rent housing.

8.12 In order to meet the need for affordable homes for rent identified in the SHMA and the demand for affordable home ownership housing that the Government requires, Policy DM2 A) requires the provision of 35% of the total number of residential units to be provided and maintained as affordable housing. The results of the Local Plan Viability Study including CIL Viability Review demonstrates that the threshold and types of affordable housing contributions identified in the Local Plan are achievable and the cumulative impact of policies in the Local Plan will not put development at serious risk.

8.13 The SHMA indicates there is a net need for all sizes of affordable housing. The largest net need is for two bedroom units, followed by one bedroom units.

8.14 Affordable housing is an integral element of any market-led residential or mixed-use development and is expected to be provided in-kind and on-site. The Council may consider a financial contribution in lieu of on-site provision of broadly equivalent value on development sites which comprise between 11 and 15 residential units, to improve the provision of temporary accommodation for homeless households. Full details of circumstances in which this may be considered can be found in Planning Obligations Supplementary Planning Document (SPD).

8.15 Residential schemes should be designed to maximise tenure integration to achieve mixed, inclusive and sustainable communities. The Council expects the same level and type of parking provision to apply to market and affordable housing.

B) Rural Exception Sites

8.16 For the application of this policy, Designated Rural Areas are the Parishes of Bicknacre; East Hanningfield; Good Easter; Great Leighs; Great Waltham; Highwood; Little Baddow; Little Waltham; Margaretting; Mashbury; Rettendon; Roxwell; Sandon; South Hanningfield; Stock; West Hanningfield; and Woodham Ferrers.

8.17 In certain circumstances, small, predominantly affordable housing developments to meet Parish-wide need will be permitted outside but adjacent to Defined Settlement Boundaries where ordinarily there is a policy constraining new housing development. To enable this exception, it needs to be demonstrated that there is a proven need for the number and type of dwellings proposed, and the Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity. When considering the suitability of rural exception sites it should be demonstrated to the satisfaction of the Council that there are no suitable and deliverable previously developed sites that could comply with the policy before consideration is given to the release of a greenfield site.

8.18 The Council expects all rural affordable housing proposals submitted under this policy to be accompanied by a local housing need survey conducted at a Parish-wide level. This will provide information on the number of households that are currently and likely to be in housing need in the next five years, their incomes and the type of accommodation required to meet their housing need. When a proportion of market housing is also proposed, the local housing needs survey must identify the type of market housing that is required. If a survey of local housing need supporting an application has been conducted more than four years prior to a planning application being submitted, the Council will require the housing need and affordability data to be updated.

8.19 Any proposal that includes market housing must include a robust, independently-prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the affordable housing on the site without requiring additional public subsidy, must be clearly set out.

POLICY DM3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople, who meet the national Planning Policy for Traveller Sites (PPTS) definition, through allocated sites within the Local Plan.

In determining all planning applications, only those who meet the PPTS definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.

A) New sites

When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:

i. **the site is not in the Green Belt, unless there are very special circumstances; and**
ii. **adequate community services and facilities are within reasonable travelling distance; and**
iii. **the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; and**
iv. **there is no significant adverse impact on the intrinsic character and beauty of the countryside; and**
v. **the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets; and**
vi. **there is no significant risk of land contamination or unacceptable risk of flooding; and**
vii. **the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents; and**
viii. **safe and convenient vehicular access to the local highway network can be provided; and**

ix. **essential services (water, electricity and foul drainage) are available on-site or can be made available on-site; and**
x. **plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.**

B) Sub-division of pitches or plots

The sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites will also be permitted provided that the following criteria are met:

i. **the site is not within the Green Belt unless there are very special circumstances; and**
ii. **the living environment of residents on the proposed site and neighbouring land is protected; and**
iii. **sites are of a suitable size to enable the creation of additional pitches or plots; and**
iv. **there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent; and**
v. **there is no significant adverse impact on the intrinsic character and beauty of the countryside and;**
vi. **there is no adverse impact in terms of highways access and vehicle movement.**

C) Change of use

Planning permission will be refused for the change of use of all Gypsy and Traveller sites or Travelling Showpeople yards identified in the Gypsy and Traveller Accommodation Assessment unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.

Reasoned Justification

8.20 Ensuring that the right type of residential accommodation is planned for in the right locations for all the community is an important element of the Local Plan.

8.21 This policy applies to both allocated and non-allocated sites which may come forward in built-up areas and the countryside. Planning permission will not be granted for a site that would be detrimental to the character and appearance of the countryside and where it would adversely affect the amenities of existing residents or result in unacceptable future living conditions for occupiers of the proposal. New Gypsy and Traveller and Travelling Showpeople sites are not considered appropriate within the Green Belt or Green Wedge and would also be judged against the appropriate policies within the Local Plan for these areas.

8.22 The sub-division of existing sites to provide more pitches or plots could be a suitable way to increase provision within existing lawful sites, but it should be tested against relevant criteria to ascertain its suitability.

8.23 When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons falling within the appropriate definition of Gypsies and Travellers or Travelling Showpeople and may also include conditions relating to landscaping and boundary treatments.

8.24 Where an unmet need for Gypsy and Traveller or Travelling Showpeople accommodation is identified and evidenced within the Council's area and allocated sites have not yet been developed or available for occupation, the Council may grant temporary planning permission as an interim measure.

Securing Economic Growth

POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS

Within the Employment Areas, Rural Employment Areas and new employment site allocations, as shown on the Policies Map, the Council will seek to provide and retain Class B uses or other 'sui generis' uses of a similar employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes. Planning permission will be granted for the redevelopment or change of use for non-Class B uses where:

i. **the use does not fall within Class A Use Classes unless it is of limited small-scale and ancillary; and**
ii. **the use provides employment at the application site; and**
iii. **the use will not adversely impact upon the operation and function of the Employment Area or Rural Employment Area.**

Reasoned Justification

8.25 The Employment Areas, Rural Employment Areas and new allocations for employment identified on the Policies Map, make an important contribution to the Chelmsford economy and their future function creating thriving business locations is a key element of the Council's local planning and economic strategies.

8.26 Traditionally designated employment areas have focused on providing a range of premises that meet the needs of the B1, B2 and B8 Use Classes and this will continue to be the focus in the defined Employment Areas and Rural Employment Areas. Therefore, in the Employment Areas and Rural Employment Areas, the Council will seek to retain Class B uses as defined by the Use Classes Order 1987 (as amended) or other 'sui generis' uses of a similar employment nature.

8.27 To enable flexibility it is recognised that non B1, B2 and B8 uses can be appropriate in Employment Areas and Rural Employment Areas and can provide employment, adding to the character, mix and vitality of the area. A judgement will be made on a case by case basis. Some uses may not be acceptable where they can either individually, or collectively, harm other policy objectives of the Local Plan. The form and nature of new employment allocations and acceptable uses are set out in the relevant site allocation policy.

8.28 The protection of the City Centre and other designated centres for their retail function is a key objective of the Local Plan. A proliferation of A1 uses in the Employment Areas could be harmful to this objective and will be resisted, with the exception of small scale proposals (in terms of floorspace) and it being ancillary in nature by supplementing the predominant employment offering within the Employment Area.

8.29 Where the Council receives an application for redevelopment or change of use, proposals should demonstrate their continued employment function and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

8.30 The impacts generated by new uses will need to be assessed in particular to their impact on neighbouring occupiers within the Employment Area and Rural Employment Areas. Any use should not give rise to unacceptable traffic generation, vehicle parking, noise or smells. Such impacts can adversely affect the day-to-day operation of the Employment Area and Rural Employment Areas.

8.31 The function of the Employment Areas and Rural Employment Areas in Chelmsford varies from location to location, and the Local Plan recognises that businesses need sufficient flexibility to enable them to function in today's economic environment.

POLICY DM5 – PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS

Primary Frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre

A) The change of use of ground floor units to non-Class A1 uses of the Use Classes Order 1987 (as amended) will only be permitted if the balance of retail and non-retail uses does not harm the vitality and viability of the designated centre, and if all of the following criteria are met:

i. **the proposed number and distribution of non-Class A1 uses do not create an over-concentration of uses detracting from the established retail character in the locality; and**
ii. **the proposed use will provide a service directly compatible with the function of the Primary Shopping Area; and**

iii. **the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and**
iv. **the proposal will retain or provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene; and**
v. **the sub-division of any unit would not create small token units.**

Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre

B) Within Secondary Frontages in the Primary Shopping Area, the change of use of ground floor units will be permitted to Class A or D2 or 'sui generis' uses of a retail nature, subject to the following criteria:

i. **the proposed number and distribution of non-Class A1 uses do not create an over-concentration of uses which are harmful to the function of the Secondary Frontage; and**
ii. **the proposed use will provide a service directly compatible with the function of the Primary Shopping Area; and**
iii. **the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and**
iv. **the proposal will retain or provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene; and**
v. **the sub-division of any unit would not create small token units.**

C) Within Secondary Frontages outside of the Primary Shopping Area, the change of use of ground floor units will be permitted to Class A, B1(a) or D2 or 'sui generis' uses of a retail or leisure nature, where all of the following criteria are met:

i. **the proposed use will provide a service complementary to the function of the Primary Shopping Area and;**
ii. **the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and**
iii. **the proposal will retain or provide a shop front with a display function and entrances which relate well to the design of the host building and to the streetscene; and**
iv. **the sub-division of any unit would not create small token units.**

Neighbourhood Centres

D) Within the Principal and Local Neighbourhood Centres Frontages as defined on the Policies Map the change of use of existing ground floor units from Class A1 of the Use Classes Order 1987 (as amended) will only be permitted where the proposal would reinforce the function of the Neighbourhood Centre in serving the day-to-day needs of the locality.

Upper floors within Primary and Secondary Frontages in City Centre & South Woodham Ferrers and Neighbourhood Centres

E) On upper floors, proposals for separate units of retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the retail function and viability of the ground floor.

Reasoned Justification

8.32 The Policies Map defines the extent of the Chelmsford City Centre and South Woodham Ferrers Town Centre as well as all the designations covered by this policy. Within the City and Town Centres, the Primary Shopping Area is also defined to recognise the importance of retail uses in these areas. Primary Frontages are all contained within the Primary Shopping Area, whereas Secondary Frontages fall both within and outside of the Primary Shopping Area.

8.33 Within the two Primary Shopping Areas of Chelmsford City Centre and South Woodham Ferrers Town Centre, the Primary Frontages contain the main shopping uses. This policy seeks to prevent the erosion of retail use which is important for community needs and local economic vitality.

8.34 Secondary Frontages will contain a greater diversity of other business uses that offer services to users complementary to the function of the Primary Shopping Area. Due to this diversity some Secondary Frontages may fall outside of the Primary Shopping Area, and where this occurs the level of acceptable diversity in use will be greater. The Secondary Frontages have been defined to ensure they remain active as they provide and support linkages within the pedestrian/retail network of the City and Town Centres.

8.35 In considering change of use applications, the Council will make a judgement about the level and concentration of non-Class A1 uses by assessing the function, location and quality of a frontage. For the purpose of this policy, a judgement will be made as to the relevant frontage in which the application site is located. A frontage length can be defined by physical breaks or articulation in the street, but also by key pedestrian nodal points which serve as points of decision-making for shoppers within the Primary Shopping Area network.

8.36 Small token units are those which may not offer sufficient retail floor space, staff facilities or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to wider retail market.

8.37 The Neighbourhood Centre Frontages are defined on the Policies Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs. Not all residents live within easy reach of the main centres and rely on the services and facilities that are provided in these centres. The Council will seek to retain the retail function of these frontages, whilst also accepting that other uses may provide a balanced offer to the community they serve and ensure the continued viability and vitality of the frontage as a whole. This may include evening uses which contribute to a positive mix of uses to serve the community.

8.38 The productive use of upper floors, including residential, is encouraged in order to make best use of City and Town Centre sites. Proposals will be supported where they can be independently accessed from the ground floor and they would not prejudice the uses below.

Protecting the Countryside

8.39 For the purposes of all relevant policies of the Local Plan, the term Countryside includes Green Belt, Green Wedge and the Rural Area. All of these designations are defined on the Policies Map. The Green Wedge overlays both the Green Belt and Rural Area.

POLICY DM6 – NEW BUILDINGS IN THE GREEN BELT

Where new buildings are proposed within the Green Belt, inappropriate development will not be approved except in very special circumstances.

A) New buildings

Planning permission will be granted for the following exceptions to inappropriate development:

i. **buildings for agricultural and forestry;**
ii. **provision of appropriate facilities for outdoor sport, outdoor recreation and cemeteries as long as it preserves the openness of the Green Belt;**
iii. **local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes;**
iv. **infilling in accordance with Policy DM9;**
v. **limited affordable housing for local needs in accordance with Policy DM2;**
vi. **extensions or alterations to buildings in accordance with Policy DM11;**

vii. **redevelopment of previously developed land in accordance with Part B of this Policy;**
viii. **replacement buildings in accordance with Part C of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Planning permission will be granted where the proposed development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use and/or development. The Council will assess the development based on the following:

i. **the size, scale, massing and spread of the new development compared to the existing; and**
ii. **the visual impact of the development compared to the existing; and**
iii. **the activities/use of the new development compared to the existing; and**
iv. **the location of the site is sustainable and appropriate to the type of development proposed.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i. **the existing building being replaced is of permanent and substantial construction; and**
ii. **the new building is in the same use as the existing; and**
iii. **the new building is not materially larger than the one it replaces; and**
iv. **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.40 Over one third of the Council's area falls within the Green Belt, which has checked the unrestricted growth of London. In addition, the Green Belt has also prevented the expansion of urban Chelmsford towards the south west. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

8.41 Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

8.42 New buildings in the Green Belt will be strictly controlled. The NPPF outlines the types of development that are not inappropriate and this includes agricultural or forestry buildings. In the assessment of these types of buildings, the Council will ensure that they are proportionate in size and scale in relation to their intended use, and evidence may need to be provided in order to demonstrate the needs of the agricultural holding for the development proposed. Local transport infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, such as electricity substations, a Park and Ride facility, emergency services or new roads and bridges.

8.43 Buildings for outdoor sport and outdoor recreation will include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, can also be exceptions to inappropriate development. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use.

8.44 The Council acknowledges that due to the extent of the Green Belt in Chelmsford there may be instances where new buildings related to community or educational uses may be proposed such as a new village hall, or new ancillary buildings related to an existing school. In accordance with the NPPF, these types of uses will be considered inappropriate development. However, the locational need for these types of uses will be given appropriate weight when considering whether there are very special circumstances that weigh in favour of the proposals.

8.45 In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it meets the Green Belt test of openness. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

8.46 Replacement buildings are not inappropriate development but the original building must be lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the borough of Chelmsford, and most of the Chelmsford Rural District.

8.47 Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

POLICY DM7 – NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE

A) New buildings and structures

Planning permission will be granted for new buildings and structures where the development does not conflict with the purposes of the Green Wedge, and is for:

i. **a local community facility where there is a demonstrated need; or**
ii. **a local community facility that supports the role and function of the Green Wedge; or**
iii. **agriculture and forestry or where it supports the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
iv. **local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure where the Green Wedge location is appropriate and the benefits of which override the impact on the designation; or**
v. **appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
vi. **a rural worker's dwelling in accordance with Policy DM12; or**
vii. **infilling in accordance with Policy DM9; or**
viii. **limited affordable housing for local needs in accordance with Policy DM2; or**
ix. **extensions or alterations to buildings in accordance with Policy DM11; or**
x. **redevelopment of previously developed land in accordance with Part B of this Policy; or**
xi. **replacement buildings in accordance with Part C of this Policy; or**
xii. **residential outbuildings in accordance with Part D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Planning permission will only be granted where the role and function of the Green Wedge, in maintaining open land between built-up areas, protecting biodiversity and promoting recreation would not be materially harmed, and where the development would have no greater impact on the character and appearance of the area than the existing use and/or development. The Council will assess the development based on the following:

i. **the size, scale, massing and spread of the new development compared to the existing; and**
ii. **the visual impact of the development compared to the existing; and**
iii. **the impact of the activities/use of the new development compared to the existing.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i. **the existing building being replaced is of permanent and substantial construction; and**
ii. **the new building is in the same use as the existing; and**
iii. **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm and;**
iv. **the new building is not materially larger than the one it replaces.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

i. **is located within the curtilage of the dwelling; and**
ii. **is proportionate in size and scale and ancillary in appearance to the host dwelling; and**
iii. **is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.48 The Green Wedge is a local landscape designation that recognises the crucial role of the main river valleys in providing important open green networks for wildlife, flood storage capacity, leisure and recreation and sustainable means of transport. It also has an important role in preventing settlement coalescence and maintaining a sense of place and identity for neighbourhoods. New buildings within the Green Wedge will be restricted to ensure that the openness, role and function of these landscapes are not adversely affected.

8.49 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use; in some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.50 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override the impact of the designation such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed such as a Park and Ride facility, new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.51 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Wedge.

8.52 The Council supports, in principle, the provision of new buildings for community use including educational facilities that can demonstrate a requirement for a Green Wedge location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Wedge.

8.53 Economic growth in the Green Wedge is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable rural business. The need for the Green Wedge location would need to be justified. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses will not be permitted in the Green Wedge. This is to avoid the proliferation of new buildings which are unconnected to existing sites and uses and may result in harm to the openness and landscape character of the river valleys.

8.54 Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the characteristics and attractiveness of the landscape and the purpose of including land within the Green Wedge than the existing development and also represents sustainable development.

8.55 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

POLICY DM8 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA

A) New buildings and structures

Planning permission will be granted for new buildings and structures in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for:

i. **a local community facility where there is a demonstrated need; or**
ii. **agriculture and forestry or the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
iii. **local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure; or**
iv. **appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
v. **a rural worker's dwelling in accordance with Policy DM12; or**
vi. **housing which secures the optimal viable use of a heritage asset or enabling development to secure the future of a heritage asset; or**
vii. **housing which includes the re-use of redundant or disused buildings which leads to an enhancement to the immediate setting; or**
viii. **a dwelling which is of a design of exceptional quality or innovative nature; or**
ix. **infilling in accordance with Policy DM9; or**
x. **limited affordable housing for local needs in accordance with Policy DM2; or**
xi. **extensions or alterations to buildings in accordance with Policy DM11; or**
xii. **redevelopment of previously developed land in accordance with Part B of this Policy; or**
xiii. **replacement buildings in accordance with Part C of this Policy; or**
xiv. **residential outbuildings in accordance with Part D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary buildings)

Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

i. **the size, scale, massing and spread of the new development compared to the existing; and**
ii. **the visual impact of the development compared to the existing; and**
iii. **the impact of the activities/use of the new development compared to the existing; and**
iv. **the location of the site is appropriate to the type of development proposed.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i. **the existing building being replaced is of permanent and substantial construction; and**
ii. **the new building is in the same use as the existing; and**
iii. **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

i. **is located within the curtilage of the dwelling; and**
ii. **is proportionate in size and scale, and ancillary in appearance to the host dwelling; and**
iii. **is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.56 The majority of the Council's area falls outside the Urban Areas and Defined Settlements, and where it is not Green Belt it is defined on the Policies Map as Rural Area.

8.57 The Council will ensure that the intrinsic character and beauty of the Rural Area is recognised, assessed and, where there is material harm arising from new development it is protected.

8.58 This policy provides some flexibility to allow rural communities and economies to thrive and prosper. This includes the sustainable growth and expansion of rural businesses and enterprises, including local shops and community facilities and services which support the rural community and serve their day-to-day needs.

8.59 Proposals for new buildings and structures will be assessed to ensure that they are proportionate in size and scale in relation to their intended use; in some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.60 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override any adverse impacts on the intrinsic character and beauty of the countryside such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport

infrastructure is defined as being infrastructure that must be situated in the location proposed, such as a Park and Ride facility, or new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.61 Buildings and structures for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a case-by-case basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site.

8.62 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Rural Area location. This is likely to be due to the location of the community or facility in which it serves. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town; these types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports venues (indoor and outdoor) cultural buildings, public houses and places of worship.

8.63 Economic growth in the Rural Area is encouraged but new buildings and structures will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable business. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses should be closely associated with groups of existing buildings.

8.64 Redevelopment of previously developed land will be permitted where the development would not adversely impact upon the recognised character of the area. In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it does not harm the intrinsic character and beauty of the countryside. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

8.65 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape. The proposed replacement or rebuild must be acceptable in its setting by virtue of its siting, volume, form and scale.

8.66 The exceptional quality or innovative nature of a new dwelling, that does not comply with Policy DM9, should be truly outstanding and raise standards of design more generally.

POLICY DM9 – INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA

A) Green Belt

Planning permission will be granted for infilling in the Green Belt provided that:

i. **the site is within a village; and**
ii. **the site is a small gap in an otherwise built-up frontage; and**
iii. **the infilling is limited so as not to impact unacceptably on the function and purpose of the Green Belt; and**
iv. **the development does not detract from the existing character or appearance of the area.**

B) Green Wedge or Rural Area

Planning permission will be granted for infilling in the Green Wedge or Rural Area provided that:

i. **the site is a small gap in an otherwise built-up frontage; and**
ii. **the development does not detract from the existing character or appearance of the area, and would not unacceptably impact on the function and objectives of the designation.**

Reasoned Justification

8.67 Infilling is defined as filling the small gaps within existing groups of dwellings or buildings. For the purposes of this policy, a gap is normally regarded as 'small' if it is capable of accommodating no more than one property or building. In some circumstances, the context and character of the development pattern of the immediate area will allow for more than one property, or building, within these gaps. Each site will be assessed on a case-by-case basis.

8.68 The Council will carefully assess the impact of any proposals for residential infilling to ensure that gaps in the development pattern which positively contribute to the existing setting of a hamlet or group of dwellings are not lost. Within the Green Belt, the proposal should be within a village in order to be consistent with the NPPF. The site context may only be considered as a village where there is a consolidated group of residential properties and not a dispersed settlement pattern. It will usually, although not exclusively, include some form of community facility or focus such as a church, village hall, shop, public house or post office. Whether or not a site is located within a village will be assessed on a site by site basis.

8.69 A judgement needs to be made as to whether a new building would be in character with its surroundings. Buildings that are substantial in size and scale in relation to the neighbouring units either side, and would detract from the existing character of the area, will not be supported.

POLICY DM10 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS

A) Green Belt

Planning permission will be granted for the change of use of buildings in the Green Belt where:

i. **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii. **the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and**
iii. **the use of land within the curtilage of the building, and which is to be used in association with that building, would not result in harm to the openness of the Green Belt; and**
iv. **where the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land in the Green Belt, and do not harm the character and appearance of the area.

B) Green Wedge

Planning permission will be granted for the change of use of buildings in the Green Wedge where:

i. **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii. **the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and**

iii. **the use of any land within the curtilage of the building, and which is to be used in association with that building, would not conflict with the purposes of the Green Wedge designation; and**
iv. **the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Changes of use of land and engineering operations will be permitted where the development would not adversely impact on the role, function, character and appearance of the Green Wedge as set out in Strategic Policy S11.

C) Rural Area

Planning permission will be granted for the change of use of land or buildings in the Rural Area where:

i. **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii. **the building is in keeping with its surroundings, and any alterations or extensions do not harm its original character; and**
iii. **it does not adversely impact on the identified intrinsic character, appearance and beauty of the Rural Area; and**
iv. **the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.

Reasoned Justification

8.70 The Council recognises that the re-use and adaptation of existing buildings in the countryside can provide opportunities for residential, commercial and industrial development. In order to avoid abuse of this policy, the building/s should be permanent and not require substantial reconstruction. A structural survey will be expected to be provided in order to demonstrate that the structure is capable of conversion without rebuild or creation of new structural elements.

8.71 Within the Green Belt and Green Wedge, any alteration or extension included as part of a change of use will require careful scrutiny in order to ensure that it is not disproportionate in relation to the existing building. Proportionate should be assessed in the context of footprint, height and volume.

8.72 Buildings will normally have an identified curtilage. It is important to consider how the curtilage may alter as part of the change of use to the host building; for example, through storage or domestication. In the Green Belt, the Council will be mindful about the impact on openness. In the Green Wedge, the ancillary use of the land should not conflict with the purpose of the designation. In the Rural Area, the critical aspect will be identifying the intrinsic character and making a judgement as to whether an adverse impact would result.

8.73 The 10 year period for conversions to dwellings is included in order to prevent misuse of the policy; the building must have been originally constructed and used for the purpose intended and not with a view of re-using it in the future for another use.

POLICY DM11 – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA

A) Green Belt

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Belt and the extension or alteration would not:

i. **result in disproportionate additions over and above the size and scale of the original building; and**
ii. **be out of keeping with its context and surroundings or result in any other harm.**

B) Green Wedge

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Wedge and the extension or alteration would not:

i. **be disproportionate in size and scale in relation to the existing building; and**
ii. **be out of keeping with its context and surroundings or result in any other unacceptable harm; and**
iii. **conflict with the purposes of the Green Wedge designation.**

C) Rural Area

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

i. **be out of keeping with its context and surroundings and does not result in any other unacceptable harm; and**
ii. **adversely impact on the identified intrinsic character and beauty of the Rural Area.**

Reasoned Justification

8.74 Extensions and alterations to buildings can result in significant changes to their appearance and the impact they have on the surrounding countryside. An alteration may include changes to fenestration, materials and external features. For the avoidance of doubt, buildings include residential dwellings, and all buildings must be substantially intact and have a reasonable remaining life.

8.75 Other harm can include, but is not limited to: visual intrusion, noise, activity, light pollution and use.

A) Green Belt

8.76 The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Whilst extensions or alterations to buildings within the Green Belt are not inappropriate development, this is subject to meeting the objectives of Green Belt policy.

8.77 Extensions or alterations must not result in disproportionate additions over and above the size of the original building. Original building means that as built at 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

B) Green Wedge

8.78 The role of the main river valleys will be protected and enhanced as a multi-faceted landscape for its openness and preventing settlement coalescence and its function as an important green network for wildlife, leisure and recreation. Some parts of the Green Wedge may also fall within the Green Belt. In these cases, the objectives and purpose of the Green Belt will still apply; Green Belt is a national designation, subject to national policies and will still be given full weight in planning decisions. The Green Wedge also covers parts of the designated Rural Area and in these cases the proposal will need to conform with both Parts B and C of the policy.

C) Rural Area

8.79 Much of the Council's area falls within the Rural Area which is very attractive and has a traditional rural appearance with long unbroken views. In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. The Council will support rural communities; this includes the sustainable growth and expansion of existing and authorised rural businesses, such as shops, public houses and restaurants, tourist attractions, agriculture and diversification, offices and community uses where that expansion would not adversely impact on the identified character and beauty of the area.

POLICY DM12 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS

Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.

Planning permission will be granted for a new dwelling or caravan in the Green Wedge or Rural Area where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.

A) Temporary accommodation

For applications for temporary accommodation, the following criteria must be met:

i. **it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and**
ii. **it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and**
iii. **the need cannot be met by re-using, extending or adapting an existing building on the holding; and**
iv. **the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and**
v. **the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.**

B) Permanent accommodation

In addition to compliance with the above Part A) permanent accommodation will only be permitted where the unit and the agricultural/rural business have been established for at least 3 years, it can be demonstrated that the business has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so.

In all cases (temporary and permanent accommodation) conditions will be attached to any permission removing permitted development rights and limiting the occupancy to that required for the business concerned.

C) Removal of Occupancy conditions on existing dwellings

Planning permission will be granted for the removal of a restrictive agricultural/rural worker occupancy condition on a dwelling only where:

i. **comprehensive evidence has been submitted to show that the property, including all of its land and buildings that form part of the holding, has been marketed for sale or rent for a minimum period of 12 months at a market price to reflect the occupancy condition, and confirmation of a lack of interest; and**
ii. **it is evidenced that there is no long-term need for an agricultural/rural workers dwelling in the locality; and**
iii. **the dwelling was not constructed or converted for the purposes of an agricultural or rural worker less than 10 years prior to the submission of the application to remove the occupancy condition.**

Reasoned Justification

8.80 One of the few circumstances where a new dwelling within the countryside may be justified is when accommodation is required to enable agricultural or rural workers to live at, or in the immediate vicinity of, their place of work. Such a need must be essential, and to prevent the misuse of this policy the Council requires any proposal for a new agricultural/rural workers dwelling to meet all the criteria set out within the policy.

8.81 Where possible, development on the best and most versatile agricultural land should be avoided. The re-use of existing buildings or building on previously developed land within a site should be prioritised before considering the loss of Grade 2 and Grade 3 agricultural land. Grade 3b agricultural land should be prioritised for development over higher grade land wherever possible.

8.82 In the case of a new start-up business, the Council will only allow the provision of temporary accommodation for use by a rural or agricultural worker for a temporary period of up to 3 years. This would normally take the form of a caravan/mobile home. This is to enable sufficient time for the business to be able to demonstrate that it is viable and profitable. If after a period of 3 years this cannot be demonstrated, permission will not be granted for either an extension to the temporary period or for a permanent dwelling.

8.83 If the business is able to demonstrate an essential need for a permanent dwelling in accordance with all of the criteria of the policy, the size and scale of the dwelling shall be related to the needs of the employee based upon their existing domestic circumstances. If in the future the circumstances of the occupier change, the Council will assess the need for any adaptation or extension of the dwelling on its individual merits.

8.84 When considering planning applications to remove restrictive occupancy conditions, the Council recognises that changes in the scale and character of a business may affect the longer-term requirement for dwellings in the countryside for their original purpose. The Council also recognises that it would fulfil no purpose to keep such dwellings vacant, or that existing occupiers should be obliged to remain in occupation simply by virtue of a planning condition that has outlived its usefulness. The Council will expect applications for the removal of an occupancy condition to demonstrate that there is no long-term need for an agricultural dwelling in the locality.

8.85 The Council will also bear in mind that such dwellings could be used by agricultural and forestry or rural workers seeking accommodation within the wider surrounding area. It must be demonstrated to the Council's satisfaction the availability of a dwelling subject to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no interest has been shown regarding purchase or occupation of the dwelling by those working in the local agricultural community. The Council will make a judgement on the adequacy of the marketing exercise on a case-by-case basis.

Protecting the Historic Environment

8.86 This Section provides policies which cover the historic environment. Policy S3 outlines the strategic approach to the historic environment. Relevant policies of the Local Plan are separated into designated and non-designated assets, to represent the distinction within the NPPF.

POLICY DM13 – DESIGNATED HERITAGE ASSETS

A) The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. Where there is substantial harm or total loss of significance of the designated heritage asset, consent will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss; or all of the following apply:

i. **the nature of the heritage asset prevents all reasonable uses of the site; and**
ii. **use of the asset is not viable in itself in the medium term, or not demonstrably possible in terms of grant funding; and**
iii. **the harm or loss is outweighed by bringing the site back into use.**

Where there is less than substantial harm to the heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset.

The Council will take account of the desirability of sustaining and enhancing the significance of heritage assets and the positive contribution that conservation of heritage assets can make to sustainable communities, local character and distinctiveness.

B) Listed Buildings

In addition to Part A) the Council will preserve Listed Buildings and will permit proposals where:

i. **any extension/alteration would not adversely affect its significance as a building of special architectural or historic interest, both internally and externally; and**
ii. **development within the setting of a listed building would not adversely affect the significance of the listed building, including views to and from the building, landscape or townscape character, land use and historic associations; and**
iii. **any change of use would preserve its significance as a building of special architectural or historic interest and ensure its continued use.**

C) Conservation Areas

In addition to Part A) development will be permitted in Conservation Areas where:

i. **the siting, design and scale would preserve or enhance the character or appearance of the area; and**
ii. **building materials and finishes are appropriate to the local context; and**
iii. **features which contribute to the character of the area are retained; and**
iv. **important views are preserved.**

Development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

v. **the structure to be demolished makes no contribution to the special character or appearance of the area; or**
vi. **it can be demonstrated that the structure is beyond repair or incapable of beneficial use; or**

vii. **the substantial public benefit would outweigh the harm; or**
viii. **it can be demonstrated that the removal of the structure would lead to the enhancement of the Conservation Area.**

D) Registered Parks and Gardens

Development proposals should protect Registered Parks and Gardens and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

E) Scheduled Monuments

Development proposals should protect Scheduled Monuments and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

Reasoned Justification

8.87 When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is a clear presumption against proposals for the total or substantial demolition of any listed building, or for any alteration or extension that would adversely affect its special architectural or historic character. Proposals which affect the setting of a listed building will also be critically assessed. Any harm to a designated heritage asset will require clear and convincing justification. Any loss of the whole or part of the heritage asset will not be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. The setting of a building and its contribution to a local scene may be very important; for example, where it forms an element in a group, park or garden or other townscape, or where it shares particular architectural forms or details with other buildings nearby.

8.88 The best use for an historic building is the use for which it was designed. Wherever possible, this should continue particularly if it is residential use. However, there may be occasions when this is no longer a practical proposition. The Council will consider the introduction of appropriate alternative uses for redundant listed buildings as an exception to other planning policies, provided it is the only way to preserve or enhance the special architectural and historic character or structure of the building and its setting, and it does not adversely affect amenities, highway safety, etc. In this context, a change of use can adversely affect the setting of a building through the extra activity it generates; for instance, through increased on-site car parking, even if it does not affect the external appearance of the building itself. It will not be sufficient to justify such a development merely on the basis that the proposed use will generate a higher property value or increased revenues.

8.89 The character of an area derives from a number of elements; these can include the siting and design of its buildings, open spaces, views and features such as walls, landscape, materials and the activities that take place there. Careful consideration of the setting within Conservation Areas includes judging the acceptability of materials and finishes to either respect or complement the area. The very

designation of the Conservation Area denotes architectural or historic interest; it is therefore justified that as many as possible important features remain. The most important views in a Conservation Area are those within the designated area, but proposals should also respect how the area is viewed from outside of the designated area. An incremental adverse change to the Conservation Area could result in a reduction in the designated area.

8.90 Development affecting areas designated as Registered Parks and Gardens will be assessed against the likely impact of such development on their visual character and setting.

8.91 The Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Monument.

POLICY DM14 – NON-DESIGNATED HERITAGE ASSETS

Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Where proposals would lead to harm to the significance of a non-designated heritage asset or its loss, proposals should demonstrate that:

i. **the level of harm or loss is justified following a balanced judgement of harm and the significance of the asset; and**
ii. **harm is minimised through retention of features of significance and/or good design and/or mitigation measures.**

Reasoned Justification

8.92 The focus of the policy is based on the protection and retention of non-designated heritage assets, as identified on the Council's Buildings of Local Value List, Inventory of Landscape of Local Interest and Protected Lanes Studies. The aim is to avoid or minimise harm and weigh up any harm against the loss of significance. Where harm is justifiably unavoidable in most cases it should be possible to retain some aspect of significance.

POLICY DM15 – ARCHAEOLOGY

Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings. Applications shall have assessed the site in consultation with the Historic Environment Record and taken account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.

Reasoned Justification

8.93 Chelmsford contains numerous sites of archaeological importance. There are 2,503 archaeological sites detailed in the Essex Historic Environment Record, maintained by Essex County Council. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. Many locations have sites that may have archaeological potential but have no statutory protection. They rely on the sympathetic application of planning and management policies for their survival and protection.

8.94 When new sites of archaeological importance are identified, the Council will ensure that they are afforded appropriate protection and, where possible, retained in situ. Where retention is not possible, archaeological investigation and recording either through conditions or as part of a planning obligation will be required. Where a non-designated archaeological site is of similar national significance to a Scheduled Monument, Policy DM13 will apply.

Protecting the Natural Environment

POLICY DM16 – ECOLOGY AND BIODIVERSITY

A) Internationally Designated Sites

Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.

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 Habitats Regulations and Habitats Directive.

B) Nationally Designated Sites

Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

C) Locally Designated Sites

Development likely to adversely affect locally designated sites, their features or their function as part of the ecological network, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

D) Biodiversity and Geodiversity in Development

All development proposals should:

i. **Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status and give appropriate weight to their importance; and**
ii. **Avoid negative impacts on biodiversity and geodiversity, mitigate unavoidable impacts and as a last resort compensate for residual impacts; and**
iii. **Deliver a net gain in biodiversity where possible, by creating, restoring and enhancing habitats, and enhancing them for the benefit of species.**

Reasoned Justification

8.95 The presence of protected species is a material consideration when the Council is considering a development proposal which, if carried out, would be likely to result in harm to the species or its habitat. When considering planning applications it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted.

8.96 Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for and benefits of the development in that location clearly outweigh the loss, or appropriate mitigation measures can be put in place. On Internationally Designated Sites mitigation may involve providing or contributing towards a combination of the following measures:

- Access and visitor management measures within a site
- Improvement of existing greenspace and recreational routes
- Provision of alternative natural greenspace and recreational routes
- Monitoring of the impacts of new development on the site to inform the necessary mitigation requirements and future refinement of any mitigation measures
- Insert other potential mitigation measures to address air pollution impacts e.g. emission reduction measures and on site management measures.

8.97 A Mitigation Strategy document is being produced through the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) project, with a view to its subsequent adoption as a Supplementary Planning Document, to support the Local Plan. Development proposals will need to take account of this Mitigation Strategy. Where necessary, this will include new residential development contributing towards implementation of this Mitigation Strategy.

8.98 For development effecting Nationally Designated Sites, proposals will need to take account of the Chelmsford Green Infrastructure Strategic Plan. Where necessary, appropriate mitigation measures may include new residential development contributing towards implementation of the objectives and targets of this Strategic Plan.

8.99 Priority habitats and species are those listed under the Natural Environment and Rural Communities Act 2006, or any subsequent amendment to this Act.

8.100 The policy provides a framework for conserving and enhancing biodiversity assets. The Council will support the creation, restoration, retention and enhancement of biodiversity interests. Where opportunities allow, the design of a development should incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, bat bricks, green roofs or the creation and connection of wildlife corridors through landscaping or other means. New water features such as attenuation ponds that can provide new wetland areas, and removal of redundant in-channel structures and culverts, can also create and restore wildlife habitats. Developments adjacent to main rivers should take opportunities to improve water related biodiversity though a variety of initiatives including buffer strips, riparian tree planting, alien species removal and increasing in-channel morphology diversity.

8.101 The NPPF seeks to protect and enhance the natural environment. All development proposals should aim to secure opportunities for enhancing biodiversity. This will be assessed on a proportionate basis taking into account the size and type of development and its location.

8.102 Biodiversity enhancements in and around development should have regard to the Council's Green Infrastructure Strategic Plan and be led by an understanding of ecological networks such as:

- Improved links between existing sites
- Buffering of existing important sites
- Habitat restoration, recreation and expansion
- New biodiversity features within development
- Securing management for long term enhancement.

8.103 Relevant development proposals will be required to complete the Council's Biodiversity Checklist. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey shall be undertaken by a suitably qualified ecologist. The development proposal should be informed by the results of the checklist, any relevant survey and apply the mitigation hierarchy and have regard to the Council's Green Infrastructure Strategic Plan.

POLICY DM17 –TREES, WOODLAND AND LANDSCAPE FEATURES

A) Protected Trees and Woodland

Planning permission will be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Consideration will also be given to the impact of a development on aged or veteran trees found outside ancient woodlands.

Development proposals that have the potential to affect preserved trees, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands must set out measures to secure their protection.

In exceptional circumstances there may be overriding public benefits arising from the development that could justify the removal of a preserved tree or trees. In such circumstances, a replacement tree, or trees, shall be provided of a size and type suitable for its location.

B) Other Landscape Features

Planning permission will be granted for development proposals that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area. Harm or loss of these features will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where there are overriding public benefits arising from the development.

Reasoned Justification

8.104 Trees and woodland provide a vital benefit, and help to improve the wellbeing of the public and the environment. Some of their many benefits include the provision of shelter and shade, stabilisation of soil, filtering air pollution, reducing noise, improving and softening the landscape, and creating and connecting wildlife habitats.

8.105 Planning permission will only be granted where the development proposal would not conflict with the purposes of the preservation order of the tree or woodland unless there is a substantiated justification. Harm to protected trees may include, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree.

8.106 Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled. Examples include

over-shadowing of garden areas, leaf litter, detritus and bird droppings over roofs, guttering or car parking areas. In decision making, account also needs to be taken of the incremental growth of a preserved tree.

8.107 Landscape features in the countryside, suburban and urban environments play an important part in shaping the character and appearance of an area. They can include, but are not limited to, trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national or local designations. Each application will be assessed on a case-by-case basis on the importance and contribution that the existing landscape features make to the appearance of the locality.

POLICY DM18 – FLOODING/SUDS

A) Planning permission for all types of development will only be granted where:

i. **it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through flood risk management from the development, now and for the lifetime of the development; and**
ii. **it does not worsen flood risk elsewhere.**

B) In addition to above Part A) development within areas of flood risk will be required to:

i. **provide a safe means of escape or suitably manage risk through some other means; and**
ii. **manage surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development reduces run-off rates and volumes as far as is reasonably practical; and**
iii. **locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so.**

C) All major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS). As well as providing appropriate water management measures, where possible SuDS should be multi-functional to deliver benefits for the built, natural and historic environment.

Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

Reasoned justification

8.108 Areas of flood risk include risk from all sources of flooding including from rivers and the sea, directly from rainfall onto the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other water bodies.

8.109 In considering proposals for development, the Council will follow a sequential risk-based approach, including the application of the 'exception test' where some continuing development is necessary for wider sustainable reasons.

8.110 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk taking into consideration the lifespan of a development. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

8.111 The Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from major development sites. SuDS should be the principal, but may not be the only method. SuDs are often most viable when considered early in the design process so developers are encouraged to engage in pre-application discussions with Essex County Council (as Lead Local SuDS Authority).

8.112 Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

POLICY DM19 – RENEWABLE AND LOW CARBON ENERGY

Planning permission will be granted for renewable or low carbon energy developments provided that they:

i. **do not cause demonstrable harm to residential living environment; and**
ii. **avoid or minimise impacts on the historic environment; and**
iii. **can demonstrate no adverse effect on the natural environment including designated sites; and**
iv. **do not have an unacceptable visual impact which would be harmful to the character of the area; and**
v. **will not have a detrimental impact on highway safety.**

Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.

Reasoned Justification

8.113 The Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste to help mitigate climate change. Renewable and low carbon energy schemes have a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Council will encourage the provision of such projects and will balance the immediate impact of renewable and low carbon energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

8.114 For the purposes of the policy, the means of generating renewable or low carbon energy include (but are not restricted to) onshore wind generation, photovoltaic cells, passive solar heating systems, combined heat and power, biomass and air/ground source heat pumps.

8.115 Impacts on the natural and historic environment include, but are not limited to, water and air quality, flood risk, designated and non-designated heritage assets. Assessing the impacts of development on these assets are covered by Policies DM13, DM14, DM15 and DM16. The assessment of the visual impact of the development will take into consideration the cumulative landscape impact of the proposal.

Delivering and protecting Community Facilities

8.116 This Section focuses on providing and protecting assets within our communities that influence our quality of life.

POLICY DM20 - DELIVERING COMMUNITY FACILITIES

Planning permission will be granted for new, or extensions to existing, facilities and services which support the local community where:

i. **there is access to adequate public transport, cycling and walking links for the benefit of non-car users; and**
ii. **vehicle access and on-site vehicle parking would be provided to an appropriate standard commensurate to the scale of the development; and**
iii. **the development would be compatible with its surroundings; and**
iv. **there would be no unacceptable impact on the character, appearance or local environment; and**
v. **adequate access to and between the facilities and/or services would be provided for people with disabilities commensurate to the scale of the development.**

Where the proposal falls outside of main Urban Areas and Defined Settlements, it must also comply with the relevant policies for its location, taking account of the planning policy objectives for that area.

Reasoned Justification

8.117 This policy applies to all proposed community facilities, whether as part of larger schemes or submitted separately. New facilities and services should support the local community where they are to be situated. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town; these types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor), cultural buildings, public houses, places of worship, burial space and crematoriums.

8.118 New community facilities should be accessible by sustainable modes of transport such as by public transport, cycling, or on foot. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency will be supported.

8.119 New development should be physically compatible in form and appearance with its surroundings. It should not adversely impact the local environment of the area by reason of impact on residential neighbours, noise, pollution, biodiversity, air or water quality.

8.120 Developments should respect the fact that a multitude of users will be using them, so they should provide safe and secure access, and cater for people with disabilities.

8.121 The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm.

POLICY DM21 – PROTECTING COMMUNITY FACILITIES

A) The change of use of premises or redevelopment of sites that provide valued community facilities or services will only be permitted where:

i. **the premises or site cannot be readily used for, or converted to, any other community facility; and**
ii. **the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality or settlement concerned which shall be equivalent to or better than the facility that is being lost in terms of both quantity and quality.**

In relation to the loss of a locally valued community facility that is commercial in nature, such as public houses and private healthcare, evidence will need to be submitted to demonstrate that the use is not economically viable and that it is no longer required to meet the needs of the local community.

B) The change of use of premises or redevelopment of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:

i. **an assessment has been undertaken which clearly shows the facility is surplus to requirements; or**
ii. **the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
iii. **the development is for alternative provision, the needs of which clearly outweigh the loss.**

Reasoned Justification

8.122 Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor, including allotments), tourism attractions, cultural buildings, public houses and places of worship. Tourist attractions would include uses such as museums, other buildings and uses of land used for cultural or other leisure purposes. In the case of open space these are shown on the Policies Map. However, other valued facilities also include show centres, livery yards or riding schools, that provide a facility for the equestrian community.

8.123 The existing facilities are assets which serve the communities in which they are located or in some instances wider areas. This importance can relate not only to their function but also to what they offer to the wider area.

8.124 An analysis of the need for the community facility will be undertaken on a case-by-case basis, taking account of the type of asset and any existing provisions. Similarly, the context of the site and the function and purpose of the use will determine the extent of the local community that the use serves. The term "local" will differ between circumstances; for example, the local community of a single public house in a village would likely be the residents of that village. For a children's home, "local" could be more wide-reaching, covering the catchment area that the children's home would serve.

8.125 The retention of all community facilities, including existing sport and leisure facilities, tourist attractions and places of recreation, public open spaces and playing fields, is paramount unless a case can be made that alternative provision will be provided in an acceptable and timely manner. If no alternative provision is to be provided, permission will only be granted where an assessment, which may include details of marketing, has been undertaken which has clearly shown the facility is inappropriate for alternative community uses or is surplus to requirements.

8.126 Proposals for the change of use of public houses will need to be accompanied by evidence to show that its existing use as a public house is not economically viable and is no longer required to meet the needs of the local community. This evidence shall include:

- a comprehensive and sustained marketing campaign (agreed in advance by the Council) has been undertaken, offering the public house for sale as a going concern and using an agreed realistic valuation of the premises;
- the marketing campaign has run for a period of at least twelve months before the planning application is submitted;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the Council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business;
- the location of alternative licensed premises and their distance to the public house subject to the application;
- any such alternative premises which offer similar facilities and a similar community environment to the public house which is the subject of the application.

8.127 In the case of open spaces, they offer amenity value and contribute to the character of an area in general, and can provide a 'green lung' and visual break in the built environment on a wider scale. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses it can be extremely difficult to find alternative locations, particularly as open land is scarce and therefore at a premium.

8.128 Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space or facility as defined by the Council's Open Space, Sports and Recreational Facilities Study 2016, providing there is not a deficiency in that type of open space in the locality. An alternative and improved sports and recreational provision may be acceptable in some cases where the needs for which clearly outweigh the loss.

POLICY DM22 - EDUCATION ESTABLISHMENTS

The change of use or redevelopment of educational establishments identified on the Policies Map will only be permitted if they are surplus to educational requirements.

The extension or expansion of existing educational facilities will be supported subject to their accordance with the criteria of other relevant policies within the Local Plan. Proposals for the expansion of Anglia Ruskin University and Writtle University College will be considered in the context of agreed masterplans.

Reasoned Justification

8.129 The retention of existing education facilities is an important objective of the Local Plan. Universities, colleges, schools and early years provision provide education provision to the whole community and contribute significantly to the local economy.

8.130 Essex County Council (ECC) as Education Authority has the responsibility for early years and school place planning. Through this process ECC identifies the need for early years and school places and identifies surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2017-2026. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.

8.131 The further and higher education establishments in Chelmsford have an important place in the local economy as employers, providing skills, education and research. Anglia Ruskin University has ambitious plans to continue the development of its Rivermead Campus within Chelmsford's Urban Area including a new medical school which opened in 2019.

8.132 Writtle University College also has plans for expansion. It is located within the Green Belt and has therefore been designated a Special Policy Area.

9- Making High Quality Places

9.1 This Section provides the basis for promotion of Chelmsford as a high-quality place to live and work.

Making Places

9.2 High quality design is essential to making places more attractive, locally-distinctive, sustainable and safe. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles and create safer and more accessible places for people to live in or use.

POLICY DM23 - HIGH QUALITY AND INCLUSIVE DESIGN

A) Responding to Context

Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments and landscape.

B) Design of all new buildings and extensions

Planning permission will be granted for new buildings and extensions and alterations to existing buildings that:

i. **are of a high quality design; and**
ii. **are compatible with the character and appearance of the area, and also where relevant the host building, in terms of their the siting, scale, form, massing, materials and detailing; and**
iii. **are well-proportioned; and**
iv. **have visually-coherent elevations; and**
v. **have active elevations where the building or extension is visible from public vantage points; and**
vi. **create safe, accessible and inclusive environments; and**
vii. **minimise the use of natural resources in accordance with Policy DM25.**

Reasoned Justification

9.3 Good design is a key aspect of sustainable development and should contribute positively to making places better for people. Good design rests upon analysis of the character of the area to create coherent and interesting places rather than imposing arbitrary density requirements. It should respond to local character and history while not preventing or discouraging appropriate innovation. By encouraging good design, new developments can also help to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. Consideration should be given to the detailed guidance contained within the Council's Making Places Supplementary Planning Document.

9.4 New buildings, and extensions or alterations to buildings, should be proportionate in size and scale in relation to existing development or the host building so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene or the wider character and appearance of the area.

9.5 The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors, are all important considerations to creating well-designed buildings, extensions and places.

9.6 The layout and design of a development are important in creating a safe environment where people are comfortable to live, work and visit.

9.7 Large-volume buildings such as industrial, warehouse, retail superstore and agricultural sheds have seriously damaged the visual quality of large parts of the urban areas and some rural areas, even where the development brings economic benefits. The Council will apply the principles set out in Part B of this policy to avoid anonymous and solely functional development.

9.8 Car parks and service bays should be hidden from street views. Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal.

9.9 Applicants should consult the Council's Making Places Supplementary Planning Document for detailed guidance.

POLICY DM24 - DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS

The Council will require all new major development to be of high quality built form and urban design.

All new major development should reflect the following principles:

- **Respect the historic and natural environment of biodiversity and amenity interests through the provision of a range of green spaces**

- **Respond positively to local character and context to preserve and enhance the quality of existing communities**
- **Provide buildings that exhibit architectural quality**
- **Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car**
- **Where possible, provide a mix of land uses and densities with well-defined public and private spaces**
- **Encourage site design and individual building design that minimises energy consumption and provides resilience to a changing climate**
- **Create attractive, multi-functional, inclusive, overlooked and well-maintained public realm, and enhance the setting of existing public realm**
- **Embed public art as an integral part of proposals**
- **Provide streets and spaces that are overlooked, active and promote inclusive access**
- **Include parking facilities that are well integrated as part of the overall design**
- **Provide public open space and contribute to green infrastructure**
- **Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting**
- **Provide opportunities to promote healthy living and to improve health and wellbeing.**

The Council will require the use of masterplans by developers and will implement design codes where appropriate for strategic scale developments. The Council will consider the use of Planning Briefs and Design Codes on other development sites.

Where relevant, new residential development must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances require a different design approach to allow for a lower provision.

Reasoned Justification

9.10 Major new development must reflect high quality of urban and architectural design. It must also be functional and viable. Developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high quality design will apply to public and private buildings across all scales of development, as well as to infrastructure projects. The Council will encourage developers to have regard to the design principles set out in the Essex Design Guide. Major development is defined as sites over 1 hectare, 10 or more dwellings or more than 1000sqm of floorspace.

9.11 Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

9.12 Trees can deliver economic, social and environmental benefits. In urban areas they are particularly important for improving air quality and providing important habitats for wildlife. Trees can reduce the landscape impact on new development and they will also help mitigate, and adapt to, climate change. This is because trees remove carbon dioxide from the atmosphere and provide shade, shelter and alleviate flooding. This includes existing and newly planted trees within sites, and as part of the wider public realm.

9.13 Chelmsford benefits from a range of publicly-sited works of art. Public art makes an important contribution to the character and visual quality of the City. Art is frequently integrated into buildings, where development schemes present opportunities. The Council is committed to the provision of public art within developments and in the public realm.

9.14 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of walking and cycling and provision of open space. Sport England's 'Active Design' provides further guidance on this.

9.15 The Council will require masterplans to be formulated to shape new development allocations. The Council will also produce area based strategies to guide new development in the existing built-up areas. The Council has developed a strategy to promote integrated enhancement of the West End quarter on the west side of the City Centre.

9.16 All new residential development will be required to comply with the development standards within Appendix B. Applicants should consult the Council's Making Places Supplementary Planning Document for detailed guidance.

POLICY DM25 – SUSTAINABLE BUILDINGS

The Council will expect all new dwellings and non-residential buildings to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources, as follows where relevant.

All new dwellings shall meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day.

New dwellings and non-residential buildings shall provide convenient access to Electric Vehicle (EV) charging point infrastructure as follows:

- **Residential development should provide Electric Vehicle (EV) charging point infrastructure at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated)**

- **Non-residential development should provide charging points equivalent to 10% of the total parking provision**
- **Public charging points should be located in highly visible, accessible locations close to building entrances.**

All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good'.

Reasoned Justification

9.17 The delivery of sustainable development is at the heart of the Local Plan. Development at the local level can have a wider impact and therefore requires an integrated approach to new development, which promotes an innovative and productive economy, services and facilities that are socially inclusive, and balanced communities in ways which protect and enhance the wider environment and minimise the use of resources and consumption of energy.

9.18 The Climate Change Act 2008 introduced a statutory target of reducing carbon emissions to at least 80% below 1990 levels by 2050. UK emissions were 35% below 1990 levels in 2014. Meeting future carbon targets and the 2050 target will require reducing domestic emissions by at least 3% a year. Local authorities are required to adopt proactive strategies to reduce the consumption of fossil fuel and the subsequent generation of pollution and waste. The design and construction of buildings can directly affect the environment in terms of energy use and subsequent generation of greenhouse gases, as well as the use of natural resources. The implementation of appropriate measures to reduce the consumption of energy and natural resources taking into account the lifespan of a development, will achieve the Council's wider objective of securing more sustainable forms of development. Developers are encouraged to have regard to the waste hierarchy in the construction of new buildings.

9.19 The UK Carbon Plan (HM Gov, 2011) states that if we are to achieve the 2050 carbon target, by 2050 the emissions footprint of our buildings will need to be almost zero. National planning policy requires a local plan to have a positive impact on reducing carbon within the area. Energy requirements for new developments are one of the clearest routes to reducing carbon emissions in an area. The Planning and Energy Act 2008 allows Local Authorities to set local targets for carbon emissions above Building Regulations. The legislation to remove this right has not yet been enacted, meaning authorities can continue to set policy in this area.

9.20 Building Regulations are statutory instruments that set standards for design and construction that applies to most new buildings, regardless of type. Building Regulations in relation to energy efficiency have been successively tightened since 2006 (Part L), with the latest amendment being made in 2016. The Council expects all new development to apply the energy hierarchy by reducing the need for energy, use energy efficiently, supply energy efficiently and use low and zero carbon technologies. Major non-residential developments will be required to go beyond current Building Regulations.

9.21 BREEAM is an environmental assessment method that assesses the environmental performance of non-residential buildings across ten categories with minimum standards being required in key areas such as energy, water and waste. It is still in operation and unlike the Code for Sustainable Homes, is a Building Research Establishment standard which is not owned by the Government. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants. The 500sqm threshold is intended to take account of economy of scale, and to avoid imposing the requirement on modest structures.

9.22 The standards for electrical vehicle charging points for new residential development are taken from The Institute of Air Quality Management's guidance document 'Land-Use Planning & Development Control: Planning for Air Quality (2017)' and are now used by many Councils across the UK. Standards for non-residential developments are set by the Low Emission Partnership's 2013 guidance document Low Emission Topic Note 1 Provision of EV charging points.

9.23 Essex has been identified as a large area of water stress by the Environment Agency. The anticipated increase in population in Chelmsford and Essex as a whole during the Local Plan period means the demand for water will continue to grow.

9.24 Part G of Building Regulations were changed in 2015 to include an optional requirement for water efficiency i.e. new homes should be designed to use no more than 110 litres of water/person/day. The mandatory standard is 125 litres/person/day. The tighter standard would be controlled by means of a planning condition. Detailed guidance is contained within the Council's Making Places Supplementary Planning Document.

POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS

A) All new dwellings (including flats) shall comply with all of the following:

i. **Achieve suitable privacy and living environment for residential occupiers; and**
ii. **Achieve sufficient private amenity space; and**
iii. **Provision of open space; and**
iv. **Achieve appropriate internal space through adherence to the Nationally Described Space Standards; and**
v. **Provide appropriate and well designed recycling and waste storage.**

The above must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances allow for a lower provision.

B) All houses in multiple occupation shall:

i. **Achieve sufficient communal garden space; and**
ii. **Provide cycle storage for one cycle per-bedroom, within the plot of the building in which the property is located; and**

iii. **Provide appropriate and well designed recycling and waste storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property; and**
iv. **Provide off-street parking at a ratio of one space per-bedroom unless the site is located within the City Centre.**

The above must be in accordance with the relevant development standards within the Local Plan.

Reasoned Justification

9.25 This policy is intended to provide developers with a checklist of requirements for new dwellings. All new dwellings (including flats) will be required to comply with the development standards within Appendix B. Consideration should be given to the detailed guidance contained within the Council's Making Places Supplementary Planning Document.

9.26 Where buildings perform a clear beneficial role in the layout (by turning corners, acting as a vista stop or where infill restores urban form), the application of the development standards may be applied more flexibly only where the Council is satisfied that it would not be detrimental to the overall quality of the development. Garden areas would normally be expected to be at the rear of properties, enclosed and private. The Council will not accept exposed areas of land to be part of the calculation for garden sizes.

9.27 In considering applications for change of use to a house in multiple occupation, the Council will consider the number of likely occupants of a property by taking into account both the number and size of bedrooms proposed.

9.28 Applicants should consult the Council's Making Places Supplementary Planning Document for detailed guidance.

POLICY DM27 - PARKING STANDARDS

The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended, when determining planning applications.

Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.

Reasoned Justification

9.29 The Essex Parking Standards - Design and Good Practice (2009) sets out vehicle parking standards for Essex. It is considered that these parking standards are appropriate within Chelmsford, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments in order to encourage more sustainable transport methods.

9.30 In urban locations with high levels of public transport accessibility, the parking standards may be relaxed to minimise pressure on land and encourage alternative modes of transport.

POLICY DM28 – TALL BUILDINGS

The Council will permit proposals for buildings above 5 storeys or above 16m high in the City Centre, provided:

i. **the location is suitable for higher-intensity development in terms of its immediate and wider context; and**
ii. **the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and**
iii. **the building's visibility from adjoining spaces contributes to townscape; and**
iv. **the building exhibits individual architectural quality; and**
v. **the building's visibility from longer-range views contributes towards the skyline and provides a positive addition to views into and around the city; and**
vi. **the building does not detract from the context of existing historic City Centre features or wider historic environment; and**
vii. **the building does not create an adverse microclimate or shadowing; and**
viii. **the building complements and enhances the public realm and surrounding urban context at ground level; and**
ix. **secure and accessible space is provided within the building for sufficient bin and cycle storage, services and plant equipment, without compromising the external quality of elevations or roofscape.**

Reasoned Justification

9.31 For the purposes of this policy, tall buildings means above 5 storeys. This is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height.

9.32 When considering any new buildings, the surrounding context is key to achieving coherent, compatible and interesting character; it determines acceptable siting, scale, form and appearance. Taller buildings will not always be acceptable in the City Centre unless their context is compatible with the desired scale. Appropriate design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details, and exploiting opportunities to improve quality of place. The quality of materials and attention to detail is of great importance.

9.33 Tall buildings may be appropriate where their setting is sufficient to accommodate their height, where they contribute to a cohesive skyline and where they will form part of the positive reshaping and enhancement of the City Centre from all vantage points. In order not to diminish cultural, civic or public buildings or spaces, tall buildings may not be appropriate where they would have a significant or adverse impact upon designated and non-designated heritage assets. Suitable locations for tall buildings may be areas that are the most well-connected by public transport whilst providing opportunities to make the most efficient use of land; and around large public spaces where tall structures are able to make a positive contribution to the existing character and context of an area subject to all of the above justifications. Tall buildings will not be acceptable on constrained sites where an appropriate setting cannot be achieved.

9.34 Designated and non-designated heritage assets should not to be harmed by the siting, use or physical attributes of tall buildings. The presence of existing tall buildings will not necessarily be accepted as justification for proposals for new tall buildings. Consideration should be given to the detailed guidance contained within the Council's Making Places Supplementary Planning Document.

Protecting Living and Working Environments

9.35 An essential part of high-quality design should be the safeguarding of the living and working environments of existing and future residents.

POLICY DM29 – PROTECTING LIVING AND WORKING ENVIRONMENTS

Planning permission will be granted for development proposals provided the development:

i. **safeguards the living environment of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing. The development shall also not result in excessive noise, activity or vehicle movements; and**
ii. **is compatible with neighbouring or existing uses in the vicinity of the development by ensuring that the development avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.**

Reasoned Justification

9.36 High-quality development by definition should not result in adverse impact on the amenities of occupiers of nearby residential properties. This includes the protection of existing living environments by ensuring there is not excessive noise or unacceptable overlooking created by new development. The physical built form of the development must not have an oppressive or overbearing effect or result in a harmful loss of light.

9.37 The planning system has an important role to play in protecting the environment, biodiversity, local residents, businesses and the public in general from all forms of development that could give rise to pollution. Pollution can be in many forms and includes all solid, liquid and gaseous emissions to air, land and water (including groundwater) from all types of development. Pollution includes noise, light, vibration, smell, smoke and fumes, soot, ash, dust or grit which has a damaging effect on the environment and the public's enjoyment, health or amenity.

9.38 When considering amenities of a development proposal, the impact on the continued operation of existing nearby uses should also be evaluated when looking at the acceptability of the proposal.

POLICY DM30 – CONTAMINATION AND POLLUTION

A) Hazardous Substance Sites or Land

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

i. **there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and**
ii. **there will be no adverse impact on the quality of local groundwater or surface water.**

B) Air Quality Management Area

For developments in or adjacent to an Air Quality Management Area, or where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable impact on air quality and the health and wellbeing of people.

Reasoned Justification

9.39 The Council recognises that all development has some environmental impact; however, development should minimise any negative impact. The Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, air quality, and public health and safety.

9.40 When considering development proposals the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on greenfield sites and it can arise from natural sources as well as from human activities. Developers should undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.

9.41 The Council has designated two Air Quality Management Areas (AQMA) covering the area around the Army & Navy roundabout and a small section of the A414 in Danbury, both of which are shown on the Policies Map. Both of these areas have been designated because of road traffic emissions. The presence of an AQMA should not stop new development, but careful consideration should be given to proposals that may increase traffic flows or exposure to poor air quality. Proposals that fall outside of an AQMA can still have an impact on the air quality due to the nature of the development including, but not limited to, size, use, vehicle movements and traffic generation. The Council will consider each application on a site-by-site basis regarding its effect on the AQMA and its objectives, and/or whether the development would cause unacceptable harm to the air quality of the area.

9.42 It would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety. It would also be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would also harm public safety.

10- Monitoring and Implementation

Monitoring Framework

10.1 This Section deals with how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the Strategic Priorities (Section 3) to ensure that it is effective in delivering the objectives of the Local Plan.

10.2 This will be done through the monitoring of the indicators set out in the tables below on an annual basis which will be published through the Authority's Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Local Plan.

10.3 In respect to Key Indicator 'Appeal Decisions', the Council will monitor appeal decisions from the Planning Inspectorate and use these to monitor the effectiveness of Local Plan policies in accordance with the relevant triggers for action.

Table 6 : Monitoring Framework

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Strategic Policy S1 - Spatial Principles	All	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S2 - Addressing Climate Change and Flood Risk	1,5	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S3 - Conserving and Enhancing the Historic Environment	1, 7	Number of Conservation Area Appraisals and Management Plans completed Number of Parishes assessed for the Register of Buildings of Local Value Number of sites and buildings added to National Heritage at Risk Register Number of sites and buildings removed	Completion of two Conservation Area Appraisals and Management Plans per year. Completion of two Parish assessments for the Register of Buildings of Local Value per year. Production of the National Heritage at Risk Register annually. Production of a local	(1) Failure to complete two Conservation Area Appraisals and Management Plans each year. (2) Failure to complete two Parish assessments for the Register of Buildings of Local Value each year. (3) Failure to remove two sites or buildings from the updated local Buildings at Risk Register each year.	(1 - 3) Consider how the Council can contribute to measures to improve the protection and enhancement of the character and setting of Listed Buildings, Conservation Areas, Scheduled Monuments and Registered Parks and Gardens. (1 - 3) Consider how the Council can contribute to measures to improve the protection of significant non-designated heritage assets.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
		from the National Heritage at Risk Register Number of sites and buildings added to the local Buildings at Risk Register Number of sites and buildings removed from the local Buildings at Risk Register	Buildings at Risk Register annually. Removal of two sites or buildings per annum from the local Buildings at Risk Register.		(3) Consider how the Council can contribute to measures to improve the condition of the "at risk" heritage assets. (1 - 3) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Strategic Policy S4 - Conserving and Enhancing the Natural Environment	1, 6, 7	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S5 - Protecting and Enhancing Community Assets	1, 6	Covered by other indicators within the monitoring framework	-	-	-

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Strategic Policy S6 - Housing and Employment Requirements	1, 3	Number of net new dwellings Number of net new Gypsy and Traveller pitches Number of net new Travelling Showpeople plots Net additional employment floorspace completed including by type	805 net new dwellings per annum. 21,872 net new dwellings by 2036. 9 net new Gypsy and Traveller pitches by 2036. 24 net new Travelling Showpeople plots by 2036. 55,000sqm of net new employment floorspace by 2036. Up to 13,400sqm of additional convenience retail floorspace by 2036.	(1) Failure to deliver 95% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test. (2) Failure to deliver 85% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test. (3) Failure to deliver 75% of the number of net new homes required over a 3-year rolling period (when the transitional arrangement has ended) as published annually by the Ministry for Housing, Communities and Local	(1 & 2) Publish an Action Plan setting out key reasons for the situation and actions the Council and other parties need to take. (2) Plan for a 20% buffer on the Council's five year housing land supply, if necessary by bringing additional sites forward into the supply. (3) Instigate a full or focused formal review of the Local Plan. (4) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers. (5) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople. (6) Refreshing the SHELAA to identify potentially

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				Government in the Housing Delivery Test. (4) Failure to deliver the 9 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory. (5) Failure to deliver 24 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory. (6) Failure to deliver 55,000 sqm of net new employment floorspace in accordance with the Local Plan Trajectory. (7) Failure to deliver up to 11,500 sqm of additional convenience retail floorspace within the City Centre or Designated Centres within the Chelmsford Urban Area in accordance with the Local Plan Trajectory.	suitable and available employment floorspace. (7 & 8) Refreshing the SHELAA to identify potentially suitable and available convenience retail floorspace. (2 - 8) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				(8) Failure to deliver 1,900 sqm of additional convenience retail floorspace at South Woodham Ferrers in accordance with the Local Plan Trajectory.	
Strategic Policy S7 - The Spatial Strategy	1, 3, 5, 6, 7, 8, 9	Number of Masterplans approved by the Council Planning Permissions granted for Strategic Growth Sites Planning permissions for windfall sites where part of the site is Grade 3a or above and is in agricultural use Area of Grade 3a or above agricultural land lost to agricultural use as a result of all development	<u>Growth Area 1</u>: Net new homes – 3,619 Travelling Showpeople Plots – 5 Office and Business sqm – 9,000 Food Retail sqm – up to 11,500 <u>Growth Area 2</u>: Net new homes – 4,793 Travelling Showpeople Plots -	(1) Growth Area 1 is not delivering net new homes, Travelling Showpeople plots, office and business and food retail as set out in the Local Plan Trajectory. (2) Growth Area 2 is not delivering net new homes, Travelling Showpeople plots, office and business and food retail as set out in the Local Plan Trajectory. (3) Growth Area 3 is not delivering net new homes, Travelling Showpeople plots, office and business and food retail as set out in the Local Plan Trajectory.	(1, 2 & 3) Consider the reasons for any imbalance in delivery compared to the targets and whether there are any obstacles to delivery affecting sites and / or particular forms of development on particular sites in particular locations. (1, 2 & 3) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13. (4) Review the Windfall Allowance from 2021

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			14 Gypsy and Traveller Pitches – 10 Office and Business sqm – 45,000 <u>Growth Area 3</u>: Net new homes – 1,167 Travelling Showpeople Plots – 5 Office sqm – 1,000 Food retail sqm – 1,900 <u>Growth Areas 1 – 3</u>: Windfall Allowance 2021-2036 – 1,200	(4)Windfall allowance for years 1 – 5 in Local Plan Trajectory falls below 100 dwellings in any given year. (5) Area of Grade 3a or above agricultural land lost from windfall development exceeds 3% of the total Grade 3 land or above in Chelmsford as at the beginning of the Local Plan period (excluding allocated sites).	onwards. (5) Consider how the Council can contribute to measures to prevent the loss of Grade 3a or above land in agricultural use. (1 - 5) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Strategic Policy S8 - Delivering Economic Growth	1, 3	Covered by other indicators within the monitoring framework	-	-	-

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Strategic Policy S9 - Infrastructure Requirements	1, 5, 6	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S10 - Securing Infrastructure and Impact Mitigation	1, 3, 5, 6	Infrastructure phasing for the Strategic Growth Sites in the IDP Key infrastructure identified in adopted Masterplans on Strategic Growth Sites Planning Permissions granted on Strategic Growth Sites Key infrastructure secured through Planning Obligations on Strategic Growth sites	(1) Strategic Growth Sites 1 Chelmsford Urban Area Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements. (2) Strategic Growth Site 2 West Chelmsford Amount, type and phasing of key infrastructure in the IDP matches the requirements in the	(1) Strategic Growth Sites 1 Chelmsford Urban Area Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP. (2) Strategic Growth Site 2 West Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP. (3) Strategic Growth Sites 3 East of Chelmsford Amount, type and phasing of key infrastructure in	(1 - 3) Consider the reasons for any imbalance in the type and timing of key infrastructure delivery and whether there are any obstacles to delivery of infrastructure requirement on particular sites / in particular locations. (1 - 3) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			adopted Masterplans and planning obligations secured through section 106 agreements. (3) Strategic Growth Site 3 East of Chelmsford Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements. (4) Strategic Growth Site 6 North East of Chelmsford Amount, type and phasing of key infrastructure in the IDP matches the	adopted Masterplans and planning obligations do not match the requirements in the IDP. (4) Strategic Growth Site 6 North East Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP. (5) Strategic Growth Sites 7 Great Leighs Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP. (6) Strategic Growth Site 8 North of Broomfield Amount, type and phasing of key infrastructure in	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			requirements in the adopted Masterplans and planning obligations secured through section 106 agreements. (5) Strategic Growth Site 7 Great Leighs Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements. (6) Strategic Growth Site 8 North of Broomfield Amount, type and phasing of key infrastructure in the IDP matches the	adopted Masterplans and planning obligations do not match the requirements in the IDP. (7) Strategic Growth Site 10 North of South Woodham Ferrers Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP.	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			requirements in the adopted Masterplans and planning obligations secured through section 106 agreements. (7) Strategic Growth Site 10 North of South Woodham Ferrers Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements.		
Strategic Policy S11 - The Role of the Countryside	1, 7	Covered by other indicators within the monitoring framework	-	-	-

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Strategic Policy S12 - Role of City, Town and Neighbourhood Centres	1, 8, 9	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S13 - Monitoring and Review	1	Covered by other indicators within the monitoring framework	-	-	-
Policy DM1 - Size and Type of Housing	6	Net additional dwellings completed by size and type Number of new dwellings on developments of 10 or more dwellings not achieving M4(2) of the Building Regulations 2015 Number of new affordable dwellings on developments of 30 or more dwellings achieving M4(3) of the Building	Within all developments of 10 or more dwellings, provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities. Within all developments of 10 or more dwellings, 50% of the dwellings to be constructed to meet requirement	(1) Cumulative mix of dwelling types and sizes on developments of 10 or more dwellings varies by more than 15% for each indicative size set out in the Reasoned Justification for Policy DM1. (2) 20% of all dwellings on developments of 10 or more dwellings do not meet requirement M4(2) of the Building Regulations 2015 (3) Less than 3% of new affordable dwellings on	(1 – 5) Consider the circumstances of the permissions that have led to the trigger. (1 - 5) Identify any consistent factors contributing towards triggers and consider if these can be overcome. (1 - 5) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
		Regulations 2015 Number of self-build homes achieved on developments of more than 100 dwellings Number and type of Specialist Residential Accommodation achieved on developments of more than 100 dwellings	M4(2) of the Building Regulations 2015. On developments of 30 or more dwellings, 5% of new affordable dwellings should be built to meet requirement M4(3) of the Building Regulations 2015. On developments of more than 100 dwellings, 5% self-build homes to be delivered. On developments of more than 100 dwellings, an appropriate provisions of Specialist Residential Accommodation to be achieved.	developments of 30 or more dwellings are being built to meet requirement M4(3) of the Building Regulations 2015. (4) Less than 3% of self-build homes are being delivered on developments of more than 100 dwellings. (5) On more than 5 (cumulative) developments of more than 100 dwellings there is no provision of Specialist Residential Accommodation.	
Policy DM2 - Affordable	6	Net affordable housing completions	To achieve 35% of affordable homes on	(1) 20% of threshold sites are achieving less than 35%	(1 – 2) Consider the circumstances of the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Housing and Rural Exception Sites		on threshold sites Appeal Decisions	threshold sites. Not to exceed 50% of market housing on rural exception sites.	affordable homes. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural exception sites containing more than 50% market housing.	permissions that have led to the trigger. (1 - 2) Identify any consistent factors contributing towards triggers and consider if these can be overcome. (1 – 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM3 - Gypsy, Traveller and Travelling Showpeople Sites	6	Number of new Gypsy, Traveller and Travelling Showpeople pitches and plots approved and completed Number of existing Gypsy, Traveller and Travelling Showpeople pitches and plots approved for a change of use to	To achieve 9 new Gypsy and Traveller pitches and 24 new Travelling Showpeople plots by 2036. No net loss of pitches or plots.	(1) Failure to deliver 9 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory. (2) Failure to deliver 24 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory. (3) Net loss of pitches or plots.	(1) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers. (2) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople. (1 – 3) Consider whether the Policy requirements

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
		other uses			need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM4 - Employment Areas and Rural Employment Areas	8	Employment land availability by type Loss of allocated Employment Areas for non-employment uses Loss of employment floorspace by type	No loss of allocated employment areas for non-employment uses.	(1) 20% loss of Class B uses floorspace and failure to provide sui-generis uses of a similar employment nature within Employment Areas and Rural Employment Areas.	(1) Consider the circumstances of the permissions that have led to the trigger. (1) Refreshing the SHELAA to identify potentially replacement suitable and available employment floorspace. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM5 - Primary and Secondary frontages in Chelmsford City	4, 6, 8	Amount of different types of uses permitted on ground floors within primary frontages in	80% of ground floor primary retail frontage in Class A1 uses in Chelmsford City Centre and	(1) 20% reduction in primary ground floor retail frontage in A1 uses (from the 2020 baseline) in Chelmsford City Centre or	(1 - 4) Consider the circumstances of the permissions that have led to the trigger point being reached and carry out an

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Centre & South Woodham Ferrers, Neighbourhood Centres and upper floors		Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Map Amount of different types of uses permitted on ground floors within secondary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Map Amount of different types of uses permitted on ground floors within secondary shopping frontages outside of the Primary Shopping Area as shown on the Policies Map	South Woodham Ferrers Town Centre. 60% of ground floor secondary retail frontage in Class A1 uses in Chelmsford City Centre and South Woodham Ferrers Town Centre. 60% of ground floor secondary retail frontage in Class A1 uses outside of the Primary Shopping Areas. 80% of ground floor primary retail frontage in Class A1 uses in Neighbourhood Centres.	South Woodham Ferrers Town Centre. (2) 20% reduction in secondary ground floor retail frontage in Class A1 uses (from the 2020 baseline) in Chelmsford City Centre or South Woodham Ferrers Town Centre. (3) 20% reduction in secondary ground floor retail frontage in Class A1 uses (from the 2020 baseline) outside of the Primary Shopping Areas. (4) 20% reduction in primary ground floor retail frontage in Class A1 uses (from the 2020 baseline) in Neighbourhood Centres.	annual survey and assessment of floorspace change within the retail area. (1 - 4) Refreshing the SHELAA to identify potentially replacement suitable and available retail floorspace. (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
		Amount of different types of use permitted on ground floors within Neighbourhood Centres as shown on the Policies Map			
Policy DM6 – New Buildings in the Green Belt	1, 5, 7	Appeal Decisions	All permissions granted for new buildings in the Green Belt are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings in the Green Belt. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Green Belt. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Belt.	(1 - 3) Consider the circumstances of the permissions that have led to the trigger. (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Policy DM7 – New Buildings and Structures in the Green Wedge	1, 5, 7	Appeal Decision	All permissions granted for new buildings in the Green Wedge are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings in the Green Wedge. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Green Wedge. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Wedge. (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in the Green Wedge.	(1 - 4) Consider the circumstances of the decisions that have led to the trigger. (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Policy DM8 – New Buildings and Structures in the Rural Area	1, 5, 7	Appeal Decisions	All permissions granted for new buildings in the Rural Area are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for new buildings and structures in the Rural Area. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Rural Area. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings and structures in the Rural Area. (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in	(1 - 4) Consider the circumstances of the decisions that have led to the trigger. (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				the Rural Area.	
Policy DM9 – Infilling in the Green Belt, Green Wedge and Rural Area	1, 5, 7	Appeal Decisions	All permissions granted for infill dwellings in the Green Belt, Green Wedge and Rural Area are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Belt. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Wedge or Rural Area.	(1 - 2) Consider the circumstances of the decisions that have led to the trigger. (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM10 – Change of Use (Land and Buildings) and Engineering Operations	5, 7	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green belt, Green Wedge and Rural Area are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Belt. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and	(1 - 3) Consider the circumstances of the decisions that have led to the trigger. (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				engineering operations in the Green Wedge. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Rural Area.	
Policy DM11 – Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area	5, 7	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green Belt, Green Wedge and Rural Area are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within the Green Belt. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within Green Wedge. (3) 2 decisions allowed on appeal where the Council	(1 - 3) Consider the circumstances of the decisions that have led to the trigger. (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				originally refused to grant planning permissions for extensions to existing buildings within the Rural Area.	
Policy DM12 – Rural and Agricultural/ Forestry Workers' Dwellings	2, 5, 6	Appeal Decisions	All permissions granted for rural and agricultural/ forestry workers' dwellings are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker's temporary accommodation. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker's permanent accommodation. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the removal of occupancy conditions on rural and	(1 - 3) Consider the circumstances of the decisions that have led to the trigger. (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				agricultural/ forestry worker's accommodation.	
Policy DM13 – Designated Heritage Assets	5, 6	Appeal Decisions	All permissions granted which affect a designated heritage asset are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that causes unacceptable harm to Listed Buildings. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm in Conservation Areas. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm to the character or setting of	(1 - 4) Consider the circumstances of the decisions that have led to the trigger. (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				Registered Parks or Gardens. (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to adversely affect a Scheduled Monument.	
Policy DM14 – Non-Designated Heritage Assets	5, 6	Appeal Decisions	All permissions granted which affect a non-designated heritage asset are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for development that is deemed to cause unacceptable harm to non-designated heritage assets.	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM15 – Archaeology	5, 6	Appeal Decisions	All permissions granted affecting archaeological sites are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is	(1) Consider the circumstances of the decisions that have led to the trigger.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				deemed not to provide adequate protection or preservation and does not enhance sites of archaeological interest and their settings.	(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM16 – Ecology and Biodiversity	5, 6	Appeal Decisions	All permissions granted affecting ecology and biodiversity are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that that has an adverse impact on Internationally, Nationally or Locally Designated Sites. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not adequately avoid or mitigate impacts on biodiversity and geodiversity.	(1 - 2) Consider the circumstances of the decisions that have led to the trigger. (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM17 – Trees, Woodland and	5, 6	Appeal Decisions	All permissions granted which affect protected trees and	(1) 2 decisions allowed on appeal where the Council originally refused to grant	(1 - 2) Consider the circumstances of the decisions that have led to

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Landscape Features			woodland, and non-protected landscape features are in accordance with the Policy.	planning permission for development that results in unacceptable harm to preserved trees or woodland. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable harm to natural landscape features.	the trigger. (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM18 – Flooding/SuDS	1, 3, 5, 6	Appeal Decisions	All permissions granted are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable flood risk or provide inadequate water management measures.	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM19 – Renewable and	1, 3, 5, 6	Appeal Decisions	All permissions granted for	(1) 2 decisions allowed on appeal where the Council	(1) Consider the circumstances of the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
Low Carbon Energy			non-householder renewable and low carbon energy development are in accordance with the Policy.	originally refused to grant planning permission for renewable and low carbon energy development.	decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM20 – Delivering Community Facilities	4, 6	Appeal Decisions	All permissions granted for new community facilities are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new or extended community facilities.	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM21 – Protecting Community Facilities	4, 6	Appeal Decisions	All permissions granted for the change of use of existing community facilities are in accordance with the	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use of premises or redevelopment of sites	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			Policy.	that provide valued community facilities or services.	Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM22 – Education Establishments	4, 6	Appeal Decisions	All permissions granted for new development are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for the change of use or redevelopment of educational facilities. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the extension or expansion of existing educational facilities.	(1 - 2) Consider the circumstances of the decisions that have led to the trigger. (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM23 – High Quality and Inclusive Design	1, 6	Appeal Decisions	All permissions granted for new development are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for developments that do not provide high quality and	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				inclusive design.	Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM24 – Design and Place Shaping Principles in Major Developments	1, 6	Appeal Decisions	All permissions granted for new development are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for major development that does not meet adequate design and place shaping principles.	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM25 – Sustainable Buildings	1, 6	Number of new non-residential buildings with a floor area in excess of 500sqm achieving a minimum BREEAM rating (or its successor) of 'Very Good'.	All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good'	(1) 20% of new non-residential buildings with a floor area in excess of 500sqm are not achieving a BREEAM rating of 'Very Good'. (2) 20% of new dwellings are not meeting the Building Regulations options	(1 - 4) Consider the circumstances of the permissions that have led to the trigger. (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
		Number of dwellings not achieving Building Regulations optional requirement for water efficiency of 110 litres/ person/day. Number of EV charging points for new residential dwellings and the percentage of EV charging points for non-residential buildings	All new dwellings meeting Building Regulations optional requirement for water efficiency of 110 litres/ person/day. Residential development should provide Electric Vehicle (EV) charging point infrastructure at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated). Non-residential development should provide charging points equivalent to 10% of the total	requirement for water efficiency of 110 litres/ person/day. (3) 20% of new residential dwellings are not meeting the EV charging point requirements. (4) Cumulatively EV charging points are less than 5% of total parking provision on non-residential development.	out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			parking provision.		
Policy DM26 – Design Specification for Dwellings	1, 6	Number of dwellings achieving the Nationally Described Space Standards Appeal Decisions	All new dwellings achieve the Nationally Described Space Standards. All permissions for new development are in accordance with the Policy.	(1) 20% of all new dwellings do not achieve the Nationally Described Space standards. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings and houses in multiple occupation because they do not achieve suitable privacy. (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings and houses in multiple occupation because they do not achieve suitable private amenity space. (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new	(1 - 8) Consider the circumstances of the permissions and decisions that have led to the trigger. (1 - 8) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				dwellings and houses in multiple occupation because they do not achieve suitable open space. (5) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings and houses in multiple occupation because they do not achieve suitable recycling and waste storage. (6) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for houses in multiple occupation because they do not provide sufficient cycle storage. (7) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for houses in multiple occupation because they do	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				not provide sufficient off-street parking. (8) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for houses in multiple occupation because they do not provide sufficient sound proofing.	
Policy DM27 – Parking Standards	6	Appeal Decisions	All permissions granted for new development are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for all development that do not meet adequate parking standards.	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM28 – Tall Buildings	6	Appeal Decisions	All permissions granted for new buildings above 5 storeys or above 16m	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for tall	(1) Consider the circumstances of the decisions that have led to the trigger.

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
			high are in accordance with the Policy.	buildings that do not meet the tall buildings policy.	(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM29 – Protecting Living and Working Environments	6	Appeal Decisions	All permissions granted for new development are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not safeguard the amenities of occupiers of nearby residential property or is not compatible with neighbouring uses.	(1) Consider the circumstances of the decisions that have led to the trigger. (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13.
Policy DM30 – Contamination and Pollution	5	Appeal Decisions	All permissions granted for new development are in accordance with the Policy.	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for hazardous substance sites or land which is considered a threat to the health or safety of future users and/or has an adverse impact on	(1 - 2) Consider the circumstances of the decisions that have led to the trigger. (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/ Action
				the quality of local groundwater or surface water. (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development in an Air Quality Management Area which has an unacceptable impact on air quality and wellbeing of people.	review of the Local Plan set out in Policy S13.

Appendix A- Schedule of Superseded Documents and Policies

A.1 In accordance with Regulation 8 (5) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following Development Plan Documents and Policies will be superseded by the Local Plan:

Table 7 Schedule of Superseded Documents

Superseded Development Plan Document	Date Adopted
Core Strategy and Development Control Policies	February 2008
Core Strategy and Development Control Policies Focused Review	December 2013
Chelmsford Town Centre Area Action Plan	August 2008
North Chelmsford Area Action Plan	July 2011
Site Allocations	February 2012

Table 8 Schedule of Superseded Policies

Superseded Core Strategy and Development Control Policies	New Local Plan Policies
CP1 Securing Sustainable Development	None relevant
CP2 The Borough-Wide Spatial Strategy	S6 Housing and Employment Requirements S7 The Spatial Strategy
CP3 Phasing of Development	S1 Spatial Principles S7 The Spatial Strategy
CP4 Securing Infrastructure	S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation
CP5 Containing Urban Growth	S1 Spatial Principles S7 The Spatial Strategy
CP6 Promoting Urban Renaissance	S1 Spatial Principles
CP7 Area Action Plans	None relevant

CP8 Promoting Accessibility	S1 Spatial Principles DM24 Design and Place Shaping Principles in Major Developments
CP9 Protecting Areas of Natural and Built Heritage and Archaeological Importance	S3 Conserving and Enhancing the Historic Environment DM15 Archaeology
CP10 Protection from Flooding	S2 Addressing Climate Change and Flood Risk DM18 Flooding/SUDS
CP11 Energy and Resource Efficiency, Renewable Energy and Recycling	S2 Addressing Climate Change and Flood Risk DM19 Renewable and Low Carbon Energy
CP12 Protecting and Enhancing Recreational Provision	S5 Protecting and Enhancing Community Assets
CP13 Minimising Environmental Impact	S2 Addressing Climate Change and Flood Risk S4 Conserving and Enhancing the Natural Environment DM29 Protecting Living and Working Environments
CP14 Environmental Quality and Landscape Character	S11 The Role of the Countryside
CP15 Meeting the Housing Needs of Our Communities	S6 Housing and Employment Requirements DM1 Size and Type of Housing DM2 Affordable Housing and Rural Exception Sites
CP16 Promoting Social Inclusion	S7 The Spatial Strategy
CP17 Reducing Deprivation	S5 Protecting and Enhancing Community Assets S6 Housing and Employment Requirements S7 The Spatial Strategy S8 Delivering Economic growth S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation
CP18 Providing New Community and Social Facilities in Major New Development	S5 Protecting and Enhancing Community Assets S10 Securing Infrastructure and Impact Mitigation

CP19 Improving Links Between Developments	S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation DM24 Design and Place Shaping Principles in Major Developments
CP20 Achieving Well Designed High Quality Places	DM23 High Quality and Inclusive Design DM24 Design and Place Shaping Principles in Major Developments
CP21 Ensuring Buildings are Well Designed	DM23 High Quality and Inclusive Design DM25 Sustainable Buildings
CP22 Securing Economic Growth	S8 Delivering Economic Growth
CP23 Reinforcing the Regional Role of Chelmsford	S12 Role of City, Town and Neighbourhood Centres
CP24 Promoting Chelmsford's Role as a Regional Transport Node	S9 Infrastructure Requirements
CP25 Supporting South Woodham Ferrers Town Centre and Neighbourhood Centres	S12 Role of City, Town and Neighbourhood Centres
CP26 Freight Transport	S9 Infrastructure Requirements
DC1 - Managing Development in the Metropolitan Green Belt	S1 Spatial Principles S11 The Role of the Countryside Depending on type of development: DM6 New Buildings in the Green Belt DM9 Infilling in the Green Belt, Green Wedge and Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area DM12 Rural and Agricultural/Forestry Workers' Dwellings

DC2 Managing Development in the Countryside Beyond the Metropolitan Green Belt	S11 The Role of the Countryside DM8 New Buildings and Structures in the Rural Area DM9 Infilling in the Green Belt, Green Wedge and Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area DM12 Rural and Agricultural/Forestry Workers' Dwellings
DC3 Managing Development Density in Different Locations	DM23 High Quality and Inclusive Design
DC4 Protecting Existing Amenity	DM29 Protecting Living and Working Environments
DC5 Securing Mixed Uses in Major Development in the Town Centres and Principal Neighbourhood Centres	S12 Role of City, Town and Neighbourhood Centres DM24 Design and Place Shaping Principles in Major Developments DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers, Neighbourhood Centres and Upper Floors
DC6 Transport Assessments	Now a validation requirement
DC7 Vehicle Parking Standards at Developments	DM27 Parking Standards
DC8 Health Impact Assessments	Now a validation requirement
DC9 Green Wedges	S11 The Role of the Countryside Depending on type of development: DM7 New Buildings and Structures in the Green Wedge DM9 Infilling in the Green Belt, Green Wedge and Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area DM12 Rural and Agricultural/Forestry Workers' Dwellings

DC10 Coastal Protection Belt	S4 Conserving and Enhancing the Natural Environment DM16 Ecology and Biodiversity
DC11 Replacement Dwellings and Buildings in the Countryside	S11 The Role of the Countryside Depending on location: DM6 New Buildings in the Green Belt DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area
DC12 Infilling in the Countryside	S11 The Role of the Countryside DM9 Infilling in the Green Belt, Green Wedge and Rural Area
DC13 Sites of Biodiversity and Geological Value	S4 Conserving and Enhancing the Natural Environment DM16 Ecology and Biodiversity
DC14 Protected Trees and Hedges	S4 Conserving and Enhancing the Natural Environment DM17 Trees, Woodland and Landscape Features
DC15 Protected Lanes	S3 Conserving and Enhancing the Historic Environment DM14 Non-Designated Heritage Assets
DC16 Development Adjacent to Watercourses	S4 Conserving and Enhancing the Natural Environment DM16 Ecology and Biodiversity DM17 Trees, Woodland and Landscape Features
DC17 Conservation Areas	S3 Conserving and Enhancing the Historic Environment DM13 Designated Heritage Assets
DC18 Listed Buildings	S3 Conserving and Enhancing the Historic Environment DM13 Designated Heritage Assets
DC19 Scheduled Ancient Monuments	S3 Conserving and Enhancing the Historic Environment DM13 Designated Heritage Assets

DC20 Registered Parks and Gardens	S3 Conserving and Enhancing the Historic Environment DM13 Designated Heritage Assets
DC21 Archaeology	S3 Conserving and Enhancing the Historic Environment DM15 Archaeology
DC22 Areas of Flood Risk	S2 Addressing Climate Change and Flood Risk S9 Infrastructure Requirements DM18 Flooding/SUDS
DC23 Promoting Renewable and Low Carbon Generating Energy Projects	S2 Addressing Climate Change and Flood Risk DM19 Renewable and Low Carbon Energy
DC24 Energy Efficient Design and Use of Materials	S2 Addressing Climate Change and Flood Risk DM25 Sustainable Buildings
DC25 Water Efficiency and Sustainable Drainage Systems	S2 Addressing Climate Change and Flood Risk DM18 Flooding/SUDS
DC26 Contaminated Land	DM30 Contamination and Pollution
DC27 Development on or Lying Near or Adjacent to Hazardous Substance Sites	DM30 Contamination and Pollution
DC28 Air Quality	DM29 Protecting Living and Working Environments DM30 Contamination and Pollution
DC29 Amenity and Pollution	DM29 Protecting Living and Working Environments DM30 Contamination and Pollution
DC30 Protecting Existing Housing	S6 Housing and Employment Requirements DM1 Size and Type of Housing
DC31 The Provision of Affordable Housing	S6 Housing and Employment Requirements DM2 Affordable Housing and Rural Exception Sites
DC32 Rural Housing Need	S6 Housing and Employment Requirements DM2 Affordable Housing and Rural Exception Sites

DC33 Agricultural/Rural Workers' Dwellings	S11 The Role of the Countryside DM12 Rural and Agricultural/Forestry Workers' Dwellings
DC34 Gypsy and Traveller Accommodation	S6 Housing and Employment Requirements DM3 Gypsy, Traveller and Travelling Showpeople Sites
DC35 Specialist Residential Accommodation	S6 Housing and Employment Requirements DM1 Size and Type of Housing
DC36 Accessible and Adaptable Developments	DM1 Size and Type of Housing
DC37 Protecting Existing Local Community Services and Facilities	S5 Protecting and Enhancing Community Assets DM21 Protecting Community Facilities DM22 Education Establishments
DC38 Promoting Sport, Leisure, Recreation and Tourism	S5 Protecting and Enhancing Community Assets DM20 Delivering Community Facilities
DC39 Protecting and Enhancing Open Spaces and Indoor Sports Facilities	S5 Protecting and Enhancing Community Assets DM21 Protecting Community Facilities
DC40 Public Open Space for New Residential Developments	S9 Infrastructure Requirements DM24 Design and Place Shaping Principles in Major Developments DM26 Design Specification for Dwellings
DC41 Traffic Management Measures	S9 Infrastructure Requirements S10 Securing Infrastructure and Impact Mitigation DM24 Design and Place Shaping Principles in Major Developments
DC42 Site Planning	DM24 Design and Place Shaping Principles in Major Developments DM26 Design Specification for Dwellings
DC43 Promoting Public Art in New Development	S9 Infrastructure Requirements DM24 Design and Place Shaping Principles in Major Development
DC44 Private Amenity Space	DM26 Design Specification for Dwellings
DC45 Achieving High Quality Development	DM23 High Quality and Inclusive Design DM28 Tall Buildings
DC46 Sub-Division of Dwellings	DM26 Design Specification for Dwellings

DC47 Extensions to Dwellings or Buildings	DM23 High Quality and Inclusive Design Depending on location: DM11 Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area
DC48 Employment Areas	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC49 Range of Unit Sizes	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC50 Promotion of Employment Clusters	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC51 Location of Business Development	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC51 Industrial and Warehouse Development	S8 Delivering Economic Growth DM4 Employment Areas and Rural Employment Areas
DC53 Employment Uses Within Rural Areas	DM4 Employment Areas and Rural Employment Areas Depending on location: DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area DM10 Change of Use (Land and Buildings) and Engineering Operations
DC54 Entertainment and Hot Food Uses	DM29 Protecting Living and Working Environments DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers, Neighbourhood Centres and Upper Floors
DC55 Hotel and Visitor Accommodation	S12 Role of City, Town and Neighbourhood Centres

DC56 Farm Diversification	S11 The Role of the Countryside DM10 Change of Use (Land and Buildings) and Engineering Operations
DC57 Re-use of Rural Buildings	S11 The Role of the Countryside DM10 Change of Use (Land and Buildings) and Engineering Operations
DC58 Telecommunications	S9 Infrastructure Requirements Depending on location: DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area
DC59 Primary Frontages in Chelmsford and South Woodham Ferrers	S12 Role of City, Town and Neighbourhood Centres DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers and Upper Floors
DC60 Secondary Frontages in Chelmsford and South Woodham Ferrers	S12 Role of City, Town and Neighbourhood Centres DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers and Upper Floors
DC61 Park and Ride	S9 Infrastructure Requirements Depending on location: DM6 New Buildings in the Green Belt DM7 New Buildings and Structures in the Green Wedge DM8 New Buildings and Structures in the Rural Area
DC62 Public Car Parking Provision	DM27 Parking Standards
DC63 Neighbourhood Centres	S12 Role of City, Town and Neighbourhood Centres DM5 Primary and Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers and Upper Floors
DC64 Car Parking in South Woodham Ferrers Town Centre	DM27 Parking Standards

Appendix B- Development Standards

Introduction

B.1 This Appendix provides information about standards that apply to all new residential developments in Chelmsford including conversions, apartments, houses, Houses in Multiple Occupation (HMO's) or extensions, unless it can be demonstrated that the particular site circumstances require a different design approach.

B.2 The standards seek to ensure new developments will meet the needs of their occupiers, minimise the impact of new developments on surrounding occupiers and encourage higher rates of recycling. Detailed guidance is contained within the Council's Making Places Supplementary Planning Document. Where relevant, links have been provided to other Council documents or national standards. The following standards are covered:

- Privacy and quality of the living environment
- Private amenity space
- Natural light
- Open space
- Internal space standards
- Recycling and waste.

Privacy and quality of the living environment

B.3 The Council will seek to secure high quality design and a good standard of living environment for all existing and future occupants.

B.4 The best way of ensuring privacy for new and existing occupiers is to minimise the extent to which windows face onto private areas of adjacent properties. These private areas include habitable rooms (living rooms, dining rooms, bedrooms), kitchens and privacy zones (areas in gardens immediately adjoining the building). Privacy can be ensured through design of new buildings, but also through achieving specified separation distances between windows and neighbouring private areas. Separation distance between buildings is also important to avoid buildings feeling overbearing to neighbouring residents.

B.5 Where habitable rooms in a new or extended property will face the rear of an adjacent dwelling, whether new or existing, the separation distances set out in Table 9 apply (Criteria A-D). Criteria E deals with separation distances in order to safeguard against an overbearing relationship. See also Figure 12.

B.6 The requirements may be relaxed where privacy is 'designed-in' through careful arrangement of internal accommodation, placement of windows, window design or screening. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

B.7 To ensure a good standard of living for the occupier of a new or extended property all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

Table 9 : Privacy and proximity standards

Criteria	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance between parallel 4 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. Minimum back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with *existing* residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15m (add 4m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4m for each additional storey)	

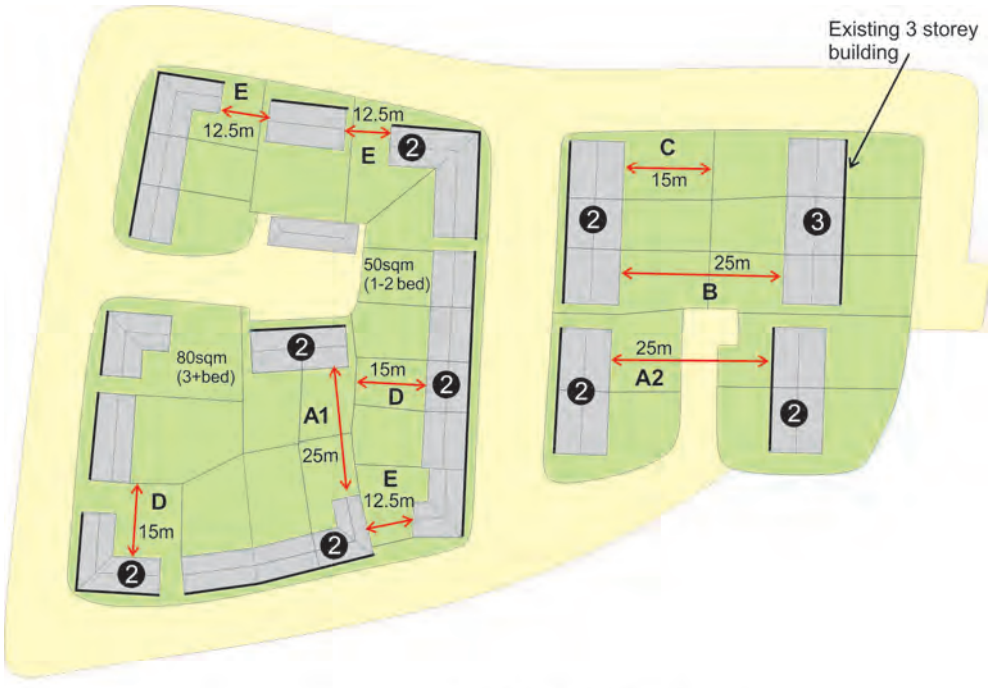
*For tall buildings (above 5 storeys or above 16 metres) the separation space needed could be greater depending on the attributes and circumstances of the scheme; most tall structures will only be acceptable where supported by an appropriate ratio of open setting. This will be judged in accordance with the above standards or on a case-by-case basis as appropriate.

**With existing buildings with a back-to-boundary distance less than 15m, in some circumstances a two-storey extension within 15m of the boundary may be acceptable subject to satisfactory relationships with neighbouring properties.

***For corner turning plots, discretion will be needed as to the application of this standard. For example, the distance would be appropriate if a relationship is being imposed on an existing property. In new developments, the standard could be reduced if the plot serves a positive design function in the layout as any new occupiers would be aware of the pre-existing relationship. Clear glazed upper-floor windows serving habitable rooms should be avoided where they would directly face the privacy zone of a neighbouring property.

****Where a back-to-flank wall relationship will exist, clear glazed windows in flank walls should be avoided in order to safeguard against overlooking.

Figure 12 : Separation distances and private garden space for a small housing development outside the urban area



Private amenity space

B.8 The Council expects all new homes to provide easy access to private or communal garden space. The size of the private space expected depends on the type of unit and the accessibility of the location. All new residential development shall provide private amenity space to a high standard.

B.9 The siting, orientation, size and layout should make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. All private amenity spaces shall be designed to avoid harmful overlooking from other properties.

B.10 Where recycling and waste bins and bikes have to be kept in a rear garden then direct and secure access from the street should be provided.

B.11 Tables 10 and 11 contain space standards for private gardens, balconies and communal garden space. See also Figure 12. In tight urban environments, quality may be more important than the quantity of space. Gardens do not have to be limited to ground level, in appropriate circumstances elevated gardens and roof gardens may be encouraged to maximise use of space.

Table 10 : Garden standards for new houses

	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
1 or 2 bedroom houses	40sqm minimum private garden *or* use of directly accessible communal garden equivalent to 25sqm per-unit including 10sqm demarcated private zone for each house	50sqm minimum private garden
Houses with 3 or more bedrooms	50sqm minimum private garden	80sqm minimum private garden

Table 11 : Garden and balcony standards for new apartment blocks and HMOs

	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
Upper floor apartments	• Provision of a private balcony (minimum 3sqm), plus • Provision of 20sqm minimum per-unit of communal garden (100sqm minimum in total) or be located within 600m of a park or recreation ground	• Provision of a private balcony (minimum 3sqm), plus • 20sqm minimum per-unit of communal garden (100sqm minimum in total)
Ground floor apartments	• Provision of a 10sqm minimum demarcated private zone, plus • Provision of 20 sqm minimum per-unit of communal garden (100 sqm minimum in total) or be located within 600m of a park or recreation ground	• 10sqm minimum demarcated private zone, plus • 20sqm minimum per-unit of communal garden (100sqm minimum in total)
Houses in Multiple Occupation (HMOs)	• 50sqm minimum communal garden	• 80sqm minimum communal garden

B.12 Communal gardens should benefit from some form of enclosure as they are intended to be semi-private spaces and should be of an appropriate shape to fulfil their function (e.g. socialising or drying washing). They should benefit from casual surveillance so that they feel safe and are accessible to all intended users. For City/Town Centre schemes, a communal garden area will be encouraged.

B.13 A demarcated private zone for ground floor apartments should be provided as a small garden, patio or deck, with direct access from the property. Where ground floor apartments cannot provide a sufficiently enclosed private zone, windows and doors should be separated from public areas through hard and/or soft landscaping.

B.14 For street facing ground floor apartments, the building should be designed to interact with the street, so an enclosed private zone facing the street may not be appropriate. To avoid a street facing single aspect property, dual aspect or duplex apartments are encouraged.

B.15 Exceptions to the above standards may be considered on physically constrained sites where development is desirable in the wider public interest.

Natural light

B.16 New housing development and extensions should provide an adequate level of natural light for new and existing dwellings. Good natural light makes dwellings more attractive, pleasant and energy efficient. Housing layouts should be designed to maximise daylight and sunlight to dwellings as far as possible, as long as the development adheres to other policies and standards.

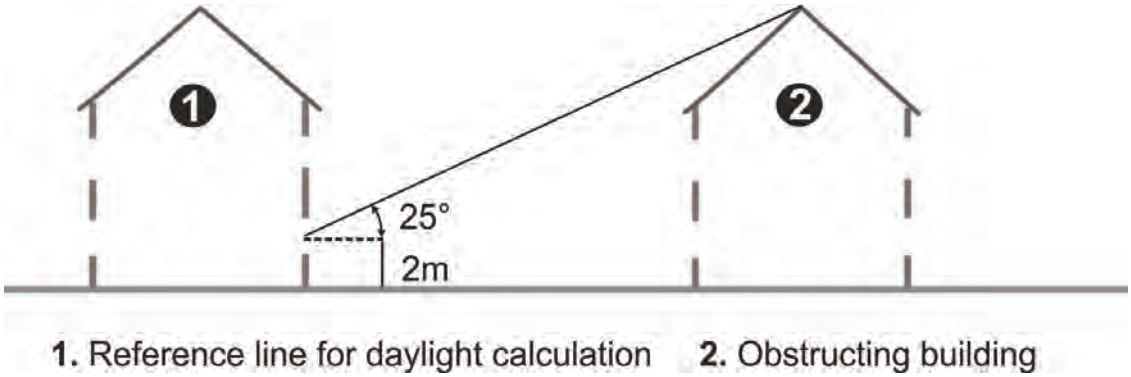
Sunlight

B.17 A sunlit room is achieved where a window faces 90 degrees due south. It is not a reasonable requirement to expect this of all dwellings in a development, but good levels of daylight and a pleasant outlook can compensate for a lack of direct sunlight.

Daylight

B.18 Acceptable daylight in existing building interiors is likely to be achieved if a 25 degree vertical angle from a point 2m above the floor at the building façade is not obstructed, see Figure 13. It is accepted that taller buildings may cause a higher degree of daylight loss, which is one of the reasons why taller buildings will generally be limited to appropriate City Centre locations.

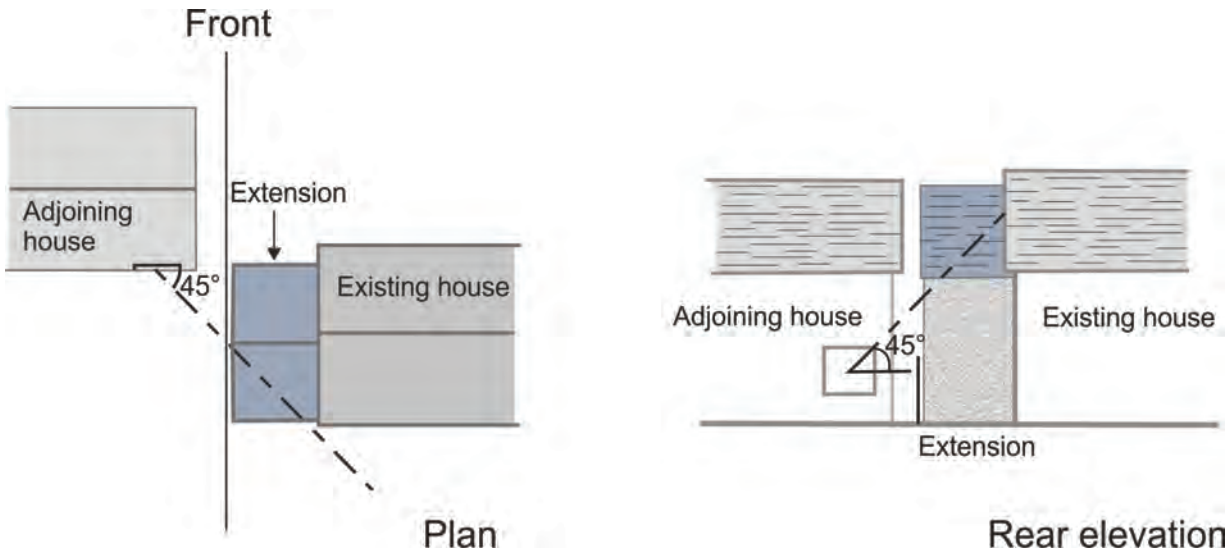
Figure 13 : Relationships between new and existing buildings 1



The obstructing building (No 2) does not breach the 25 degree angle, hence acceptable daylight should be achieved within property No 1. Source: Essex Design Guide 2015.

B.19 Projections at right angles to a main building range should not infringe a 45 degree angle drawn in plan and elevation from the centre of the closest ground floor habitable room window in neighbouring properties, see Figure 14.

Figure 14 : Relationships between new and existing buildings 2



The extension at the neighbouring property breaches a 45 degree line both in plan and elevation.

Open space

B.20 Open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.

B.21 An open space study, '*Chelmsford Open Space Study 2016-2036*', was undertaken by Ethos Environmental Planning in 2015-2016 to inform the Council's decision making process up to 2036. The study was carried out in line with the National Planning Policy Framework (NPPF), paragraphs 73 and 74, and in accordance with Sport England's guidance.

B.22 Access and quantity standards from the study for different types of open space are summarised in Table 12.

Table 12 : Access and quantity standards for different types of open spaces in Chelmsford

Type of open space	Quantity standard (ha/1000 population)	Access standard
Accessible Open Space		
Allotments and community gardens	0.30	720m or 15 minute walk
Amenity green space	0.40	480m or 10 minute walk
Play space (children)	0.05	480m or 10 minute walk
Play space (youth)	0.05	600m or 12/13 minute walk
Strategic Open Space		
Parks and recreation grounds	1.65	600m or 12/13 minute walk
Natural and Semi-natural open space		
Natural and semi-natural green space	1.0	Refer to the Open Space Study

B.23 To help calculate the amount of open space required for each new dwelling, the Council has grouped allotments and community gardens, amenity green space, and play space for children and youths together and classed these as 'Accessible Local Open Space'. Parks and recreation grounds are referred to as Strategic Open Space. See Table 13 for summary standards in hectares (ha) and sqm/1000 population.

Table 13 : Quantity standard for 'Accessible Local Open Space and Strategic Open Space'

Type of open space	Quantity standard (ha/1000 population)	Quantity standard (sqm/1000 population) 1 ha = 10,000 sqm
Total Accessible Local Open Space	0.8 ha	8,000sqm
Total Strategic Open Space	1.65 ha	16,500sqm

The calculations below set out how much open space will be required for each new dwelling:

B.24 Average occupancy rate of homes in Chelmsford is 2.4 persons per-dwelling (Census 2011).

1) Number of households per 1000 population: 1000 people/2.4 people per-dwelling = **417 dwellings**
2) Accessible Local Open Space per dwelling: 8,000sqm/417 dwellings = **19 sqm/dwelling**
3) Strategic Open Space per dwelling: 16,500sqm/417 dwellings = **40sqm/dwelling**
4) Overall total open space: 19sqm + 40sqm **= 59sqm/dwelling**

B.25 In addition to the above requirements, on-site natural and semi-natural open space will need to be provided as set out in Table 12. The quantity and type of this open space will be determined through the planning process for each site. This may form part of a sustainable drainage system.

Table 14 : Thresholds for on or off-site provision of open space

Size of Scheme	Provision
Less than 10 dwellings	No provision expected on-site
10-29 dwellings	Accessible Local Open Space required on-site at 19sqm per-dwelling
30 dwellings or more	Accessible Local Open Space required on-site at 19sqm per-dwelling, plus Strategic Open Space required on-site at 40sqm per-dwelling

B.26 On developments of 30 or more dwellings, Strategic Open Space will normally be required to be provided on-site. Considerations for accepting a commuted sum, in lieu of on-site provision, will include:

- The scale of the proposed development and site area; and
- The suitability of a site considering, for example, its topography or flood risk; and
- The existing provision of facilities within the neighbourhood and/or the sub area; and
- Other sites in the neighbourhood where additional provision is proposed; and
- Existing access to facilities within the neighbourhood and/or sub area.

B.27 Commuted sums are to be secured through legal agreements. CIL payments can be utilised for new or improved Accessible Local Open Space or Strategic Open Space.

Internal space standards

B.28 In 2015, the Government introduced a space standard, 'Technical housing standards – nationally described space standard' which sits alongside Building Regulations as an optional standard. This space standard deals with internal space for new houses and flats and applies across all tenures of housing. It sets out requirements for the gross internal floor area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

B.29 According to research by the Royal Institute of British Architects (RIBA), the average new home in England is only 92% of the recommended minimum size. This means there might not be enough space for furniture, storage, socialising or spending time in quiet.

B.30 Chelmsford generally has a standard and wide ranging mix of house types within its area and therefore the Government standards appear to fit well with the housing stock in Chelmsford. There are no particular issues within Chelmsford's housing market that would require a departure from the national standards. To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:

- A dwelling provides at least the GIA and built-in storage area set out in Table 15
- A dwelling with two or more bedspaces has at least one double (or twin) bedroom
- In order to provide one bedspace, a single bedroom has a floor area of at least 7.5sqm and is at least 2.15m wide
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5sqm
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1sqm within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72sqm in a double bedroom and 0.36sqm in a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.

Table 15 : Minimum Gross Internal Floor Area and storage (sqm)

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*Where a one person flat has a shower room rather than a bathroom, the GIA may be reduced from 39sqm to 37sqm.

Recycling and waste

B.31 The average household in Chelmsford generates approximately 1 tonne of waste every year. Recycling and waste data shows that households in 2015 separated their materials into general waste (55.3%), garden waste (21.7%), dry recyclables (17.8%) and food waste (5.2%). The overall recycling percentage for Chelmsford (garden waste, dry recyclables and food waste) was 44.7% in 2015, similar to the country average, but below the target of 50% in Chelmsford's Waste Strategy (2009).

B.32 Putting materials in the black bin for general waste should be considered a last resort. Disposing of materials in landfill or by other methods such as Mechanical Biological Treatment (MBT) comes at a high cost to the Council and tax payers, and is a poor choice for the environment. Chelmsford offers a comprehensive recycling collection service which allows residents to recycle more materials than many other local authorities, including the kerbside collection of small Waste Electronic and Electrical Equipment (WEEE) and textiles. This saves natural resources and reduces the greenhouse gases associated with creating new products and their disposal.

B.33 Separation of waste at source assists in achieving the above target. The Council published planning guidance in September 2013 called *'Recycling and Waste: Planning Guidance on Storage and Collection of Recycling and Waste'*. This document provides detailed guidance on how to design developments to facilitate collection, collection vehicle dimensions, receptacles required for recycling, food waste and general waste for different types of developments, as well as dimensions of the various receptacles offered by the Council. This document will be replaced by the Making Places Supplementary Planning Document (SPD), and therefore applicants should consult the Council's Making Places SPD for detailed guidance.

B.34 Recycling and waste collection provision for houses, apartments and flats, as set out in the above document, has been reproduced below as Tables 16 and 17 for ease of reference. The following key design standards from the above document need to be considered at the early design stages:

- All bin stores should be as close as possible to the highway and collection operatives should not have to wheel or carry receptacles further than 20m
- Communal bin stores should be located no further than 30m away from flats or apartments served by this store
- Communal bin stores should be in the form of dedicated bin store rooms in the ground floor of buildings or in the form of robust and covered external compounds sited in unobtrusive locations
- Schemes to be designed to avoid collection vehicles reversing; if reversing is necessary it should be no more than 12m; if the vehicle has to turn, sufficient space needs to be provided for this in the layout.

B.35 The Council provides a recycling and waste collection service for non-residential uses, although businesses may also use private contractors. Since the type of waste generated varies widely between different types of businesses, the receptacles required will also vary. Therefore there are no specific standards for general waste and recycling receptacles for non-residential uses. However it is important that storage areas are designed to meet the needs of the business now and in the future when requirement for recycling of waste is likely to be stricter. Storage areas should be easily accessible from the highway, as unobtrusive as possible and ideally away from the main entrance.

Table 16 Recycling and waste receptacles required for houses

	Material for collection	Bin type	Recommended location on house plot
1-6 person house	Non-recyclable general waste	180 litre wheeled bin (black), maximum 1 bin	Near to house, close to front or back door, easily wheeled to kerbside for collection.
	Garden waste	240 litre wheeled bin (brown), maximum 2 bins	
	Cans, glass, aerosols, foil, textiles and small electrical and electronic equipment	55 litre green box	Undercover e.g. bin store, garage, car port, shed, kitchen, utility room. Able to be easily moved to kerbside for collection.
	Paper	White bag – re-useable poly sack (55 litre)	
	Cardboard	White bag – re-useable poly sack (55 litre)	
	Plastic & cartons	Clear bags (55 litre)	
	Food waste – internal	7 litre small grey caddy – maximum 1 bin	In kitchen/utility room
	Food waste – external	23 litre medium green bin	Near to house, able to be easily moved to kerbside for collection
	Garden and food waste	Compost bin	Rear garden, away from the house, directly on soil
7+ person house	Household waste	240 litre wheeled bin (black), maximum 1 bin	Near to house, easily wheeled to kerbside for collection
	All other materials	Same as for 1-6 person house	

Table 17 Recycling and waste receptacles required for flats and apartments

Material	Bin Type	Storage capacity required (litres) per-unit		
		1 bedroom	2 bedroom	3 or more bedrooms
Non-recyclable general waste	240, 360, 660 or 1100 litre wheeled bins	72	108	180
Food waste	140 litre wheeled bins (green)	6.9	11.5	23
Glass (clear)	240 or 360 litre wheeled bins (green)	8.2	11.9	18.3
Glass (coloured)		8.2	11.9	18.3
Cans, foils, aerosols		8.2	11.9	18.3
Plastic and cartons		57.2	79.2	110
Mixed paper and cardboard	660 litre wheeled bins (blue), 360 litre two wheeled green bins can be used in smaller schemes	57.2	79.2	110

Appendix C- Development Trajectories

C.1 This Section sets out the projected timeframes for developments within the Local Plan. There are three tables which cover:

- Housing allocations
- Employment allocations
- Gypsy and Traveller, and Travelling Showpeople allocations.

C.2 For each of the above, timeframes for development have been projected based on the following information:

- Published housing completions for years 2013/14 to 2018/19
- Known planning permissions and expected timeframes for development, based on developers' projected build out rates (sourced from the April 2019 Housing Site Schedule) for years 2019/20 to 2023/24
- Expected timeframes for the development of Local Plan allocations, based on projected build out rates and information from site promoters for years 2019/20 to 2023/24 as applicable
- The timing of the provision of facilities and services for a location have been factored into timeframes where applicable (e.g. the timing of school provision, utility and service provision).

C.3 In addition to the tables there is a housing trajectory graph included within the housing section.

Housing Site Schedule - June 2019

Site Address	Allocation Number	SHELAA/UCS Reference	Estimated Total Capacity	Year 1 19/20		Year 2 20/21		Year 3 21/22		Year 4 22/23		Year 5 23/24		Year 6 24/25		Years 2025/26 - 2029/30	Years 2030/31 - 2034/35	Year 2035/36
				Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable			
Local Development Framework Sites																		
Sites with planning permission - Housing Site Schedule - June 2019 (excluding new Local Plan sites)				691	202	772	192	567	141	327	66	116	35	95	42	1609	544	0
New Local Plan Sites																		
Growth Area 1 - Central and Urban Chelmsford																		
Former Gas Works Wharf Road Chelmsford	CW1a	CFS264	**250**													50	200	
Peninsula Site Chelmer Waterside Development Wharf Road Chelmsford	CW1b	N/A	**423**	45		100	35	90	35	82	36							
Lockside Navigation Road Chelmsford	CW1c	CFS262	**130**											32	18	80		
Baddow Road Car Park and Land to the East	CW1d	CFS263 CUA28	**190**															190
Travis Perkins Navigation Road Chelmsford	CW1e	CAU20	**75**													75		
Navigation Road sites Chelmsford	CW1f	CAU17	**35**														35	
Former St Peter's College Fox Crescent	SGS1b	CFS276	**185**					18	5	34	20	34	20	34	20			
Former Royal Mail Premises Victoria Road Chelmsford	SGS1c		**203**			74	28	74	27									
Riverside Ice and Leisure Land Victoria Road Chelmsford	SGS1d		**125**														125	

Civic Centre Land Fairfield Road Chelmsford	SGS1e	CUA1	**100**													100	
Eastwood House Car Park Glebe Road Chelmsford	SGS1f	CUA1	**100**												100		
Chelmsford Social Club and Private Car Park 55 Springfield Road	GS1g	CUA16	**90**											58	32		
Ashby House Car Parks New Street Chelmsford	GS1h	CUA8	**80**													80	
Rectory Lane Car Park West Rectory Lane Chelmsford	GS1i		**75**											48	27		
Car Park to the West of County Hotel Rainsford Road	GS1j		**45**											29	16		
Former Chelmsford Electrical and Car Wash Brook Street	GS1k	CUA9	**40**											26	14		
BT Telephone Exchange Cottage Place Chelmsford	GS1l	CUA11	**30**													30	
Rectory Lane Car Park East Rectory Lane Chelmsford	GS1m		**25**													25	
Waterhouse Lane Depot and Nursery Chelmsford	GS1n	CFS266	**20**													20	
Church Hall Site Woodhall Road Chelmsford	GS1o	CFS252	**19**											12	7		
British Legion New London Road Chelmsford	GS1p	CUA40	**15**													15	
Land rear Of 17-37 Beach's Drive Chelmsford	GS1q		**14**													14	
Garage Site St Nazaire Road Chelmsford	GS1r	CFS256	**12**											7	5		
Garage Site and Land Medway Close Chelmsford	GS1s	CFS257	**10**											10			
Car Park R/O Bellamy Court Broomfield Road Chelmsford	GS1t	CUA32	**10**													10	

Rivermead Bishop Hall Lane Chelmsford	GS1u	CUA3	**80**											52	28			
West Chelmsford	SGS2	MON/00165/14	**800**					78	42	78	42	78	42	78	42	320		
East Chelmsford - Manor Farm	SGS3a	MON/00208/14	**250**					32	18	32	18	32	18	32	18	50		
East Chelmsford - Land South of Maldon Road	SGS3c	MON/00100/14 (part of)	**100**					32	18	32	18							
East Chelmsford - Land North of Maldon Road	SGS3d	MON/00100/14 (part of)	**50**					32	18									
Land north of Galleywood Reservoir Beehive Lane Galleywood	GS4	CFS260	**13**											9	4			
Land Surrounding Telephone Exchange Ongar Road Writtle	GS5		**25**														25	
SUBTOTAL				**45**	**0**	**174**	**63**	**356**	**163**	**258**	**134**	**144**	**80**	**427**	**231**	**759**	**595**	**190**
TOTAL GROWTH AREA 1				**3619**														

Growth Area 2 - North Chelmsford																		
North East Chelmsford	SGS6	MON/00139/14 (part of) MON/00094/14 (part of) + subsequent masterplan submission	**3000**							65	35	60	30	60	30	760	1552	408
Great Leighs - Land at Moulsham Hall	SGS7a	MON/00204/14 (part of)	**750**									20	9	20	9	227	381	84
Great Leighs - Land East of London Road	SGS7b	MON/00204/14 (part of)	**250**					45	25	65	35	52	28					
Great Leighs - Land North and South of Banters Lane	SGS7c	MON/00025/15 MON/00016/15 MON/00019/14	**100**									32	18	32	18			
Great Leighs - Land East of Main Road	SGS7d	CFS105	**100**	29	25	30	10											

North of Broomfield	SGS8	MON/00181/14 (part of) MON/00001/15 MON/001845/14 MON/00036/14	**450**											26	14	250	160	
East of Boreham	SGS9	CFS145	**143**	31	11	30	29	31	11									
SUBTOTAL				**60**	**36**	**60**	**39**	**76**	**36**	**130**	**70**	**164**	**85**	**138**	**71**	**1237**	**2093**	**492**
TOTAL GROWTH AREA 2				**4787**														

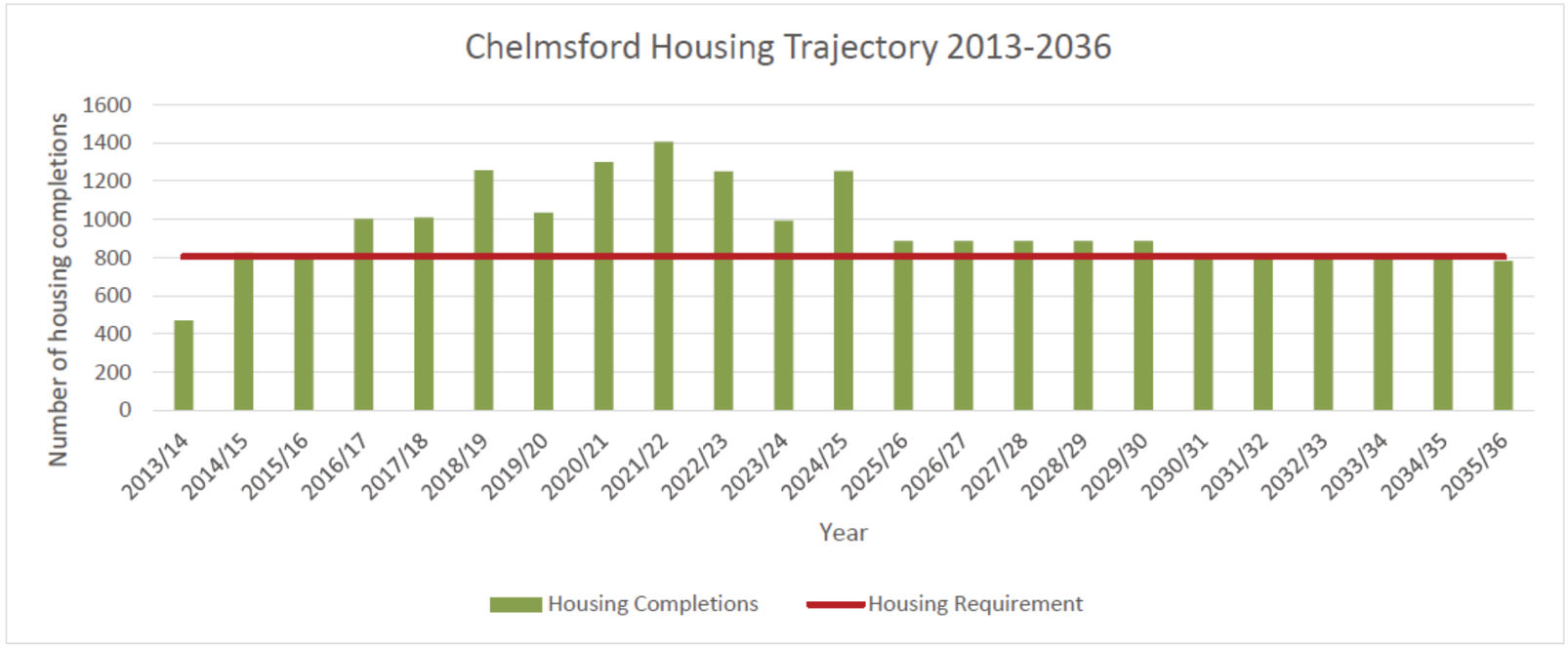
Growth Area 3 - South and East Chelmsford																		
North of South Woodham Ferrers	SGS10	MON/00282/14 (part of), MON/00023/15 (part of), MON/00167/14, MON/00280/14 (part of), MON/00088/14	**1000**					32	18	97	53	97	53	97	53	250	250	
South of Bicknacre	SGS11	MON/00060/14	**35**					9	7	13	6							
St Giles Moor Hall Lane	SGS12	MON/00043/15	**32**													32		
Danbury	SGS13		**100**													50	50	
SUBTOTAL				**0**	**0**	**0**	**0**	**41**	**25**	**110**	**59**	**97**	**53**	**97**	**53**	**332**	**300**	**0**
TOTAL GROWTH AREA 3				**1167**														

Windfall Allowance										**97**		**220**		**100**		**500**	**500**	**100**
TOTAL				**796**	**238**	**1006**	**294**	**1040**	**365**	**922**	**329**	**741**	**253**	**857**	**397**	**4437**	**4032**	**782**
				1034		**1300**		**1405**		**1251**		**994**		**1254**				
		5 YEAR TOTAL UNITS		**5984**														
		Of which Affordable		**1479**														

Local Development Framework Sites	691	202	772	192	567	141	327	66	116	35	95	42	1609	544	0
	893		964		708		393		151		137		1609	544	0
	3109										2290				
	5399														

New Local Plan Sites	105	36	234	102	473	224	498	263	405	218	662	355	2328	2988	682
	141		336		697		761		623		1017		2328	2988	682
	2558										7015				
	9573														

Please note 9,573 does not match the 'New Local Plan Allocations' figure of 9,579 in the table in Strategic Policy S8 as this has removed 6 from Great Leighs (SGS7d) which have been completed therefore the HSS correctly shows 9,573


Chelmsford Housing Trajectory 2013-2036
Number of housing completions
1600
1400
1200
1000
800
600
400
200
0
2013/14
2014/15
2015/16
2016/17
2017/18
2018/19
2019/20
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
Year
Housing Completions
Housing Requirement

Local Plan Employment Trajectory 2019 - 2036																				
	Net New Employment Floorspace (sqm)	Type of Use	SLAA/UCS Reference	PO Policy Reference	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
LDF Commitments to 2024																					
Outstanding Commitments 2019-2024																					
Channels Business Park, Essex Regiment Way	**13935**						**13935**														
Springfield Business Park, Winsford Way	**17072**						**17072**														
NE Chelmsford - Beaulieu	**40,000**						**10000**					**20000**					**10000**				
Outstanding Commitments TOTAL	**71007**						**41007**					**20000**					**10000**				
New Local Plan Allocations to 2036																					
Growth Area 1 - Central and Urban Chelmsford																					
Growth Sites																					
Rivermead	**7000**			SG1u			1250					2750					3000				
Railway Sidings, Brook Street	**7000**			GS1v			1250					2750					3000				
SUB-TOTAL	**14000**						**2500**					**5500**					**6000**				
Strategic Sites																					
East of Chelmsford - Land North of Maldon Road	**5000**	**Office/High-Tech**	MON/00101/14 (part)	SGS3b			2500					2500									
SUB-TOTAL	**5000**						**2500**					**2500**					**0**				
Growth Area 1 TOTAL	**19,000**						**5000**					**8000**					**6000**				
Growth Area 2 - North Chelmsford																					

Local Plan Employment Trajectory 2019 - 2036																				
	Net New Employment Floorspace (sqm)	**Type of Use**	**SLAA/UCS Reference**	**PO Policy Reference**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
Strategic Sites																				
North East Chelmsford	**45000**	**Office/High-Tech**	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	SGS6			5000				15500					17500				7000
SUB-TOTAL	**45000**						**5000**				**15500**					**17500**				**7000**
Growth Area 2 TOTAL	**45,000**						**5000**				**15500**					**17500**				**7000**
Growth Area 3 - South and East Chelmsford																				
Strategic Sites																				
North of South Woodham Ferrers	**1000**	**1000 Business Space**	MON/00282/14 (part), MON 00023/15 (part), MON/00167/14, MON/00280/14 (part), MON00088/14	SGS10							1000									
SUB-TOTAL	**1000**										**1000**									
Growth Area 3 TOTAL	**1000**										**1000**									
New Local Plan Allocations 2021-2036 TOTAL	**65,000**						**10000**				**24500**					**23500**				**7000**
Existing sites with planning permission TOTAL	**71,007**						**41007**				**20000**					**10000**				**0**

Local Plan Employment Trajectory 2019 - 2036																				
	Net New Employment Floorspace (sqm)	Type of Use	SLAA/UCS Reference	PO Policy Reference	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
TOTAL	136,007				51007					44500					33500					7000	
ALL Existing Commitments (Five year periods average per annum)					10201.4					8900					6700					3500	

Local Plan Gypsy and Travellers Trajectory 2019 - 2036																				
	Net new Gypsy & Traveller Pitches	**Net Travelling Showpeople Plots**	**SLAA/UCS Reference**	**PO Policy ~~Reference~~**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
New Local Plan Allocations to 2036																				
Growth Area 1 - Central and Urban Chelmsford																				
Strategic Sites																				
West Chelmsford		**5**	MON00165/14	SGS2						5										
Growth Area 1 TOTAL	**0**	**5**			**0**					**5**					**0**				**0**	
Growth Area 2 - North Chelmsford																				
Strategic Sites																				
North East Chelmsford		**9**	MON00139/14 (part), MON00094/14 (part) + subsequent masterplan submission	SGS6							9									
Great Leighs - Land at Moulsham Hall		**5**	MON00204/14 (part)	SGS7a						5										
SUB-TOTAL	**0**	**14**			**0**					**5**					**9**				**0**	
Outstanding Commitments with Planning Permission 2021-2036																				
Drakes Lane	10			GT1		10														
SUB-TOTAL	**10**				**10**					**0**					**0**				**0**	
Growth Area 2 TOTAL	**10**	**14**			**10**					**5**					**9**				**0**	

Local Plan Gypsy and Travellers Trajectory 2019 - 2036																				
	Net new Gypsy & Traveller Pitches	**Net Travelling Showpeople Plots**	**SLAA/UCS Reference**	**PO Policy ~~Reference~~**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
New Local Plan Allocations to 2036																					
Growth Area 3 - South and East Chelmsford																					
Strategic Sites																					
North of South Woodham Ferrers		**5**	MON00282/14 (part), MON 00023/15 (part), MON00167/14, MON00280/14 (part), MON00088/14	SGS10						5											
Growth Area 3 TOTAL	**0**	**5**			**0**					**5**					**0**					**0**	
TOTALS	**10**	**24**			**10**					**15**					**9**					**0**	

11- Policies Map

11.1 This Section includes the Policies Map for the Local Plan. This covers the whole of the Chelmsford area and its purpose is to illustrate sites for development or protection within the Local Plan. An illustrative map showing the current Designated Neighbourhood Plan Areas is included within the mapping.

11.2 Most notations on the Policies Map are defined by the Council including open spaces, Employment Areas and Settlement Boundaries. A number of evidence base studies have been used to inform the notations on the Policies Map. These include a Review of the Defined Settlement and Urban Area Boundaries 2018 and an Open Space Assessment 2016. All these evidence base studies can be found on the Council's website.

11.3 The table below sets out which areas are covered by which part or inset of the Policies Map. The notations on the Policies Map are shown on the Key found at the front of this Section.

Map Number	Area Covered
1	Chelmsford North
2	Chelmsford South
3	Chelmsford Urban Area
4	Chelmsford City Centre
5	South Woodham Ferrers
6	South Woodham Ferrers Town Centre
7	Battlesbridge (Rettendon Parish)
8	Bicknacre (Woodham Ferrers and Bicknacre Parish)
9	Boreham
10	Broomfield
11	Chatham Green (Little Waltham Parish)
12	Danbury
13	East Hanningfield
14	Edney Common (Highwood Parish)

Map Number	Area Covered
15	Ford End (Great Waltham Parish)
16	Galleywood
17	Good Easter
18	Great Leighs (Great and Little Leighs Parish)
19	Great Waltham and Howe Street
20	Highwood (Loves Green)
21	Howe Green (Sandon Parish)
22	Little Baddow
23	Little Waltham
24	Margaretting
25	Pleshey
26	Ramsden Heath (South Hanningfield Parish)
27	Rettendon Common
28	Rettendon Place
29	Roxwell
30	Runwell
31	Sandon
32	Stock
33	St. Luke's Park (Rettendon and Runwell Parishes)
34	Temple Farm and Temple Wood (West Hanningfield and Stock Parishes)
35	West Hanningfield and Hanningfield Reservoir Treatment Works
36	Woodham Ferrers (Woodham Ferrers and Bicknacre Parish)
37	Writtle
Rural Employment Areas	

Map Number	Area Covered
38	Bolding Hatch (Roxwell Parish)
39	Old Park Farm (Great Waltham Parish)
40	Warner's Farm (Great Waltham Parish)
41	Woodlands (South Hanningfield Parish)
42	Oaklands (Stock Parish)
	Designated Neighbourhood Plan Areas

Chelmsford Local Plan

Legend for Adopted Policies Map May 2020

Relevant Key Policy References are shown in brackets

- Chelmsford City Council Area
- Inset
- Chelmsford and South Woodham Ferrers Urban Areas (S7)
- Chelmsford City Centre (S1, S8, S12, DM5)
- South Woodham Ferrers Town Centre (S12, DM5)
- Defined Settlement Boundary (S7, DM2)
- Area for the former Runwell Hospital Major Developed Site (7.320)
- Boundary of Strategic Growth Site Allocations 2, 3a, 6 and 7a
- New Housing Site (S7 and Relevant Growth Site or Strategic Growth Site Policies)+
- New Garden Community for Major Housing and Employment Development (SGS6)
- S — Specialist Residential Accommodation (SGS7b, GS12)
- GT1 — New Gypsy and Traveller Site (GT1)
- Proposed Employment Area (S7, SGS6, SGS3b, DM4)
- Existing Employment Area (S8, DM4)
- Rural Employment Area (S8, DM4)
- Green Belt (S11, DM6, DM9, DM10, DM11, DM12)
- Special Area of Conservation (SAC) (S4, S9, DM16)*
- Special Protection Area and Ramsar Site (S4, S9, DM16)*
- Marine Conservation Zone (S2)*
- Site of Special Scientific Interest (SSSI) (S4, DM16)*
- Scheduled Monument (S3, DM13)*
- Registered Park and Garden of Special Historic Interest (S3, DM13)*
- Local Nature Reserve (S4, DM16)*
- Local Wildlife Site (LoWS) (S4, DM16)
- EWT — Essex Wildlife Trust Nature Reserve (S4, DM16)*
- Green Wedge (S11, DM7, DM9, DM10, DM11, DM12)
- Protected Lane (S3, DM17)
- Conservation Area (S3, DM13)
- Area for Conservation / Strategic Landscape Enhancement (SGS7a)
- Country Park*
- Proposed Country Park (SGS3, SGS6)
- Land Allocated for Future Recreation Use and / or SUDS (S4, SGS2, SGS7a)
- Open Space (S11, DM21)
- New Railway Station (S9)
- Railway Station Access Road (S9)
- Radial Distributor Road (RDR1) (S9)
- RDR2 — Proposed RDR2 Detailed Design within New Garden Community Masterplan Area (S9, SGS6)
- Proposed Link Road (SGS3a, SPA5)
- Route Capacity Improvement (S9, SGS10)
- Proposed Cycle Route*
- Proposed Bridge (S9, SGS1a, SGS10)
- Existing Park and Ride
- Park and Ride Area of Search (S9)
- Proposed Chelmsford North East Bypass - Detailed Design within Masterplan Area (S9, SGS6)*
- Proposed Chelmsford North East Bypass - Safeguarded Corridor (S9, SGS6)*
- Route Based Strategy (S9)
- Strategic Trunk Route
- Strategic Non-Trunk Route
- Regional Route
- Location for Primary School
- Existing School, Further / Higher Education Establishment (DM22)
- Retail Allocation (SGS10)
- Primary Shopping Area (S12, DM5)
- Primary Frontage (S12, DM5)
- Secondary Frontage (S12, DM5)
- Principal Neighbourhood Centre (S12, DM5)
- Retail Frontage of Principal and Local Neighbourhood Centres (S12, DM5)
- SPA — Special Policy Area (S7, SPA1-SPA6)
- Hazardous Substance Site Safeguarding Zone (DM30)*
- Flood Zone 2 (S2, DM18)*
- Flood Zone 3 (S2, DM18)*
- Flood Alleviation Scheme
- Air Quality Management Area (DM30)
- Minerals and Waste Site*

+New Housing Site
Please note that site policies are abbreviated to the site number

*These notations are designated by third parties not Chelmsford City Council and are subject to change

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Directorate for Sustainable Communities

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Chelmsford City Council

Chelmsford Local Plan

Adopted Policies Map May 2020

1 Chelmsford North

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15 Ford End

18 Great Leighs

39 Old Park Farm

40 Warner's Farm

11 Chatham Green

25 Pleshey

19 Great Waltham and Howe Street

23 Little Waltham

17 Good Easter

38 Bolding Hatch

10 Broomfield

9 Boreham

3 Chelmsford Urban Area

29 Roxwell

4 Chelmsford City Centre

37 Writtle

22 Little Baddow

EWT

EWT

EWT

The Policies Map shows the spatial definition of policies. It includes Policy Areas proposed by the Chelmsford Local Plan.

Neighbourhood Plans are currently under preparation within this map area. Please see separate plan showing the extent of the current Designated Neighbourhood Areas.

For the application of relevant policies within the Local Plan, the designation of the Rural Area includes all those areas outside of Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or Policy Areas. The Rural Area has no notation so appears as 'white land' on the Policies Map and its insets.

Important Note

This Policies Map shows areas at a higher risk of flooding. Areas at a higher risk from flooding are defined and regularly updated by the Environment Agency.

For further details please see the flood maps published on the Environment Agency's website at:

www.environment-agency.gov.uk

0 500 1,000 Metres

N

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Chelmsford City Council

Chelmsford Local Plan
Adopted Policies Map May 2020

2 Chelmsford South

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37 Writtle
4 Chelmsford City Centre
3 Chelmsford Urban Area
31 Sandon
22 Little Baddow
12 Danbury
14 Edney Common
20 Highwood (Loves Green)
16 Galleywood
21 Howe Green
8 Bicknacre
24 Margaretting
34 Temple Farm and Temple Wood
13 East Hanningfield
36 Woodham Ferrers
32 Stock
35 West Hanningfield and Hanningfield Reservoir Treatment Works
27 Rettendon Common
41 Woodlands
5 South Woodham Ferrers
6 South Woodham Ferrers Town Centre
42 Oaklands
26 Ramsden Heath
33 St. Luke's Park
28 Rettendon Place
30 Runwell
7 Battlesbridge

EWT
SPA

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0 500 1,000 Metres

N

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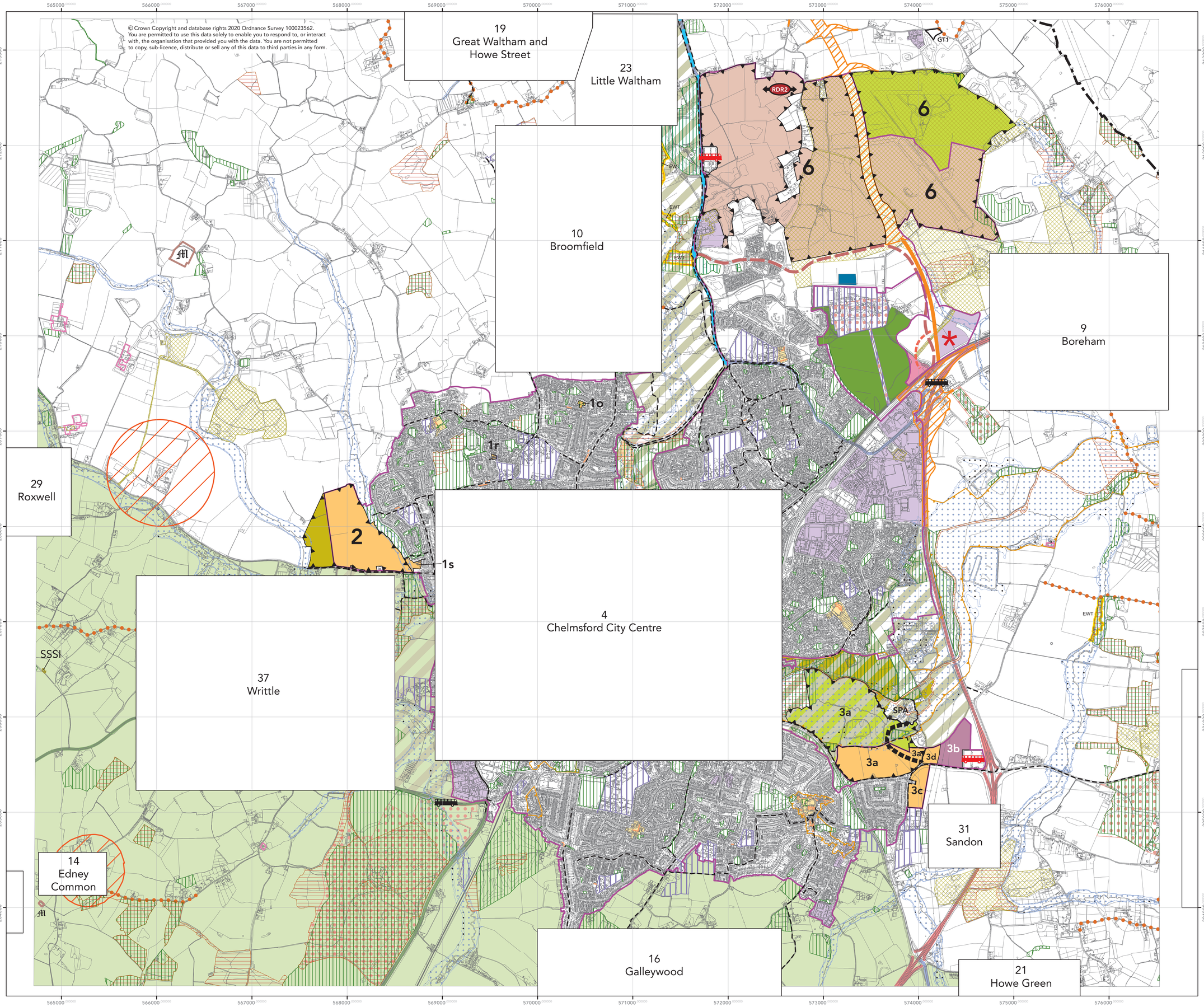
Chelmsford City Council



Chelmsford Local Plan

Adopted Policies Map May 2020

3 Chelmsford Urban Area

The Policies Map shows the spatial definition of policies. It includes Policy Areas proposed by the Chelmsford Local Plan.

Neighbourhood Plans are currently under preparation within this map area. Please see separate plan showing the extent of the current Designated Neighbourhood Areas.

For the application of relevant policies within the Local Plan, the designation of the Rural Area includes all those areas outside of Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or Policy Areas. The Rural Area has no notation so appears as 'white land' on the Policies Map and its insets.

Important Note

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For further details please see the flood maps published on the Environment Agency's website at:

www.environment-agency.gov.uk

* Beaulieu Park Employment Site

The precise boundary will be confirmed through the detailed design process in relation to Chelmsford North East Bypass and the Radial Distributor Road.

0 500 1,000 Metres

N

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Chelmsford Local Plan

Adopted Policies Map May 2020

4 Chelmsford City Centre

The Policies Map shows the spatial definition of policies. It includes Policy Areas proposed by the Chelmsford Local Plan.

Neighbourhood Plans are currently under preparation within this map area. Please see separate plan showing the extent of the current Designated Neighbourhood Areas.

For the application of relevant policies within the Local Plan, the designation of the Rural Area includes all those areas outside of Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or Policy Areas. The Rural Area has no notation so appears as 'white land' on the Policies Map and its insets.

Important Note

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For further details please see the flood maps published on the Environment Agency's website at:

www.environment-agency.gov.uk

0 125 250 Metres

N

Spatial Planning Services
Directorate for Sustainable Communities

Chelmsford City Council
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Duke Street
Chelmsford
CM1 1JE

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EWT

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South Woodham Ferrers
Town Centre

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Chelmsford Local Plan

Adopted Policies Map May 2020

5 South Woodham Ferrers

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Adopted Policies Map May 2020

6 South Woodham Ferrers Town Centre

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0 50 100 Metres

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Chelmsford Local Plan

Adopted Policies Map May 2020

7 Battlesbridge (Rettendon Parish)

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0 50 100 Metres

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HAWK HILL

BEECHES ROAD

CHELMSFORD ROAD

Rochford District

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Adopted Policies Map May 2020

8 Bicknacre

(Woodham Ferrers and Bicknacre Parish)

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0 100 200 Metres

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Adopted Policies Map May 2020

9 Boreham

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0 125 250 Metres

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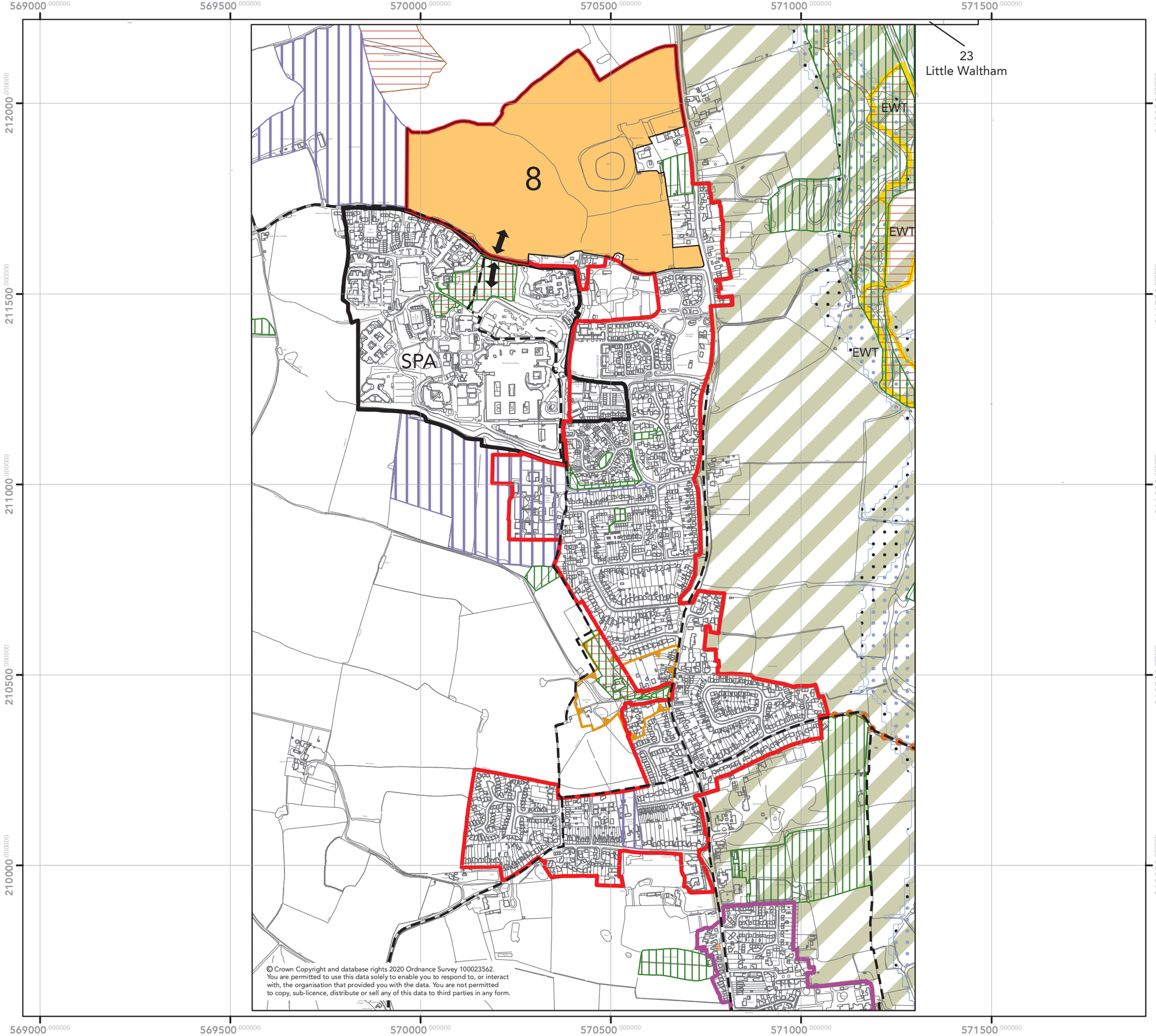

Chelmsford Local Plan

Adopted Policies Map May 2020

10 Broomfield

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Adopted Policies Map May 2020

11 Chatham Green (Little Waltham Parish)

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0 50 100 Metres

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Chelmsford Local Plan

Adopted Policies Map May 2020

12 Danbury

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13 East Hanningfield

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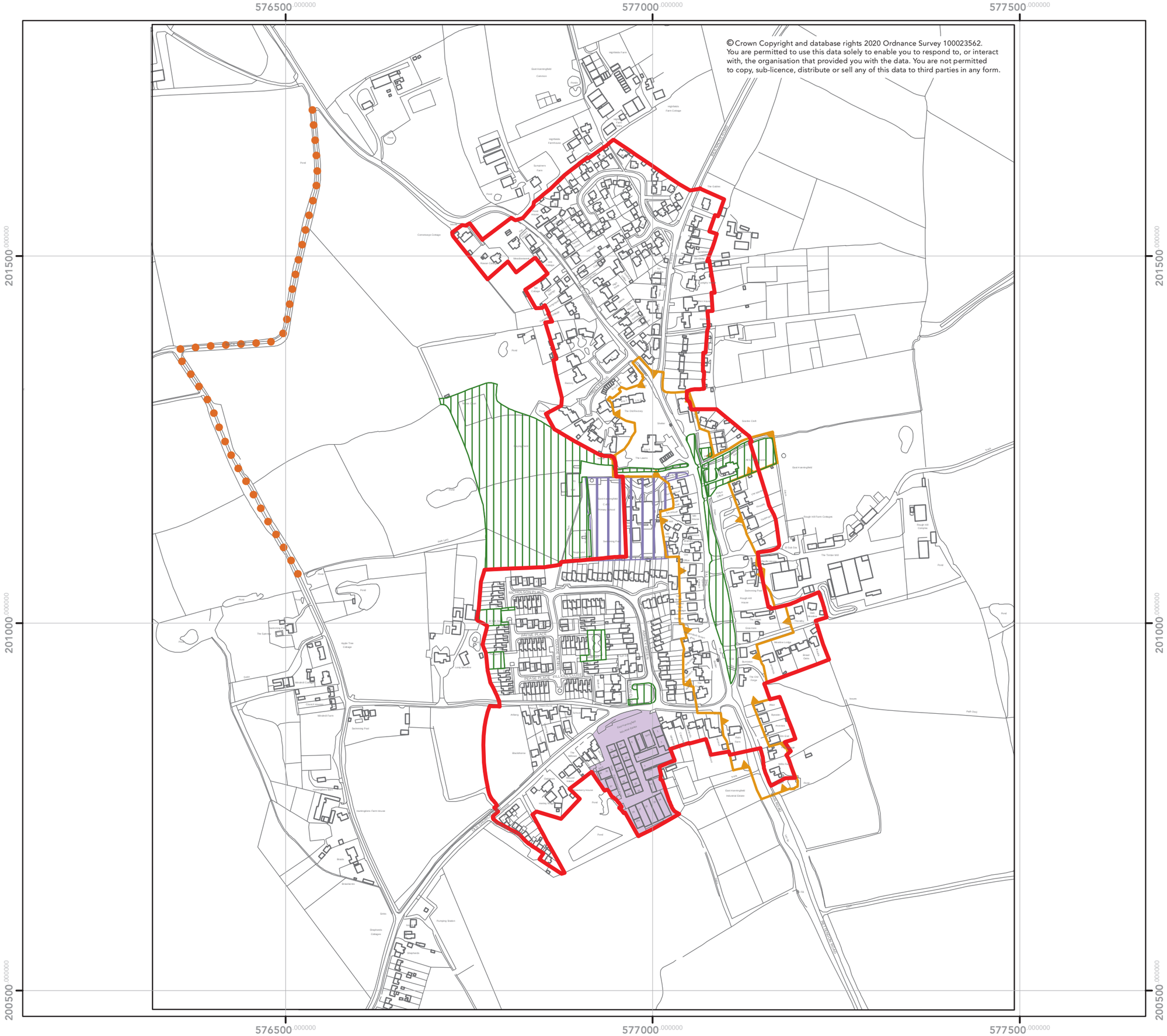

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Adopted Policies Map May 2020

14 Edney Common (Highwood Parish)

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Chelmsford Local Plan

Adopted Policies Map May 2020

15 Ford End (Great Waltham Parish)

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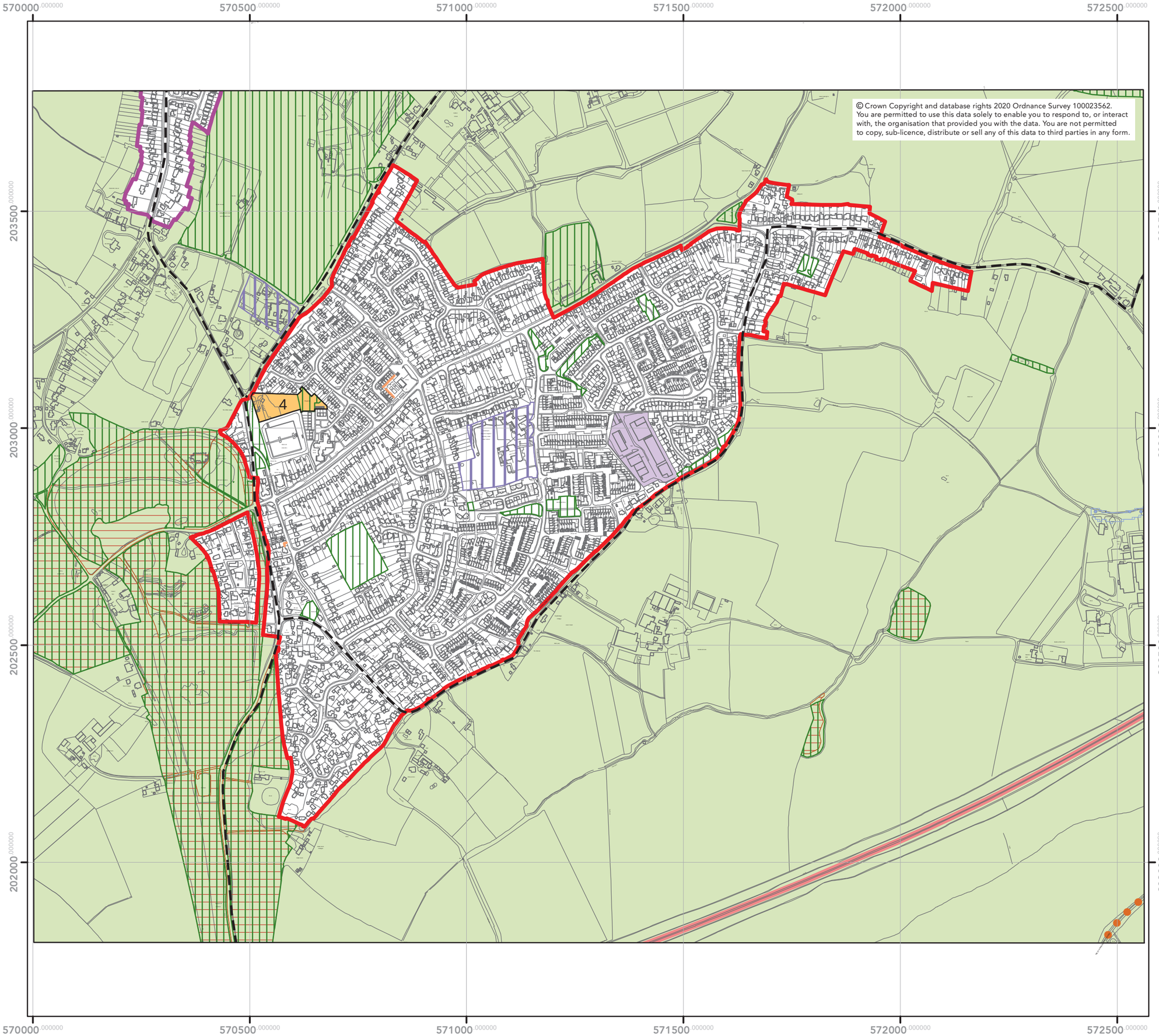

Chelmsford Local Plan

Adopted Policies Map May 2020

16 Galleywood

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0 125 250 Metres

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Adopted Policies Map May 2020

17 Good Easter

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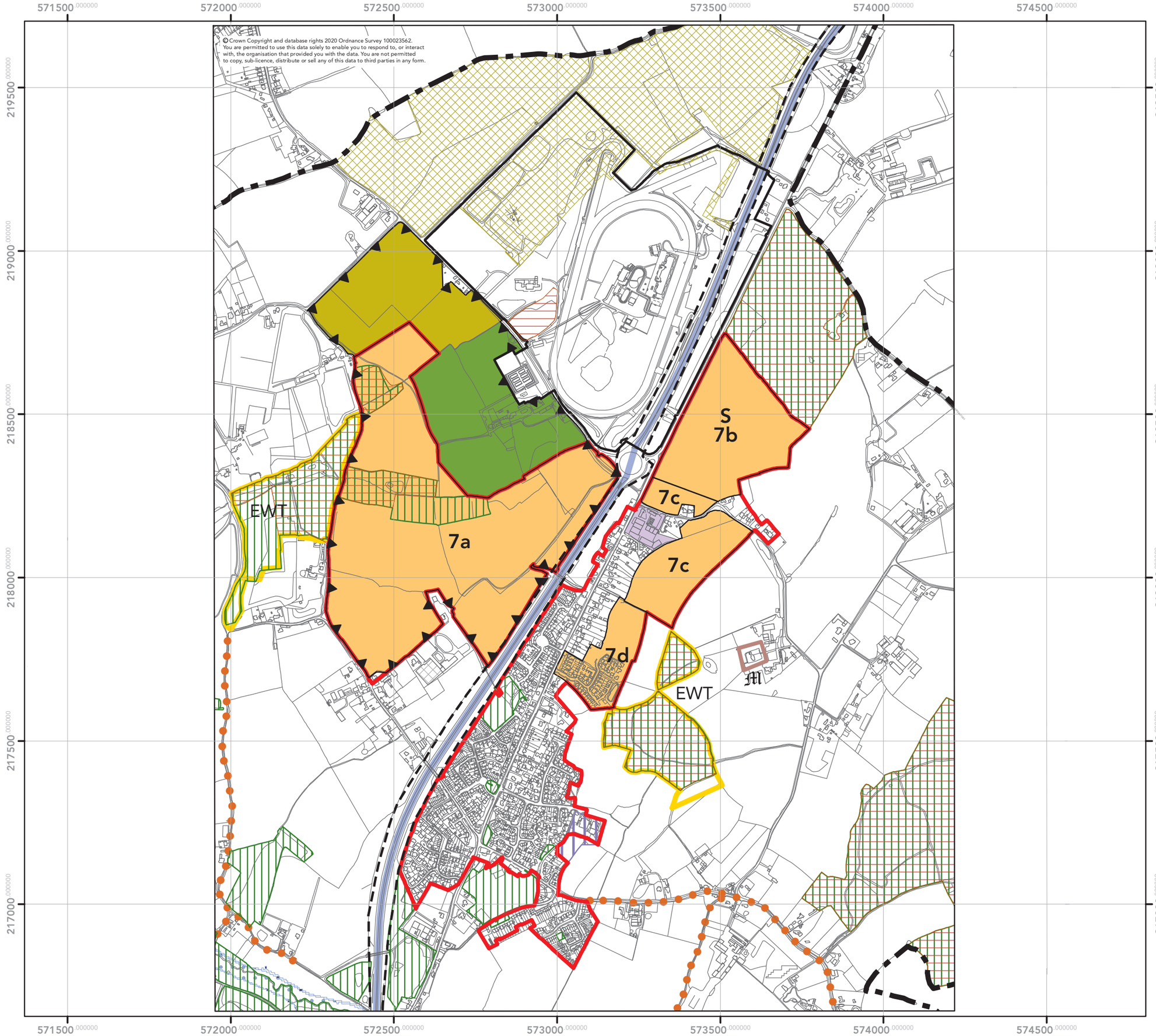

Chelmsford Local Plan

Adopted Policies Map May 2020

18 Great Leighs
(Great and Little Leighs Parish)

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Chelmsford Local Plan

Adopted Policies Map May 2020

19 Great Waltham and Howe Street

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0 125 250 Metres

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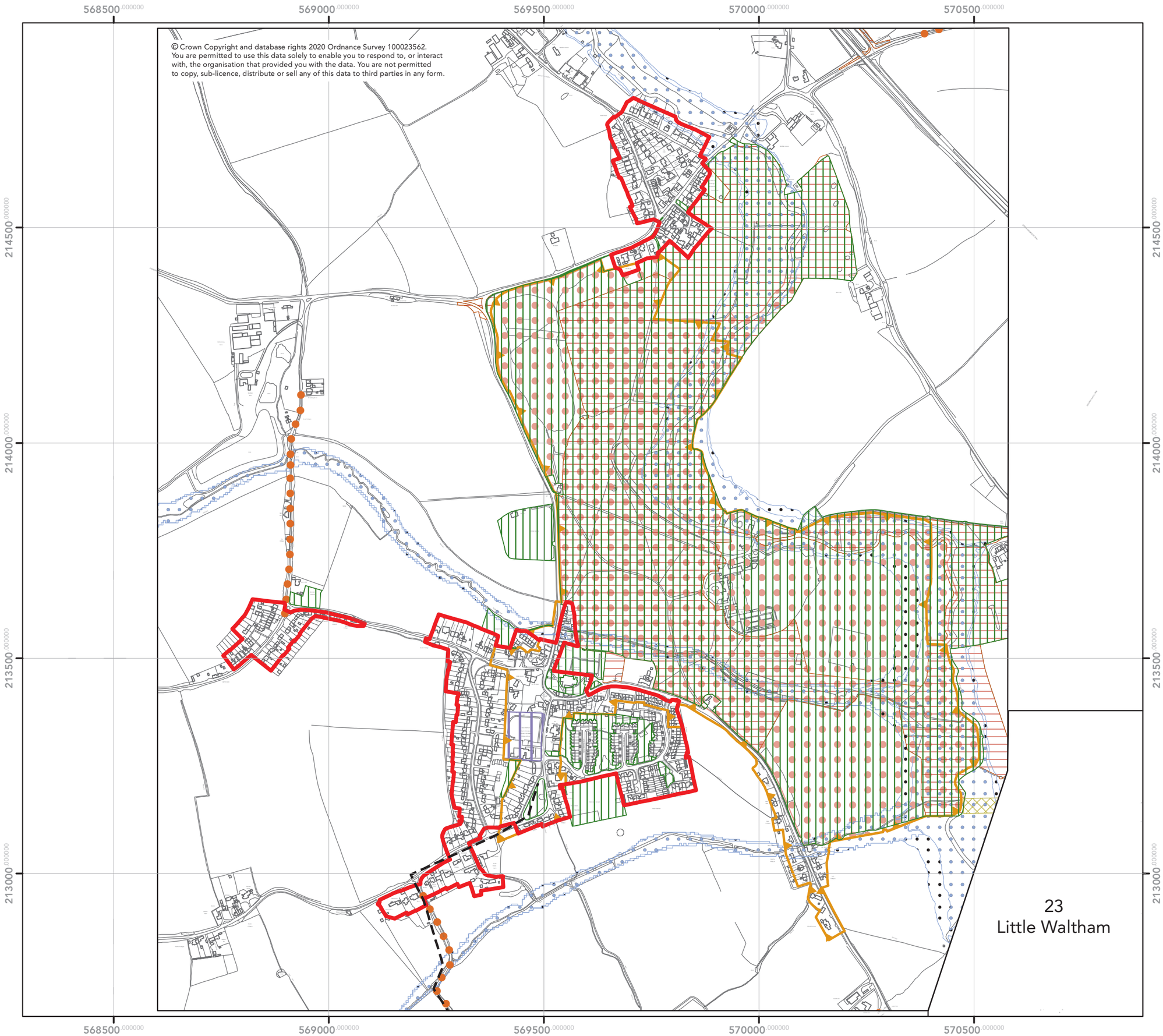

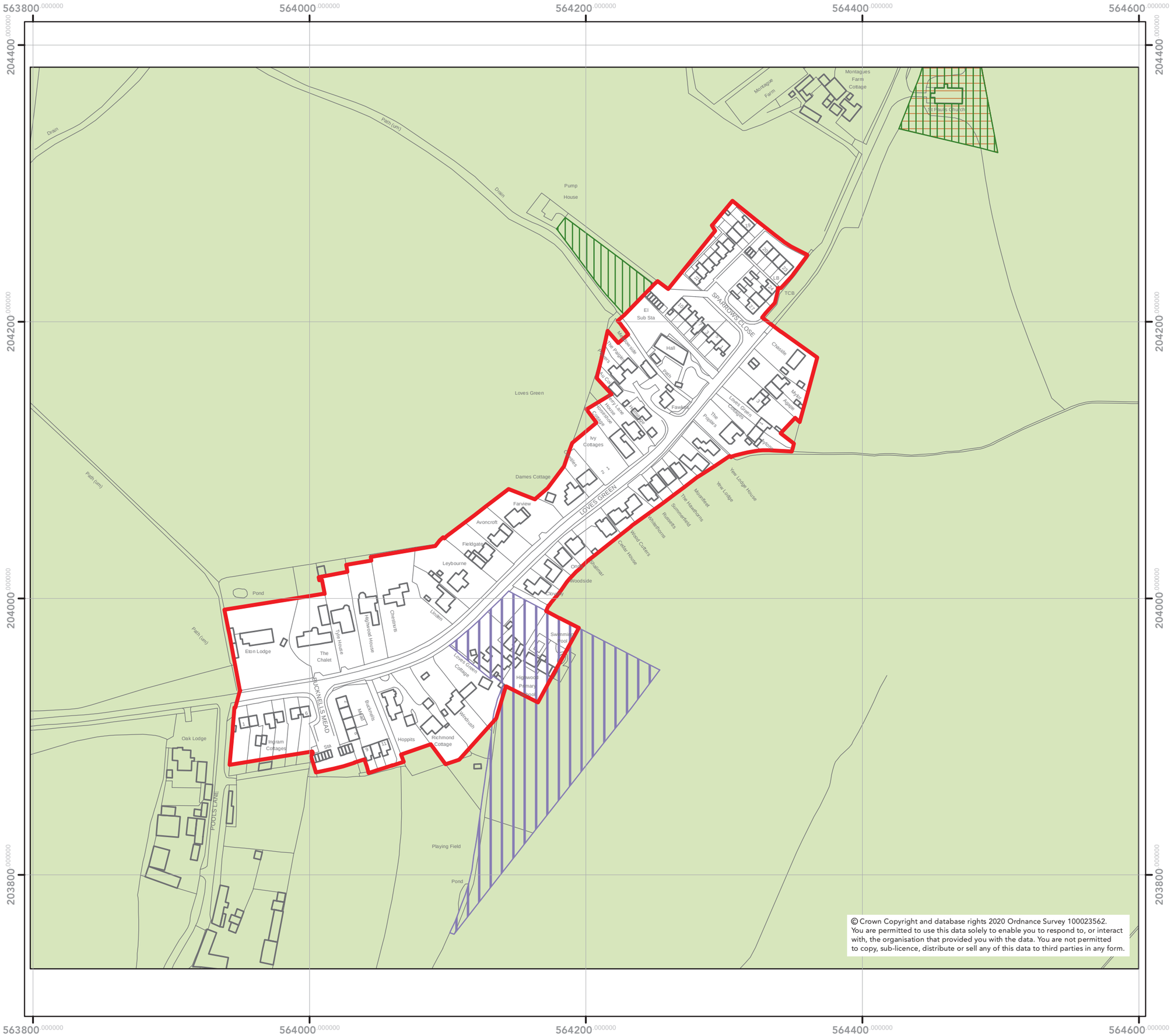

Chelmsford Local Plan

Adopted Policies Map May 2020

20 Highwood (Loves Green)

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0 50 100 Metres

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Adopted Policies Map May 2020

21 Howe Green (Sandon Parish)

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0 75 150 Metres

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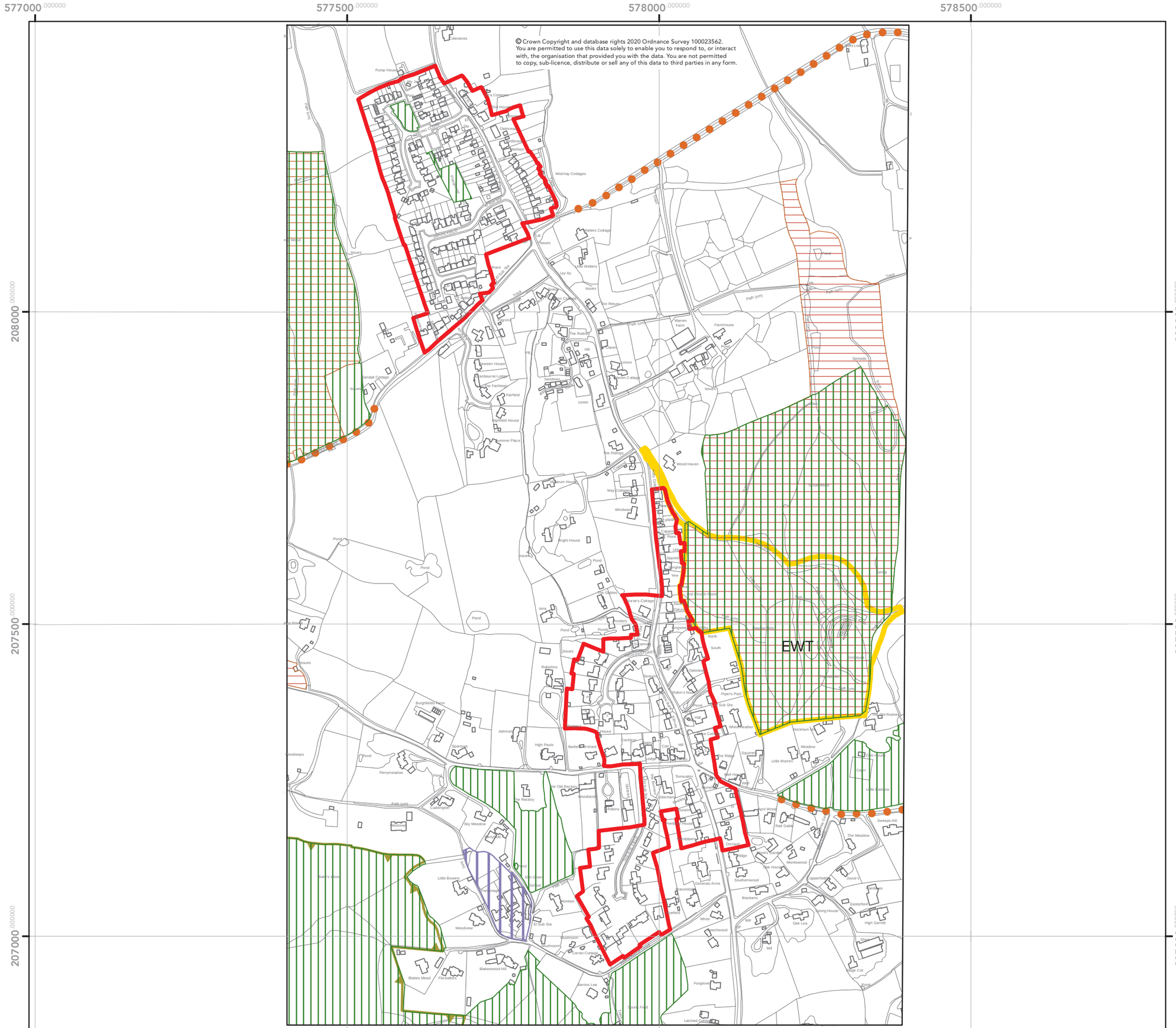

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22 Little Baddow

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Adopted Policies Map May 2020

23 Little Waltham

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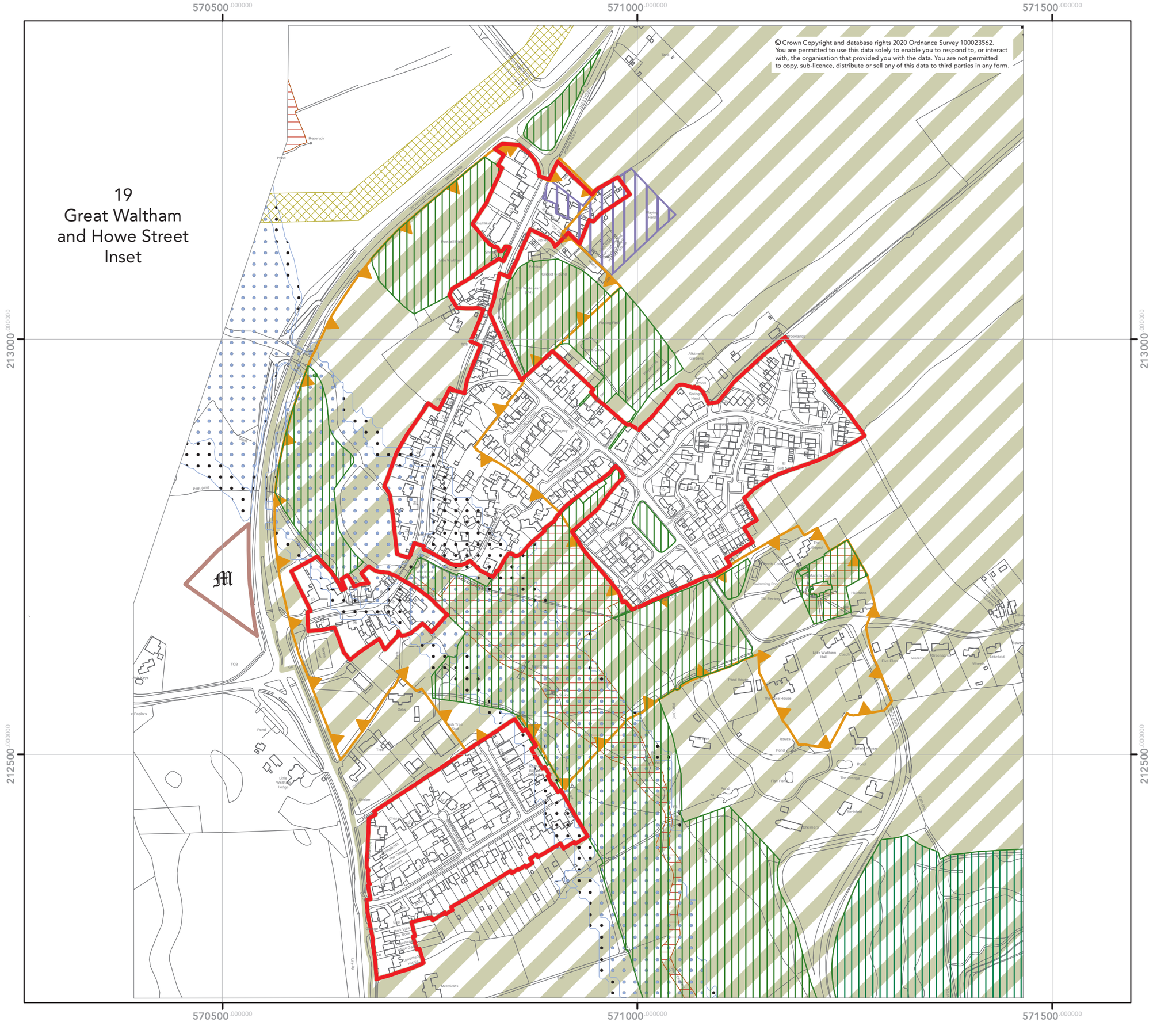
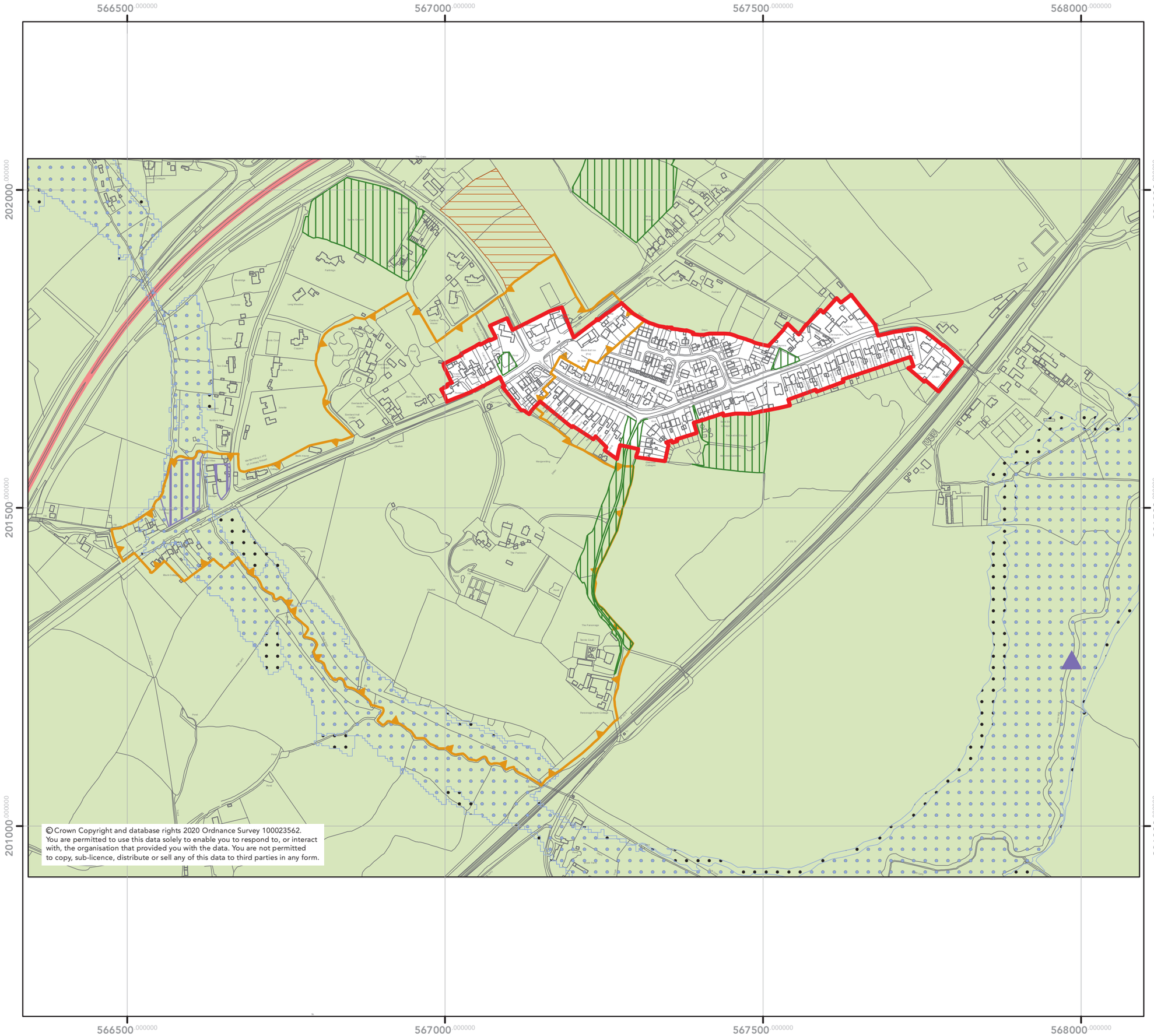
19 Great Waltham and Howe Street Inset





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Chelmsford Local Plan

Adopted Policies Map May 2020

24 Margaretting

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Important Note

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For further details please see the flood maps published on the Environment Agency's website at:

www.environment-agency.gov.uk

0 100 200 Metres

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Chelmsford
CM1 1JE

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planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk

Chelmsford City Council

Chelmsford Local Plan

Adopted Policies Map May 2020

25 Pleshey

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Chelmsford Local Plan

Adopted Policies Map May 2020

26 Ramsden Heath (South Hanningfield Parish)

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Chelmsford Local Plan

Adopted Policies Map May 2020

27 Rettendon Common

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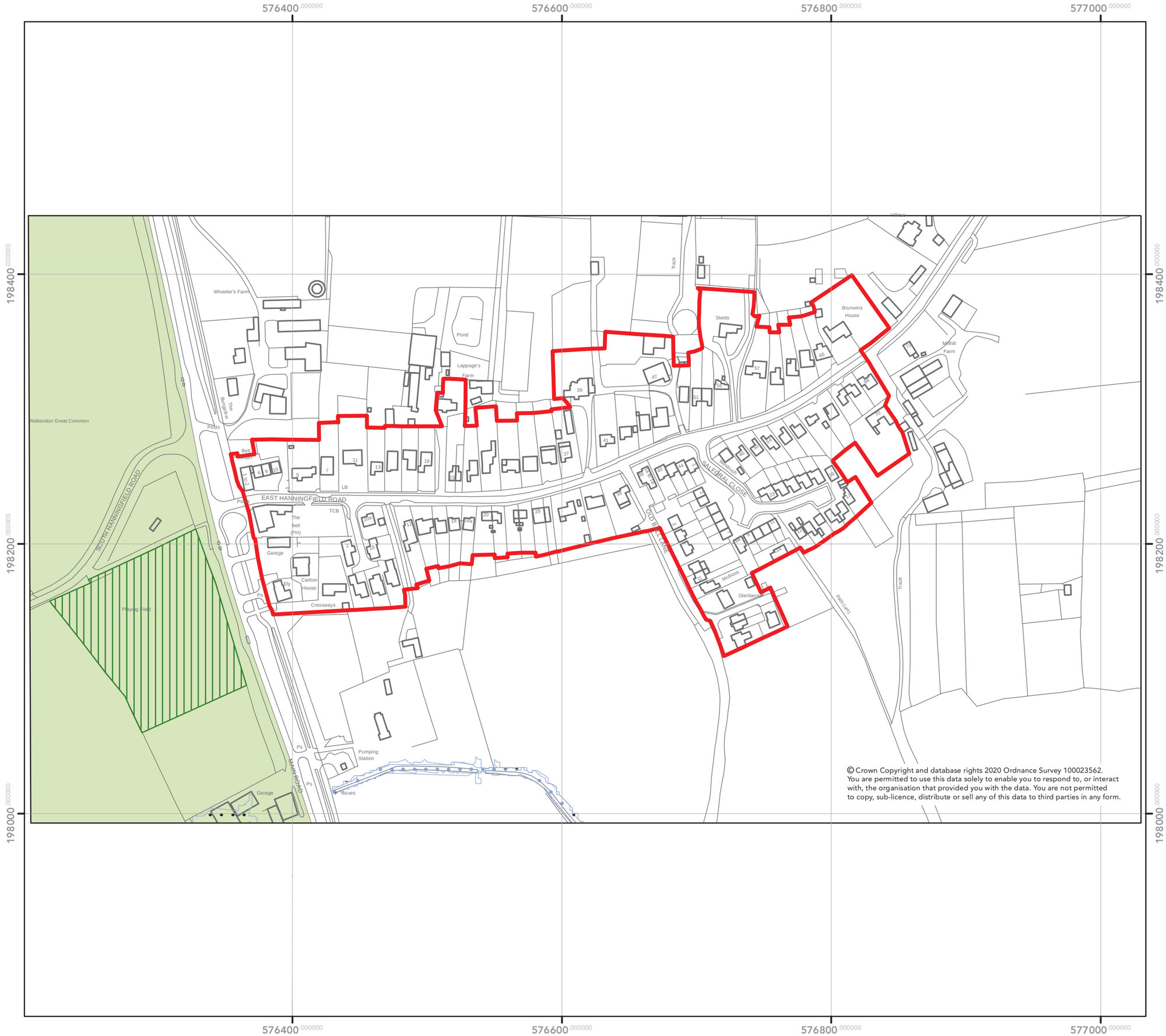

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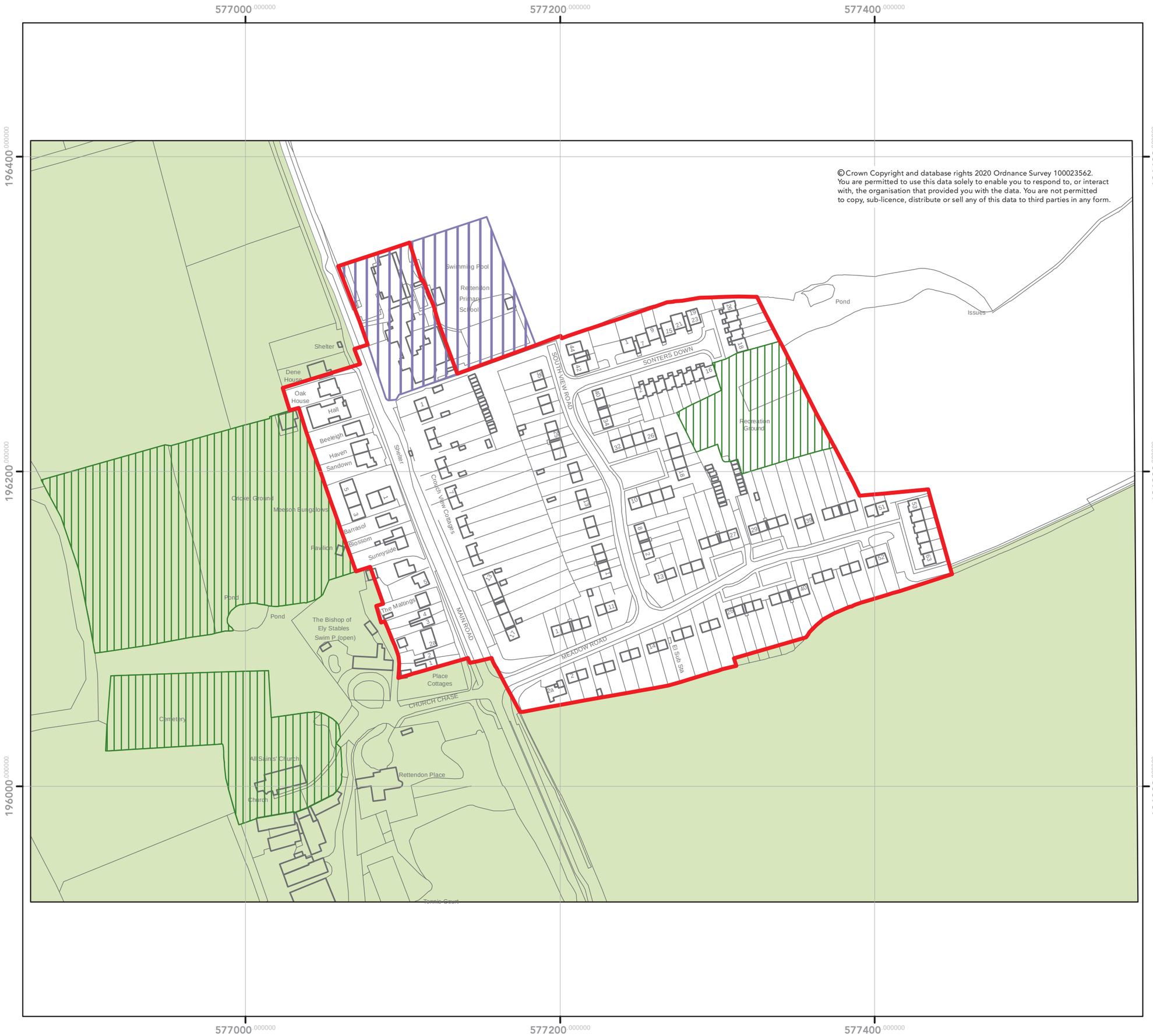

Chelmsford Local Plan

Adopted Policies Map May 2020

28 Rettendon Place

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Adopted Policies Map May 2020

29 Roxwell

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St Luke's Park

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Adopted Policies Map May 2020

30 Runwell

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Adopted Policies Map May 2020

31 Sandon

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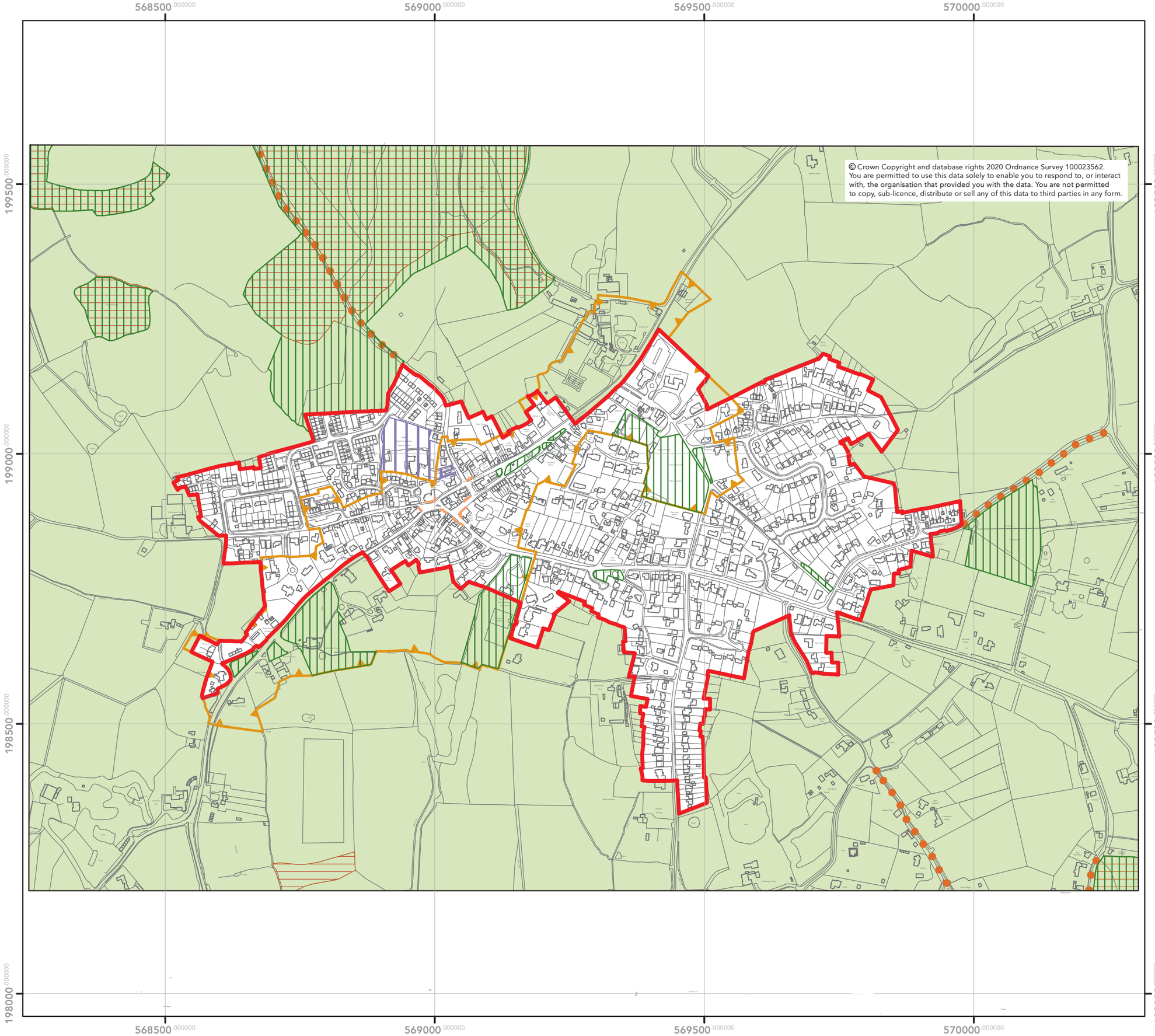

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Chelmsford Local Plan

Adopted Policies Map May 2020

32 Stock

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Chelmsford Local Plan

Adopted Policies Map May 2020

33 St. Lukes Park
(Rettendon & Runwell Parishes)

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0 125 250 Metres

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28
Rettendon Place

Chelmsford Local Plan

Adopted Policies Map May 2020

34 Temple Farm and Temple Wood

(West Hanningfield and Stock Parishes)

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Chelmsford Local Plan

Adopted Policies Map May 2020

35 West Hanningfield and Hanningfield Reservoir Treatment Works

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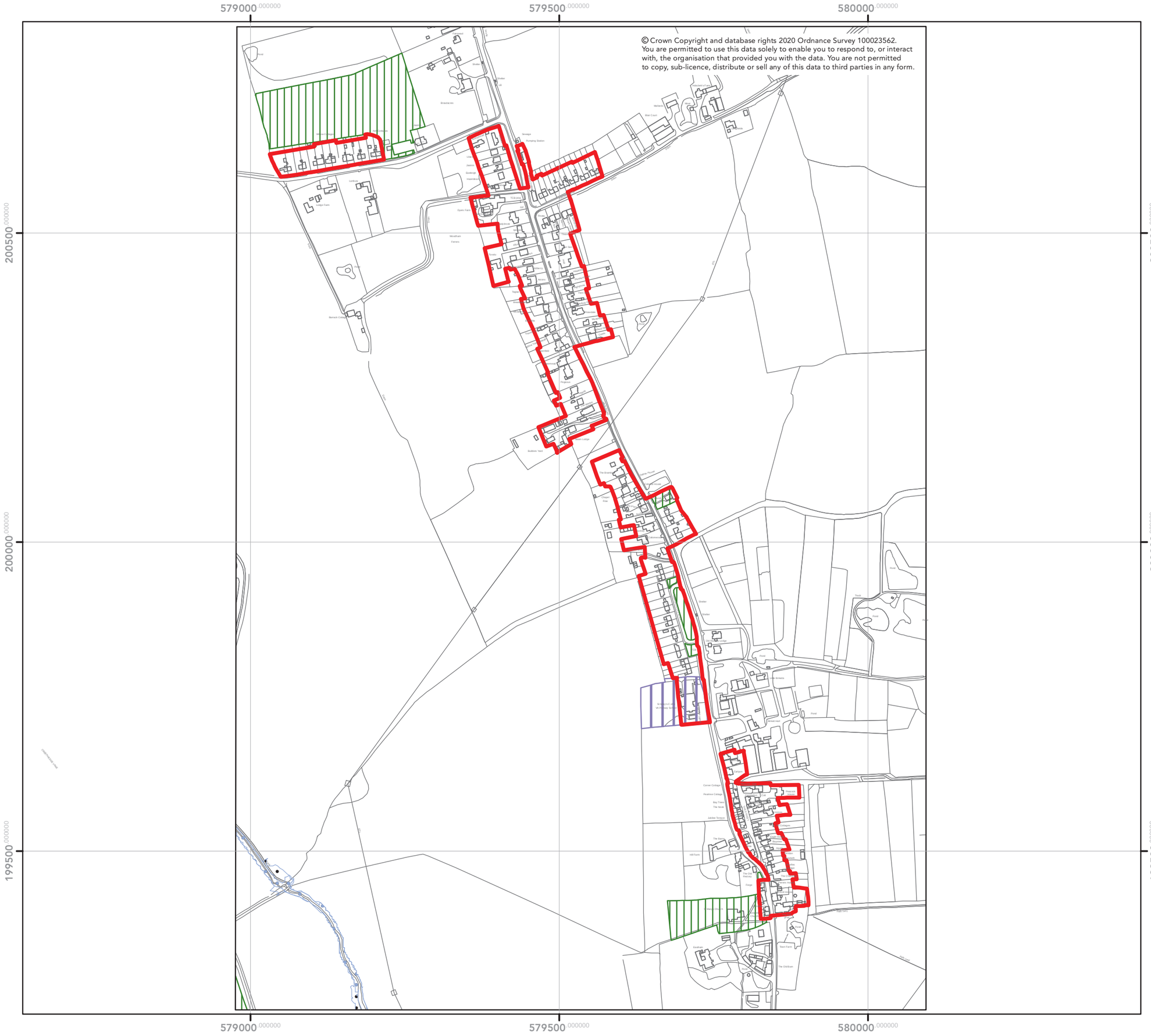

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Chelmsford Local Plan

Adopted Policies Map May 2020

36 Woodham Ferrers
(Woodham Ferrers and Bicknacre Parish)

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0 100 200 Metres

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Chelmsford City Council

Chelmsford Local Plan

Adopted Policies Map May 2020

37 Writtle

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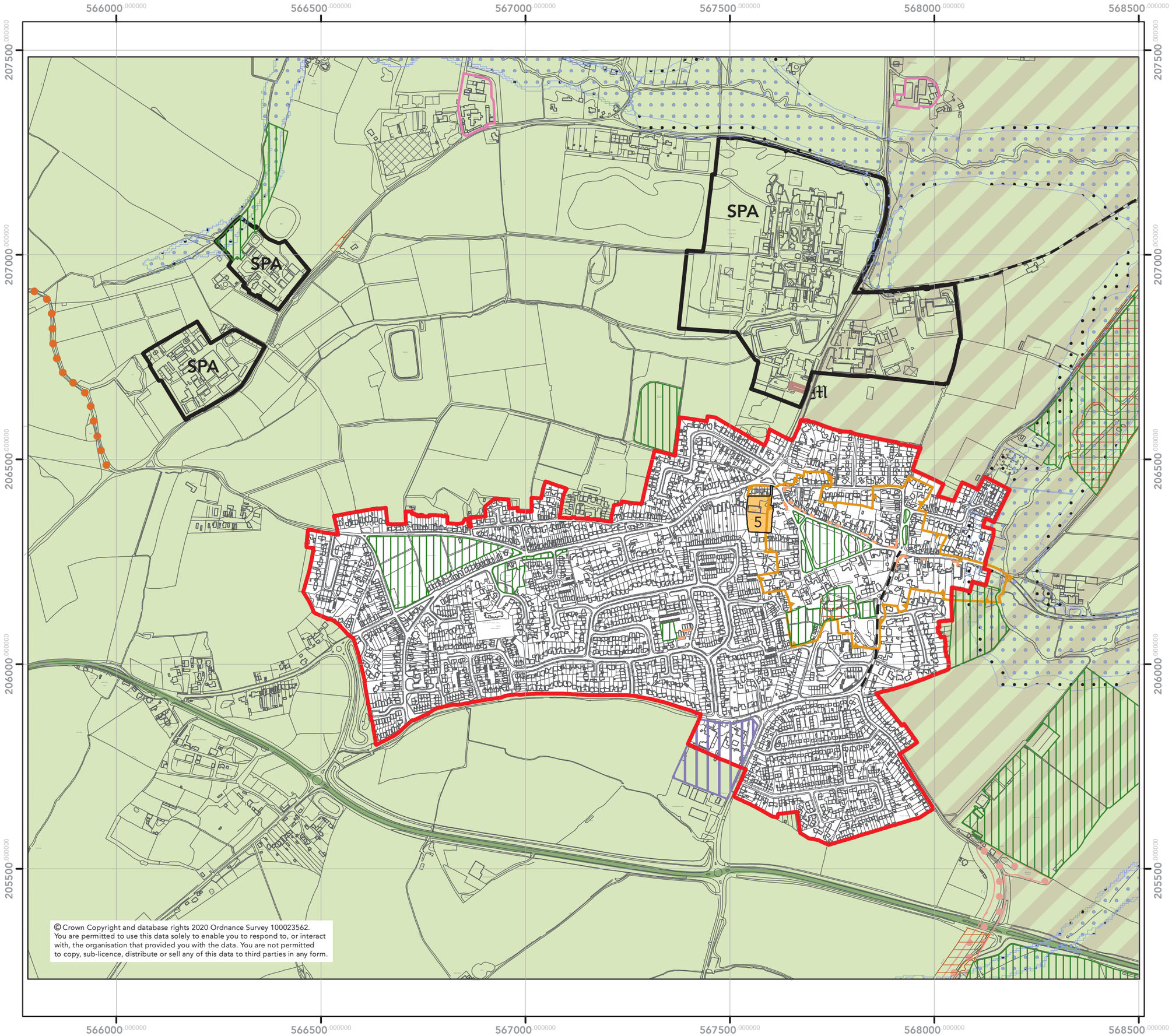

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Track
Moat
Pond
Bolding Hatch
Business Centre
3 to 4
1
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FB
Bolding Hatch
BISHOPS STORTFORD ROAD
Drain
Track
Track

Chelmsford Local Plan

Adopted Policies Map May 2020

38 Bolding Hatch (Roxwell Parish)

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Chelmsford Local Plan

Adopted Policies Map May 2020

39 Old Park Farm (Great Waltham Parish)

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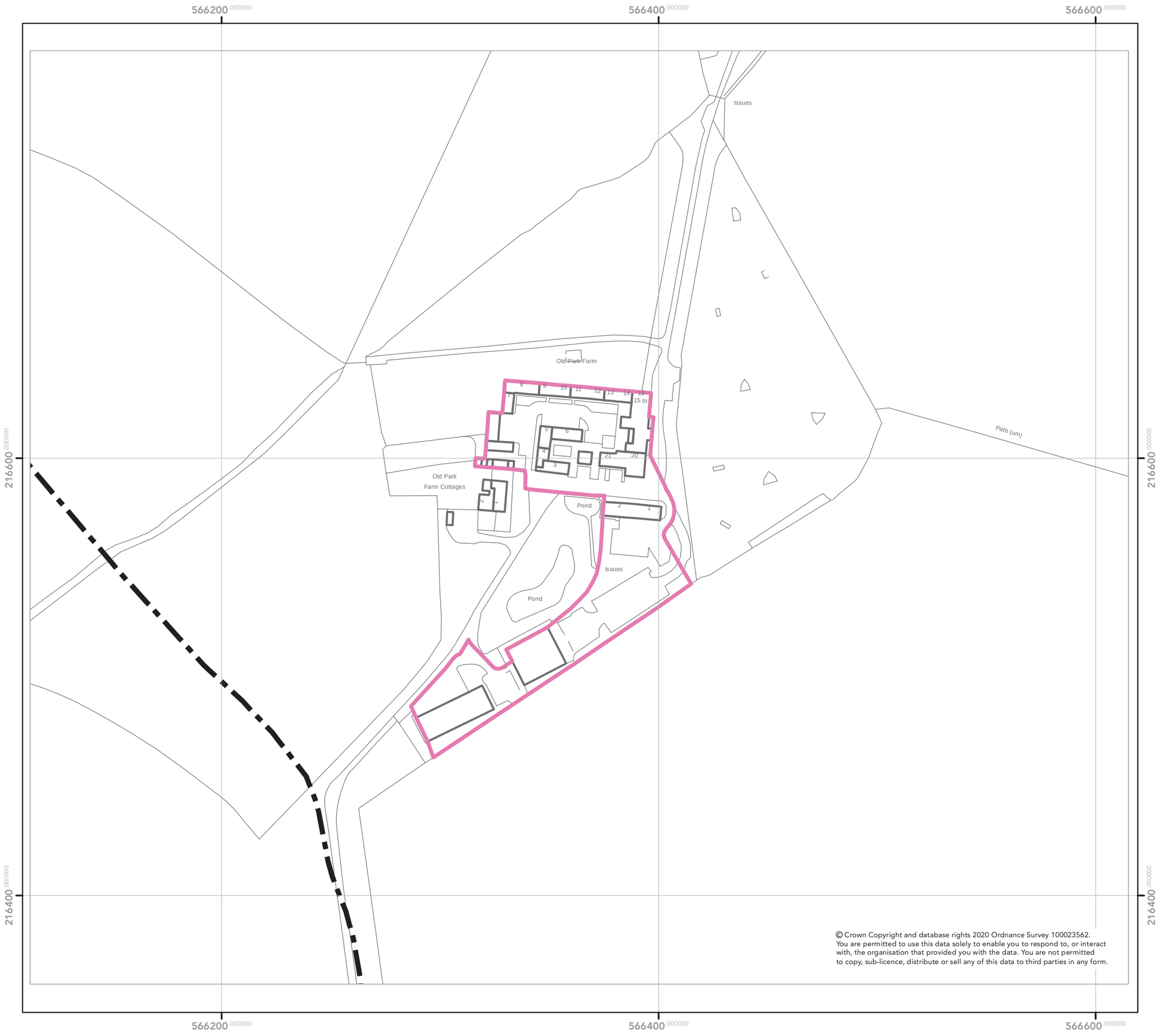

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Chelmsford Local Plan

Adopted Policies Map May 2020

40 Warner's Farm (Great Waltham Parish)

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Chelmsford Local Plan

Adopted Policies Map May 2020

41 Woodlands (South Hanningfield Parish)

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Collects
Drain
The Oaks
May Hedges
Sunnyside
Ashlea
Meadowland
Glenholme
Track
Lavendon
SOUTH HANNINGFIELD ROAD
The Bungalow
The Elms
Pond
Woodlands Industrial Estate

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Chelmsford Local Plan

Adopted Policies Map May 2020

42 Oaklands (Stock Parish)

The Policies Map shows the spatial definition of policies. It includes Policy Areas proposed by the Chelmsford Local Plan.

For the application of relevant policies within the Local Plan, the designation of the Rural Area includes all those areas outside of Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or Policy Areas. The Rural Area has no notation so appears as 'white land' on the Policies Map and its insets.

Important Note

This Policies Map shows areas at a higher risk of flooding. Areas at a higher risk from flooding are defined and regularly updated by the Environment Agency.

For further details please see the flood maps published on the Environment Agency's website at:

www.environment-agency.gov.uk

0 25 50 Metres

N

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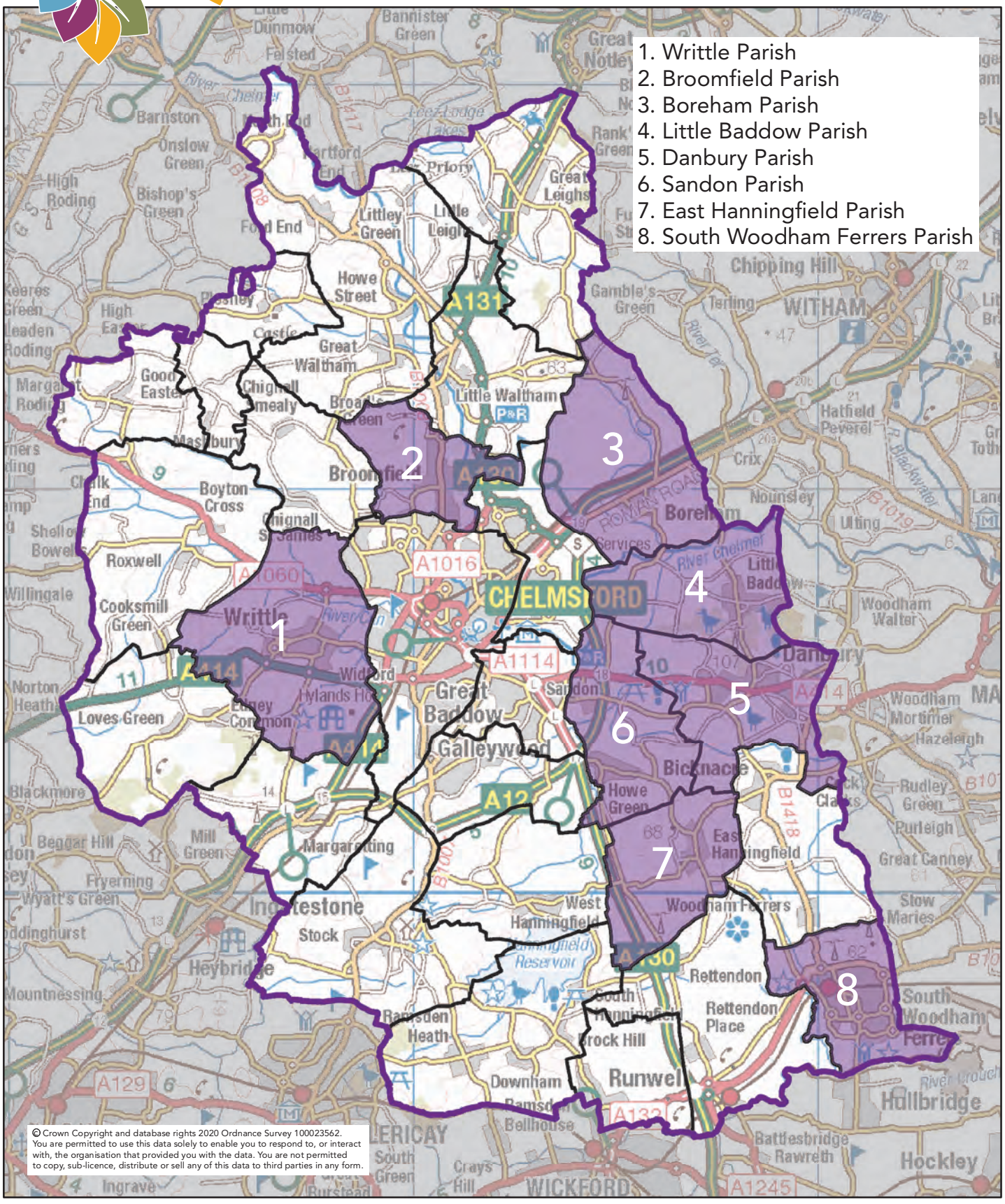
Chelmsford City Council

Designated Neighbourhood Plan Areas

Chelmsford Local Plan

Adopted May 2020



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0 2,500 5,000 Metres

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