CORE STRATEGY AND
DEVELOPMENT CONTROL POLICIES

CHELMSFORD BOROUGH LOCAL DEVELOPMENT FRAMEWORK 2001- 2021

Adopted 20th February 2008

Development Plan Document

Chelmsford
BOROUGH COUNCIL

CONTENTS

HOW TO USE THIS DOCUMENT

Important Information

This Core Strategy and Development Control Policies Development Plan Document (DPD) is a statutory part of the Borough Council's Local Development Framework. It covers the period 2001-2021 and sets out the Borough Council's strategy to manage strategic development growth alongside the day-to-day planning policies for determining planning applications.

It is important to note that this Development Plan Document should be read as a whole, as the objectives, strategies and policies are cross-cutting and inter-relate. Decisions on development proposals will have regard to all relevant objectives, strategies and policies within this Development Plan Document. The fact that a particular objective, strategy or policy may specifically support or encourage a certain type of development does not alter this requirement.

This document contains Core and Development Control policies. Where a policy has an implication to the Adopted Proposals Map or where they are directly supported by another 'Evidence Document', or where an Appendix or Supplementary Planning Document is of direct relevance, these are shown in the following ways:

Proposals Map:	Evidence Base: *(outlined in Appendix A)*	Appendix	Supplementary Planning Document:
N	I	APPENDIX B	SPD

Proposals Map

This document is accompanied by a Proposals Map which indicates where policies and proposals contained within this document are proposing changes to the Proposals Map contained within the Chelmsford Borough Local Plan (1997).

FOREWORD

The Borough of Chelmsford is a diverse mixture of towns, villages and countryside and is within one of the Government's designated Growth Areas. The Borough will continue to face significant pressure for development especially for new housing. Therefore the challenge ahead is to ensure that future development is managed through the Local Development Framework (LDF) in a way that can meet the needs of current and future generations whilst also protecting and enhancing the local and global environment and people's quality of life – a sustainable future.

Chelmsford is facing radical change which we have embraced by working in partnership with other local, regional and national agencies and authorities. This has helped develop a positive vision for Chelmsford within Mid-Essex which seeks to bring about maximum benefits to existing and future communities.

This document sets out the Borough Council's Borough-wide planning strategy, objectives and policies aimed at helping to achieve sustainable development and provide a robust and sound means of planning for the development requirements of the Borough up to 2021.

Councillor Roy Whitehead
Leader of Chelmsford Borough Council

CHAPTER 1
INTRODUCTION AND CONTEXT

Introduction

1.1   The Chelmsford Borough Local Development Framework is one of the key elements of the Borough Council's *Chelmsford Tomorrow* vision. This vision of future growth provides the opportunity for Chelmsford to bring about positive change, regeneration and invigoration of the Borough's localities and communities. Chelmsford's position as a key centre in the region and the focal point for activity means that it is ideally positioned to embrace the planned growth up to 2021 to create an even stronger, more sustainable and vibrant community at the centre of Essex.

1.2   Harnessing the growth opportunities will help secure a long-term sustainable future for the Borough's communities. It will reinforce Chelmsford's status as the 'Capital of Essex' and cement its importance as a major centre for business, transport, shopping, education, health care, sport, arts, culture and entertainment in the Mid-Essex region.

1.3   The Core Strategy and Development Control Policies Development Plan Document (Core Strategy for short) is the main component of the Borough Council's future planning strategies. It sets out the long-term vision and objectives for the Borough including broad policies for steering and shaping development, identifying broad locations for new housing and employment growth and changes to transport infrastructure. It also describes areas where development should be limited and sets out the more detailed day-to-day development control planning policies through which development will be enabled. The overall strategy will manage change that is necessary to meet the needs of current and future generations.

1.4   This document sets out the Borough Council's Spatial Strategy and policies for shaping the future of the Borough in the period up to 2021. It was adopted in February 2008 and becomes the overarching policy document in the Chelmsford Borough Local Development Framework (LDF).   It is accompanied by a Sustainability Appraisal report, addressing the environmental, social and economic effects of the Core Strategy. The various parts of the LDF, including the Core Strategy document, are illustrated on the LDF diagram on Page 3.

1.5   The Borough Council is preparing a number of other LDF documents including Area Action Plans for Chelmsford Town Centre and North Chelmsford. The Site Allocations document is also being prepared and will identify specific areas of land for development in line with the vision, objectives and policies of this Core Strategy. In February 2006, the Borough Council adopted its Statement of Community Involvement (SCI). This sets out the Borough Council's approach for involving local communities, stakeholders and consultees in the process of preparing its LDF. Essex County Council is responsible for preparing LDF documents concerned with minerals and waste.

1.6   The Borough Council has also prepared a Proposals Map. This expresses geographically the various Development Plan policies of the local planning authority.

The Structure of the Document

1.7   This Chapter sets out the context for the Core Strategy and describes how it takes into account a number of other relevant strategies, policies and programmes. These include, the Chelmsford Borough Community Plan and the Regional Spatial Strategy (RSS14) for the East of England.   It also explains the impact of these other policies or strategies in more detail.

1.8   Chapter Two sets out the Borough Council's Core Strategy.   It outlines the long-term spatial vision, principles and overall Spatial Strategy for guiding all future development and land use in the Borough to 2021. It also presents the strategic core policies that are needed to deliver the vision.   These are presented under five different themes to reflect that the LDF is about the inter-relationships of people, activity and land use, at strategic and local level.   All planning topics are underpinned by aspects of accessibility, and by aspects of environmental sustainability. Therefore the document has not been divided into land use subjects like housing and transport. Rather it has grouped objectives and policies related to key values and challenges under one of the five themes.

1.9   The successful delivery and implementation of the Core Strategy is dependant upon an effective partnership between the Borough Council and many other organisations. This is described further in Chapter Two.

1.10   Chapter Three contains the generic development control policies against which all future planning applications will be considered. These policies are not strategic nor do they allocate sites but they are aimed at ensuring all development within the Borough meets certain criteria and contributes to the achievement of the overall Vision and Core Strategy. The policies are presented under the themed approach described above.

1.11   A monitoring and review framework will be introduced to ensure that the implementation of the Core Strategy policies will be achieved. Chapter Four describes the Borough Council's monitoring systems in more detail and the information that will be collated via its Annual Monitoring Report (AMR).

1.12   The Appendices include a list of evidence upon which the Core Strategy DPD is based, the Borough's housing trajectory, the Borough-wide Parking Standards and Open Space Standards and a Glossary of Terms containing definitions of the various abbreviations used throughout this document.

Chelmsford Borough Local Development Framework (LDF)

1.13   The Chelmsford Borough LDF Diagram shows the key documents that will form part of the Borough's Local Development Framework (LDF). The LDF is a 'folder' containing a number of different documents that will address the Borough's planning and development needs to 2021 and beyond. Many documents are being prepared concurrently to ensure that the LDF is in place as soon as possible. The Borough Council's Local Development Scheme, available on our website, www.chelmsford.gov.uk describes the content and programme for producing these documents in more detail.

Links to Other Strategies

1.14   Local Development Frameworks are intended to streamline the local planning process and promote a proactive, positive approach to managing change and development. Key aims of the new system are to speed up the preparation of development plans, contribute towards the achievement of sustainable development, ensure they are monitored and effectively reviewed, achieve more effective community involvement, and develop plans that are more appropriate and responsive to changing local needs.

1.15   Another fundamental part of the new planning system is "joining-up" with plans and strategies of other organisations and agencies, especially where they relate to the use and development of land. In adopting a spatial approach to the preparation of the Local Development Framework, the Borough Council has had regard to the relevant Government, Regional, County and local strategies and programmes.

Government Strategies

1.16   The Government publishes strategies, legislation, Planning Policy Guidance and Statements (PPG and PPS), Circulars and other statements that the Borough Council takes into account in its published Local Development Documents. Key Government strategies include:

Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development (2005)
www.communities.gov.uk

1.17   The Government's objectives for the planning system are outlined within Planning Policy Statement 1 (PPS1) and sets out the aim of getting the right development, in the right place at the right time. Integrated sustainable development is a core principle underpinning these objectives and with planning facilitating and promoting sustainable and inclusive patterns of development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;

- contributing to sustainable economic development;

- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;

- ensuring high quality development through good and inclusive design, and the efficient use of resources; and

- ensuring that development supports existing communities and contributes to safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community

Securing the Future – The UK Government Sustainable Development Strategy (2005)
www.sustainable-development.gov.uk

1.18   This document sets out the Government's updated strategy for achieving sustainable development to satisfy people's basic needs and enjoy a better quality of life without compromising the quality of life of future generations.

Sustainable Communities - Building for the Future (2003)
www.communities.gov.uk

1.19　The Communities Plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country and the quality of our public spaces. The Plan identifies four "growth areas" to accelerate the provision of housing. The Borough of Chelmsford is part of the M11/Stansted Corridor growth area, and is adjacent to the Thames Gateway growth area.

Sustainable Communities – Homes for All (2005)
www.communities.gov.uk

1.20　This seeks to ensure policies deliver quality homes where they are needed most, that there is choice in house type and tenure, that communities are revived and that the environment is enhanced.

Regional Strategies

The Draft East of England Plan
www.eera.gov.uk

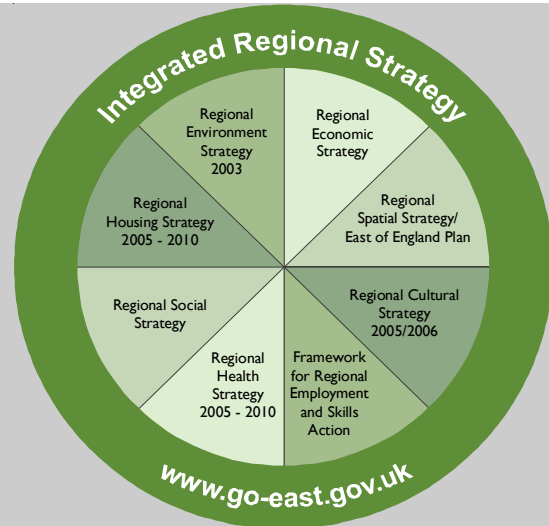1.21　The Draft East of England Plan (RSS14) was published in December 2004 and updates existing regional planning guidance to guide the development of planning and transport policy up to 2021. It contains the Regional Transport Strategy and is part of the statutory Development Plan for the Borough.

1.22　An Independent Examination into the Draft East of England Plan closed in March 2006 and the Report of the Inspector's Panel, containing recommended changes to the East of England Plan, was published in June 2006 and submitted to the Secretary of State. The Report of the Panel and its recommendations raises a number of implications for the Borough of Chelmsford including a recommended allocation of an additional 2,000 new dwellings. The changes to the Draft East of England Plan, including any made by the Secretary of State, were consulted upon in Autumn 2006. Therefore, the Borough Council is continuing to use the key components and proposals of the Draft East of England Plan, as set out below, as the baseline for the Spatial Strategy. However, the overall Borough-wide Spatial Strategy was designed from the outset to be capable of accommodating a higher housing allocation and is considered able to meet these potential increased growth requirements.

1.23　The key policies of the Draft East of England Plan seek to secure sustainable forms of development to sustain and improve the quality of life for people who live, work and visit the region. A key component of the Regional Plan is the Core Spatial Strategy for the region. For the Borough this means:

- Setting a vision to improve quality of life in the Region through sustainable development
- Providing 14,000 new dwellings for the Borough at a completion rate of 700 dwellings per year

- Providing new jobs in the non-growth areas of Essex and Cambridgeshire
- Recognising Chelmsford as a Key Centre
- Acknowledging Chelmsford as a Regional Transport Node
- Maintaining the broad extent of Metropolitan Green Belt
- Upgrading the A12 to three lanes around the Chelmsford by-pass to the A120 interchange at Ardleigh
- Provision of a new A130/A131 Chelmsford NE by-pass
- Chelmsford Borough's Core Strategy and Development Control Policies must be in general conformity with the emerging East of England Plan

Core Strategy and Development Control Policies
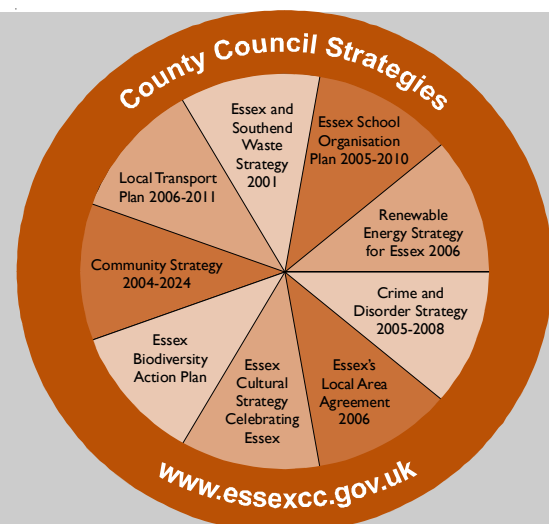Adopted 20th February 2008

Regional Strategies

In addition to the Draft East of England Plan and the Report of the Panel, there are a series of other regional strategies that need to be taken into consideration. These include:

Integrated Regional Strategy

- Regional Environment Strategy 2003
- Regional Economic Strategy
- Regional Housing Strategy 2005 - 2010
- Regional Spatial Strategy/ East of England Plan
- Regional Social Strategy
- Regional Cultural Strategy 2005/2006
- Regional Health Strategy 2005 - 2010
- Framework for Regional Employment and Skills Action
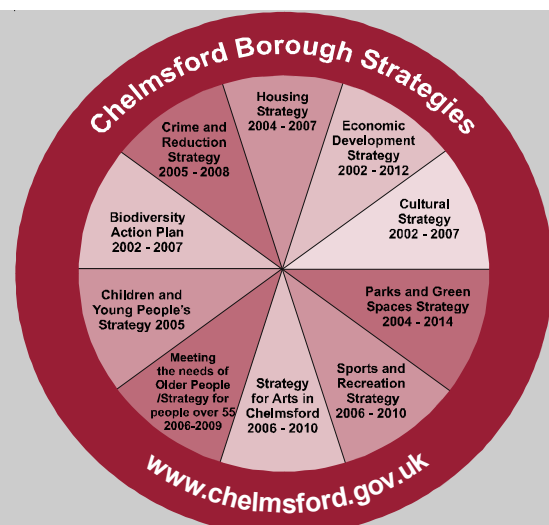
www.go-east.gov.uk

Essex County Strategies

In addition to *Shaping the Future of Essex* the Essex-wide Community Strategy and the Local Transport Plan there are a number of other County strategies which include:

County Council Strategies

- Essex and Southend Waste Strategy 2001
- Essex School Organisation Plan 2005-2010
- Local Transport Plan 2006-2011
- Renewable Energy Strategy for Essex 2006
- Community Strategy 2004-2024
- Crime and Disorder Strategy 2005-2008
- Essex Biodiversity Action Plan
- Essex's Local Area Agreement 2006
- Essex Cultural Strategy Celebrating Essex

www.essexcc.gov.uk

Chelmsford Borough Strategies

In addition to the Community Plan, there are a series of other strategies which include:

Chelmsford Borough Strategies

- Crime and Reduction Strategy 2005 - 2008
- Housing Strategy 2004 - 2007
- Economic Development Strategy 2002 - 2012
- Biodiversity Action Plan 2002 - 2007
- Cultural Strategy 2002 - 2007
- Children and Young People's Strategy 2005
- Parks and Green Spaces Strategy 2004 - 2014
- Meeting the needs of Older People /Strategy for people over 55 2006-2009
- Strategy for Arts in Chelmsford 2006 - 2010
- Sports and Recreation Strategy 2006 - 2010

www.chelmsford.gov.uk

County Strategies

The Essex Local Transport Plan
www.essex.gov.uk

1.24 Essex County Council's Local Transport Plan (LTP) sets policies for the promotion and encouragement of safe, integrated, economic and efficient transport facilities to meet the needs of persons living, working, visiting or passing through the county. Policies also address the requirements for the transportation of freight. It includes a series of area strategies, one of which is for Chelmsford and the Heart of Essex. Policies and schemes within the area strategy for Chelmsford include a north-eastern by-pass, further Quality Bus Partnerships, a cross valley link to Broomfield Hospital, additional Park and Ride sites, cycle and walking initiatives and a new rail station to the north-east of Chelmsford. The Core Strategy takes into account these schemes and proposals.

Local Strategies

Our Future 2021 – the Community Plan for the Borough of Chelmsford
www.chelmsford.gov.uk

1.25 The Core Strategy is a key component in delivering the spatial elements of the Community Plan. The seven priorities of the Community Plan aim to promote and improve the economic, social and environmental well-being of the Borough and contribute to the achievement of sustainable development, equality of opportunity and social inclusion. The Community Plan and the Local Development Framework share the same overall vision and where possible the same priorities and objectives which are linked to the Strategic Objectives of the Core Strategy. The Community Plan priorities are:

- Maintaining a safe community
- Improving our local environment
- Meeting local transport needs
- Providing the best opportunities for learning and personal development
- Providing stable employment and improved prosperity
- Enhancing healthy living
- Promoting culture as the key to our future

1.26 In addition to the Borough Council's Community Plan, it is necessary to ensure that the vision and aims of the Essex-wide Community Strategy entitled *Shaping the Future of Essex* 2004-2024 are also fully integrated. This sets out a number of priorities for securing a better future for people in Essex by:

- Creating vibrant, safe and healthy sustainable communities
- Providing opportunities for employment and business innovation
- Meeting local transport needs

- Delivering excellent public services
- Conserving our environment and heritage
- Promoting a full range of leisure, sport, cultural and learning opportunities

Chelmsford Borough Local Plan 1997
www.chelmsford.gov.uk

1.27 The Development Plan Documents that comprise the Chelmsford Borough Local Development Framework will replace the adopted Chelmsford Borough Local Plan as the statutory development plan for the Borough.

Other Local Strategies

1.28 Other strategies include the Essex Policing Plan produced jointly by Essex Police and the Essex Police Authority, the Essex Local Delivery Plan produced by the Essex Strategic Health Authority (which has been subsequently merged into East of England NHS) which sets out the national and local health priorities and the plans and strategies of the Mid- Essex Primary Care Trust that covers the Borough.

The Evidence Base
www.chelmsford.gov.uk

1.29 The Borough Council has been compiling information to support the preparation of its Local Development Framework, which is called the 'evidence base'. This evidence base covers issues such as the social, economic and environmental characteristics of the area. A list of the documents and a summary of their contents and findings is set out at Appendix A of this document and is also available on the Borough Council's website. The policies and proposals of the Core Strategy and Development Control Policies DPD are based on an understanding of the needs of the Borough partly identified through the evidence base and the opportunities and constraints which the Borough Council needs to take into account.

The Key Statistics (2001 Census)
www.chelmsford.gov.uk

Borough Facts

Population and Demography

- Population of the Borough is 159,800 (2004 Mid-year Estimate)
- 78.6% of households are owner-occupied
- Single persons households make up 20.5% of the Borough total
- Average household size was 2.43 persons in 2001 which reduced from 2.8 persons in 1981
- In the twenty years between 1982 and 2002 the population of Chelmsford grew by 12 per cent, compared with an increase of 11 per cent for the East of England region as a whole
- The population of Chelmsford's Urban Area is approximately 100,000
- The population density of Chelmsford in 2002 averaged 465 people per square kilometre, compared with an average of 284 for the region and 380 people per square kilometre for England overall
- The life expectancy for a male Chelmsford resident is 78.2 years, 2.1 years longer than the national average. The life expectancy for a female Chelmsford resident is 83 years, 2.3 years longer than national average
- In 2001, 94.1% of Chelmsford's population was White British. The largest ethnic minority in Chelmsford Borough is Asian or Asian British, representing 1.1% of the population
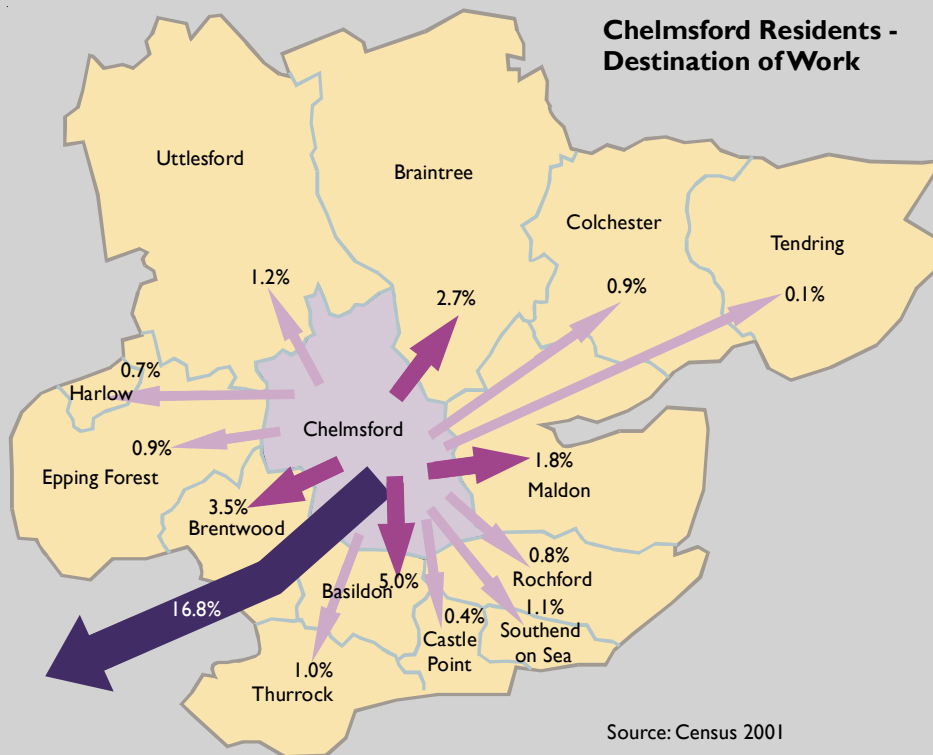
Borough Facts

Deprivation

- Borough is the second least deprived local authority area in Essex

- Chelmsford Borough is ranked as being within the 10% least deprived authorities in England

- In 2001, 16% of households in Chelmsford did not have a car or van, compared to 27% in England and Wales as a whole. Households with access to two or more cars or vans accounted for 40 per cent of all households in Chelmsford, compared to 29% of households in England and Wales

- Pockets of deprivation exist in the North-West of Chelmsford's Urban Area

Borough Facts

Economic Issues

- Borough has 6th largest workforce in East of England - 79,575 in 2003
- Largest employment sector is wholesale and retail 16.8%, with business sector amounting to 12.4% and the health sector 11.9%
- 17% of the resident Borough workforce commute to London. Other popular destinations for Chelmsford Borough residents to work are Basildon, Brentwood and Braintree – see below

Chelmsford Residents - Destination of Work

Uttlesford

Braintree

Colchester

Tendring

1.2%

2.7%

0.9%

0.1%

0.7%
Harlow

0.9%

Chelmsford

Epping Forest

3.5%
Brentwood

1.8%
Maldon

16.8%

5.0%
Basildon

0.8%
Rochford

0.4%
Castle
Point

1.1%
Southend
on Sea

1.0%
Thurrock

Source: Census 2001

- 27% of people working within the Borough live outside the area
- The manufacturing sector is still significant in Chelmsford with the fourth largest workforce in the Region
- The construction sector employs 6,430 within the Borough, the second highest both regionally and in Essex

Borough Facts **Transport**

- Chelmsford is the 24th busiest railway station in Britain, the 10th busiest outside of Greater London
- Chelmsford's first Park & Ride service, from a purpose built site at Sandon, commenced operation on 31 March 2006

Borough Facts **Environment**

- Borough Area: 34,300 hectares of which 12,888 hectares is Metropolitan Green Belt This means that 37.57% of the Borough is designated Green Belt

Sustainability Appraisal
www.chelmsford.gov.uk

1.30 Sustainability Appraisal is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained within Development Plan Documents, and is a mandatory process under the Planning and Compensation Act 2004 for the production of Local Development Frameworks. This ensures that the wider social, environmental and economic effects of the policies and proposals contained within Development Plan Documents are fully assessed. The policies and development proposals contained in this document have been the subject of Sustainability Appraisal undertaken by Entec, the Borough Council's independent consultants. The Sustainability Appraisal forms part of the evidence base of the Local Development Framework.

CHAPTER 2
THE CORE STRATEGY

Vision, Key Guiding Principles and Strategic Objectives

Our Vision

2.1 The Core Strategy is divided into a number of sections which set out a vision for future development in the Borough of Chelmsford, the principles and objectives to underpin this strategy and how these are translated 'on the ground' which is called the Spatial Strategy. This is followed by a suite of Core Policies designed to implement the Spatial Strategy and a Delivery and Implementation Framework setting out the means to deliver the overall Core Strategy. The Borough Council has adopted the following vision to describe the type of place we want the Borough to be in 2021 and beyond:

> *The Borough of Chelmsford will be at the leading edge for economic, social and environmental excellence at the heart of Essex, where people choose to live, work and visit because of the ever-improving quality of life available to all, now and for future generations.*

2.2 The vision is the same as the Community Plan *Our Future 2021 – the Borough of Chelmsford* as it is essential that there is integration and recognition that the LDF is the delivery vehicle and spatial representation of the Community Plan. The Strategic Objectives for the Core Strategy, which are set out in this document relate back to the seven priorities of the Community Plan and are grouped into the five themes of:

- Managing Growth
- Environmental Protection and Enhancement
- Balanced Communities
- Quality of Life, and
- Economic Prosperity.

2.3 There is strong positive support by the community and stakeholders for this vision through the consultations undertaken on the Core Strategy. The Borough Council will promote Chelmsford as the economic, cultural and shopping 'Capital of Essex' and as a driver of change and influence in the heart of the County and beyond. The Borough Council will work in partnership with local, regional and national bodies to achieve this vision for the future.

Key Guiding Principles

2.4 The Borough Council has defined a set of key principles that underpin the Core Strategy policy framework. These seek to manage change and development positively and in an integrated way in order to address the issues facing the Borough, to meet identified local needs and to enhance the Borough's special qualities for the benefit of existing and future generations. These are as follows:

2.5 The Spatial Strategy, Strategic Objectives and policies contained within the Core Strategy have full regard to the need to achieve the key guiding principles. These are as follows:

Integrating Land Use Planning with Other Policies and Programmes (KGP1)

2.6 The policies and proposals of the Core Strategy and Development Control Policies DPD will integrate with other policies and programmes that influence places and how they function in order to help deliver sustainable forms of development on the ground. These include policies and programmes related to health, further and higher education and social services provision in the Borough. This is important because while the policies and proposals can meet objectives through development, many objectives rely solely on other implementation mechanisms outside of planning powers.

Achieving Sustainable Development (KGP2)

2.7 The achievement of development which is underpinned by the dual objectives of not depleting the earth's natural resources and not producing greenhouse gases. All local development has a global impact and therefore requires an integrated approach to new development which promotes a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion. This will ensure equality, diversity and fairness, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.

2.8 What this means in practice:

Sustainable Locations:

Linking housing and commercial land needs and directing planned and phased development to locations which avoid the risk of flooding and are supported by lifetime and cost effective transport, leisure, community and essential services whilst minimising damage to the environment.

Sustainable Communities:

Compact development with a number of overlaying uses, creating well designed places and spaces which enable close links between where people live, work and enjoy themselves and the services they require and which are designed to promote social inclusion, diversity and work with the environment where they are located.

Sustainable Technologies:

Building materials and methods which should help reduce the depletion of natural resources and the production of greenhouse gases, and buildings should have a long life, flexibility and adaptability for other potential alternative future uses.

Access and Accessibility – Distinguishing the Strategic and Local Issues (KGP3)

2.9   The terms access and accessibility can be applied to many circumstances at the strategic and local level and various points in-between. The list below sets out these circumstances:

   1. Journeys between the town and other towns
   2. Journeys between home and work, high street shops, sport, recreation and culture
   3. Journeys between home and local services, schools and health facilities
   4. Ease of movement from home to street, and within buildings

Testing Policies and Proposals (KGP4)

2.10   Throughout the process of formulating policies and proposals, options should be continuously tested against sustainability objectives through Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) in order to deliver sustainable development.
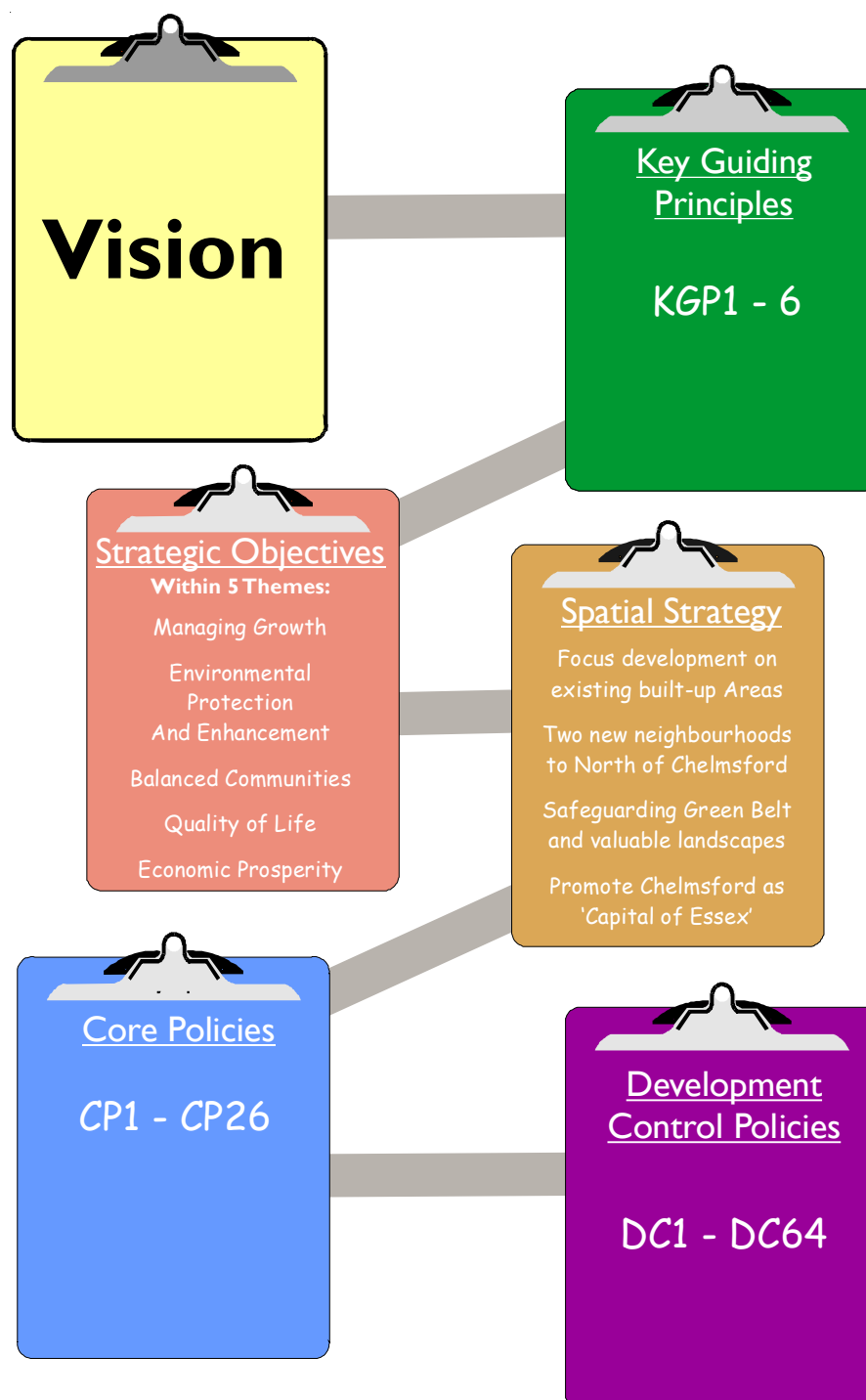
Continuous Involvement of Community and Stakeholders in the Preparation of Policies and Proposals (KGP5)

2.11   Inform, involve and consult members of the community and all interested parties throughout the preparation of the Local Development Framework in accordance with the Borough Council's Adopted Statement of Community Involvement. The Borough Council is committed to continuous community involvement from the early stages of document preparation and throughout the plan making process. It actively seeks to engage the wider community and makes special efforts to involve harder to reach groups.

Focusing New Development Within Existing Built-up Areas (KGP6)

2.12   As part of achieving sustainable development, the guiding principle of focusing new development in locations where there are existing services and facilities, whilst enhancing and protecting the natural, historic and built environment and avoiding flood risk. Using future growth in the Borough positively to provide new infrastructure and address existing
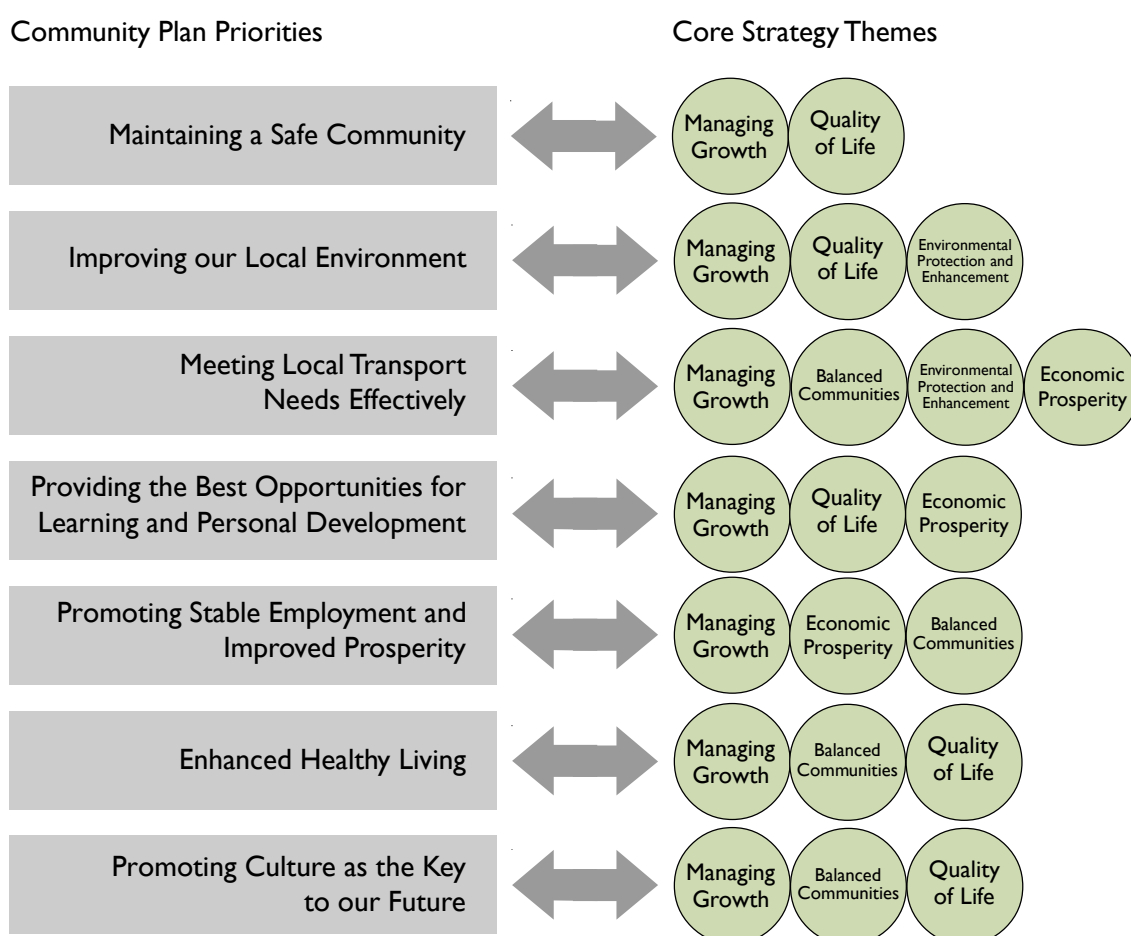
weaknesses. The diagram below illustrates the main components of the Core Strategy and Development Control Policies document. This DPD sets out the vision, principles, objectives and Spatial Strategy for the Borough. It also contains strategic or core policies for achieving the vision followed by more detailed day-to-day development control policies.

Vision

Key Guiding
Principles

KGP1 - 6

Strategic Objectives

Within 5 Themes:

Managing Growth

Environmental
Protection
And Enhancement

Balanced Communities

Quality of Life

Economic Prosperity

Spatial Strategy

Focus development on
existing built-up Areas

Two new neighbourhoods
to North of Chelmsford

Safeguarding Green Belt
and valuable landscapes

Promote Chelmsford as
'Capital of Essex'

Core Policies

CP1 - CP26

Development
Control Policies

DC1 - DC64

Strategic Objectives and Themes

2.13 The Strategic Objectives for Chelmsford Borough are the foundation of this document. The Strategic Objectives set out how we will seek to manage growth in a sustainable and joined up way in order to meet the needs of our growing community as well as achieving Government and regional objectives.

2.14 They describe how the Borough Council intend to achieve the vision up to the year 2021 and cover all aspects of development, growth and change that the Borough has to prepare for. They take effect through the Core and Development Control Policies and proposals that say how, when and where the objectives will be achieved. The Strategic Objectives are closely aligned with the Community Plan – the vision and strategy for the Borough agreed by a partnership of interests, including the Borough Council.

2.15 Therefore the strategic objectives are formed around the key values of a safe community, environmental improvement, local transport, learning and personal growth, employment and prosperity, healthy living and culture. This is illustrated below:

Linking the Community Plan to the Core Strategy Themes

Community Plan Priorities   Core Strategy Themes

Maintaining a Safe Community	←→	Managing Growth	Quality of Life
Improving our Local Environment	←→	Managing Growth	Quality of Life	Environmental Protection and Enhancement
Meeting Local Transport Needs Effectively	←→	Managing Growth	Balanced Communities	Environmental Protection and Enhancement	Economic Prosperity
Providing the Best Opportunities for Learning and Personal Development	←→	Managing Growth	Quality of Life	Economic Prosperity
Promoting Stable Employment and Improved Prosperity	←→	Managing Growth	Economic Prosperity	Balanced Communities
Enhanced Healthy Living	←→	Managing Growth	Balanced Communities	Quality of Life
Promoting Culture as the Key to our Future	←→	Managing Growth	Balanced Communities	Quality of Life

2.16 The Strategic Objectives build on national and regional planning policy and have been shaped by previous consultation, our Evidence Base and the results of Sustainability Appraisal. They are organised according to the purpose of a development plan under five themes.

Managing Growth
quantifies, directs and limits development growth.

Environmental Protection and Enhancement
protects and enhances natural and historic assets.

Balanced Communities
ensures all the community's needs are provided.

Quality of Life
promotes excellent buildings and facilities.

Economic Prosperity
establishes the conditions for business and our regional role.

The Themed Approach

2.17 As the Core Strategy is about the inter-relationships of people, activity and land use, at strategic and local level, the Borough Council has grouped objectives and policies under five themes. These themes are described below and are related to the key values and challenges facing the future development of the Borough and are the means to group both Core and Development Control Policies.

2.18 **Managing Growth**

deals with fundamental spatial aspects of planning – the quantity and location of development, the strategic links and the physical containment of urban form by landscape. This group has core policies and the closest tie-in with regional policy.

The Strategic Objectives under this theme are:

MG1: Direct growth to the most sustainable locations in the Borough and ensure new and existing neighbourhoods are easy to get to and well integrated with strategic route networks.

MG2: Manage and limit growth to that capable of being accommodated by the strategic infrastructure and the community support facilities of the Borough.

MG3: Contain urban growth by re-use of urban land and imposition of rural boundaries.

MG4: Promote the advantages of urban living and create good places to live and work within the existing urban areas through mixed use, diverse activity and full use of existing space.

MG5: Minimise the need for car travel by locating development where alternative modes of transport are practicable and by improving public transport.

2.19 **Environmental Protection and Enhancement**
provides the environmental basis for all development – valuing natural and historic assets and ensuring change is sustainable and enhancing. This group of objectives is linked to a range of development policies ensuring individual development acknowledges global impact.

The Strategic Objectives under this theme are:

EPE1: Protect the Borough's natural and built resources, historic environment, biodiversity, geological diversity and countryside.

EPE2: Seek to ensure that development is designed and located so far as possible to minimise any negative effects on the local and global environment and wherever possible to provide a net beneficial effect by reducing the generation of pollution and waste and the consumption of natural resources, including fossil fuel-based energy consumption. The generation of energy from renewable resources will be encouraged.

EPE3: Enhance environmental quality of the Borough's countryside and urban areas.

2.20 **Balanced Communities**
promotes social inclusion in all aspects of development and public services, supported by Core Policies and other related social strategies.

The Strategic Objectives under this theme are:

BC1: Meet the housing needs of the whole community through the provision of types and tenures of housing facilities, including affordable and special needs housing such as housing for the elderly, and create balanced communities through a mixture of housing for different household types.

BC2: Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the Borough.

> **BC3**: Reduce deprivation and improve residents' health and quality of life by targeted economic and community development.
>
> **BC4**: Promote social inclusion by improved accessibility to health care, education, employment, local shopping, leisure facilities and services for all, especially for those without a car and for those in more remote parts of the Borough through well planned routes and integrated public transport.

2.21 **Quality of Life**

focuses on how our experience of living and working is influenced by sense of place, sense of safety and security, ease of local travel, built environment design and the quality of public facilities. This group is supported mainly by a large range of Development Control Policies and detailed guidance.

The Strategic Objectives under this theme are:

> **QL1:** Provide high quality social, educational, leisure and sports facilities, excellent parks and green spaces, and a full range of cultural opportunities for meeting, worship, entertainment and celebration.
>
> **QL2:** Improved links between new development, surrounding neighbourhoods and the town centres by efficient local route networks and public transport.
>
> **QL3:** Improve road safety and avoid pedestrian route severance by managing vehicle traffic in residential and shopping areas.
>
> **QL4:** Ensure that new development creates places where people enjoy living and working and are safe, secure and attractive.
>
> **QL5:** Secure the best built environment design for present and future use and visual character. Enhance the utility of existing buildings through adaptation and improvement.

2.22 **Economic Prosperity**

provides the economic basis for the success of the Borough as a place to live and work. It deals with the needs of businesses, the working population, trade and freight, centred on the significance of Chelmsford as a Key Regional Centre.

The strategic objectives provide the basis for the Borough Council's Spatial Strategy for the Borough, including the Core Policies and Development Control Policies contained in this document.

The Strategic Objectives under this theme are:

ECP1: Maintain the Borough's economic competitiveness in a region of major growth and change by responding positively to economic change.

ECP2: Reinforce Chelmsford town's leading sub-regional economic role by attracting new commercial investment and reinforcing the town's attractiveness and competitiveness by enhancing civic and cultural activity.

ECP3: Enhance Chelmsford's role as a Regional Transport Node.

ECP4: Enhance the viability and vitality of South Woodham Ferrers town centre and secondary local centres.

ECP5: Support essential commercial transport movement related to Borough business activity on road and rail networks.

The Spatial Strategy

2.23 The Spatial Strategy establishes the long-term planning framework for the Borough. It has a number of inter-related components, which together will enable the strategic objectives of this Core Strategy to be delivered. This Strategic Approach represents those elements, which the Borough Council believes are fundamentally necessary for the long-term planning of the Borough, up to 2021 and beyond, and which are illustrated on the Key Diagram on Page 36.

The key elements of the Spatial Strategy are:

- the focus of development on existing built-up areas including an urban renaissance within Chelmsford Town Centre;

- the development of two new neighbourhoods to the North of Chelmsford with necessary infrastructure;

- the safeguarding of the Metropolitan Green Belt and the protection and enhancement of valuable landscapes and the natural and historic environments;

- promoting the economic and cultural role of Chelmsford as the 'Capital of Essex' and the revitalisation of an economic gateway in North-East Chelmsford.

A Vision for Growth

2.24 The Vision for Growth sets out how the Borough Council will use the planning system to deliver on the ground, the overarching vision set out at Page 15. Through the Spatial Strategy, the Borough Council intends to bring about positive change, regeneration and invigoration of the Borough's localities and communities. Chelmsford's position as a Key Centre for Development and Change in the region and the focal point for activity means that it is ideally placed to embrace growth to create an even stronger, more sustainable and vibrant community at the centre of Essex. Chelmsford now has the opportunity to take control of its own destiny and take the lead in shaping its long-term future. This will ensure that it is at the forefront of necessary growth offering real benefits to existing communities and future generations.

2.25 The Borough Council therefore will promote Chelmsford as the economic, cultural and shopping 'Capital of Essex' and as driver of change and influence in the heart of the County and beyond.

The Main Elements of Growth

2.26   A vision of growth is about achieving a long-term sustainable future for our communities. This will be achieved through a managed strategy that proactively exploits funding streams and maximises the benefits of private sector investments. The main elements of growth include:-

- Delivering **new homes and sustainable communities** through a robust long-term housing strategy to 2021 and beyond which includes at least 35% of affordable homes
- Confirming Chelmsford's growing status as the **'Capital of Essex'** that builds upon Chelmsford's existing role as a civic, administrative, legal and health centre for Essex
- Optimising **previously-developed land** wherever possible to meet the Borough's growth requirements
- Expanding Chelmsford's **diverse retail offer** to increase its importance as a major shopping centre in the region and to contribute to urban renaissance
- Providing improved and new business locations that increase **high quality employment opportunities** and provide facilities required by modern business and regenerate older employment sites
- Improving transport infrastructure including a new railway station, by-pass and Park and Ride facilities to reinforce Chelmsford's role as a **'Regional Transport Node'** and, improving linkages with Stansted Airport, Stratford International Station and the European rail network
- Building on Chelmsford's role as a **centre for knowledge and learning** with excellent educational facilities, with top performing schools, Colleges and Anglia Ruskin University
- Continuing expansion of healthcare facilities in particular at Broomfield Hospital to promote Chelmsford as a **centre for health care excellence**
- Enhancing and developing further facilities to promote Chelmsford's role as a **centre for a variety of arts, culture, sport and entertainment activities**. This includes future growth of the Great Leighs Racecourse, a possible casino, a new performing arts venue in the 'West End', Essex County Cricket Club, redevelopment of Riverside Ice and Leisure Centre and exploring development opportunities through the 2012 Olympics.

A Sustainable and Inclusive Future

2.27   Through a growth strategy, future growth and change will be based on the key objective of creating well-balanced, strong and vibrant sustainable communities. These would promote diverse activity, and ensure that people have easy access to housing, jobs and key community facilities, such as schools and health centres. The LDF establishes the template for future sustainable development, based on the following key elements: -

- A safe community that promotes social inclusion and delivers safe, secure and high-quality residential areas
- An urban renaissance with high quality regeneration schemes, 'landmark' architecture and excellent public places

- A high quality environment and public spaces that promotes civic pride and delivers attractive new developments
- Ensuring that the principles of sustainable construction, energy efficiency and energy conservation are embodied in new developments
- Greater accessibility within and around Chelmsford with improved transport infrastructure by road and rail, and for walking and cycling
- Improving educational opportunities through new and improved schools, further and higher education facilities
- Removing deprivation through regeneration, social development and improving access to services
- A healthy community through new and improved primary health care facilities and by reducing pollution and waste
- Securing new arts and culture facilities particularly in Chelmsford and in new developments
- Protect and enhance the Borough's natural and built resources, historic environment and biodiversity

Chelmsford – The Capital of Essex

2.28   A cornerstone of the Spatial Strategy will be the promotion and development of Chelmsford as a Key Regional Centre for Development and Change within the East of England and as the 'Capital of Essex'. Chelmsford's capital role will be reinforced and strengthened by continuing to promote major new business, residential, retail, health, educational, leisure and cultural development within the town. Building on the Borough Council's status as a Beacon Council for "Quality of the Built Environment", new developments will be of high quality, to create attractive and successful places for people to live, work and visit.

2.29   This vision will be achieved by promoting an urban renaissance within Central Chelmsford which delivers sustainable new developments, built largely on previously-developed land, which will allow people to live close to their place of work and to shops and leisure facilities, whilst also enabling people who work in London to travel to work by train. The Borough Council will positively manage future growth through a strategy that proactively exploits funding streams and maximises the benefits of private sector investments.

2.30   The Borough Council has prepared an Area Action Plan for Chelmsford Town Centre, which supports this Core Strategy. The Area Action Plan is the implementation and delivery plan for the changes that will occur in the Town Centre during this period. In particular, it provides a detailed planning and implementation strategy for major Opportunity Sites within the town centre, including Chelmer Waterside, the West End, Riverside and land East of the High Street.

2.31   A significant proportion of the Borough's requirement for new housing will be met by the allocation of sites within the urban area of Chelmsford. This follows the completion of an Urban Capacity Study for Chelmsford, South Woodham Ferrers and the larger Defined Settlements (Revised Urban Capacity Study 2001-2021, published 2004), which shows that over 2,800 additional dwellings can be accommodated within Chelmsford's Urban Area.

Delivering New Housing

2.32   The Borough Council has identified sufficient land and sites to meet the regional requirement to deliver 700 new homes per annum during the period 2001-2021. This includes sites within the urban areas of Chelmsford and South Woodham Ferrers and within the larger Defined Settlements. The emphasis in the period up to 2011, will be on maximising the re-use of previously developed land and buildings within existing built-up areas. The framework for delivering any potential future increases in housing allocations is set out at paragraphs 2.64-2.69.

2.33   The need for 'greenfield' development in the Borough up to 2021 will be met by the development of two new neighbourhood areas to the North of Chelmsford, to be developed mainly during the period after 2011. This spatial approach is described in greater detail below under Managing Growth.

2.34   The proposed new neighbourhoods will be planned from the outset as leading edge examples of sustainable new development making efficient use of resources and utilising sustainable construction technologies. They will maximise the use of sustainable energy and drainage systems, and will incorporate facilities for the recycling of water and waste. They will establish a sense of place in their own right, by providing accessible local facilities and services that meet the needs of their new communities and reinforce existing centres. They will be served by high quality public transport services, and movement within the neighbourhoods will be by walking and cycling wherever possible.

2.35   As part of the objective to meet the housing need of the whole community across the Borough, the Borough Council intends to secure at least 35% affordable housing as a proportion of all new housing developments (above the minimum site/size threshold). This will be secured as part of the overall planning gain requirement for new development. Where appropriate, the Borough Council will also make provision for the needs of other groups, such as, older people, Gypsies and Travellers within the Borough.

Managing Growth

2.36   In addition to promoting the best use of urban land, the Borough Council considered the options for meeting the 'greenfield' element of the Borough's growth requirements, during the preparation of this Core Strategy. The following strategic choices were examined:-

- major peripheral extensions at various locations around Chelmsford
- a number of medium sized peripheral extensions to Chelmsford, South Woodham Ferrers and Wickford/Runwell
- a large number of smaller extensions to the urban areas of Chelmsford, South Woodham Ferrers and Wickford/Runwell
- expansion of rural settlements across the Borough
- development of a completely new settlement in the countryside
- a combination of these approaches

2.37   Each of these options was considered against a range of sustainability criteria including the provision and availability of different levels of infrastructure as well as its potential impact on the environment. As part of the evaluation process the Borough Council also worked with a range of stakeholders to assess the deliverability of infrastructure to meet the community's needs. Key infrastructure includes public transport provision, schools, health care facilities, shops, leisure facilities and green spaces.

2.38   This evaluation confirmed that the urban area of Chelmsford is the main focus of a range of key facilities within the Borough. A number of facilities are also available at South Woodham Ferrers while a more limited range is available in a number of key villages in the rural areas.

2.39   Most employment opportunities within the Borough are concentrated within the urban areas of Chelmsford and South Woodham Ferrers. However, the Borough's employment structure has changed significantly in recent years. For instance, one of the largest employers within the Borough is now Broomfield Hospital and there has been significant employment growth in the education and leisure sectors. Whilst the promotion of mixed-use development will contribute towards meeting future employment needs, some additional 'greenfield' sites will need to be identified for employment purposes up to 2021 in order to provide a wider range of employment opportunities, and contribute towards meeting the regional targets.

2.40   From the assessment of the potential options it was clear that development in some locations would help support the maintenance of existing infrastructure provision and assist with the delivery of key infrastructure. North-West Chelmsford for example, has become an 'Action Area' for the work of the Local Strategic Partnership (LSP). As such, partnership activities and initiatives will be focused here to tackle issues of deprivation and achieve improvements for the community. Development in this area will help to secure regeneration and enhancement of community facilities within the existing and adjoining residential areas. This is also the case for Springfield where development proposed through the LDF can address the objective of achieving regeneration required in this part of the Borough.

2.41   In other locations additional development would place strain on existing facilities such as schools and may not create sufficient critical mass to support new facilities. In the Springfield area, for instance, there is a shortage of secondary school places and no key neighbourhood centre.

2.42   In addition, some locations are physically remote from the range of key facilities available in Chelmsford Town Centre and existing development would inhibit the enhancement of transport infrastructure links. In other locations development would have more significant environmental impacts.

2.43   An important element in the creation of sustainable communities is the delivery of necessary social and transport infrastructure to support them. The urban area of Chelmsford contains the widest range of existing facilities and also has the best public transport opportunities. Most facilities are concentrated within Chelmsford Town Centre whilst a more limited range is available at the key neighbourhood centres of North Melbourne, Chelmer Village and Great Baddow. There is also a good range of facilities within South Woodham Ferrers. In the rural areas beyond the Green Belt, the settlements of Bicknacre, Broomfield, Boreham, Danbury and

Great Leighs have access to a good range of facilities and are located on important public transport corridors. These include primary schools, shops, surgeries and green spaces. Other rural settlements have a more limited range of facilities and public transport services. Therefore, in order to manage growth and to protect the countryside, boundaries will be defined around the Urban Areas of Chelmsford and South Woodham Ferrers and other settlements depending on their size, nature and whether or not they have a substantially built-up character. Those settlements that are larger in size and population with increased accessibility and offer a good range of services and facilities are identified as Key Defined Settlements. Other settlements, with a substantially built-up character, are also defined as Defined Settlements. The boundaries, along with any changes or additions, will be defined within the Site Allocations DPD and North Chelmsford Area Action Plan in order to demarcate the limit of the built-up areas, taking into account the need to protect the countryside from urban sprawl and avoid the undesirable consolidation of more dispersed development patterns, but also taking into account, where appropriate, the future needs of rural and urban communities.

The Settlement Hierarchy

Chelmsford Urban Area

South Woodham Ferrers Urban Area

Key Defined Settlements:
Bicknacre, Boreham, Broomfield, Danbury, Galleywood, Great Leighs, Runwell, Stock and Writtle.

Other Defined Settlements:
East Hanningfield, Ford End, Great Waltham, Howe Green, Howe Street, Highwood (Loves Green), Little Baddow, Little Waltham, Margaretting, Ramsden Heath, Rettendon, Rettendon Place, Roxwell, Sandon, West Hanningfield and Woodham Ferrers.

Proposed New Other Defined Settlements (to be defined in the Site Allocations DPD):
Chatham Green, Edney Common and Good Easter.

2.44   The Borough Council therefore considers that development within existing built-up areas will be the foundation of its strategy for managing growth, including development not only in Chelmsford and South Woodham Ferrers, but also in the larger key villages. Our Urban Capacity Study indicates that this will yield approximately 3,500 dwellings, although further detailed studies of major Opportunity sites within Chelmsford Town Centre, as part of the Chelmsford Town Centre Area Action Plan, could demonstrate that the yield could be further increased.

Achieving Economic Prosperity

2.45   The Borough Council will continue to strive to secure a diverse and successful economy for the Borough and its residents. To this end, economic growth will be encouraged and supported in all sectors of employment. Whilst Chelmsford Town Centre will remain as the key employment location within the Borough, reflecting both its regional role and its capital role within Essex, other parts of the Borough will see employment growth, notably at Broomfield Hospital, Writtle College and Hanningfield Treatment Works.

2.46   The development of new 'greenfield' neighbourhoods will include provision for employment opportunities, for example by mixed-use development schemes and the establishment of new neighbourhood centres. Development in the North-East Chelmsford area will also include the regeneration of existing employment sites in the Springfield area in order to maximise the employment opportunities to be achieved in the area by a new railway station. Other land allocations will be made to ensure that a range of sites are available to meet the needs of new and existing businesses mainly within the Chelmsford area, but also at certain other strategic locations, such as Essex Regiment Way, Broomfield.

2.47   The Borough Council will also support initiatives, including the use of new technology, which allows people to work from home, as this now represents a significant, growing element of the Borough's employment base.

Retail Expansion

2.48   An important element of the Chelmsford Town Centre Area Action Plan is achieving the retail expansion of the Town Centre, in order that Chelmsford's regional role as the main shopping destination for mid-Essex is maintained and enhanced. Studies prepared for the Borough Council, and published as part of the evidence base to support the Local Development Framework, indicate that growth in retail floorspace of up to 100,000 sq.m. in the period up to 2021 can be sustained in the Town Centre, with the majority of such growth being in comparison goods floorspace.

2.49   The Chelmsford Town Centre Area Action Plan therefore identifies Opportunity sites to accommodate planned retail expansion, with the major development opportunity being at Chelmer Waterside. The regeneration of the Chelmer Waterside area will be led by retail development, thereby extending the Primary Shopping Area within the Town Centre and also providing significant opportunities for leisure and entertainment uses and for residential development.

Improving Accessibility

2.50   Meeting the Borough's transport needs effectively and efficiently is of paramount importance in delivering the Spatial Strategy. The Borough Council will work in partnership with Essex County Council, the Highways Agency and other transport providers to provide a co-ordinated and enhanced transport system which will improve access to existing development, and which will support proposed new development to meet the economic and social needs of the Borough and to recognise Chelmsford's sub-regional role as a Regional Transport Node and 'Capital of Essex'.

2.51   To this end, the Spatial Strategy promotes major improvements to public transport infrastructure in the Borough. A new railway station is proposed to the north-east of Chelmsford, to be developed between 2011 and 2015, and to be secured in conjunction with potential new residential and commercial development in that area. The new station will provide improved accessibility to rail services to London and East Anglia, particularly for people living in the Springfield area who travel to work in London. Additional further 'Park and Ride' sites will be developed to the west and north of Chelmsford following the opening of the first site at Sandon in March 2006. Bus corridor improvements will be secured in the Chelmsford area.

Protecting and Enhancing the Environment

2.52   The Borough Council will protect the key environmental assets of the Borough and safeguard its natural resources, including high quality agricultural land, mineral reserves and water supplies. Existing features of value that make a contribution to the environment and therefore enhance the quality of people's surroundings will be preserved and, wherever possible, enhanced for future generations. In particular, Green Wedges will be defined along the river valleys within Chelmsford and its suburbs recognising the important visual and landscape function that they have for the town. New developments will safeguard natural habitats and

biodiversity throughout the Borough. The historic environment, including historic landscape features and buildings, will be protected.

Safeguarding the Metropolitan Green Belt

2.53   The Borough Council believes that the Metropolitan Green Belt should be firmly safeguarded in the south and south west of the Borough, and in due course its local boundaries will be defined on the Proposals Map accompanying the Site Allocations DPD.

2.54   Options for releasing land within the Green Belt for meeting part of the Borough's requirement for new housing have been rejected. These included potential developments to the west, south and south-east of Chelmsford, to the west of South Woodham Ferrers and to the east and north-east of Wickford. The Borough Council believes that the protection of the Green Belt within this Borough is of strategic importance, and it is a fundamental part of this Spatial Strategy that the Green Belt shall continue to be protected up to 2021 and beyond.

2.55   The Borough Council proposes that there will be no major releases of land from the Green Belt within the LDF, with the exception that a 'brownfield' site at Temple Farm, West Hanningfield will be promoted for regeneration and new employment, in view of its strategic location close to the A12.

2.56   In line with the former Chelmsford Borough Local Plan, Special Policy Areas will be defined for two sites wholly enclosed by the Green Belt, at Writtle College and at the Essex and Suffolk Water site, West Hanningfield. The functional operation of these sites requires a less restrictive policy, and the proposed Special Policy Areas at these sites will therefore not be part of the defined Green Belt.

Rural Areas beyond the Green Belt

2.57   The Borough has many attractive rural areas beyond the Metropolitan Green Belt, containing landscape features and habitats of regional and national importance. The Borough Council will seek to protect these areas from development, and biodiversity will be enriched and enhanced wherever possible.

2.58   Rural communities are a vital part of the Borough's socio-economic fabric, providing homes and employment opportunities for many people. However, in recent years services and facilities in many villages have declined resulting in the loss of community facilities such as Post Offices, shops and public houses. In part, this has been due to national economic trends, but it has also been due to more local trends, including the changing population structure of many villages, with higher proportions of elderly people.

2.59   The Borough Council intends to ensure that villages within the rural areas, both within the Metropolitan Green Belt and beyond it, continue to be vibrant and sustainable communities, providing opportunities for people of all ages. To facilitate this and where there is evidenced local housing need, a number of sites immediately adjoining Defined Settlements and in exceptional circumstances within Defined Settlements, will be allocated for the provision of

affordable housing schemes to enable people to continue to live within the rural areas.

2.60 Special Policy Areas will be defined for a number of major sites within the rural areas, including Broomfield Hospital, the Great Leighs Racecourse and Sandford Mill, where the functional operation of the sites requires site-specific development control policy guidance and the submission of masterplans to guide future development. A site for future employment development will be identified at Essex Regiment Way, Broomfield, recognising the site's links to the strategic road network.

South Woodham Ferrers – Securing Local Improvements and Regeneration

2.61 The Borough Council believes that there should not be any major developments within or around South Woodham Ferrers and options for major growth on the periphery of the town have been discounted. This recognises the major environmental and planning policy constraints which exist on much of the land adjoining the town, including the existing approved Metropolitan Green Belt and Coastal Protection Belt and land covered by national and international nature conservation designations.

2.62   The key focus for change within South Woodham Ferrers up to 2021 will therefore be on securing improvements to the Town Centre and other parts of the urban area, by the redevelopment of a small number of 'brownfield' sites to provide additional housing, retail and business opportunities, and by securing environmental improvements to important public areas. To this end, the Borough Council is working in partnership with the South Woodham Ferrers Development and Regeneration Steering Group to prepare Supplementary Planning Document 'A Plan for South Woodham Ferrers' to guide these regeneration initiatives. This document is being progressed through its consultation stages for adoption during 2008.

Securing New Infrastructure

2.63   The Borough Council has introduced a new core policy in order to secure and deliver the social and transportation infrastructure that will be required to serve the growth of the Borough. Working with other key stakeholders, notably Essex County Council and the Health Authorities, the Borough Council will introduce standard charges to secure infrastructure linked to the grant of planning permission for new development, and secured by legal agreements. The proposed standard charges will reflect the specific requirements of stakeholders, and will be directly related to the additional infrastructure identified as necessary to serve new development. The Borough Council believes that only by introducing a standard charges approach, especially in the areas where new development will occur, can the delivery of supporting infrastructure by developers and stakeholders be secured with greater certainty and fairness.
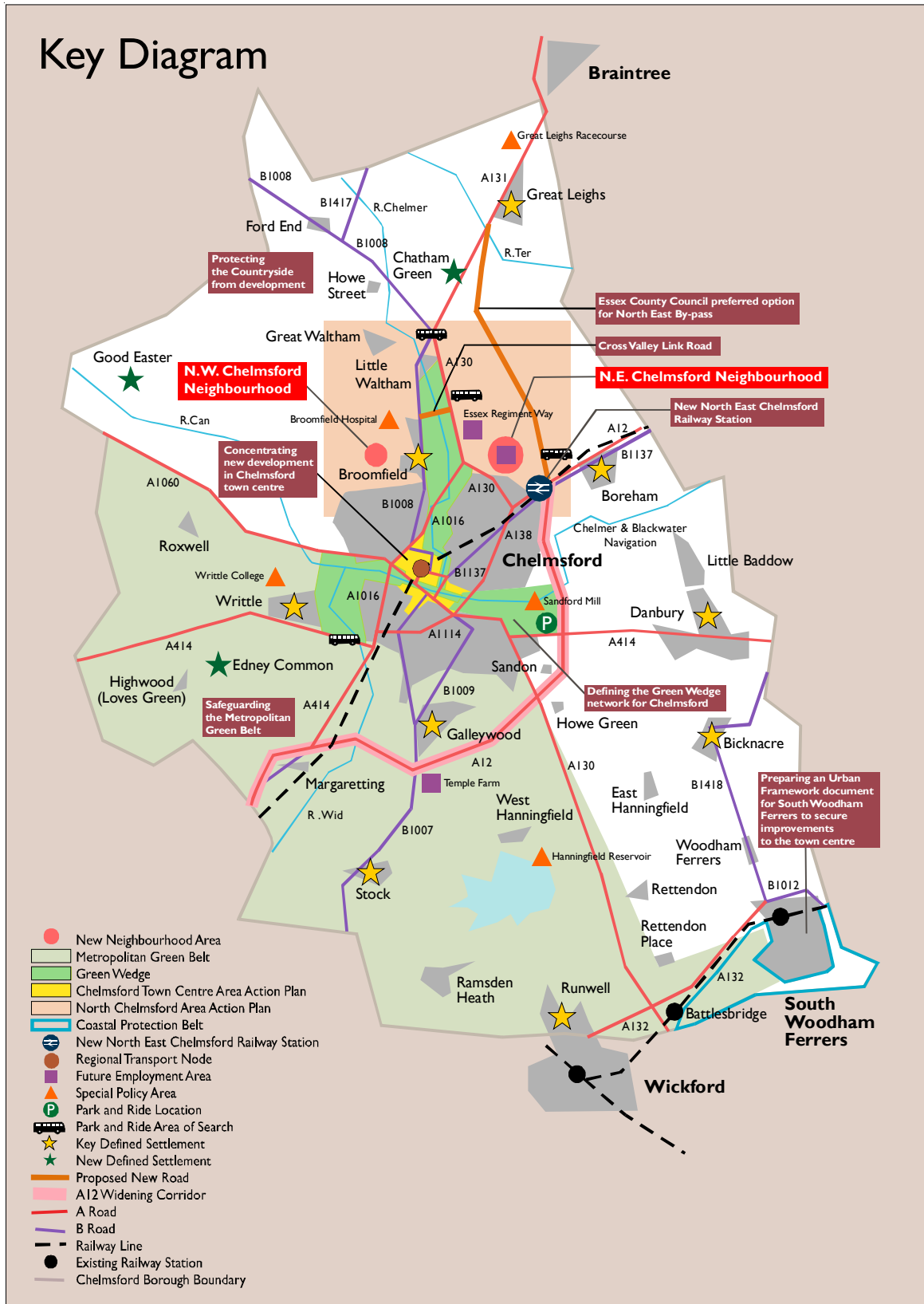
Delivering Increased Growth Requirements

2.64   In June 2006, the Report of the Panel following the Examination in Public of the Draft East of England Plan was published. It makes a number of recommendations affecting the Borough of Chelmsford, including the following:

- Chelmsford is identified as a Key Centre for Development and Change
- The Strategy for Chelmsford will:

  - Provide for substantial growth for housing within an allocation of 16,000 for the Borough as a whole;
  - Seek to strengthen the town's role as a County Town and further increase and diversify its employment base;
  - Aim to maximise the re-use of previously developed land but also provide for urban extensions in localities best able to assist the development of more sustainable transport systems within the town and capitalise on its links to London and other regional centres

2.65   The Report recommends an increase in the housing allocation for the period 2001-2021 from 14,000 to 16,000 new dwellings, at an annual completion rate of 800 dwellings. It also recommends that growth in employment within the Rest of Essex (comprising the districts of Harlow, Uttlesford, Chelmsford, Braintree, Maldon and Rochford) should be 25,000 new jobs for the period 2001-2021. The Government's response to these changes to the Draft East of England Plan was published in December 2006.

2.66   The Borough Council believes that these increased growth requirements could be met entirely within the parameters of the Spatial Strategy described in this Chapter, without necessitating the consideration of any further spatial options for growth. The proposed new neighbourhoods to the North-East of Springfield and to the West/North-West of Broomfield can meet an increased requirement for new dwellings on 'greenfield' land if that proves necessary.

2.67   The Borough Council will therefore address the increased requirements for new housing and jobs as part of the First Review of this Development Plan Document, to be undertaken in 2008 and will assess the specific requirements for any land allocations through the Site Allocations DPD and the North Chelmsford Area Action Plan.

2.68   In this context, the Borough Council will monitor the completion of new dwellings and creation of new jobs through its Annual Monitoring Reports, in accordance with the monitoring framework set out in Chapter 4 of this document, and will use this information to inform the First Review and any consequential Proposed Changes to the Development Plan Document.

2.69   The Key Diagram indicates the broad locations for delivering the housing, employment and other strategic development requirements in accordance with the overall philosophy set out in this Core Strategy.

Key Diagram

Braintree

Great Leighs Racecourse

B1008

A131

B1417

Great Leighs

R.Chelmer

Ford End

B1008

R.Ter

Protecting the Countryside from development

Chatham Green

Howe Street

Great Waltham

Essex County Council preferred option for North East By-pass

A130

Cross Valley Link Road

Good Easter

Little Waltham

N.W. Chelmsford Neighbourhood

N.E. Chelmsford Neighbourhood

New North East Chelmsford Railway Station

R.Can

Broomfield Hospital

Essex Regiment Way

A12

B1137

Concentrating new development in Chelmsford town centre

Broomfield

A130

Boreham

A1060

B1008

A1016

Chelmer & Blackwater Navigation

Roxwell

A138

Little Baddow

Writtle College

Chelmsford

Sandford Mill

Danbury

Writtle

A1016

P

A1114

Sandon

A414

Edney Common

A414

Howe Green

Bicknacre

Highwood (Loves Green)

Defining the Green Wedge network for Chelmsford

B1009

Safeguarding the Metropolitan Green Belt

A414

Galleywood

A12

A130

East Hanningfield

Preparing an Urban Framework document for South Woodham Ferrers to secure improvements to the town centre

Margaretting

Temple Farm

West Hanningfield

Woodham Ferrers

B1418

R .Wid

B1007

Hanningfield Reservoir

Rettendon

B1012

Stock

Rettendon Place

Ramsden Heath

Runwell

South Woodham Ferrers

A132

Battlesbridge

A132

Wickford

Legend

- New Neighbourhood Area
- Metropolitan Green Belt
- Green Wedge
- Chelmsford Town Centre Area Action Plan
- North Chelmsford Area Action Plan
- Coastal Protection Belt
- New North East Chelmsford Railway Station
- Regional Transport Node
- Future Employment Area
- Special Policy Area
- Park and Ride Location
- Park and Ride Area of Search
- Key Defined Settlement
- New Defined Settlement
- Proposed New Road
- A12 Widening Corridor
- A Road
- B Road
- Railway Line
- Existing Railway Station
- Chelmsford Borough Boundary

Core Policies

2.70 The Core Policies are designed to deliver the Borough Council's strategic planning objectives and establish the long-term spatial planning framework for the Borough of Chelmsford. The Core Policies are divided into five themes. Within each theme, Core Policies are grouped under strategic objectives. See Page ii for the key to the symbols indicated on policies.

Using the Policies within this Development Plan Document

It is important to note that this Development Plan Document should be read as a whole, as the policies are cross-cutting and inter-relate. Decisions on development proposals will have regard to all relevant policies within this Development Plan Document. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this requirement.

THEME 1 MANAGING GROWTH

2.71 This section deals with the fundamental spatial aspects of planning – the quantity and location of development, the strategic links and the physical containment of urban form by landscape. This sets out the Borough Council's Spatial Strategy for concentrating growth in urban Chelmsford and promoting urban extensions to North Chelmsford.

Strategic Objective MG1:
Direct growth to the most sustainable locations in the Borough and ensure new and existing neighbourhoods are easy to get to and well integrated with strategic route networks.

POLICY CP1- SECURING SUSTAINABLE DEVELOPMENT   **1** **2** **3**

The Borough Council will promote and secure sustainable development. This means linking housing and employment needs and directing development to locations supported by effective transport provision, leisure, community and other essential services, whilst minimising damage to the environment and actively securing environmental enhancements. Such development shall create well designed places and spaces, promote social inclusion, work with the environment where they are located and contribute to the growth of the local economy. Materials and construction methods should be employed to help reduce the depletion of natural resources and the production of greenhouse gases, and buildings should have a long life and be flexible and adaptable for potential future uses.

2.72 The delivery of sustainable development is at the heart of the Borough Council's Core Strategy and permeates all of the themes of this Development Plan Document. 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. These policy objectives cut across all of the policies within this Development Plan Document.

Strategic Objective MG2:
Manage and limit growth to that capable of being accommodated by the strategic infrastructure and the community support facilities of the Borough.

POLICY CP2 – THE BOROUGH -WIDE SPATIAL STRATEGY

APPENDIX B 3 4 5 11

N 29 33 49 52 54 55 58 59

All proposals for development will be considered in the context of the Borough-wide Spatial Strategy, shown on the Key Diagram, which sets out the Borough Council's vision for development growth in the Borough in the period up to 2021. The Spatial Strategy provides the framework for sustainable housing and job growth in accordance with the Draft East of England Plan and integrates the necessary infrastructure for delivering development, whilst safeguarding and enhancing key existing environmental, social and economic assets and resources. This includes the protection of the Metropolitan Green Belt and takes into account issues of climate change, flood risk and the promotion of an 'urban renaissance'.

New development will make the best use of previously developed land and buildings and will follow a sequential approach to the sustainable location of development. The Spatial Strategy identifies the urban areas of Chelmsford and South Woodham Ferrers as the main focus for new development supported by appropriate development within the Key Defined Settlements. The remaining housing requirement will take the form of new neighbourhoods to the North of Chelmsford's Urban Area which will be proposed in the North Chelmsford Area Action Plan.

Provision is made for a minimum increase of 14,000 dwellings (net) in the Borough in the period 2001-2021 to meet the full range of housing need and lifestyle choices for our communities and the provision of a proportion of 9,600 new jobs in accordance with Policy H1 and Policy E2 of the Draft East of England Plan. The Borough-wide Spatial Strategy makes provision for:

Completed Dwellings (April 2001- March 2007)	**4,098 Dwellings**
Existing Commitments across the Borough	**3,833 Dwellings**
Future housing developments within Chelmsford, South Woodham Ferrers and Key Defined Settlements	**4,239 Dwellings**
New neighbourhoods to the North of Chelmsford	**4,000 Dwellings**
TOTAL	**16,170 Dwellings**

> **Area Action Plans are being prepared for Chelmsford Town Centre and for the North Chelmsford area.**
>
> **There are existing sites outside the Urban Areas or Defined Settlements which due to their functional and operational requirements are considered to require a less restrictive policy than would otherwise be the case. Therefore, Special Policy Areas will be defined on the Proposals Map at Great Leighs Racecourse, Broomfield Hospital, Writtle College, Hanningfield Reservoir Treatment Works and Sandford Mill.**

2.73   The Borough-wide Spatial Strategy is shown on the Key Diagram, which sets out the broad policy objectives, directions for growth and the settlement hierarchy. The Borough-wide Spatial Strategy sets out a sequential approach to the development of land, with the focus on using previously developed land within existing built up areas.

2.74   Provision is made within the Spatial Strategy, in accordance with the Draft East of England Plan, published in December 2004, for a minimum additional 14,000 new dwellings to be built in the Borough from 2001-2021 at an average rate of 700 completions per year. The Report of the Panel following the Examination in Public of the Draft East of England Plan published in June 2006 identifies 16,000 new homes to be built in the Borough from 2001-2021 at an average rate of 800 completions a year, although this figure is yet to be finalised. However, the Borough Council's Housing Trajectory, as set out at Appendix B, indicates that a total of 16,170 new dwellings will be delivered in the Plan period. In the light of these figures the Borough Council will continue to test the phasing of its "greenfield" allocations through its first review of this Development Plan Document and the appropriate Area Action Plan. In order to inform this process, the Borough Council produces and monitors a Housing Trajectory which is set out at Appendix B. This will be updated through the Borough Council's Annual Monitoring Report.

2.75   The starting point for assessing the Borough's housing requirement is quantifying the numbers of dwellings completed within the LDF period to date and the numbers of dwellings that are committed through "live" planning permissions and allocations which amount to 7,931 dwellings. Furthermore, as part of the Borough Council's commitment to make the best use of previously developed land within existing built-up areas, a Revised Urban Capacity Study has been undertaken independently by Halcrow Group Ltd which was published in August 2004 and subsequently "refreshed" in June 2007. The 2007 Urban Capacity Study estimates a capacity for 4,239 additional new dwellings in the Plan period.

2.76   Housing and employment allocations will be made in the Site Allocations DPD and the North Chelmsford Area Action Plan in accordance with Policy CP2. Housing completions on windfall sites will amend the strategy outlined above in accordance with the findings of the Borough Council's Annual Monitoring Report and may contribute towards achieving any additional housing requirement as set out in the approved East of England Plan.

2.77 The Borough Council acknowledges that not all the new housing requirement can be accommodated within existing built-up areas. Therefore, the Borough-wide Spatial Strategy makes provision for the development of two new neighbourhoods to the north of Chelmsford. A significant development to the north-east of Springfield will address the objective of securing regeneration in the area and the enhancement of community facilities within the existing and adjoining residential areas, whilst development to the west/north-west of the Broomfield area will enable improved linkages to be achieved with Broomfield Hospital. In particular, a smaller new neighbourhood in this area will have a specific role in assisting with the housing requirements associated with the future expansion of the Broomfield Hospital particularly in the provision of affordable housing connected with its expansion.

2.78 The location of the new neighbourhoods has the key advantage of enabling development to be concentrated in areas where the necessary transportation infrastructure can be delivered as part of the overall planning approach and implement the use of standard charges to contribute towards securing the necessary infrastructure to deliver the spatial vision. The North Chelmsford Area Action Plan will allocate the land for the new neighbourhoods.

2.79 The Area Action Plan will also contain detailed policy guidance to ensure that adverse effects arising from development on the historic environment of the North Chelmsford area, and specifically concerning the setting of New Hall, are minimised and that compensatory measures are taken to this end.

2.80 The Key Defined Settlements are those villages, which have been included within the study area of the Revised Urban Capacity Study because of their size, population, accessibility and range of services they offer. The Key Defined Settlements are Bicknacre, Boreham, Broomfield, Danbury, Galleywood, Great Leighs, Stock and Writtle.

2.81 Special Policy Areas will be defined within and around existing facilities and institutions outlined in the policy 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.

2.82 Great Leighs Racecourse is located on the former Essex County Showground site and is currently being developed as a major new racecourse and equestrian centre with supporting entertainment facilities. Broomfield Hospital is an expanding regional hospital and the largest employer in the Borough and will require room for expansion (including staff accommodation) and upgrading of facilities. Writtle College is a long established and nationally recognised land based technologies college, 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.

2.83 The Borough Council will consider development proposals within each Special Policy Area in the context of an approved Master Plan for each site.

POLICY CP3 – PHASING OF DEVELOPMENT

APPENDIX B

4 **28** **49** **52**

In accordance with the Borough-wide Spatial Strategy, the Borough Council will seek to make the best use of the opportunities for achieving the intensification of urban areas by promoting the development of previously developed land within the Chelmsford Town Centre Area Action Plan area, the Urban Areas of Chelmsford and South Woodham Ferrers and within the Defined Settlements through:

> **i)   the preparation of development briefs; and**

> **ii)   working in partnership with other bodies; and**

> **iii)   assembling sites where necessary, including the use of compulsory purchase powers.**

The Spatial Strategy has followed the sequential test, as set out below:

> **1.   previously developed sites within the Chelmsford Town Centre Area Action Plan area;**

> **2.   previously developed sites within the Urban Areas and Defined Settlements;**

> **3.   new 'greenfield' neighbourhoods to the North of Chelmsford.**

The need to release sites for new greenfield neighbourhoods to the north of Chelmsford will be assessed against the release and likely release of sites in Chelmsford Town Centre Area Action Plan area, the Urban Areas and the Defined Settlements. In making such an assessment the Borough Council will take into account the following:

> **iv)   the delivery of Government targets for brownfield development; and**

> **v)   the delivery of the annual target for dwelling completions in the Borough; and**

> **vi)   the delivery of supporting infrastructure; and**

> **vii)   achieving other Borough Council objectives of the Spatial Strategy including the regeneration of the Springfield area and the north-west of Chelmsford's Urban Area.**

2.84   In accordance with Government advice, the presumption will be that previously developed sites (or buildings for re-use or conversion) should normally be developed before 'greenfield' sites. It is acknowledged that given the infrastructure requirements, including the need for other statutory approvals of the 'greenfield' sites, it will be necessary to consider planning applications in advance of the release of each site. However, any planning permission given will incorporate the appropriate mechanism, through conditions and legal agreements, to ensure compliance with this policy.

2.85   When considering the phasing of development sites, the Borough Council will monitor and manage housing delivery through the Housing Trajectory, contained within the Annual Monitoring Report. This will have regard to dwelling completion rates and their impact upon the availability for development of allocated and developable sites within a five year rolling land supply in accordance with Draft Planning Policy Statement 3 (PPS3).

2.86   The release of town centre sites will be set out in the Chelmsford Town Centre Area Action Plan and the release of new 'greenfield' neighbourhoods will be set out within a framework identified within the North Chelmsford Area Action Plan. Any allocations outside these areas will be set out within the Site Allocations DPD.

POLICY CP4 - SECURING INFRASTRUCTURE

N   SPD   24 25 33 34 35 36
              37 38 39 56 58 59

The Borough Council will require, through use of planning contributions, that all new development meets the necessary on and off-site infrastructure requirements which are required to support the development and mitigate the impact of that development on existing community interests.

Where the provision or improvement of infrastructure or other works or facilities is necessary to meet community or environmental needs associated with new development or to mitigate the impact of development on the environment or existing communities, standard charges and/or standard formulae as appropriate will be imposed for the payment of financial contributions towards such infrastructure, works or facilities to ensure that all such development makes an appropriate and reasonable contribution to the costs of provision.

The requirement to pay the standard charges and/or standard formulae might be re-assessed and modified where appropriate, in cases where actual provision of infrastructure, works or facilities normally covered by standard charges is provided as part of the development proposals.

The provision of infrastructure will be linked directly to the phasing of development on land throughout the Borough, (including the development of the new neighbourhoods to the north of Chelmsford and development within

Core Strategy and Development Control Policies
Adopted 20th February 2008

Chelmsford Town Centre) to ensure that appropriate enabling infrastructure is delivered in line with future growth. This infrastructure will be co-ordinated and delivered in partnership with other authorities and agencies such as the Local Highway and Transportation Authority, the Local Education Authority, strategic rail bodies and the Environment Agency, utility companies, Primary Care Trusts and private sector partners.

Key infrastructure requirements to deliver the objectives of the Core Strategy include, but are not limited to:

- **Chelmsford North-East By-pass and Cross Valley Link Road**
- **New Railway Station north-east of Chelmsford**
- **Capacity improvements at Chelmsford Railway Station**
- **Transport links between new neighbourhoods and Chelmsford Town Centre**
- **The encouragement of public transport use and sustainable transport measures and other transport improvements and measures in the locality or benefiting the development**
- **Neighbourhood Centres in the new neighbourhoods including community, primary health care, retail and leisure facilities**
- **Pre-school, primary, secondary and tertiary education provision to serve new and existing communities**
- **Open space, recreational provision and public realm enhancements**
- **Strategic flood defence measures to protect Chelmsford Town Centre**
- **Additional Park and Ride sites to serve Chelmsford**
- **Bus Priority and rapid transit measures**
- **Community facilities across the Borough**

2.87   The phased delivery of strategic and local infrastructure is a key component of delivering the Borough Council's Spatial Strategy. In order to secure and co-ordinate the delivery of strategic infrastructure, the Borough Council will work in partnership with other delivery bodies, authorities, developers and other agencies through an informal Local Delivery Mechanism. Where appropriate, standard charges will be pooled in order to allow infrastructure to be secured in a fair and equitable way. In addition to the specific infrastructure set out in the policy, the provision of utility infrastructure is a prerequisite for all development and the Borough Council will fully utilise the role of planning contributions as a means of providing and enhancing existing facilities and services and affordable housing in accordance with the strategies and policies of this Development Plan Document.

2.88   The Borough Council has published a Supplementary Planning Document on Planning Contributions which sets out the standard charges and formulae which are based upon needs assessments and associated business plans, which will be kept under review.

POLICY CP5 - CONTAINING URBAN GROWTH

Urban growth will be contained by defining the physical limit of the urban areas of Chelmsford and South Woodham Ferrers and the Defined Settlements.

Beyond the Urban Areas and Defined Settlements, the Metropolitan Green Belt as defined on the Proposals Map will be protected in accordance with national and regional policy. Planning permission for development in the Metropolitan Green Belt will be refused other than in the circumstances identified in the relevant Core and Development Control policies.

Within the rural areas of the Borough beyond the Metropolitan Green Belt as defined on the Proposals Map, the Borough Council will protect and enhance the character and openness of the countryside. This will be achieved by the restriction of inappropriate development in a rural area. Planning permission for development within the rural areas beyond the Metropolitan Green Belt will be refused other than for the categories of development expressly identified in the relevant Core and Development Control policies.

2.89   Much of the Borough falls outside the Urban Areas and Defined Settlements. This is defined as Metropolitan Green Belt or Rural Area beyond the Metropolitan Green Belt on the Proposals Map. Much of the Borough's countryside is very attractive and of a traditional rural appearance with long unbroken views. Inappropriate development would erode openness and rural character harming the Borough's rural environment. This policy seeks to protect the countryside for its own sake and protect and enhance the openness and rural character of the countryside.

2.90   The policy sets out the general presumption against inappropriate development in the countryside, which in the case of the Metropolitan Green Belt is by definition any development that is harmful to its openness and function. Further qualitative environmental designations are defined by Policy CP9. The relevant Development Control Policies set out the criteria by which planning applications will be considered within the rural areas.

2.91   The Borough Council will review the existing Urban and Defined Settlement boundaries, which will be defined on the Proposals Map accompanying the Site Allocations DPD and the North Chelmsford Area Action Plan.

POLICY CP6 - PROMOTING URBAN RENAISSANCE

4 49 SPD

The Borough Council will promote sustainable urban living through development proposals that support a diverse range of uses where people live, work and enjoy leisure time. The primary focus of this urban renaissance will be the enhancement and consolidation of Chelmsford Town Centre, the revitalisation of South Woodham Ferrers Town Centre and the strengthened viability of the defined Principal Neighbourhood Centres.

Within the Urban Areas of Chelmsford and South Woodham Ferrers, the Borough Council will expect development to make the best use of previously developed land whilst protecting and enhancing the character of existing built up areas. The Borough Council will require development proposals to enhance the image, vitality, safety, environmental quality, historic character, employment opportunities and social inclusiveness of these areas.

2.92   Promoting urban renaissance is a cornerstone of this Development Plan Document. This has the twin objectives of optimising the development potential of 'brownfield' land i.e. previously developed urban land and reducing the impact of development on the countryside. A compact urban population that is sufficient to sustain local transport and services is key to deliver sustainable urban living and a high quality of life in accordance with the principles outlined in Policy CP1. Successful urban intensification needs to sit comfortably within the context of the local place and the intensity of development will be considered against the locational and contextual criteria set out within the relevant Development Control Policies and Supplementary Planning Documents.

POLICY CP7 - AREA ACTION PLANS

The Borough Council will prepare and implement Area Action Plans for Chelmsford Town Centre and North Chelmsford, which will set out an integrated land use and urban design framework to direct development proposals and public realm investment.

The Chelmsford Town Centre Area Action Plan will allocate land for future development and change and provide a framework for the delivery of infrastructure and other improvements that will reinforce the town's role as the 'Capital of Essex'.

The North Chelmsford Area Action Plan will allocate land for 'greenfield' development for two new neighbourhoods; to the north-east of Springfield, and to the west/north-west of the Broomfield area which both integrate with existing adjoining communities as set out in Policy CP2.

The planning of new neighbourhoods will be design and community led to secure high quality sustainable development. This will require the integration of the means of access, public open space, historic features, landscaping and habitat creation, recreational facilities and educational provision, community facilities, including the provision of primary health care and housing of mixed size and tenure within the new neighbourhood and adjoining communities.

2.93   Area Action Plans will be prepared for those parts of the Borough where it is fundamentally necessary to produce Development Plan Documents in order to provide a statutory planning framework for areas of significant change or conservation. If necessary, the Borough Council will identify further Area Action Plans within reviews of its Local Development Scheme.

Strategic Objective MG5:
Minimise the need for car travel by locating development where alternative modes of transport are practicable and by improving public transport.

POLICY CP8 - PROMOTING ACCESSIBILITY

N 30 31 57
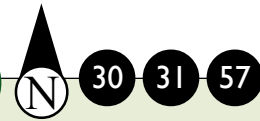
All development proposals, where appropriate will be required to be accessible to people of all abilities whether for themselves or the delivery of goods and services and by all forms of sustainable modes of transport in a socially inclusive and safe manner and in accordance with the following modal hierarchy:

> **i)   walking and providing access for people with mobility impairment;**
>
> **ii)   cycling;**
>
> **iii)   public transport (including taxis);**
>
> **iv)   powered two wheelers;**
>
> **v)   commercial vehicles (including heavy goods vehicles);**
>
> **vi)   cars (shopping and visitors).**

Development of major sites and visitor attractions will be encouraged at locations that are highly accessible by the most sustainable modes of transport as identified in the modal hierarchy. Where appropriate, measures to improve the accessibility of development will be required, particularly improvements to interchange and access by public transport, walking and cycling including necessary improvements to the wider network.

2.94   Creating development that is accessible by different modes of transport, especially walking and cycling with public transport users (rail, bus and taxi) is essential to promoting sustainable development and reduce car dependency. An important policy tool to achieve this is the modal hierarchy (a prioritised list of transport modes).

2.95   To help with this, the modal hierarchy set out in the policy will be used to ensure that if not all modes can be satisfactorily accommodated, those towards the top of the hierarchy are considered first and given greater priority. In general, therefore, pedestrians will be considered first, followed by other modes in the order of ranking. This will not mean that higher ranking modes have priority in all decisions, but that no decision is made without thoroughly considering the effect on walking and other high priority modes.

2.96   Transport management will be based on promoting modes which minimise environmental impact and promote social inclusion. This means giving greater priority to walking, cycling and public transport, and to meeting the needs of people with mobility impairment.   It is thus

important that developments are well located in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to car use. Proposed new routes will be defined on the Proposals Map.

2.97 For major developments and visitor attractions it is important to promote as far as possible the use of public transport as an integral part of development proposals (e.g. bus stops, shelters and direct access for passengers) in order to promote the principles of sustainable transport.

THEME 2 ENVIRONMENTAL PROTECTION AND ENHANCEMENT

2.98   This theme provides the environmental basis for all development by valuing natural and historic assets and ensuring change is sustainable and enhancing. This group of strategic objectives is linked to a range of development policies ensuring that individual development acknowledges potentially wider impacts.

Strategic Objective EPE1:
Protect the Borough's natural and built resources, historic environment, biodiversity, geological diversity and countryside.

POLICY CP9 – PROTECTING AREAS OF NATURAL AND BUILT HERITAGE AND ARCHAEOLOGICAL IMPORTANCE

N 3 9 22 28 29

The Borough Council is committed to protecting and enhancing the Borough's important natural and historic environment. The Borough Council will therefore seek to sustain biodiversity, historic landscape character, archaeological and geological conservation by ensuring sites of international, national, regional and local importance are protected and enhanced.

The Borough Council will designate and keep under review Conservation Areas in order to protect or enhance their special architectural or historic interest and will seek to protect the character and setting of Listed Buildings, Historic Parks and Gardens and Protected Lanes. Areas of land within the Chelmsford area that have the function of maintaining the open character of river valleys and associated flood plains and afford the opportunity to protect and enhance sites of nature conservation importance are designated as Green Wedges. The Borough Council will also seek to ensure that the open rural character of the undeveloped coastline within the Coastal Protection Belt is protected.

2.99   In addition to protecting the countryside from inappropriate urban growth, the Borough Council will also protect and enhance areas of recognised environmental importance. This includes areas and sites that are designated by other authorities and agencies, natural and built features and landscapes that are locally important. The relevant Development Control Policies will set the criteria by which planning applications will be considered.

2.100   The Green Wedges follow the valleys of the Rivers Chelmer, Can and Wid which have played a major role in shaping the form and character of urban Chelmsford providing physical links

between the urban areas of Chelmsford and the countryside beyond and providing important amenity, recreation and nature conservation resources. The Borough of Chelmsford also contains estuarine coastline along the northern bank of the River Crouch.

2.101 The Coastal Protection Belt aims to protect the rural and undeveloped coastline from development and seek to protect its open character and irreplaceable assets, landward and marine sites of nature conservation importance, and buildings and areas of special architectural, historic and archaeological importance. Because of the special character and function of the Green Wedges and Coastal Protection Belt and in accordance with Planning Policy Statement 7 (PPS7) there is a local need to provide additional protection to these areas in addition to the policies for the Metropolitan Green Belt and for areas beyond the Metropolitan Green Belt.

Strategic Objective EPE2:
Seek to ensure that development has a net beneficial effect on the local and global environment by reducing the generation of pollution and waste and the consumption of natural resources, including fossil fuel-based energy consumption. The generation of energy from renewable resources will be encouraged.

POLICY CP10 - PROTECTION FROM FLOODING   44 45 46 47

In considering proposals for development the Borough 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 Borough Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk. In order to reduce flood risk within Chelmsford Town Centre, the Borough 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.

In accordance with Policy CP4, the provision of strategic flood defence measures to protect Chelmsford Town Centre will be supported by planning contributions from development permitted within the Town Centre.

2.102 The Borough Council recognises that the influence of human activity and climate change is expected to result in a rise in sea levels and more intensive rainfall and increase the risk of coastal, river and flash flooding. The Borough Council wants to ensure that flood risk is properly taken into account in the planning of development and flood risk has been an important factor in the Spatial Strategy.

2.103 The Environment Agency is the source of information on flood risk and supplies mapping to the Borough Council indicating geographic areas and their appropriate flood risk. The relevant Development Control policy will set out the criteria by which planning applications are considered.

2.104 A key objective of the Spatial Strategy is to focus development within the existing Urban Areas, particularly Chelmsford Town Centre. However, a number of key 'brownfield' sites within the Town Centre fall within areas of flood risk. Therefore, in order for the key objectives of the Spatial Strategy to be delivered, strategic flood defence measures will need to be implemented

within the LDF period. In the interim where individual sites come forward for development, appropriate local flood mitigation measures will be required. In all cases the Borough Council will work closely with the Environment Agency in considering development proposals.

POLICY CP11 - ENERGY AND RESOURCE EFFICIENCY, RENEWABLE ENERGY AND RECYCLING (3) (48)

The Borough Council will expect development to have a net beneficial effect on the local and global environment by promoting more energy efficient development, which minimises consumption of energy and the production of pollution and waste, and incorporates facilities for recycling water and waste. Renewable energy proposals will be supported throughout the Borough unless they would have unacceptable adverse effects, which are not outweighed by local and wider environmental, economic, social and other considerations of relevance to the development. These considerations include wider benefits arising from clean energy supply, reductions in greenhouse gas and other polluting emissions, and contributions towards meeting regional and national targets for use of renewable energy sources.

2.105 The Borough Council recognises the contribution that greater energy efficiency, renewable energy and recycling in developments can have in helping to meet national and regional objectives relating to climate change. Therefore, there is an expectation that development mitigates its environmental impact. The relevant Development Control Policies will set out more detailed criteria and standards for energy efficient design, renewable energy and water efficiency.

Strategic Objective EPE3:
Enhance environmental quality of the Borough's countryside and urban areas.

POLICY CP12 – PROTECTING AND ENHANCING RECREATIONAL PROVISION (N) (5) (41)

The Borough Council will seek to maintain and enhance the provision of formal and informal recreation facilities, at appropriate locations, within the Borough including the designation of new local parks and gardens, country parks and other public open spaces.

2.106 The existing outdoor and built sport and leisure facilities of the Borough 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 these 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, new public gardens, local and/or country parks will form part of the masterplan for these areas. When considering proposals, the Borough Council will have regard to the changing needs or demands for such facilities.

POLICY CP13 - MINIMISING ENVIRONMENTAL IMPACT

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The Borough Council will seek to ensure that development proposals minimise their impact on the environment and that they do not give rise to significant and adverse impacts on health, amenity including air quality, and the wider environment.

2.107 The Borough Council recognises that all development has some environmental impact, however, development should minimise any negative impact. The Borough Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, health and air quality.

POLICY CP14 – ENVIRONMENTAL QUALITY AND LANDSCAPE CHARACTER

22 28 SPD

The Borough Council will promote and support the enhancement of the environmental quality of the Borough's countryside and settlements. This is being informed through the preparation of a Landscape Character Assessment and Village Design Statements.

2.108 In order to assess the impact of development upon the character of landscapes and settlements, a Borough-wide Landscape Character Assessment has been produced as part of the evidence base and will inform a forthcoming Supplementary Planning Document on Landscape Character. This will enable the sensitivity of landscapes and the characteristics of local places to be fully considered in the context of individual planning applications. In addition, the Borough Council has published a Historic Environment Characterisation in 2006, which will inform the completion of the wider Supplementary Planning Document on Landscape Character.

THEME 3 BALANCED COMMUNITIES

2.109 This theme promotes social inclusion in all aspects of development and public services, supported by Core Policies and other related social strategies.

Strategic Objective BC1:
Meet the housing needs of the whole community through the provision of types and tenures of housing facilities, including affordable and special needs housing such as housing for the elderly, and create balanced communities through a mixture of housing for different household types.

POLICY CP15 – MEETING THE HOUSING NEEDS OF OUR COMMUNITIES

6 7 8 51 56

The Borough Council will require a mix of dwelling types, sizes and accommodation, to accommodate a balance of different household types and lifestyle choices to contribute to the creation of mixed and inclusive communities.

In new residential development the Borough Council will expect a proportion of homes to be affordable on threshold sites and may allocate rural 'exception' sites adjacent to Defined Settlements for 100% affordable housing for local needs providing they comply with the criteria set out in Policies DC31 and DC32. In exceptional circumstances, sites for 100% affordable housing may also be allocated within Defined Settlement boundaries.

In reaching its decisions on development proposals, the Borough Council will also take into account the latest assessment of local housing market conditions and housing needs, the nature, character and context of the site and any specific requirements of the proposal.

Specific site allocations will be made to meet the identified housing and accommodation needs of the elderly and Gypsies and Travellers.

The relevant Development Control policies set out the thresholds and percentages for affordable housing and the criteria for sites for housing and accommodation for the elderly and Gypsies and Travellers.

2.110 The Borough Council will expect that new residential development addresses the needs of different household types within the Borough for both market and affordable housing including the housing needs of groups such as the elderly or Gypsies and Travellers. This includes the size of housing e.g. single households, families, communal living; and the type of housing e.g. flatted developments, terrace townhouses, houses with gardens, communal residential accommodation or caravans/static mobile homes. The appropriate mix of different household types will be identified by sub-regional, local housing market assessments, Housing Needs Surveys and other relevant assessments. When considering the needs of different household types, the Borough Council will also have regard to the objective of creating balanced communities. The relevant Development Control Policies set out the threshold/site size criteria for affordable housing and the criteria for the consideration of sites and proposals for housing for the elderly and Gypsy and Traveller accommodation.

Strategic Objective BC2:
Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the Borough.

POLICY CP16 - PROMOTING SOCIAL INCLUSION

3

In considering proposals for new development, the Borough Council will promote social inclusion through equality of opportunity and equality of access for all to social, educational, health, employment, recreational, green space, community buildings and cultural facilities. Proposals which would maintain or improve local services will therefore be considered favourably, subject to meeting the tests set out in any other relevant policies in this Development Plan Document.

2.111 The Borough Council recognises the importance of access and opportunities to social and economic services and facilities and the impact this has on the quality of people's lives. The Borough Council will consider favourably proposals, which support and strengthen local services across the Borough with a particular focus of encouraging development that can help improve existing deficiencies and weaknesses in services or facilities.

Strategic Objective BC3:
Reduce deprivation and improve residents' health and quality of life by targeted economic and community development.

POLICY CP17 - REDUCING DEPRIVATION   **3 14 25**

The Borough Council in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation within the Borough by co-ordinating planning and regeneration strategies to ensure that improved services, community facilities and infrastructure are provided in those areas where indices of deprivation require targeted improvements. These improvements will be achieved through the implementation of Policy CP4 and relevant Development Control Policies.

2.112 The Borough of Chelmsford is predominately a prosperous and affluent area. However, there are pockets of social and economic deprivation within the Borough for example locations within the north-west of Chelmsford's Urban Area. The Borough Council will help co-ordinate regeneration strategies, such as Local Area Agreement and Community Plan initiatives, to help improve the physical environment and access to services in the more deprived areas.

Strategic Objective BC4:
Promote social inclusion by improved accessibility to health care, education, employment, local shopping, leisure facilities and services for all, especially for those without a car and for those in more remote parts of the Borough through well planned routes and integrated public transport.

This objective is addressed by Policy CP8.

THEME 4 QUALITY OF LIFE

2.113 This theme focuses on how our experience of living and working is influenced by sense of place, sense of safety and security, ease of local travel, built environment design and the quality of public facilities.

Strategic Objective QL1:
Provide high quality social, educational, leisure and sports facilities, excellent parks and green spaces, and a full range of cultural opportunities for meeting, worship, entertainment and celebration.

POLICY CP18 - PROVIDING NEW COMMUNITY AND SOCIAL FACILITIES IN MAJOR NEW DEVELOPMENT

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The Borough Council will ensure that new community facilities, including health, education, social, sports and leisure, parks and green spaces, arts and cultural facilities, are developed as an integral part of any proposals for major new residential development in accordance with the requirements identified by the Borough Council and other agencies. Such facilities will be accessible to all sections of the community, and will be secured by a range of funding measures and planning contributions including standard charges and/ or standard formulae where necessary.

2.114 The Borough Council recognises that the provision of new community and social facilities must be aligned with and be an inclusive part of the major new residential neighbourhoods. New facilities will be identified and form an integral part of any masterplanning exercise undertaken for a site. The appropriate facilities will be identified for the major development allocations made within the Chelmsford Town Centre and the North Chelmsford Area Action Plans.

Strategic Objective QL2:
Improved links between new development, surrounding neighbourhoods and the town centres by efficient local route networks and public transport.

POLICY CP19 - IMPROVING LINKS BETWEEN DEVELOPMENTS

The layout of major development schemes should enhance the linkages between the development itself, town centres and nearby local centres, improve road safety and avoid severance of existing local links. Measures to improve and facilitate access to public transport should be included as an integral part of any development scheme.

2.115 Providing for pedestrian and cyclists together with users of rail, bus and taxi is essential to promoting accessible and sustainable development. Effective linkages between new development and existing centres is fundamental in creating high quality development where people want to live and work. Development will allow for safe and convenient routes to services and facilities including those to local schools.

Strategic Objective QL3
Improve road safety and avoid pedestrian route severance by managing vehicle traffic in residential and shopping areas.

This objective is addressed by Policy CP19

Strategic Objective QL4:
Ensure that new development creates places where people enjoy living and working and are safe, secure and attractive.

POLICY CP20 - ACHIEVING WELL DESIGNED HIGH QUALITY PLACES

SPD

The Borough Council will require the layout and design of all new development to create well designed high quality successful places, where people enjoy living and working, with legible and well planned routes, blocks and spaces, integrated residential, commercial and community activity, safe public spaces and pedestrian routes without traffic conflict, secure private areas, attractive buildings and landscaped spaces. All new development must be based on thorough site appraisal and be sensitive to its context.

2.116 The quality and success of new places is ultimately judged by how enjoyable it is to use or visit, how easy it is to find your way in and through, how safe and secure it feels, how the buildings and adjacent spaces relate to each other and how attractive it looks as a whole. These responses are important in all developments, whether a small infill development or an extensive redevelopment scheme. The main way that people experience buildings from day-to-day is from public streets or spaces. Therefore, the contribution new development makes to the quality of the public realm is of primary importance.

Strategic Objective QL5:
Secure the best built environment design for present and future use and visual character. Enhance the utility of existing buildings through adaptation and improvement.

POLICY CP21 - ENSURING BUILDINGS ARE WELL DESIGNED

SPD

The Borough Council will require all new buildings to be well designed, to be fit for purpose, appropriate for the site and its setting and adaptable for long-term use. New buildings should be designed to make best use of sustainable construction techniques in accordance with other policies within this Development Plan Document. The Borough Council will expect the improvement and extension of existing buildings to meet changing needs and to sustain the Borough's housing and commercial building stock.

2.117 An important part of making high quality places is to ensure that new buildings are well designed. This means making buildings attractive in their own right, appropriate in their setting and fit for their purpose. It is also important that buildings are designed in an adaptable way to ensure there is flexibility in their potential use and function across the life of a building.

THEME 5 ECONOMIC PROSPERITY

2.118 This theme provides the economic basis for the success of the Borough as a place to live and work. It deals with the needs of businesses, the working population, trade and freight, centred on the significance of Chelmsford as a Key Regional Centre.

Strategic Objective ECP1
Maintain the Borough's economic competitiveness in a region of major growth and change by responding positively to economic change.

POLICY CP22 - SECURING ECONOMIC GROWTH

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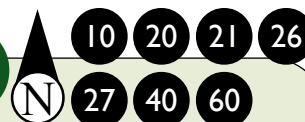
The Borough Council will actively seek to maintain high and stable levels of economic and employment growth in the Borough. Support will be given to proposals that secure job growth within 'high value' businesses and premium retailing within the Borough's economy. This will be secured by:-

i) encouraging development that enables the economy to diversify and modernise through the growth of existing businesses and the creation of new enterprises;

ii) improving access to a range of employment opportunities for the Borough's residents in order to meet local employment needs and maintain viable and sustainable communities;

iii) directing major new retail, office and leisure investment to Chelmsford Town Centre;

iv) enhancing the role of Chelmsford as a regional employment centre stimulating and supporting proposals which attract significant new employment opportunities to the central urban area of Chelmsford;

v) supporting proposals which achieve the renewal and improvement of business sites and premises throughout the urban areas of Chelmsford and South Woodham Ferrers and Defined Settlements;

vi) identifying new allocations of land in the Site Allocations DPD, Chelmsford Town Centre Area Action Plan and North Chelmsford Area Action Plan which are designed to attract further economic investment in employment sectors;

vii) enhancing and protecting the role of small and medium sized commercial enterprises within the Borough's economy, including rural businesses;

viii) promoting the enhancement and economic regeneration of North-East Springfield as a commercial gateway.

2.119 The economy of the Borough of Chelmsford is influenced by the proximity of London, and there is a significant commuter population living within the Borough. However, Chelmsford Borough has maintained sustained economic growth since the mid-1990s and is well placed to be a key regional economic centre in its own right.

2.120 Chelmsford town is identified within the Draft East of England Plan as a Key Centre for Development and Change and Regional Transport Node. The town is well placed to develop its regional economic role. The town and its business locations are highly accessible, has a good mix of commercial and service sector activity and has a sphere of influence over Mid-Essex and beyond. There will be a focus on increasing the net number of "high value" business jobs e.g. financial, ICT and media sectors (see also Policy DC50) and premium retailing in Chelmsford Town Centre while nurturing its manufacturing and service industries (see also the employment sectors listed in Policy DC50 for further examples of "high value" business/jobs). However this focus is seen as complementing and enhancing the important contribution that small and medium sized commercial enterprises have in creating a diverse economic base.

2.121 This will be reinforced by the enhancement and economic regeneration of the North-East Chelmsford and Springfield area to provide a commercial gateway to the town.

2.122 The continued development of the Borough's main employment locations is complemented and enhanced by the employment generation and economic development driven by the Borough's small and medium sized enterprises. The nurturing of innovative business, social and cultural enterprises will help strengthen a diverse economic base.

Strategic Objective ECP2:
Reinforce Chelmsford town's leading sub-regional economic role by attracting new commercial investment and reinforcing the town's attractiveness and competitiveness by enhancing civic and cultural activity.

POLICY CP23 - REINFORCING THE REGIONAL ROLE OF CHELMSFORD

(N) 10 20 21 26 27 32 57 60

The Borough Council will promote the continued strengthening of Chelmsford's regional role for shopping, major employment, civic and administrative functions, arts, culture and leisure facilities and as a centre for excellence in education and health care within Central Essex. The Borough Council will direct major new retail, office, leisure and cultural facilities to Chelmsford Town Centre to reinforce its role as the 'Capital of Essex'. The Chelmsford Town Centre Area Action Plan identifies development opportunities, associated transport network and public realm improvements. As well as promoting retail development within the existing primary shopping area the Borough Council will extend the primary shopping area to accommodate the identified need for retail growth of up to 100,000 sq. m.

Core Strategy and Development Control Policies
Adopted 20th February 2008

2.123 As the County Town, Chelmsford has a long established civic, administrative, economic and transport role within Essex. Its location means that a very large catchment population looks to Chelmsford for 'comparison' shopping, employment, leisure and culture. The Town Centre is the focus for investment that will develop this regional role. The opportunities for development and employment of these functions are set out in the Chelmsford Town Centre Area Action Plan. While investment is stimulated in its regional functions, Chelmsford will develop its role as the service centre for the Borough and its function as home for many people within its distinctive existing and emerging neighbourhoods. Urban renaissance is integral to the Spatial Strategy and combines intensive, viable economic development with a very high quality of life, reflected in investment in transport, cultural facilities, Central Park and public spaces of the town. The Borough Council will promote the town of Chelmsford as the 'Capital of Essex' in recognition of its regional, County-wide and sub-regional importance.

Strategic Objective ECP3:
Enhance Chelmsford's role as a Regional Transport Node.

POLICY CP24 - PROMOTING CHELMSFORD'S ROLE AS A REGIONAL TRANSPORT NODE

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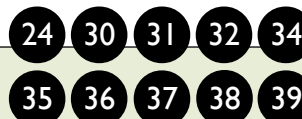
Chelmsford is identified within the Draft East of England Plan as a Regional Transport Node, providing local and regional public transport services. To support this role regionally and sub-regionally significant development will be located in the Town Centre and at other transport nodes where there is direct access and interchange between a variety of public transport modes to a large range of destinations. The Borough Council in conjunction with the Local Highways Authority, transport operating companies and other partner bodies will promote and implement the necessary transportation infrastructure and interchange improvements through the Chelmsford Town Centre Area Action Plan, North Chelmsford Area Action Plan, Essex Local Transport Plan and the Spatial Strategy. The Borough Council will encourage development that provides improvement to public circulation, environmental quality and safety at the interchange, as well as optimising the locational benefits of proximity to transport.

2.124 Chelmsford has a key transportation role being the location of the busiest railway station, in terms of passengers, within the East of England rail network. In addition, Chelmsford acts as a key interchange between the Liverpool Street to Norwich main line railway and bus services serving Mid-Essex and beyond. The promotion of improvements to the range of public transport will enable Chelmsford's role as Regional Transport Node to be strengthened resulting in improved accessibility to jobs, services and leisure/tourist activities within and beyond the Borough boundaries.

POLICY CP25 - SUPPORTING SOUTH WOODHAM FERRERS TOWN CENTRE AND NEIGHBOURHOOD CENTRES

N · 10 · SPD

The Borough Council will work with Town and Parish Councils, and other partner organisations to protect and enhance the viability and vitality of neighbourhood centres in the Borough by protecting and enhancing the existing mix of uses and encouraging environmental improvements. The hierarchy of Neighbourhood Centres will be:

South Woodham Ferrers Town Centre

Principal Neighbourhood Centres:

    The Vineyards, Great Baddow
    Gloucester Avenue, Moulsham Lodge
    Newlands Spring, North Melbourne
    Village Centre, Chelmer Village

Local Neighbourhood Centres

2.125 South Woodham Ferrers Town Centre and the Neighbourhood Centres play a vital role in providing more localised facilities and services and contribute to the promotion of sustainable urban living as set out in Policy CP6. The Principal Neighbourhood Centres have been identified as those providing a wider mix of services and facilities e.g. mixture of retail, commercial and community uses and as such have a wider user catchment. South Woodham Ferrers Town Centre and the Principal Neighbourhood Centres provide opportunities for more intensified forms of new development. Local Neighbourhood Centres will often be a small parade of shops providing local convenience shopping and services.

2.126 In the case of South Woodham Ferrers, the Borough Council will work with the Town Council to prepare and adopt a Supplementary Planning Document 'A Plan for South Woodham Ferrers' to support further investment within South Woodham Ferrers Town Centre.

2.127 The areas comprising South Woodham Ferrers Town Centre and the Principal Neighbourhood Centres and their retail frontages and the retail frontages of the Local Neighbourhood Centres will be defined on the Proposals Map accompanying the Site Allocations DPD.

Strategic Objective ECP5:
Support essential commercial transport movement related to Borough business activity on road and rail networks.

POLICY CP26 - FREIGHT TRANSPORT

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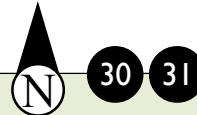
It is important to the economic objectives of this Core Strategy that there is provision for the efficient movement of goods. However, such movements by road can be environmentally damaging particularly upon residential and other environmentally sensitive areas, and thus their impact needs to be minimised. For larger scale movement of freight and goods, the alternative of transporting goods by rail needs to be considered, wherever possible. The Borough Council will seek to minimise the environmental impact of freight transport and to work with Essex County Council and other partner organisations to agree designated lorry routes and freight handling facilities.

Sites with significant freight or goods movements should have good access to transport networks. Preferred sites for such development will be locations which have the potential for rail access, and the provision of rail freight will be encouraged wherever possible. Otherwise, such development should be located where there is ready access to roads which are higher in the road hierarchy and where sensitive areas are less likely to be affected by heavy goods vehicles.

2.128 It is important to the economic objectives of this Development Plan Document that there is provision for the efficient movement of goods. However, such movements by road can be environmentally damaging particularly upon residential and other environmentally sensitive areas, and thus there impact needs to be minimised. For larger scale movement of freight and goods, the alternative of transporting goods by rail needs to be considered, wherever possible. The Borough Council will seek to minimise the environmental impact of freight transport and to work with Essex County Council and other partner organisations to agree designated lorry routes and freight handling facilities.

2.129 The movement of freight is as important to individual consumers as it is to industry. If freight cannot be delivered effectively and efficiently, local commerce and employment may be stifled and consumers may have reduction in choice. However, many environmental issues are raised by freight transport and the correct balance between competing issues must be achieved taking account of future changes in lifestyles and the development of Chelmsford over the next few years.

Delivery and Implementation

2.130 This Core Strategy is the main component of the Borough Council's planning strategy for the Borough in the period up to 2021 and beyond. It puts in place a Spatial Strategy, which is intended to deliver lasting benefits to the Borough's residents, and to those who visit the Borough for employment, shopping and leisure.

2.131 Fundamentally, the Spatial Strategy and its supporting Core Policies are intended to meet the growth requirements for the Borough contained in the East of England Plan, whilst ensuring that necessary development takes place in accordance with a planning framework which ensures that infrastructure improvements occur alongside new development.

2.132 It is a key objective of both the Community Plan and the Local Development Framework that new development achieves a broad range of socio-economic, environmental and accessibility objectives. To this end, the Borough Council considers that the Spatial Strategy set out in this document represents the most sustainable way of achieving the necessary residential and commercial growth requirements whilst contributing to wider community objectives. In particular, the new neighbourhoods to the North of Chelmsford can help achieve important regeneration initiatives within adjoining areas, which presently lack modern community infrastructure. The neighbourhood to the west/ north-west of Broomfield will specifically assist with the housing requirements associated with the expansion of Broomfield Hospital and will contribute to reduced travel to work journeys for employees at that major employment location. The neighbourhood to the north-east of Springfield will enable new and improved community facilities to be secured for the benefit of existing residents in Springfield, and the development will be critical in achieving major transportation improvements.

2.133 This document contains a Monitoring Framework at Chapter 4, which will form the basis for measuring the performance of the Core Strategy and its policies in delivering the relevant Government, Regional and Borough Council targets affecting the Borough. The Monitoring Framework will be used to prepare Annual Monitoring Reports, and the Borough Council will review the overall effectiveness of its planning strategy based upon this monitoring information.

2.134 However, the Borough Council recognises that the successful delivery and implementation of its planning strategy is dependant upon an effective partnership between the Borough Council and many other organisations, including Government agencies, the East of England Regional Assembly, the East of England Development Agency, Essex County Council, the public transport providers, the Health Trusts, the water, electricity, gas and telecommunications industries and the development industry. Many such partnerships already exist, but the Borough Council intends to review the effectiveness of these arrangements and put in place, where and when necessary, formal partnership arrangements to ensure that key projects, and particularly infrastructure projects, are delivered by the relevant public and private bodies in accordance with the Core Strategy.

2.135 To this end, in the context of Policy CP4, the Borough Council intends to co-ordinate the various partnership arrangements that will be required to ensure the effective delivery of new

residential and commercial development and supporting infrastructure in the Borough. The Borough Council, in partnership with Essex County Council and other delivery agencies, presently identifies the following prioritisation for the delivery of transportation and community/environmental infrastructure in order to successfully accommodate the Borough's growth requirements up to 2021:

Infrastructure Priority List

Abbreviations:

CBC	Chelmsford Borough Council	ECC	Essex County Council	EA	Environment Agency
DfT	Department for Transport	PCT	Primary Care Trust	LTP	Local Transport Plan

Sub-Regional Schemes

Strategic Transportation Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
A12 Widening (Chelmsford-M25)	2015-2021	Awaited	Highways Agency	Highways Agency - Targeted Programme of Improvements
A12 Widening (Chelmsford- Ardleigh)	2015-2021	Awaited	Highways Agency	Highways Agency - Targeted Programme of Improvements
Chelmsford to Liverpool Street Capacity Improvements	2015-2021	Awaited	DfT Rail	DfT Rail/Network Rail

Borough-wide Schemes

Strategic Transportation Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Proposed Widford Park and Ride	2011-2015	£6M	ECC	Dft Bid
Proposed North Chelmsford Park and Ride	2011-2015	£6M	ECC	DfT Bid
Cycling and Walking Improvements	Ongoing	Awaited	ECC	Standard Charges / LTP
Borough-wide Public Transport Enhancements	Ongoing	Awaited	ECC	Standard Charges / LTP

Community Environmental Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Enhancing existing Primary School Provision	Ongoing	ECC Standard Formulae	ECC	Standard Charges
Enhancing existing Secondary School provision	Ongoing	ECC Standard Formulae	ECC	Standard Charges
Enhancing Health and Community Facilities	Ongoing	Awaited	PCT / CBC	PCT / Standard Charges
Strategic Open Space	Ongoing	Awaited	CBC	Standard Charges
Community Chest	Ongoing	Awaited	CBC	Standard Charges

Chelmsford Town Centre Area Action Plan Area

Strategic Transportation and Environmental Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Chelmsford Railway Station - Capacity and Interchange Improvements	2006-2011	£10M	ECC / DfT Rail / Franchise Operator	DfT Rail / Network Rail / Standard Charges
Army and Navy Roundabout Improvements	2006-2011	£25M	ECC	As part of Development / Standard Charges
Chelmsford Eastern Gateway	2006-2011	£10M	Private Developer	As part of Development / Standard Charges
Chelmer Road Viaduct	2006-2011	£10M	Highways Agency	Highways Agency
Flood Mitigation Measures	2006-2011	£16M-£32M	Environment Agency / CBC	Environment Agency / Standard Charges

Community Environmental Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Enhancing Primary and Secondary School Provision (Predominately schools outside AAP area)	On-going	ECC Standard Formulae	ECC	Standard Charges
Enhancing Health and Community Facilities	On-going	Awaited	PCT / CBC	Standard Charges
Upgraded Chelmsford Leisure Centre	2006-2011	Awaited	CBC	Enabling Development / Standard Charges
Environmental / Public Realm Improvements	On-going	Awaited	CBC	Standard Charges
Health Provision	2011-2015	Awaited	PCT	PCT / Standard Charges
Community Facilities e.g. library enhancements, community sports and leisure facilities	2011-2015	Awaited	ECC / CBC	Standard Charges / ECC

North Chelmsford Area Action Plan Area

Strategic Transportation Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
North East Chelmsford By-pass and Boreham Interchange	2011-2015	£100M - £120M	ECC	DfT / Standard Charges
Cross Valley Link Road	2011-2015	£10M - £12M	ECC	DfT / Standard Charges
North East Chelmsford Railway Station	2011-2015	£41M - £65M	Private Sector	Private Sector Funding
Bus Based Rapid Transit Systems to serve New Neighbourhoods	2011-2015	£5M	ECC	Standard Charges

Community Environmental Schemes	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
New Secondary School	2009-2012	£15M-£20M	ECC	As part of Development/ Standard Charges
New Primary School x3	2009-2015	£12M-£14M Total	ECC	As part of Development/ Standard Charges
Strategic Open Space / Country Park	2011-2015	Awaited	CBC	As part of Development/ Standard Charges
Health Centre	2011-2015	Awaited	PCT	PCT / Standard Charges
Multi Use Community / Worship Centres	2011-2015	Awaited	Community/ Church Groups	Community Grants / Standard Charges
Springfield Library	2015-2021	Awaited	ECC	Standard Charges / ECC
Police Station	2011-2015	Awaited	Essex Police	Essex Police / Standard Charges
Community Chest	On-going	Awaited	CBC	Standard Charges

Infrastructure Trajectory 2007-2009

Year (Year ending 31 March)	Residential Developments (Dwellings)	Accumulative Residential (Dwellings)	Site Type Greenfield (Dwellings)	Site Type Urban Infill (Dwellings)	Retail (Net Sales Floorspace)	Employment (Gross Floorspace)	Required Infrastructure	Complementary Infrastructure	Funding Stream	Managing Risks To Deliver the Core Strategy	Alternative Proposals
2007	693	693	0	698		Priory Place 15,000 sq m	Army & Navy Medium Term Improvements		LTP2	Programmed scheme. Low risk	None
								Walking & Cycling	LTP2	Programmed schemes. Low risk	N/A
2008	738	1431	0	689			Local highways improvements		Developer Contributions	Site specific improvements directly related to Planning Permission. Low risk.	None
								Passenger Transport Improvements	LTP2/ Developer Contributions to Standard Charges	Programmed schemes. Low risk	N/A
2009	732	2163	0	684			Chelmer Viaduct		Highways Agency	Programmed scheme. low risk	None
							Existing Rail Station Enhancement		Developer Contributions To Standard Charges	Site specific improvement directly related to Planning Permission. Negotiations with train operator at advanced stage. Low to med risk.	None

Infrastructure Trajectory 2010-2013

Year (Year ending 31 March)	Residential Developments (Dwellings)	Accumulative Residential (Dwellings)	Site Type Greenfield (Dwellings)	Site Type Urban Infill (Dwellings)	Retail (Net Sales Floorspace)	Employment (Gross Floorspace)	Required Infrastructure	Complementary Infrastructure	Funding Stream	Managing Risks To Deliver the Core Strategy	Alternative Proposals
2010	763	2926	0	677	East of High Street Phase 1 - 6,500 sq m	ARU BIC 5,000 sq m	North Park and Ride (Essex Regiment Way)		LTP2/ Standard Charges	Possible sites identified, bus priority measures within highway. Potential funding from a variety of sources- yet to be secured. Low risk.	BART scheme. Area wide travel Planning.
2011	794	3720	0	689		Marconi New Street 27,900 sq m	Eastern Gateway Link Road		Direct developer provision	Site Specific Improvements Directly Related to Planning Permission. Low to medium Risk.	None
2012	819	4539	100	593	Moulsham Mill Food Retail 4,000 sq m	ARU Central Campus 7,200 sq m	Army & Navy Long Term		Developer Contributions To Standard Charges	Long term improvement scheme using land secured through medium term improvements- medium risk	Increased P&R Provision could provide alternative
							BART		LTP2/DFT Funding Developer Contributions From Standard Charges	Synergy between BART and P&R - Reducing risk.	Improvement of existing bus routes
2013	857	5396	400	324	Chelmer Waterside 60,300 sq m	Temple Farm 74,000 sq m	Widford P&R		DFT Funding	Possible sites identified. Bus Priority Measures Within highway. Yet to be secure fuding. Low risk.	Improvement of existing bus routes and Alternative Park and Ride sites. Expansion of existing.

Infrastructure Trajectory 2014-2021

Year (Year ending 31 March)	Residential Developments (Dwellings)	Accumulative Residential (Dwellings)	Site Type Greenfield (Dwellings)	Site Type Urban Infill (Dwellings)	Retail (Net Sales Floorspace)	Employment (Gross Floorspace)	Required Infrastructure	Complementary Infrastructure	Funding Stream	Managing Risks To Deliver the Core Strategy	Alternative Proposals
2014	877	6273	400	370	East of High Street Phase 2 10,000 sq m	Civic Centre Site 10,000 sq m	NE Chelmsford Housing Distributor Road		Developer Contributions to Standard Charges	Low risk. Delivered by developer.	None
								New Rail Station	Privately Funded initiative	Medium-high risk.	Park and Ride development, BART
2015	893	7166	500	304			Boreham Interchange		DFT Funding/ Developer Contributions To Standard Charges	Med risk. Partnership working with HA to deliver solutions. Identified as 1B on RFA list.	None
								North East Park and Ride (Boreham Interchange)	DFT Funding/ Developer Contributions To Standard Charges	High risk. Linked to Boreham Interchange improvements.	Expansion to existing Park and Rides. Bus services improvements.
2016	892	8148	500	320		North Chelmsford 40,000 sq m	Route D Bypass		DFT Funding/ Developer Contributions To Standard Charges	Medium risk. Identified as 1B on RFA list.	None
2017	877	9025	450	368							
2018	862	9887	450	353	High Chelmer Regeneration 18,500 sq m						
2019	844	10731	450	341							
2020	827	11558	450	331				A12 Widening	Highways Agency		
2021	815		300	468						HA to assess risks	
					TOTAL 99,300 sq m	TOTAL 164,100 sq m					

* Total does not include existing commitments

Core Strategy and Development Control Policies
Adopted 20th February 2008

DEVELOPMENT CONTROL POLICIES

CHAPTER 3
DEVELOPMENT CONTROL POLICIES

3.1   This Chapter sets out the suite of detailed Development Control policies, which in conjunction with the Core Policies are the basis for the determination of planning applications for the development and use of land and buildings. These policies are a vital part of the Borough Council's planning strategy, and are intended to ensure that development accords with the spatial vision and objectives set out in the Core Strategy.

3.2   The policies are set out in the same thematic order so that the links between the Core policies and Development Control policies can be clearly identified. The policies do not, for the most part, include cross references to other policies. This is because all the proposed policies are inter-dependent of one another and should be read together and alongside the Core policies.

3.3   Each policy is shown in bold followed by a justification and explanation of the preferred policy approach. A more detailed assessment of the impact of the various policy approaches is contained in the Sustainability Appraisal/Strategic Environmental Assessment Final Report.

3.4   The explanatory text of some proposed policies makes reference, where appropriate to other strategies and organisations or bodies that could be involved in their implementation. Recommended sources of further advice are also referred to in the explanatory text.

Theme 4- Quality of Life   Page

Theme 5- Economic Prosperity

THEME 1   MANAGING GROWTH

Strategic Objective MG1:
Direct growth to the most sustainable locations in the Borough and ensure new and existing neighbourhoods are easy to get to and well integrated with strategic route networks.

This objective is addressed by Policy CP1

Strategic Objective MG2:
Manage and limit growth to that capable of being accommodated by the strategic infrastructure and the community support facilities of the Borough.

This objective is addressed by Policies CP2, CP3 and CP4

Strategic Objective MG3:
Contain urban growth by re-use of urban land and imposition of rural boundaries.

POLICY DC1 - CONTROLLING DEVELOPMENT IN THE METROPOLITAN GREEN BELT

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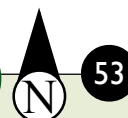
Planning permission will be refused for development within the area shown as Metropolitan Green Belt on the Proposals Map, except where the proposed development is for either;

A.   a new or extended building, provided it is for:

     i)   purposes directly related to agriculture or forestry; or

     ii)   essential small-scale facilities for outdoor sport or recreation, nature conservation, cemeteries and for other uses of land which preserve the openness of the Metropolitan Green Belt and which do not conflict with its purposes; or

     iii)   affordable housing for local needs in accordance with Policy DC32; or

     iv)   replacement or extension of an existing dwelling where it accords with Policies DC11 or DC47; or

> **v)**   Park and Ride facilities, if no suitable site outside the **Green Belt** is available.
>
> **B.**   the re-use of a building provided that:
>
> **vi)**   the proposed use would have a materially lesser impact than the present use on the openness of the **Metropolitan Green Belt** or on the fulfilment of its purposes; and
>
> **vii)**   any building extension, or use of land related to the building, would not harm the openness of the **Green Belt** or the fulfilment of its purposes; and
>
> **viii)**   it accords with the general criteria for re-using rural buildings set out within **Policy DC57.**
>
> **C.**   the carrying out of an engineering or other operations, or the making of a material change to the use of land, where the works or use concerned would have no material effect on the openness of the **Metropolitan Green Belt,** or on the fulfilment of its purposes.

3.5   Over one third of the Borough falls within the Metropolitan 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 and protected the rural character of much of the countryside in the Borough to the south and west of the A130 and A1060 roads. The Borough Council recognises the role of the Metropolitan Green Belt policy in meeting other objectives. These include:

    a) providing opportunities for access to the open countryside for everyone;
    b) providing opportunities for outdoor sport and recreation near urban areas;
    c) retaining and enhancing attractive landscapes near where people live;
    d) improving damaged and derelict land around towns;
    e) securing nature conservation interests; and
    f) keeping land in agriculture, forestry and related uses.

POLICY DC2 – CONTROLLING DEVELOPMENT IN THE COUNTRYSIDE BEYOND THE METROPOLITAN GREEN BELT

The countryside within the Rural Area beyond the Metropolitan Green Belt as identified on the Proposals Map will be protected for its own sake, particularly for its landscapes, natural resources and areas of ecological, historic, archaeological, agricultural and recreational value.

Planning permission will be refused for development within the areas shown as the Rural Area beyond the Metropolitan Green Belt on the Proposals Map, except where the proposed development is for either:

A. a new or extended building, provided it is for:

    i) purposes directly related to agriculture or forestry; or

    ii) essential small scale facilities for outdoor sport or recreation, nature conservation, cemeteries or for other uses of land which preserve the openness of the Rural Area beyond the Metropolitan Green Belt; or

    iii) affordable housing for local needs in accordance with Policy DC32; or

    iv) replacement or extension of an existing dwelling where it accords with Policies DC11 or DC47; or

    v) Park and Ride facilities.

B. the re-use of a building provided that:

    vi) the proposed use would have a materially lesser impact than the present use on the openness, appearance or character of the Rural Area beyond the Metropolitan Green Belt; and

    vii) any building, extension, or use of land related to the building, would not harm the openness, appearance or character of the Rural Area beyond the Metropolitan Green Belt; and

    viii) it accords with the general criteria for re-using rural buildings set out within Policy DC57.

C. the carrying out of an engineering or other operations, or the making of a material change to the use of land, where the works or use concerned would have no material effect on the openness, appearance and character of the countryside in the Rural Area beyond the Metropolitan Green Belt.

3.6 The majority of the Borough area falls outside the Urban Areas and Defined Settlements as defined on the Proposals Map and consists predominately of countryside. This policy applies to the countryside beyond the Metropolitan Green Belt and seeks to protect the countryside for its own sake and enhance its characteristics whilst achieving a balance with the need to support rural businesses and people that live and visit the countryside.

Strategic Objective MG4:
Promote the advantages of urban living and create good places to live and work within the existing urban areas through mixed use, diverse activity and full use of existing space.

POLICY DC3 - MANAGING DEVELOPMENT DENSITY IN DIFFERENT LOCATIONS

Proposals for residential development shall optimise the capacity of the site in a manner that is compatible with the use, intensity, scale, character and grain of the surrounding area and the size of the site.

The precise density for any individual site will be determined by its immediate context, on-site constraints, the type of development proposed and the need to provide an appropriate mix of house types and sizes to meet the community's needs.

Within the Chelmsford Town Centre Area Action Plan area, South Woodham Ferrers Town Centre, the Principal Neighbourhood Centres and the proposed neighbourhood centres to be defined within the North Chelmsford Area Action Plan area, the Borough Council will seek to secure a density of at least 50 dwellings per hectare, unless the Borough Council is satisfied that other policies of the Development Plan Document indicate that a lesser density would be appropriate.

Outside of these areas, densities above 30 dwellings per hectare but not exceeding 60 dwellings per hectare will be sought subject to the site's general accessibility and context.

3.7 The Borough Council seeks to secure efficient use of all land suitable for residential development. However, the policy establishes the critical link between sustainable location and high density. The role of the policy is two-fold - to enable high density living in the most accessible locations and to limit density elsewhere to maintain quality of life arising from public open space, gardens, parking space and outlook. The density of development is an output of a design-led process taking into account location, context and site constraints.

3.8   More detailed guidance on density and accessibility criteria is given in the Supplementary Planning Document "Making Places". The guidance details six types of location, each of which has an appropriate scale, built form, dwelling type range and consequent density. The Borough Council will strongly resist excessive density that would lead to poor quality of life for first and subsequent occupiers and does not seek to maximise the density of every site. The priority is to secure housing that will be attractive and offer a high quality of life in the long-term.

POLICY DC4 - PROTECTING EXISTING AMENITY

All development proposals should safeguard the amenities of the occupiers of any nearby properties by ensuring that development would not result in excessive noise, activity or vehicle movements, overlooking or visual intrusion and the built form would not adversely prejudice outlook, privacy, or light enjoyed by the occupiers of nearby properties.

3.9   High quality development by definition should not result in adverse impact on the amenities of occupiers of nearby properties. This includes the protection of existing privacy by ensuring there is not excessive overlooking created by new development and the physical built form of the development does not have an oppressive or overbearing effect that would adversely affect existing outlook or light enjoyed by occupiers of nearby properties.

POLICY DC5 - SECURING MIXED USE IN MAJOR DEVELOPMENTS IN THE TOWN CENTRES AND PRINCIPAL NEIGHBOURHOOD CENTRES

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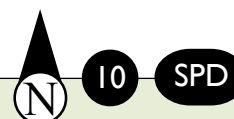
All major development proposals within Chelmsford Town Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres as defined on the Proposals Map, and the proposed neighbourhood centres to be defined within the North Chelmsford Area Action Plan area will be required to provide an appropriate mix of uses, except where:

    i)   **the development itself makes efficient use of the site, is considered to be of sufficient density and has active street frontages, such as to make a multiple use impractical or undesirable; and/or**

    ii)   **access to more than one use is physically impossible; and/or**

    iii)   **the overall balance of uses in the immediate area or street is considered sufficient to ensure economic variety and diversity.**

The following criteria will be applied to Town Centre schemes:

iv) ground floor accommodation should contain an appropriate mix of any of the following uses falling within Use Classes A1, A2, A3, A4, A5 of the Use Classes Order 1987 (as amended), with active street frontages complimented by B1 and D1 in appropriate circumstances; and

v) main pedestrian entrances should be located to enable access to all accommodation from public space; and

vi) proposed residential and workspace uses shall be compatible with the day-to-day operation of commercial uses; and

vii) proposed uses shall not cause unacceptable amenity problems for adjoining or nearby neighbours.

Planning permission will not be granted for change of use which result in an unacceptable mix of uses or in the loss of a use that will have the same effect.

3.10 For the purposes of this policy it is considered that the definitions of major developments as set out in Department of Communities and Local Government statistical returns should be used, i.e. 10 residential units, 1,000 sq. m. of floorspace (of whatever use) or sites in excess of 1 ha. A range of land uses close to each other reduces the number of journeys people have to make between home, work and shops which contributes towards achieving sustainable development. The linkages between residential areas and businesses uses, community buildings, leisure activities and local shops, brings jobs and essential facilities closer to where people live, thus improving convenience and stimulating local economic benefits. This potential is most apparent in the Town Centres and the Principal Neighbourhood Centres.

3.11 The nature of mixed-use development varies depending on location. The variety of uses increases and physical distribution of uses becomes more concentrated closer to neighbourhood and town centres. In outer urban areas, the mix of uses, will be assessed at a district level. Within the Principal Neighbourhood Centres it is appropriate to consider mix of use within a street or locality, and in the town centres the mix of uses will be addressed on individual sites. In all cases, successful mixed-use development depends on the complementary nature of uses within the development itself and its immediate surroundings. Further more detailed guidance on the Borough Council's expectations for mixed use development is set out in the Supplementary Planning Document "Making Places".

Strategic Objective MG5:
Minimise the need for car travel by locating development where alternative modes of transport are practicable and by improving public transport.

POLICY DC6 - CRITERIA FOR TRANSPORT ASSESSMENTS

30 **31**

All developments will be required to assess their impact upon transport systems. For major developments, those which generate 40 or more passenger car units during the peak hour of the development, this will take the form of a comprehensive Transport Assessment. Where significant impacts are identified, development will be refused unless measures to reduce these impacts to acceptable levels are provided. All non-residential development proposals with 50 employees or more will require a Travel Plan to reduce dependence on the private car.

3.12   All developments will have their own transport requirements, and a potential impact upon the transport network. The extent of these requirements and impacts needs to be assessed for every development proposal; this must include both passenger and freight movements. Such assessments will not be limited to the impact of generated traffic upon the highway network, although this remains an important component. Appraisals must include an examination of accessibility to the site by all modes and the likely modal split of journeys to and from the site. This includes ensuring accessibility by more sustainable modes, i.e. public transport, walking, and cycling and smaller powered two wheelers, reducing the need for parking associated with the development, and proposing measures to mitigate transport impacts. Transport Assessments must be in accordance with the requirements of Government good practice advice and criteria prepared by Essex County Council and the Highways Agency for their respective areas of responsibility.

POLICY DC7 - VEHICLE PARKING STANDARDS AT DEVELOPMENTS

APPENDIX C

All development will be required to comply with the vehicle parking standards set out at Appendix C. These comprise a set of maximum vehicle parking standards for residential and non-residential uses, a set of minimum parking standards for cycle parking, powered two wheeler parking, guidance on disabled parking provision, plus design and layout of parking areas. These are based on Planning Policy Guidance Note 13 (PPG13).

In the areas covered by the Chelmsford Town Centre Area Action Plan, maximum car parking shall be no higher than 70% of the standards set out in Appendix C.

Public transport accessibility levels may also be used to further refine appropriate levels of parking provision, with less parking provision in areas of high levels of public transport accessibility.

3.13   All new development will be subject to the maximum car parking standards set out in Appendix C. Maximum car parking standards are being adopted in order to limit the growth in car traffic resulting from development, particularly in areas that are accessible by other means of transport. It is intended that such standards will be applied flexibly in order that more intensive mixed-use development of appropriate sites is possible. Lower off-street car parking standards may be permitted at high density residential developments in high accessibility areas such as town centres, subject to safeguarding of the character and appearance of the area. Further detail is contained within the Supplementary Planning Document "Sustainable Development". However, it is recognised that too rigid application of maximum standards in existing and new residential areas could result in on-street parking, raising such issues as pedestrian safety and possible obstruction for emergency services and adverse impacts on living environments. These factors will thus be taken into account when considering relevant planning applications but, overall, the parking standards expect restraint to be applied where possible.

POLICY DC8 - HEALTH IMPACT ASSESSMENTS

The Borough Council aims to ensure that development is designed to promote healthier living in the built environment. Health Impact Assessments will consider the environmental impact upon health which would include the safety of an environment and if it encourages healthy activities such as walking and cycling. Development proposals will also be required to assess their impact upon existing health services and facilities.

For residential development in excess of 50 units and non-residential development in excess of 1,000 sq. m. this will take the form of a Health Impact Assessment, which will measure wider impact upon healthy living and the demands that are placed upon health services and facilities arising from the development. Where significant impacts are identified, planning permission will be refused unless measures to meet the health service requirements of the development are provided and/or secured by planning obligations.

The Borough Council will require Health Impact Assessments to be prepared in accordance with the advice and best practice for such assessments as published by the Department of Health and other agencies.

3.14   Most development has a potential impact upon the health services and facilities that are provided in the Borough. Likewise, through the design of new development, healthy living can be promoted. The extent of these impacts needs to be assessed to ensure that adequate health and services continue to be provided for the community as a whole. For developments which have relatively little impact upon health services, an initial assessment may be sufficient to satisfy the requirements of this policy. For developments where an initial assessment indicates more significant health impacts, a comprehensive Health Impact Assessment will be required. The current Essex Local Area Agreement (LAA) also gives a target for the introduction of Health Impact Assessments (HIAs) for developments over 50 units and requires the Borough Council to promote healthy living environments and make policy provision to secure health services provision. The Borough Council will liaise with the East of England NHS and Mid-Essex Primary Care Trust when assessing the scope and scale of likely impacts.

THEME 2 ENVIRONMENTAL PROTECTION AND ENHANCEMENT

Strategic Objective EPE1:
Protect the Borough's natural and built resources, historic environment, biodiversity, geological diversity and countryside.

POLICY DC9 - GREEN WEDGES
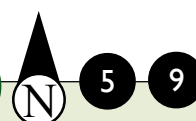
Within the Green Wedges as defined on the Proposals Map, the Borough Council will seek to protect and enhance the open character of the river valleys and associated floodplains, providing a network of natural habitats to nurture biodiversity and provide areas of informal recreation between the urban areas of Chelmsford and the countryside beyond.

Within the Green Wedges planning permission will not be granted for development other than for:

   i)   **development directly associated with agriculture, forestry, leisure and recreational uses or nature conservation; or**

   ii) **essential facilities for outdoor sport or recreation, nature conservation areas, cemeteries and for other uses of land which preserve the open character of the Green Wedge, and which do not conflict with the purposes of the Green Wedge designation; or**

   iii) **the limited alteration, extension, or replacement of existing dwellings; or**

   iv) **limited alteration or extension of existing institutional or community uses, such as schools; or**

   v)   **Park and Ride facilities or other essential infrastructure, if no suitable site outside a Green Wedge or the Metropolitan Green Belt is available.**

3.15   The valleys of Rivers Chelmer, Can and Wid have played a major role in shaping the form and character of urban Chelmsford and are an important green network permeating the urban area of Chelmsford and have been defined as Green Wedges. Their function is to maintain and protect the open character of the landscape of the river valleys, to provide physical links

between the urban area of Chelmsford and the countryside beyond, to provide an important network of natural habitats and various formal and informal leisure and recreation uses.

3.16 Green Wedges are the basis of Chelmsford's green infrastructure network and are, therefore, an important resource and amenity for the residents of the urban area of Chelmsford. Within the Green Wedges, the Borough Council will encourage the enhancement and improvement of public rights of way and existing leisure and recreational facilities where this does not prejudice the wider purpose and function of the Green Wedges.

POLICY DC10 - COASTAL PROTECTION BELT

Within the Coastal Protection Belt as defined on the Proposals Map, planning permission will not be granted for development that would adversely affect the open and rural character of the undeveloped coastline, historic features, wildlife habitats and other sites of nature conservation importance.

3.17 The purpose of the Coastal Protection Belt is to protect the unique and irreplaceable character of the Essex coastline from inappropriate development. The area was first defined in a subject plan and covered by a policy in the Essex and Southend-on-Sea Replacement Structure Plan. The designation is now carried forward into this document.

POLICY DC11 - REPLACEMENT DWELLINGS IN THE COUNTRYSIDE

Planning permission will be granted for the replacement or rebuilding of an existing dwelling outside the Urban Areas and Defined Settlements provided:

> **i)   the proposed dwelling is of a size and scale similar to the original dwelling (meaning that as built at 1st April 1974, or if built after this date, as originally built); and**

> **ii)   the proposed dwelling is served by a metalled or otherwise suitable access road; and**

> **iii)   the dwelling being replaced is, or was recently, permanently occupied as a dwelling unit, was originally constructed of materials appropriate for a permanent dwelling and contains at least one living area plus a separate room for toilet and washing facilities; and**

> iv) the proposed replacement or rebuild is acceptable in its setting by virtue of its scale, design, siting and materials and would not adversely affect the character or nature conservation value of the area; and
>
> v) the original dwelling is demolished upon completion of the replacement dwelling at the latest.
>
> **In addition to the above criteria, proposals within the Metropolitan Green Belt should not materially harm the openness of the Green Belt or the fulfilment of its purposes.**

3.18 Inappropriate replacement or rebuilding of existing dwellings in the countryside have a detrimental affect on the openness and rural character of the countryside. Therefore a key criterion of the policy is to limit replacement dwellings to that of a similar size and scale to the existing property.

3.19 As a guideline, similar size and scale means not more than a 30% increase of gross floorspace over that of the original dwelling. For the application of this policy the original dwelling means that at 1st April 1974, or if built after this date, as originally built. When assessing the appropriate size and scale of replacement or rebuilt dwellings, consideration will be given to any extensions to the original dwelling and the site's immediate context in terms of the characteristics of the surrounding development pattern and its setting within the wider landscape.

3.20 Any building subject to an application must have a lawful use as a dwelling house to avoid the replacement of shacks, caravans, railway carriages and other such structures.

> ## POLICY DC12 - INFILLING IN THE COUNTRYSIDE
>
> **Planning permission will be refused for residential infilling outside the Urban Areas or Defined Settlements unless:**
>
> i) the site is a small gap in an otherwise built up frontage; and
>
> ii) the development does not detract from the rural character of the area or result in the loss of attractive views of the countryside; and
>
> iii) the proposal does not consolidate existing development in remote areas or served by unsatisfactory roads.

> **Infilling within the Metropolitan Green Belt is by its very nature inappropriate development and planning permission will be refused.**

3.21 Infilling is defined as filling the small gaps within existing groups of dwellings. For the purposes of this policy a gap is normally regarded as 'small' if it is capable of accommodating no more than one property. The Borough 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.

3.22 In many cases these gaps are remote from services or served by unsatisfactory roads and infilling in these locations will be resisted. Furthermore, such proposals can lead to the consolidation of development which can detract from the rural character and appearance of an area.

POLICY DC13 - SITES OF BIODIVERSITY AND GEOLOGICAL VALUE
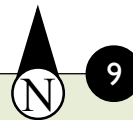
The Borough Council will seek to restore, maintain and enhance biodiversity and geological conservation interests. In determining planning applications appropriate weight will be attached to designated sites of international, national and local importance, protected species, and to biodiversity and geological interests within the wider environment which includes ancient woodlands other important woodland sites as shown on the Proposals Map.

Within those sites, and subject to securing the wider objectives of sustainable development, planning permission will not be granted for development that would result in significant harm to biodiversity and geological conservation interests unless it can be clearly demonstrated that;

> **i)   there is no appropriate alternative site available; and**
>
> **ii)   all statutory and regulatory requirements relating to any such proposal have been satisfied; and**
>
> **iii)   appropriate mitigation and compensation measures are provided.**

Where possible the Borough Council will expect development proposals to promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development. Development proposals must avoid any adverse affects on the integrity of European and Ramsar sites and where possible enhance the biodiversity interest of internationally designated sites for nature conservation.

3.23 Biodiversity refers to the wide variety and complexity of living species found within the environment. The Borough Council is committed to protecting and encouraging biodiversity within the Borough and implementing the initiatives set out in the Chelmsford Biodiversity Action Plan prepared by the *Chelmsford Biodiversity Forum.* The focus is on protecting natural habitats and endangered species throughout the Borough by effective management, and through the creation of new habitats.

3.24 The Borough Council has a duty to include policies within its development plan policies that protect sites of international, national, regional and local nature conservation importance. The importance of such sites within the Borough is reflected in the range of designations that occur and reflects also the specific importance of particular habitats. Designated sites include Special Areas of Conservation (SAC's), Special Protection Areas (SPA's), Ramsar Sites, Sites of Special Scientific Interest (SSSI's), Ancient Woodlands, Local Nature Reserves and Local Wildlife Sites. These designations may signify the presence of specific plants and animals or because of the sites' wider intrinsic scientific interest. Ancient Woodlands and other important woodland sites have been designated as either SSSIs or Local Wildlife Sites. These sites are identified on the Proposals Map.

3.25 Development that would prejudice or harm the intrinsic value of sites so designated, will be refused planning permission unless there are no alternatives, and that there are imperative reasons overriding public interest. All development proposals should seek to enhance biodiversity through a range of measures, including enhancements for protected species either on or off the site, buffer strips around protected sites and where habitats are lost their replacement and /or enhancement or creation elsewhere. Development proposals should therefore be accompanied by an appropriate assessment, including an ecology report, of the impact of the proposed development on such sites and details of any mitigation or enhancement measures that may be required. It may also be necessary to provide details of site management to explain how this will be achieved.

3.26 The Borough Council will also seek to promote networks of natural habitats to provide paths for the migration, dispersal and genetic exchange of species in the wider environment. In particular, within the Green Wedges along the river valleys that permeate the urban area of Chelmsford, as shown on the Proposals Map, the Borough Council will encourage the enhancement of existing and creation of new habitats.

POLICY DC14 - PROTECTED TREES AND HEDGES

Planning permission will be refused for any development that would be liable to cause demonstrable harm to protected woodland, trees and hedgerows, unless conditions can be imposed requiring the developer to take steps to secure their protection. Where the felling of a preserved tree or removal of a hedgerow is permitted a replacement tree or hedge of an appropriate type, size and in a suitable location, will usually be required.

3.27   Existing protected woodlands, trees and hedgerows provide important habitats for a range of wildlife and contribute to and enhance the visual appearance and quality of the environment. Trees and hedges can also provide shelter and help reduce noise and atmospheric pollution.

3.28   Development that would result in the loss of or damage to protected woodlands, trees and hedgerows, will not normally be granted planning permission.

3.29   Certain forms of development may, however, be acceptable subject to appropriate planning conditions that could protect and secure the retention of trees and hedgerows. When it is not feasible to retain a preserved tree or important hedgerow, the Borough Council will require the provision of appropriate replacements.

POLICY DC15 - PROTECTED LANES
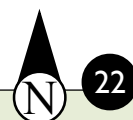
Planning permission will be refused for development that would have an adverse environmental impact upon Protected Lanes as defined on the Proposals Map. Any proposals which would give rise to a material increase in the amount of traffic using Protected Lanes will not be permitted.

3.30   Within the Borough 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. The Borough 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.

POLICY DC16 - DEVELOPMENT ADJACENT TO WATERCOURSES

Planning permission will be refused for development adjacent to rivers, the Chelmer and Blackwater Navigation and other watercourses where the design and layout of the proposed development fails to be sensitive to the landscape or fails to take full advantage of the development setting afforded by open water features and their margins. Where appropriate, development proposals adjoining the rivers will be required to incorporate riverside paths and open spaces. Any proposals requiring the provision of a new bridge shall ensure a minimum of 2.3 metres headroom above normal water level to allow for river use and provide fauna passages suitable as wildlife corridors.

3.31 The rivers and river valleys are major elements in forming the character of the Borough both in the rural and urban areas. It is crucial that their special habitats, wildlife and visual qualities are respected. They allow the green of the countryside to penetrate built-up areas, linking parks and public spaces with a valuable footpath, cycleway, bridleway and wildlife corridor. The visual and amenity value of the rivers should be realised and the network and recreational value of riverside footpaths, cycleways and open spaces improved whilst respecting existing habitats and wildlife.

3.32 Within Chelmsford the rivers and canal often provide the opportunity for new or enhanced public waterfronts. Buildings in such waterfronts should front the water and create public s paces. The potential for recreation and leisure uses of the waterways, and for creating attractive places for living, should be exploited where appropriate. The rivers and canal are used for recreational boating and canoeing. These activities have potential for expansion and add interest to the waterways. All new bridges must therefore allow adequate headroom for waterway use. Where development proposals are related to and use existing bridges which are of inadequate headroom, every effort will be made through the development process to achieve their replacement with a higher bridge.

3.33 Any proposals in the vicinity of watercourses and their banks must respect existing habitats, wildlife and wildlife corridors. The Borough Council will protect areas of ecological interest or importance, or areas that sustain wildlife, which are affected by development proposals. If development is permitted, an enhanced replacement of the habitat lost or disturbed will be required and a management plan provided to demonstrate how this will be achieved and sustained over the long-term.

POLICY DC17 - CONSERVATION AREAS

Development proposals in Conservation Areas must preserve or enhance the character or appearance of the Conservation Area. Planning permission and/or conservation area consent will be refused where:

   i)   the siting, form, massing, height, proportions, elevation design, or materials would harm the character and appearance of the Conservation Area; or

   ii)   it would prejudice the appearance and surroundings of a Conservation Area or spoil any significant spaces or inward or outward views; or

   iii) a proposed land use would be incompatible with the function and character of a Conservation Area; or

   iv)   it would involve the demolition of a structure contributing to the character and appearance of the area.

3.34 Conservation Areas are designated by the Local Planning Authority. They are areas of special architectural or historic interest where the Borough Council has a statutory duty to preserve or enhance their character and appearance. The boundaries of the Conservation Areas are shown on the Proposals Map. 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, the landscape, floorscape, materials and the activities that take place there.

3.35 Careful treatment of the setting of a building is vital to ensure that new development complements and enhances its surroundings. Inappropriately large buildings and extensions, and infilling leading to the loss of important spaces, will be resisted. The Local Planning Authority has no option but to register valid applications for outline planning permission, but these are not normally acceptable as it is not possible to judge the effect of the proposed development. Use will be made of the powers available under Article 3(2) Town and Country Planning (General Development Procedure) Order 1995 to direct that specified details are required before an application can be considered. The elevation design outlined in the policy would include proposals for new or altered shopfronts within Conservation Areas.

3.36 The Borough Council will continue to produce appraisals and specific design guidance for each Conservation Area, as a basis for development control and enhancement projects.

POLICY DC18 - LISTED BUILDINGS

Planning permission and/or listed building consent will be refused where development proposals or works affecting the exterior or interior of listed buildings, fail to preserve or enhance the special character and/or setting of those buildings. The Borough Council will only permit the change of use of a listed building where it is in the interests of the long-term preservation of the building and its setting.

Full details of any alterations required to implement the proposed use, both internal and external, must be submitted with change of use applications.

3.37 The Government "lists" buildings 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. In many cases internal walls and architectural or historic features are as important as the external features and they are also protected. Listed building consent will be required for any internal or external alterations. When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building or 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. 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.

3.38 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 Borough Council will consider the introduction of appropriate alternative uses into 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.

3.39 Site specific guidance will be prepared by the Borough Council in conjunction with English Heritage to support proposals for the preservation and enhancements of listed buildings in the borough, and particularly those within Chelmsford Town Centre and North Chelmsford.

POLICY DC19 - SCHEDULED ANCIENT MONUMENTS

Planning permission will be refused for development which would adversely affect a Scheduled Ancient Monument, or other nationally important sites and monuments, or their settings.

3.40 The Secretary of State may schedule sites containing buildings, structures or other works, either above or below the surface of land, and considered of national importance, as ancient monuments. These archaeological and/or historical features represent a finite and non-renewable resource that are vulnerable to damage and destruction. Any works to Scheduled Ancient Monuments require the consent of the Secretary of State. The Borough Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Ancient Monument.

POLICY DC20 - REGISTERED PARKS AND GARDENS

Planning permission will be refused where development would have an adverse affect on the special character of parks or gardens or their settings included in the Register of Parks and Gardens of Special Historic Interest in England.

3.41 The Borough Council recognises that Registered Parks and Gardens within the Borough should be protected. Those currently designated are shown on the Proposals Map. Development affecting areas so designated will be assessed against the likely impact of such development on their visual character and setting.

POLICY DC21 - ARCHAEOLOGY

Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings taking 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.

3.42   The Borough of Chelmsford contains numerous sites of archaeological importance. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction.   Many locations within the Borough 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. Where development affects sites of archaeological significance, or potential significance, the Borough Council will require the result of an archaeological evaluation to be submitted as part of any planning application.

3.43   When new sites of archaeological importance are identified, the Borough Council will seek to ensure that they are afforded appropriate protection and, where possible, are retained in situ. In some circumstances it might be possible to retain and incorporate archaeological investigation and recording either through conditions or as part of a planning obligation.

Strategic Objective EPE2:
Seek to ensure that development is designed and located so far as possible to minimise any negative effects on the local and global environment and wherever possible to provide a net beneficial effect by reducing the generation of pollution and waste and the consumption of natural resources, including fossil fuel-based energy consumption. The generation of energy from renewable resources will be encouraged.

POLICY DC22 - AREAS OF FLOOD RISK   44 45 46 47

Within Flood Zones 2 and 3, as shown on Environment Agency maps, all planning applications will require an accompanying Flood Risk Assessment. Planning permission will only be granted for development providing it can be demonstrated that the existing flood defences or other satisfactory mitigation, including replacement flood storage capacity, provide adequate protection from flooding now and for the lifetime of the development. In Flood Zones 2 and 3 outside Urban Areas and Defined Settlements planning permission will only be granted for development that is primarily open in character, or for essential transport and utilities infrastructure that cannot be located elsewhere.

3.44   In order to consider the risks of flooding to new development within Flood Zones 2 and 3 the Borough Council will require planning applications to be accompanied by flood risk assessments appropriate to the scale and nature of the development and the level of risk posed. The assessments should consider:

- the area liable to flooding and the flood risk vulnerability of the development;
- the probability of it occurring, both now and over time;
- the extent and standard of existing flood defences and their effectiveness over time;
- the likely depth of flooding;
- the rates of flow likely to be involved;
- the likelihood of impacts to other areas, properties and habitats;
- the effects of climate change;
- the nature and currently expected lifetime of the development proposed and the extent to which it is designed to deal with flood risk;
- safe access and egress in times of flood;
- flood plans;
- the availability of flood warning; and
- emergency access and evacuation in flood conditions.

3.45 Within Flood Zones 2 and 3 in the Urban Areas and Defined Settlements, the Borough Council will ensure the implementation of appropriate flood alleviation measures to ensure that existing development is protected and that future development needs can be accommodated. Within Flood Zones 2 and 3 outside Urban Areas and Defined Settlements the Borough Council will only permit development that maintains the function of the floodplain in order to ensure that there is no net loss of floodplain storage, that water flows are not impeded and that flood risk is not increased elsewhere.

POLICY DC23 - RENEWABLE ENERGY   SPD 48

Planning permission will be granted for renewable energy developments provided they:

   i)   **do not cause demonstrable harm to residential amenities, including pollution generation; and**

   ii)   **do not have an unacceptable visual impact; and**

   iii)   **will not have a significant adverse impact on nature conservation interests, conservation areas and the character or appearance of the countryside; and**

   iv)   **will not have a detrimental impact on highway safety.**

3.46 The Borough Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste. The development of renewable energy schemes has, therefore, a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Borough Council will encourage the provision of such projects and will balance the immediate impact of renewable energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

3.47 For the purposes of the policy, the means of generating renewable energy include onshore wind generation, photovoltaic cells, passive solar heating systems, biomass and ground source heat pumps. Further guidance is set out in the Supplementary Planning Document "Sustainable Development".

3.48 Development proposals for renewable energy facilities in the Metropolitan Green Belt are likely to be regarded as "inappropriate development". In that case proposals will be considered on their individual merits and in accordance with Government policy as expressed in PPG2-Green Belts and PPS22-Renewable Energy (or their replacements).

POLICY DC24 - ENERGY EFFICIENT DESIGN AND USE OF MATERIALS

SPD 48

Planning permission will not be granted for development which fails to meet the following standards:

i)   **developments of five or more dwellings or non-residential developments of 1,000 sq. m. or more incorporate renewable energy systems to provide a reduction of at least 10% of the carbon emissions resulting from the development's predicted energy requirements, including all street and/or precinct lighting and landlords lighting and/or heating; and**

ii)   **all new dwellings to attain a minimum rating of Level 3 as set out in the "Code for Sustainable Homes" (or its successor), and all non-residential buildings shall have a minimum BREEAM (or its successor) rating of "Very Good"; and**

iii)   **the development utilises a minimum of 20% of sustainable building materials and/or re-use of recycled materials in the construction of the development; and**

iv)   **it will not have a detrimental impact on the amenity of the local environment, taking into account the existing character of the area.**

3.49 Climate change caused by carbon dioxide and other greenhouse gas emissions poses long-term risks of rising sea level and flooding. Research has predicted that the East of England will be one of the areas affected by climate change. The Borough Council considers that the design and construction of buildings can directly affect the environment in terms of energy use and the generation of greenhouse gases and the subsequent impact on climate change through global warming. This will also affect the consumption of non-renewable natural materials. The implementation of appropriate measures to reduce the consumption of energy and natural resources will achieve the Borough Council's wider objective of securing more sustainable forms of development.

3.50 The Borough Council will expect, therefore, development proposals to demonstrate a reduction in energy consumption based on the Energy Use Benchmarking Guides that have been produced by BRE (Building Research Establishment). The assessment is based on the energy consumption of the proposed building being multiplied by the floorspace of the development. In addition, the Borough Council consider proposals against the performance of buildings as recommended by BREEAM and the Eco-Homes Standard, as set out in the accompanying guidance.

3.51 To encourage energy and resource efficient sustainable design and construction the Borough Council has published a Supplementary Planning Document "Sustainable Development" to provide appropriate detailed guidance on these issues.

POLICY DC25 - WATER EFFICIENCY AND SUSTAINABLE DRAINAGE SYSTEMS

The Borough Council requires developments to incorporate measures that reduce the demand for water. The Borough Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from development sites.

3.52 The Borough Council wishes to ensure that development proposals reduce the consumption of natural resources. This includes a reduction in the demand for water consumption within new development including the demand for potable water. This means securing demand reduction through design and the installation of water efficient technologies, on-site collection, re-use and recycling-related measures.

3.53 Sustainable drainage systems enable different design options to be used to reflect the circumstances of a particular site. This is intended to improve water quality, reduce flooding and protect water resources and natural habitats. The Borough Council will expect applications for planning permission to provide details of appropriate sustainable drainage systems that will help secure these objectives.

POLICY DC26 - CONTAMINATED LAND · 48

Planning permission will only be granted for development on, or near to, former landfill sites or on land which is suspected to be contaminated, where the Borough Council is satisfied that there will be no threat to the health of future users or occupiers of the site or neighbouring land and that there will be no adverse impact on the quality of local groundwater or surface water quality. The Borough Council will require prospective developers to submit details of an investigation of the site and any remedial measures that need to be carried out and will require the developer to carry out remedial measures and to verify that the approved measures have been carried out.

3.54   The Borough Council wishes to ensure that sustainable development is achieved through securing the regeneration and the redevelopment of previously developed sites. When considering the development of such sites the Borough 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 occur also on 'greenfield' sites and it can arise from natural sources as well as from human activities. Where sites are known to be contaminated or where contamination is subsequently discovered, the Borough Council will require any planning application to be accompanied by a detailed report appraising the levels and extent of contamination together with measures that will mitigate the contamination.

POLICY DC27 - DEVELOPMENT ON OR LYING NEAR OR ADJACENT TO HAZARDOUS SUBSTANCE SITES

Planning permission will be refused for development on sites that lie near or adjacent to a hazardous substance site or notifiable installation, if the safety of the future occupiers of the development could be adversely affected by the normal permitted operations of the existing uses.

3.55   Hazardous substances are defined by the Planning (Hazardous Substances) Regulations 1992. The Borough Council is required to ensure that land use policies maintain and secure appropriate distances between establishments where hazardous substances are present and residential areas, areas of public use and areas of national sensitivity or interest. The Borough Council considers that 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. Where development is proposed within the consultation distance of notifiable installations, the Borough Council is required to consult with the Health and Safety Executive.

POLICY DC28 - AIR QUALITY

Within designated Air Quality Management Areas the Borough Council will promote measures to improve air quality and will expect development proposals to reduce sources of air pollution. Where the Borough Council considers that air quality objectives are likely to be prejudiced or proposals fall within an Air Quality Management Area, applicants will be required to submit a detailed specialist report which sets out the impact that the proposed development has upon air quality. Planning permission will not be granted for development where there is significant adverse impact upon air quality in the Air Quality Management Area.

3.56 The Borough Council is required to carry out a review and assessment of air quality across the Borough. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives are achieved by the relevant deadlines. These objectives have been put in place to protect health and the environment. In locations where the objectives are not likely to be achieved, the Borough Council will designate an Air Quality Management Area and will put together a plan to improve the air quality through a Local Air Quality Action Plan.

POLICY DC29 - AMENITY AND POLLUTION

Planning permission will be refused for development, including changes of use, which will or could potentially give rise to polluting emissions to land, air, and water by reason of noise, light, smell, fumes, vibration or other (including smoke, soot, ash, dust and grit) unless appropriate mitigation measures can be put in place and permanently maintained.

3.57 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. In all cases consideration will be given to adopting environmental best practice measures.

THEME 3 BALANCED COMMUNITIES

Strategic Objective BC1:
Meet the housing needs of the whole community through the provision of types and tenures of housing facilities, including affordable and special needs housing such as housing for the elderly, and create balanced communities through a mixture of housing for different household types.

POLICY DC30 – PROTECTING EXISTING HOUSING

In the Urban Areas and Defined Settlements, change of use or redevelopment involving the loss of existing housing and all units capable of residential use will not normally be permitted unless:

   i)   the proposal is for redevelopment for housing; or
   ii)   the continuation of the residential use is environmentally unacceptable; or
   iii)   it is the only way of ensuring the retention of a listed building; or
   iv)   the use is ancillary to the residential character of the area; or
   v)   the site is part of a comprehensive redevelopment.

3.58   The existing housing throughout the Borough is an important element in meeting the housing needs. The majority of the older housing is either in good condition or is capable of being refurbished. The Borough Council wishes to ensure that the existing housing stock is retained to meet the needs of existing and future residents.

POLICY DC31 - THE PROVISION OF AFFORDABLE HOUSING
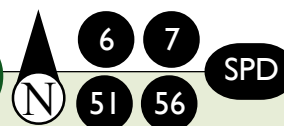
The Borough Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development on sites which:

   ● have a capacity of 15 or more dwellings; or
   ● comprise an area of 0.5 ha or larger; or
   ● lie within a small rural Defined Settlement and have a capacity for 5 or more dwellings

Where a site falls under the site/size threshold, the Borough Council will take into consideration the existence of other sites which are adjacent to and which have or are likely to come forward for residential development within the life of the Development Plan Document in order to ensure that the effect of the proposal would not result in the development of allocated or windfall sites in a piecemeal or unco-ordinated manner. In such circumstances the Borough Council will aggregate such developments for the purpose of calculating the affordable housing provision. Proposals that would under-develop sites in order to avoid making the affordable housing contribution will be refused planning permission.

Additionally in the rural areas where justified by the local housing need the development of affordable housing will be allowed on 'exception' sites. These will either be allocated in the Site Allocations DPD and/or North Chelmsford Area Action Plan or may come forward as windfall sites which may be permitted subject to the criteria set out in Policy DC32.

In considering the suitability of affordable housing the Borough Council will require that:

i)   the mix, size, type and tenure of affordable homes will meet the identified housing need of the Borough as established by Housing Needs Surveys and assessments (as updated from time to time) and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and

ii)   the affordable housing shall comprise an appropriate mix of social rented and intermediate housing consistent with the objectives of criterion i); 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 in order to achieve seamless design; and

iv)   developers and owners enter into planning obligations in order to provide the affordable housing and to ensure its availability for initial and successive occupiers.

The 35% requirement may only be reduced where it is demonstrated that existing physical constraints on the site, in addition to the 35% requirement, will result in extraordinary costs which the development could not reasonably be expected to bear.

3.59 The Borough Council has assessed housing need through an independent housing needs survey for the Borough conducted by Fordham Research in 2002. This examined the number of households currently in need and those projected to fall into housing need in the future along with the projected affordable housing supply to estimate the total requirement for additional affordable housing to meet housing need. The survey identified a total annual affordable housing need would arise for 1,657 households. The estimated annual supply of affordable housing was calculated to be 610 units per annum, resulting in a net affordable housing requirement of 1,047 units per annum.

3.60 The Borough Council commissioned Fordham Research to undertake an update of this survey in 2004 to take account of changes in house prices and rents, changes in supply and re-base figures taking into account Census and Housing Investment Programme information. Methodological changes were applied to reflect revised Government guidance on how to conduct local housing needs assessments and to arrive at a minimum estimate of the requirement for additional affordable housing to meet housing need.

3.61 The 2004 Housing Needs Survey Update identified a total annual affordable housing need amounting to 1,268 households. It estimated an annual supply of affordable housing of 484 units per annum, which results in a minimum estimate shortfall of 784 affordable units per annum. As this minimum estimate is just below the target completion rate for all new dwellings in the Borough the study concludes that a target up to 40% of all new dwelling units on suitable sites should be affordable.

3.62 The Borough Council appreciates that a realistic target level has to be set whilst making significant progress towards meeting identified housing need. Therefore, the policy requires 35% affordable housing provision on suitable new residential sites. This level also accords with Policy H3 of the Draft East of England Plan as amended by a recommendation in the East of England Examination in Public Panel Report which sets out the overall regional expectation that some 35% of new housing should be affordable.

3.63 Given that, even at 35% provision the identified need will not be met, it is crucial that all suitable sites contribute to the identified requirement. A key component of the Spatial Strategy is that a significant proportion of the overall housing requirement within the Borough will be located within the existing built up areas, which are normally, by their very nature, smaller sites. This is particularly relevant within the villages of the Borough where there are few potential development sites, which are ordinarily small in size. Therefore, in line with draft Government guidance the policy will apply to all sites of 15 dwellings or more or residential sites of 0.5 hectare or more and in small Rural Defined Settlements the threshold is 5 dwellings.

3.64 The Borough Council will seek to ensure that sites are not developed piecemeal or in an uncoordinated way which has the consequence of keeping individual developments below the threshold for the provision of affordable housing on a single grant of planning permission, to ensure that affordable housing provision is made across the Borough. Proposals that would under-develop sites in order to avoid making the affordable housing contribution will be refused planning permission.

3.65 For the application of this policy, small rural settlements are those Defined Settlements that are designated for enfranchisement and right to acquire purposes (under section 17 of the Housing Act 1996) by Statutory Instrument 1997 No. 623. The lower threshold in the small rural Defined Settlements forms part of the Borough Council's approach to affordable rural housing that reflects national objectives to sustain mixed and sustainable rural communities. This includes the potential to allocate 'exception' sites for 100% affordable housing for local need within the Site Allocations DPD or North Chelmsford Area Action Plan and a development control policy which includes criteria for 'exception' sites that may come forward as windfall sites.

3.66 In order to meet housing needs, the affordable housing will be required to be of a size (e.g. 1 bedroom, 2 bedrooms, 3 bedrooms +), type (e.g. houses, flats or other residential developments) and housing cost which reflect current and future occupiers housing needs and their ability to pay for affordable housing. The mix of affordable housing will be appropriately weighted to ensure the categories of housing which are required to meet the greatest need are provided for. For the interpretation of this policy, the categories of affordable housing include social rented, sub-market rented and homebuy (part rented/ part ownership). In order to meet the identified housing need there is a presumption that social rented housing will form the majority of affordable housing within the mix.

3.67 In order to create mixed, inclusive and sustainable communities, the Borough Council will require that the affordable housing is distributed across the site rather than provided in one single parcel. Affordable housing should be designed in such a way that aids visual integration between the market and affordable housing elements of a scheme.

3.68 Only in exceptional circumstances where physical constraints on the site result in extraordinary costs which would result in the site being sterilised for development, would a reduction of the 35% requirement be considered. The reference to extraordinary costs means unforeseen and unexpected costs which can be demonstrated to the satisfaction of the Borough Council, could not reasonably have been identified or foreseeable at site acquisition or when a development appraisal/valuation of a site was undertaken.

3.69 Further detailed guidance on the application of this policy, including the Borough Council's process and procedure when dealing with affordable housing, is contained within the Supplementary Planning Document "Affordable Housing".

POLICY DC32 - RURAL HOUSING NEED

N 6 7 51 56 SPD

Planning permission may be granted for affordable housing on small sites within or adjoining small rural Defined Settlements, which would not otherwise be released for housing, in order to meet local rural housing need, where:

> i) **the Borough Council is satisfied that there is a clearly evidenced local need, which cannot be readily met elsewhere, for the number and type of housing proposed; and**
>
> ii) **the site is accessible to a range of local services, such as shops, primary schools, healthcare and public transport; and**
>
> iii) **the site does not fall within an area defined as a Green Wedge on the Proposals Map and is not subject to any other over-riding environmental or other planning constraint; and**
>
> iv) **appropriate legal agreements are entered into with the Local Planning Authority to ensure that all dwellings will remain available as affordable housing, and exclusively for local need, in perpetuity and that the necessary management of the scheme can be permanently secured. Details will be needed of the legal mechanism proposed to achieve these requirements.**

3.70 In certain circumstances small affordable housing developments to meet local need will be permitted outside but adjoining Defined Settlement boundaries if it can be demonstrated that there is a proven need for the number and type of dwellings proposed, which cannot be met in any other way, and the Borough Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity. These are commonly known as 'exception sites' and may be allocated through the Site Allocations DPD or North Chelmsford Area Action Plan, or come forward as an exception to the general policy of constraint in rural areas.

3.71 For the application of this policy, small rural settlements are those Defined Settlements that are designated for enfranchisement and right to acquire purposes (under Section 17 of the Housing Act 1996) by Statutory Instrument 1997 No. 623.

3.72 The Borough Council expects all rural affordable housing proposals to be accompanied by a local housing need survey conducted at a Parish-wide level that provides 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 to support all rural affordable housing proposals under Policy DC32. By their very nature the size of 'exception sites' would be dependant on local housing need which can include specialist housing such as accommodation for Gypsies and Travellers. However, as a guide, exception sites tend to be for 10 dwellings or less. Further detailed guidance on the application of the policy is set out in the Supplementary Planning Document "Affordable Housing". The SPD covers issues of how local need and connection is identified and affordability is defined and secured.

POLICY DC33 - AGRICULTURAL WORKERS DWELLINGS

A. New Dwellings

Planning permission will only be granted for a new agricultural, horticultural, forestry worker's dwelling where:

    i)   **evidence has been submitted to the satisfaction of the Borough Council that there is an agricultural need for a permanent dwelling in that location; and**

    ii)   **there are no suitable dwellings available or could be made available in the locality in the time required to serve the holding; and**

    iii)   **the size of, and the accommodation to be included in the proposed dwelling, is commensurate with the needs of the holding concerned; and**

    iv)   **the development is in all other respects acceptable against other relevant policies in the plan.**

Conditions will be attached to any permission limiting the occupancy to that required for the holding concerned or other agricultural use nearby.

B. Removal of Occupancy Conditions on Existing Dwellings

Planning permission will be granted for the removal of a restrictive agricultural worker occupancy condition on a dwelling only where:

    i)   **it can be evidenced that there is no long-term need for an agricultural worker's dwelling in the locality; and**

    ii)   **in accordance with criterion i), comprehensive evidence is submitted with the application that shows to the satisfaction of the Borough Council that the property has been publicised for sale and let to other relevant interests in the locality at a price to reflect the occupancy condition, and confirmation of a lack of interest.**

The occupancy condition will not be removed within 10 years of the completion of the dwelling.

3.73   The Borough Council recognises that changes in the scale and character of agricultural and forestry activities may well affect the longer-term requirement for dwellings in the countryside where these were made subject to an "agricultural worker occupancy" condition at the time of granting planning permission. In such cases, the Borough Council 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. Nevertheless, the Borough Council will expect applications for the removal of an occupancy condition to demonstrate convincingly that there is no long-term need for an agricultural dwelling in the locality.

3.74   Furthermore, the Borough Council will also bear in mind that such dwellings could well be used by agricultural and forestry workers seeking accommodation within the wider surrounding area. In this regard, it will need to be properly assured that the availability of a dwelling tied to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no real interest has been shown regarding purchase or occupation of the dwelling by the local agricultural community. As part of the evidence required, the applicant will be expected to provide details of their instructions to estate agents, and the response to that advertising, that:-

   i)   the property has been on the market for rent or sale for at least 18 months and advertised continuously in that period at a price that reflects the occupancy condition. The advertising should be within both local newspapers and at least two national farmer magazines e.g. Farmers Weekly;

   ii) the property has been offered both for sale and to rent on the same basis as above to all farmers and horticulturalists in the locality (i.e. having holdings within a two mile radius of the dwelling).

3.75   In addition, the policy will be applied to applications for removal of occupancy conditions from dwellings associated with stables or other rural dwellings which are subject to occupancy conditions.

POLICY DC34 - GYPSY AND TRAVELLER ACCOMMODATION

N   23
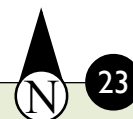
In order to meet the identified need for Gypsy and Traveller accommodation up to 2016, the Borough Council will allocate two sites within the Site Allocations DPD and/ or North Chelmsford Area Action Plan on a phased basis in accordance with the following criteria:

   i)   **the site would be readily accessible to local services and facilities, such as shops, primary and secondary schools, healthcare and public transport; and**

> ii) the location of the site would not result in unacceptable living
> conditions for its occupants; and
>
> iii) the proposal would not harm the character and / or appearance of
> the area and / or result in unacceptable visual impact; and
>
> iv) the proposed accommodation on the site would not comprise
> more than 10 individual pitches; and
>
> **Exceptionally, planning permission may be granted where:**
>
> v) the Borough Council is satisfied that there is a clearly established
> need for the site and the number of pitches involved which cannot
> be met by an existing or allocated site; and
>
> vi) the site is outside areas designated as part of the Metropolitan
> Green Belt as identified on the Proposals Map; and
>
> vii) the proposed site is served by metalled or otherwise suitable
> access road; and
>
> viii) criteria i)-iv) are met.

3.76 When defining Gypsies and Travellers, the Borough Council will use the planning definition taken from paragraph 15 of the ODPM Circular 1/2006: Planning for Gypsy and Traveller Caravan Sites.

3.77 The county-wide need for Gypsy and Traveller accommodation has been established within the Essex-wide Gypsy and Traveller Needs Assessment which covers the period 2006 – 2016. The Borough Council will undertake a regular review of the implications of this Needs Assessment. The Needs Assessment noted that in many instances the present Gypsy and Traveller population in Essex experience access barriers to education, healthcare and other local services. Future Gypsy and Traveller sites must have good access to these services to improve social well-being and inclusiveness. The Borough Council will also have regard to the differing accommodation needs within Gypsy and Traveller communities.

3.78 The Borough Council will allocate two additional sites for Gypsies and Travellers in the Site Allocations DPD and/ or North Chelmsford Area Action Plan to accommodate the identified need, with one site to be developed up to 2011 and the second site to be developed post-2011.

3.79 This is based upon the Borough Council's interpretation of the Essex-wide Gypsy and Traveller Needs Assessment which has been informed by the analysis of household formation rates and the number of existing unauthorised sites. Therefore, 20 additional pitches is considered

reasonable to meet the Gypsy and Traveller accommodation needs within the Borough up to 2016. The Borough Council believes that limiting sites to 10 pitches would reflect the preferences of Gypsies and Travellers for small-scale sites to ensure that family bonds are retained.

3.80 In the event that planning permission is granted for Gypsy and Traveller accommodation on non-allocated sites the Borough Council will take this into account in the allocation of new sites.

3.81 Where an unmet need for Gypsy and Traveller accommodation is identified and allocated sites have not yet been developed or available for occupation, the Borough Council may grant temporary planning permission as an interim measure.

3.82 This policy applies to both 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. Gypsy and Traveller sites are not normally considered appropriate within the Green Belt or Green Wedges and would be judged against the appropriate policies within the development plan.

3.83 When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons genuinely falling within the appropriate definition of Gypsies and Travellers and may also include conditions relating to landscaping and boundary treatments.

POLICY DC35 - SPECIALIST RESIDENTIAL ACCOMMODATION
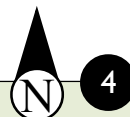
Planning permission will be granted for proposals for specialist residential accommodation, including the elderly and groups that require specialist social support, provided they are located:

    i)   **within the main urban areas of Chelmsford and South Woodham Ferrers; or**

    ii)   **within a Defined Settlement that can offer an appropriate range of support facilities and services, for both residents and staff; or**

    iii)   **as an integral part of a new neighbourhood identified within the Spatial Strategy.**

Developments which are located elsewhere will be refused unless the development is an extension of an existing such use and complies with Policies DC1 and DC2. Sites allocated for such development, or with an

extant planning permission, will not be granted planning permission for market housing, or any other use, unless it can be shown such specialist need no longer exists.

3.84   The Borough Council recognises that there are certain types of residential accommodation which cater for sectors of the community with specific needs. These are often related to the more vulnerable members of society, or those who would benefit from a higher level of on-site support. Potentially, two such groups are the growing elderly population, especially the frail elderly identified by research undertaken by Anglia Ruskin University for the Borough Council, and those who may need specialist social support. However the isolation of such groups is not considered to be conducive to social inclusion, balanced communities and sustainable development. It is therefore important for these types of development to be located in accessible areas, close to main facilities and public transport routes to best cater for residents, staff and visitors, and promote social inclusion. It is understood that land values within allocated areas can make securing sites for such developments difficult in terms of viability and availability. Specific sites are therefore to be identified in the Site Allocations DPD and the North Chelmsford Area Action Plan, especially within the major growth areas, to assist in bringing such sites forward.

POLICY DC36 - ACCESSIBLE AND ADAPTABLE DEVELOPMENTS

SPD

All new developments, and particularly housing, shall be designed from the outset so as to promote inclusive design, and ensure that all measures needed to promote accessibility and adaptability are achieved in a visually acceptable manner. This will relate to both facilities needed in the wider public realm and to the individual access arrangements for each building.

All new housing developments shall be designed so as to allow the maximum flexibility for future alterations and extensions to meet the potential needs of future occupiers. All new housing developments should seek to meet the Lifetime Homes Standard with a minimum of 3% of new dwellings on developments of 30 dwellings or more built to full wheelchair standards.

3.85   Developers will be required to show in the design and access statement how the design has taken account of the Lifetime Homes Standard, or conversely, why it is not practicable or appropriate to meet them. Lifetime homes are not specifically properties for people with mobility problems and are not wheelchair standard accommodation. Nationally it is estimated that 2.3% of all people with disabilities are permanently dependent on wheelchairs for mobility. To meet these special needs, at least 3% of new dwellings on developments of 30 dwellings or

more should be built to full wheelchair standards as set out in the Housing Corporation's "Wheelchair Housing Design Guide". Further guidance is contained in the Supplementary Planning Document "Making Places".

Strategic Objective BC2:
Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the Borough.

This objective is addressed by Policy CP16

Strategic Objective BC3:
Reduce deprivation and improve residents' health and quality of life by targeted economic and community development.

This objective is addressed by Policy CP17

Strategic Objective BC4:
Promote social inclusion by improved accessibility to health care, education, employment, local shopping, leisure facilities and services for all, especially for those without a car and for those in more remote parts of the Borough through well planned routes and integrated public transport.

This objective is addressed by Policy CP8
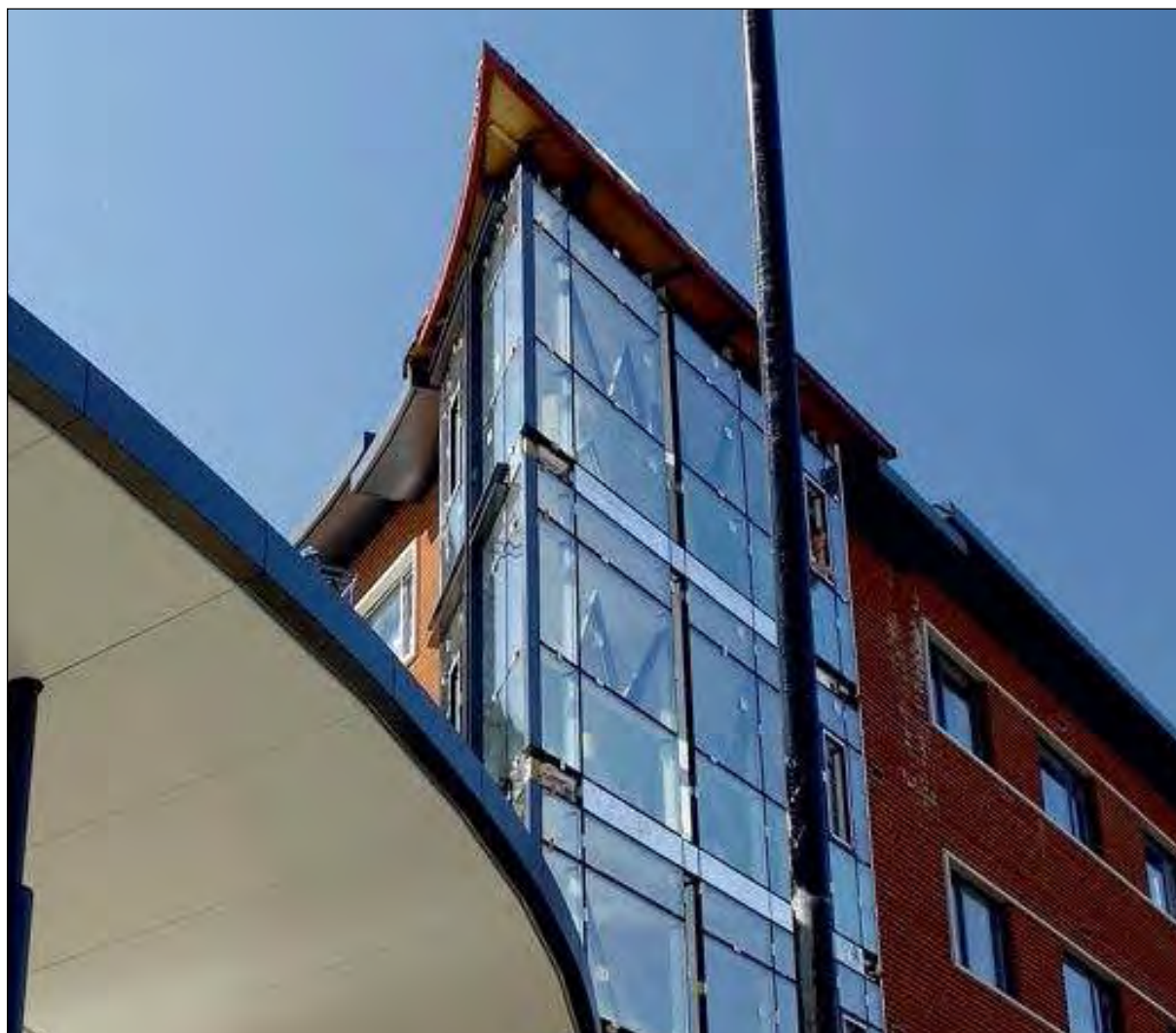
THEME 4 QUALITY OF LIFE

Strategic Objective QL1:
Provide high quality social, educational, leisure and sports facilities, excellent parks and green spaces, and a full range of cultural opportunities for meeting, worship, entertainment and celebration.

POLICY DC37 – PROTECTING EXISTING LOCAL COMMUNITY SERVICES AND FACILITIES

Proposals for redevelopment or change of use of any premises that provide facilities or services which support the local community in all parts of the Borough, whether of a commercial nature or not, will only be permitted where the Borough Council is satisfied that:

    i)   the use concerned is not economically viable, could not be provided by some other means, or is genuinely redundant; and

    ii)   the premises or site cannot readily be used for, or converted to any other community facility; or

    iii)   the facility or service which will be lost will be adequately supplied or met by an easily accessible existing or new facility in the locality or settlement concerned, unless it has been accepted as redundant under criterion (i) above; and

    iv)   the facility concerned was not required to be provided and /or retained as part of a planning permission for a new development.

3.86   An important element of sustainable development and creating sustainable communities is the provision and protection of community uses such as health, education, places of worship and community halls at locations that are readily accessible. 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 and petrol stations 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.

POLICY DC38 - PROMOTING SPORT, LEISURE, RECREATION AND TOURISM **5 41**

A. **Planning applications for new sports, cultural, leisure, tourist and recreational facilities or improvements and extensions to existing facilities, will be permitted provided:**

   i) **the proposals are connected to and associated with existing facilities or located at a site that relates well to the main Urban Areas and Defined Settlements in the Borough and can be made readily accessible to adequate public transport, cycling and walking links for the benefit of non-car users; and**

   ii) **there would be no unacceptable impacts on the character, appearance or amenities of the area; and**

   iii) **vehicle access and on-site vehicle parking would be provided to an appropriate standard; and**

   iv) **adequate access to and between the facilities would be provided for people with disabilities.**

B. **Proposals for new large-scale tourism development likely to attract over 70,000 visitors a year or involve substantial built development, will be permitted, in addition to the above criteria, provided:**

   v) **the site is located within the Urban Areas, Defined Settlements or in a location well served by public transport and convenient for potential users to walk and cycle to the location; and**

   vi) **there is an identified need for the development.**

3.87 The Borough Council has undertaken a full PPG17 Assessment of Open Space, Sports and Recreation in 2005 which informs the policies and actions within the Borough Council's Sports and Recreation, Parks and Green Spaces Strategies. A number of specific requirements have been identified in the Borough and these assessments and strategies conclude that certain users and clubs have specific site requirements which cannot be met by existing facilities.

3.88 In accordance with the Borough-wide Spatial Strategy, the first preference for location of major development, including sports, leisure and recreation must be within the Urban Areas or associated with new areas of development to maximise benefits for existing and new communities and reduce the need to travel. However, it is acknowledged that the requirements of some development may not be able to be met in this way, given their scale and nature. Borough or wider catchment proposals should either be served directly by public

transport or be within convenient walking distance of such a service. Ideally this should be close to a transport node such as a bus or railway station.

3.89 Extensions to existing tourism development will be considered in the context of other relevant policies within this Development Plan Document.

POLICY DC39 - PROTECTING AND ENHANCING OPEN SPACES AND INDOOR SPORTS FACILITIES
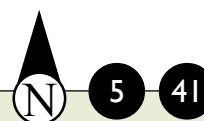
The change of use, or development for other purposes, of all existing public open space, private outdoor sports grounds, and school playing fields forming part of an educational establishment and allotments as identified on the Proposals Map will be refused unless it can be demonstrated:

　　i)　　that alternative and improved provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users; and

　　ii)　　the proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general.

In all cases, account will be taken in determining an application for development of any deficiencies in public open space requirements in the area and the contribution the existing site could make to remedying that deficiency.

Development proposals resulting in a loss of indoor recreation or indoor sporting facilities will be refused unless it can be demonstrated:

　　iii)　　that there is an excess of provision within the catchment of the facility; or

　　iv)　　that alternative and improved recreational provision will be supplied in a location well related to the functional requirements of the relocated use and its existing and future users; or

　　v)　　it achieves the aim of the Borough Council's Local Cultural Strategy, Parks and Green Spaces Strategy, Sport and Recreation Strategy and Arts Strategy; or

　　vi)　　the new development will meet the requirements of Policy DC38.

3.90　The existing sport, leisure, public and private open spaces including allotments within the Borough, represent important assets serving 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 the amenity value and contribution to the character of an area in general in providing a 'green lung' and visual break in the built environment. Given the nature particularly of the built environment of the Borough, 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.

3.91　Against this background it is intended to secure the retention of existing 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 as defined by Planning Policy Guidance Note 17 (PPG17), providing there is not a deficiency in that type of open space in the locality. A full PPG17 audit and assessment of the Borough's open space was undertaken by consultants PMP and published in 2005.

POLICY DC40 - PUBLIC OPEN SPACE FOR NEW RESIDENTIAL DEVELOPMENTS　　**5**　**APPENDIX D**

For all new residential development across the Borough a minimum of 52 square metres per dwelling of accessible local open space and 30 square metres per dwelling of strategic open space must be provided, unless a commuted sum is accepted. Additional contributions will be sought within the Urban Areas of Chelmsford and South Woodham Ferrers as set out in Appendix D. If the Borough Council accepts commuted sums, the commuted sums will be used to provide additional open space or to improve existing open space. A commuted sum is most likely to be accepted for:

- **i)　strategic open space in smaller developments of fewer than 30 dwellings, or where for some other reason strategic open space requirements cannot be met within the site; or**

- **ii)　for local and strategic open space in developments of single person households or of dwellings for the elderly (where however some compensating increase in private amenity space may be required); or**

- **iii)　in a town centre location within Chelmsford or South Woodham Ferrers or where it is justified by an outstanding urban design approach based on site constraints and opportunities; and**

- **iv)　for development of fewer than 10 dwellings.**

Core Strategy and Development Control Policies
Adopted 20th February 2008

> **Developments should reflect acceptable distance and minimum size criteria for different typologies of open space as defined by PPG17 and help to address any existing deficiencies in open space in the locality of the proposed development. The Open Space Standards are set out at Appendix D. All open space provided should be fully equipped in an appropriate manner as agreed by the Borough Council and laid out at the expense of the developer and where appropriate, dedicated to the Borough Council with suitable provision for ongoing maintenance.**

3.92   The Borough Council has formulated its own standards for the provision of public open space in the Borough based upon a minimum of 3.37 hectares of public open space per 1,000 population. An additional 2 hectares of parks and gardens per 1,000 population will be sought in urban Chelmsford and urban South Woodham Ferrers and 2 hectares of natural and semi-natural green space in urban Chelmsford. The standards follow the typology of open space as set out in Planning Policy Guidance Note 17 (PPG17) which cover both local and strategic open space and are set out at Appendix D. The standards incorporate distance and minimum size criteria. Local open space should ideally be located close to where people live and to ensure that the spaces that are provided are fit for their purpose.

3.93   The requirement to provide local open space within the development site is particularly important where there is an identified deficiency in the locality. The policy applies to all residential development of whatever size including a single dwelling. Further guidance on the level of contributions for commuted sums and the methodology for their calculation is set out in a Supplementary Planning Document "Planning Contributions". The SPD will set out the arrangements for securing commuted payments and ongoing maintenance through planning obligations.

Strategic Objective QL2:
Improved links between new development, surrounding neighbourhoods and the town centres by efficient local route networks and public transport.

This objective is addressed by Policies CP8 and CP20.

Strategic Objective QL3:
Improve road safety and avoid pedestrian route severance by managing vehicle traffic in residential and shopping areas.

POLICY DC41 - TRAFFIC MANAGEMENT MEASURES

All developments must include appropriate traffic management measures to facilitate the safe and efficient movement of people and goods by all modes whilst protecting and enhancing the quality of life within communities, facilitating the appropriate use of different types of road and environment, and achieving a clear, consistent and understandable road, cycle and pedestrian network. These measures will comprise, amongst others, reducing the impact of motorised traffic, traffic calming measures to assist public transport, cycling, and walking, horse riders, congestion relief and other speed and demand management measures.

3.94   Effective traffic management is essential to create a thriving sustainable community, to improve road safety and reduce air pollution, noise, severance and visual impacts caused by transport and transport infrastructure. Opportunities will be sought to reduce the impact of traffic in sensitive areas including those which suffer from through traffic.

Strategic Objective QL4:
Ensure that new development creates places where people enjoy living and working and are safe, secure and attractive.

POLICY DC42 - SITE PLANNING   SPD

Planning permission will only be granted for development proposals where the site planning and design of building and spaces:

    i)   **arranges access points, routes within the site, public and private spaces, building forms and ancillary functions in an efficient, safe, workable, spatially coherent and attractive manner; and**

    ii)   **incorporating existing site features of value; and**

    iii)   **does not cause unacceptable effects on adjoining sites, property or their occupiers.**

Where development proposals involve the creation of, or alterations to, public outdoor spaces including new public highway, planning permission will be granted for the landscape design proposal in which existing topography,

> **vegetation and water of value are incorporated, the spaces have functional and amenity value, hard surfaces, new planting, street furniture and boundary treatments suit the development and surroundings, hard surfaces aid accessibility and mobility and maintenance of underground services will not disrupt the streetscene.**
>
> **The Borough Council will require development proposals to design-out opportunities for crime and anti-social behaviour through the incorporation of appropriate measures, including clear lines of sight, natural surveillance of outdoor spaces, separation of public and private areas, good lighting, avoidance of blank walls and avoidance of places of concealment.**

3.95 Site planning is at the heart of good design and making successful places. It involves arranging access points, routes, building blocks and spaces within the site boundaries to accommodate existing features and ensure the new development works well. A primary consideration of site planning is the nature of the spaces between buildings. However small, they should be useful, connected, safe and properly landscape designed. Public space and private areas should be clearly differentiated. Spaces that are safe and welcoming in the long-term depend on eliminating the opportunity for anti-social activity through the placing of building fronts and treatment of spaces. This applies equally to public highway space. Well thought-out site planning forms the foundation for good architecture.

3.96 The Borough Council has published a Supplementary Planning Document "Making Places" providing further guidance on site planning, design of public spaces, and designing out crime.

> ### POLICY DC43 - PROMOTING PUBLIC ART IN NEW DEVELOPMENT   42
>
> **The Borough Council will seek the provision of public art in association with all developments of 10 or more dwellings or for more than 1,000 sq. m. floorspace or that have significant impact upon the public realm or a high degree of public access, for installation within the development site or on public or street space in the vicinity of the development.**

3.97 Work by artists in association with development can give meaning to a place and enrich our experience of the built environment. The Borough Council seeks artist commissions that add cultural value to the architecture, landscape design and sense of place. Public art may be integrated with the building or landscape. In some cases, the Borough Council may negotiate off-site installation of public art in public space. Public art does not necessarily have to be a permanent fixture; artists can make locally relevant work through film, sound, performance and

publication throughout the planning and development process, working with land owners, designers, the local community and building occupiers. The Borough Council will encourage developers to make a financial and design commitment to public art from the outset of the development process.

3.98 Funding and the type of artist's commission will be negotiated in relation to the nature and value of the development. The Borough Council has an adopted public art strategy and guidance for developers.

POLICY DC44 - PRIVATE AMENITY SPACE **SPD**

All new dwellings will be required to have a high degree of privacy and the use of private amenity space appropriate for the type of dwelling and its location.

3.99 Usable and pleasant gardens and balconies offering privacy, open outlook, light and fresh air for recreation and storage are necessary for sustainable housing of lasting quality. The degree of privacy and size of private outdoor amenity space relate to location and the type of accommodation. The benefits of a highly accessible location and availability of public facilities may take precedence over the amount of private space for the exclusive use of individual dwellings. However, securing a high quality of privacy and outlook is more critical as density increases. The Supplementary Planning Document "Making Places" provides criteria for proposals.

Strategic Objective QL5:
Secure the best built environment design for present and future use and visual character. Enhance the utility of existing buildings through adaptation and improvement.

POLICY DC45 - ACHIEVING HIGH QUALITY DEVELOPMENT **SPD**

A.   Planning permission will only be granted for new buildings and extensions to existing buildings provided:

    i)   the buildings are well designed in themselves; and

    ii)   the siting, scale, form, massing, materials and detail of the proposed buildings would have an appropriate visual relationship with the layout, scale, form, massing, materials, details and character and appearance of development in the surrounding area; and

Core Strategy and Development Control Policies
Adopted 20th February 2008

     iii)   **buildings within the site would relate visually to one another in a coherent manner; and**

     iv)   **elevations are visually ordered and well proportioned.**

B.   **In addition to the above criteria, the Borough Council will support proposals for buildings above 13m high in parts of Chelmsford Town Centre or within allocated sites in the new neighbourhood areas provided:**

     v)   **the location is suitable for higher intensity development; and**

     vi)   **the base of the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and**

     vii)   **the building visibility from adjoining spaces contributes to townscape; and**

     viii)   **the building visibility from longer range views causes no visual intrusion; and**

     ix)   **the building does not create an adverse microclimate of wind or shadow; and**

     x)   **there is adequate ancillary space within the building for facilities such as storage or plant; and**

     xi)   **the height to width ratio creates acceptable massing and proportions.**

C.   **Planning permission will be granted for large scale commercial developments provided the siting, scale, form, skyline and elevations contribute to the townscape of the area, car parks and service bays are hidden from street views, active street frontages are provided and monolithic or uniform buildings are avoided.**

3.100 The relationship of new buildings to existing, surrounding context is key to achieving coherent and interesting character and determines acceptable scale and appearance. Good design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details and exploiting opportunities to improve quality. The quality of materials and attention to detail is of great importance and will normally be sympathetic to characteristic mid-Essex building forms and materials.

3.101 High buildings can be considered in the most accessible locations of Chelmsford Town Centre where they will be part of the reshaping and enhancement of the town centre. For the purposes of this policy, high building means 5 storeys and over. The 13m threshold is equivalent to four storeys: a retail ground floor and three 3m residential floors.

3.102 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 Borough Council will apply urban design principles to these buildings to ensure the character of the buildings and spaces enriches the experience of users and avoids anonymous and solely functional development.

3.103 Further guidance is contained within the Supplementary Planning Document "Making Places".

POLICY DC46 – SUB-DIVISION OF DWELLINGS

In considering proposals for the sub-division of existing dwellings or other buildings into self-contained residential units the Borough Council will have regard to:-

    i)   the provision of adequate vehicular access, car parking, amenity space and facilities for refuse storage; and

    ii)   the likely impact on the immediate neighbourhoods; and

    iii)   the adequacy of the internal accommodation relative to the intensity of occupation envisaged and the impact upon neighbouring units.

3.104 Falling average household size and rising house prices have increased the demand for small, low-cost dwellings, bringing pressure for the sub-division of family houses. Such houses may now be too large for ordinary family occupation and, within the urban areas and the Defined Settlements, their sub-division can be a useful means of matching the housing stock to housing demand. At the same time, house conversions can cause environmental problems especially in terraced housing. Problems that arise include issues associated with residential amenity, traffic and parking, dwelling standards (e.g. privacy) and outdoor amenity space. Such proposals often lead to additional on-street parking because the proposed parking is not conveniently located, particularly for visitors. In addition "private amenity space" is frequently neither private nor of amenity value.

3.105 There is a danger that too many houses might be converted to smaller units in an area, giving rise to an unbalanced mix of house types and sizes including a shortage of suitably sized family housing. The policy applies within the Urban Areas and Defined Settlements, where additional housing is encouraged subject to the policies of this Development Plan Document. In the

countryside, proposals for house conversions will be considered against other policies contained in this Development Plan Document.

3.106 The Borough Council will only permit the conversion of suitable dwellings to create more self-contained units of accommodation provided that there are no adverse environmental effects on surrounding properties, and the established character of the locality is maintained.

3.107 The Borough Council will resist conversions where:-

    i)   the dwelling house has less than five habitable rooms; or

    ii)   the dwelling house has a floor area of less than approximately 120 sq. metres; or

    iii)   the proposals involve large extensions or alterations to roofs; or

    iv)   small units such as bed sitting rooms or studio flats have a floor area of less than 30 sq. metres; or

    v)   the units are not self contained.

Proposals for residential conversions must:-

    i)   be in houses with a usable rear garden of more than 100 sq. metres (excluding privacy zones) and meet the amenity space standards outlined in other policies; and

    ii)   include suitably enclosed refuse storage areas at the rear of the property. If this is not practical, storage areas at the front or side of the premises should be adequately screened so as not to become a dominant feature, and to avoid loss of amenity; and

    iii)   provide adequate and properly located car parking.

POLICY DC47 - EXTENSIONS TO DWELLINGS

A. **Planning permission will be granted for the extension of an existing dwelling where:**

    i)   **the extension would reflect or complement the scale, proportion, roof form, massing, materials and setting of the existing dwelling; and**

    ii)   **the extension would not adversely prejudice outlook, privacy, or light enjoyed by the occupiers of nearby properties; and**

3.108 Both individually and collectively, extensions to existing residential properties have an effect on the character of an area. It is important, in the interests of good design and to safeguard the character of areas, that such extensions are well designed in themselves, in relation to the host property and the general streetscene.

3.109 Inappropriate extensions to dwellings in the countryside can have an adverse effect both on the host building and the wider character of the countryside. Therefore, additional criteria seek to ensure that extensions are not disproportionate to the existing dwelling and its site, and they have minimal impact on the appearance and character of the countryside. As a guideline, proportionate means no more than a 30% cumulative increase of gross floorspace over that of the original dwelling.

3.110 For the application of this policy the original dwelling means that as built at 1st April 1974, or if built after this date, as originally built. When making decisions on the appropriate size and scale of extensions, consideration will be given to the site's immediate context in terms of the characteristics of the surrounding development pattern and its setting within the wider landscape.

THEME 5 ECONOMIC PROSPERITY

Strategic Objective ECP1:
Maintain the Borough's economic competitiveness in a region of major growth and change by responding positively to economic change.

POLICY DC48 – EMPLOYMENT AREAS
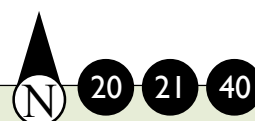
N 20 21 40

In the Employment Areas shown on the Proposals Map, planning permission will be refused for the redevelopment or change of use of business, general industry and distribution sites or premises for non-Class B1, B2 and B8 purposes as defined by the Use Classes Order 1987 (as amended) unless:

> **i) it can be demonstrated that the alternative uses are employment uses with no reasonable prospect of locating elsewhere within the Borough; and**

> **ii) it can be demonstrated that there is no reasonable expectation of uses within Use Classes B1, B2 and B8 being retained.**

3.111 A thriving and entrepreneurial business community is critical for driving wealth creation and employment in the local and regional economy. The Employment Areas provide an important contribution to the Chelmsford Borough economy with approximately 20% of the Borough's workforce generated from these areas and 10% of the Borough's businesses operating from them. Through the East of England Economic Strategy, the Region sets the priority for building a more enterprising culture whether it is applied to existing businesses or new enterprises. The Employment Areas shown on the Proposals Map provide an arena in which Chelmsford's business community can develop and compete at a local, regional, national and international level. The Borough Council will work with businesses within these areas to encourage them to adapt and respond to changing economic conditions in order to support business growth and ensure the economic viability of local communities.

3.112 The East of England Economic Strategy states that employment sites are under increasing pressure to be developed for housing but it is important to retain existing employment sites where possible and appropriate. Employment site retention and provision is particularly necessary to enable balanced job and housing growth, provide choices and reduce dependency on London. Furthermore these Employment Areas contain a range of sites and premises that meet the needs of the business community as identified within the Chelmsford Borough Employment Land Review 2006.

3.113 There is pressure to change commercial space into residential space every time a company closes or relocates. Businesses are dynamic but if an employment site was lost to housing every time a unit or parcel of land becomes vacant then there runs the risk of a declining stock of employment premises that would hamper the ability of the Borough to maintain and increase employment growth. The loss of commercial space to housing development could also lead to future social problems such as increased unemployment and increased commuting distances.

3.114 Planning permission will not be granted to redevelop or change the use of sites in Employment Areas unless it can be demonstrated that the site has been exhaustively marketed for appropriate uses falling within Classes B1, B2 and B8 of the Use Classes Order 1987 (as amended). If this has been met, then a mixed-use scheme with significant employment space would be preferred.

POLICY DC49 - RANGE OF UNIT SIZES 20 21

When considering redevelopment proposals within the Employment Areas, the Borough Council will require the provision of a range of unit sizes to ensure the needs of businesses are met.

3.115 The business structure has changed and developed over the last decade with an increase in the number of small and medium sized businesses, with 76% of Chelmsford businesses now employing fewer than 10 people and 95% employing fewer than 50 people. It is the objective of the Economic Development Strategy to encourage the establishment and growth of small and medium sized enterprises as this type of business now provides the cornerstone of the Chelmsford economy and is best served to respond and adapt efficiently to an evolving economy. There is a growing need in the Borough to provide flexible accommodation that can be used for a variety of uses and has a variety of premises to support business start-ups and businesses wishing to expand. In addition, there is a need to supply new business units that have a range of tenures.

3.116 The Chelmsford Borough Employment Land Review identified a continuing need for small and medium sized business space and particularly start-up units up to 250 sq. m. gross floorspace. This policy will enable the Borough to meet the identified need and to develop and progress its role as a supportive location for starting and growing enterprising businesses, and ensuring the long-term economic success of the Borough by encouraging vitality and new entrants into the business community.

POLICY DC50 - PROMOTION OF EMPLOYMENT CLUSTERS

20 **21** **40**

The Borough Council will support the development of employment clusters, in the following sectors:

      i)   **finance, insurance and banking**

      ii)   **research and development**

      iii)   **information technology**

      iv)   **health industries / biotechnology**

      v)   **electronic engineering**

Development proposals, which promote these clusters, would be appropriate in the following areas:

Anglia Ruskin University Business Innovation Centre, Chelmsford
E2V Industrial Area, Waterhouse Lane, Chelmsford
New Street Industrial Areas, Chelmsford
West Hanningfield Road Business Park, Great Baddow, Chelmsford
Chelmsford Business Park, off Colchester Road, Springfield, Chelmsford
Essex Regiment Way, Broomfield/Little Waltham
Hedgerows Business Park and ECC Highways Depot, Springfield, Chelmsford
Ferrers Road Industrial Area, South Woodham Ferrers
North-East Chelmsford Future Employment Area.

3.117 The Borough of Chelmsford is well placed to take forward the national and regional agenda of developing enterprise and innovation through encouraging the clustering of high-value industry. The collaboration of Anglia Ruskin University and Writtle College with the wider business community is key to the future development of the Chelmsford economy. The Borough Council will play an important role in facilitating the establishment of such links between universities and businesses.

3.118 The Mid-Essex Economic Futures study identified a tendency for young workers with higher skills to leave the area in search of employment that meets their needs. Improved links between the higher education institutions and the business community can harness the higher value job creation that could encourage young workers to stay in Chelmsford Borough.

3.119 Through the encouragement of clustering the Borough Council can promote a wide range of jobs for the Borough that match the skills of existing residents and provide the opportunity for higher value employment. This could reduce the level of out-commuting from Chelmsford to

London. Higher income employment will support growth in other sectors such as restaurants, leisure and retail.

3.120 The encouragement of these particular clusters is in part drawn from Chelmsford's economic strengths in that Chelmsford is still a major manufacturing base for high-technology electronic engineering and is developing a regional role through Broomfield Hospital as a centre for healthcare excellence. Chelmsford also has a particularly strong concentration of finance, insurance and banking companies. As the economy evolves, the Borough Council will support and harness growth in these sectors.

3.121 Essex and Hertfordshire already contain a number of international pharmaceutical companies, and through links with Broomfield Hospital and Anglia Ruskin University, Chelmsford is well placed to encourage the development of this sector in the Borough. Furthermore, Chelmsford's central location within Essex makes it an ideal centre in which specialist public and private health care facilities serving larger catchment areas could be developed.

3.122 Information technology and research and development are two areas where Chelmsford has under-performed. One of the East of England's strengths is its record in research and development where a higher proportion of regional GVA (Gross Value Added) is spent on research and development than other UK regions. A key priority of the East of England Development Agency (EEDA) is to stimulate demand for research and development and knowledge transfer amongst the region's businesses and particularly with small and medium sized enterprises. Links between higher education and institutions and the business community are essential for Chelmsford's economy in order for the Borough to compete in an ever-changing economic climate.

POLICY DC51 - LOCATION OF BUSINESS DEVELOPMENT   N 20 21 40
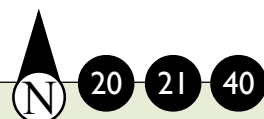
This policy refers specifically to Classes B1(a), B1(b), and B1(c) of the Use Classes Order 1987 (as amended). Proposals for large business development of 500 sq. m. gross floorspace or more should be situated within Chelmsford Town Centre as defined by the Area Action Plan and be of a scale and function appropriate to the character of the town centre. Where business development is not appropriate within Chelmsford Town Centre, the urban Employment Areas listed below would provide an appropriate location.

The expansion, conversion or redevelopment of premises for uses falling within Classes B1(a), B1(b) and B1(c) of the Use Classes Order 1987 (as amended) will be permitted in the following Employment Areas:

> **Chelmsford Town Centre Area Action Plan Employment Areas**
>
> **Chelmer Industrial Area, Hoffmanns Way, Chelmsford**
> **New Street Industrial Area, Chelmsford**
> **Kingsdale and Eckersley Road Industrial Estates, Regina Road, Chelmsford**
> **Navigation Road Industrial Area, Chelmsford**
>
> **Employment Areas - Urban**
>
> **Chelmsford Business Park, off Colchester Road, Springfield, Chelmsford**
> **Cromar Way Industrial Area and Waterhouse Business Centre, Chelmsford**
> **E2V Industrial Area, Chelmsford**
> **Hedgerows Business Park and ECC Highways Depot, Colchester Road, Springfield, Chelmsford**
> **Winsford Way, Chelmsford**
> **Widford Industrial Estate, Chelmsford**
> **Church Street Industrial Areas, Great Baddow, Chelmsford**
> **Ferrers Road Industrial Area, South Woodham Ferrers**
>
> **New Designated Employment Areas**
>
> **Essex Regiment Way, Broomfield/Little Waltham**
> **North-East Chelmsford Future Employment Area and other appropriate areas identified in the Site Allocations Development Plan Document and North Chelmsford Area Action Plan.**
>
> **Proposals for business developments of less than 500 sq. m. gross floorspace will be allowed within the Urban Areas of Chelmsford and South Woodham Ferrers and the Defined Settlements provided that the site would not have an unacceptable impact on the amenities, character or appearance of the area.**

3.123 A sequential approach will be applied to business development proposals when considering appropriate employment sites and meeting identified need. The sequential approach requires that locations be considered in the following order:

First, locations within the Chelmsford Town Centre Area Action Plan area where suitable sites or buildings for conversion are, or are likely to become available, taking account of an appropriate scale of development in relation to the role and function of the centre.

And then other urban sites, with preference given to sites, which are or will be well served by a choice of means of transport. The identified Employment Areas suitable for business development are those areas where business development has taken place and where there is evidence of modernisation and regeneration taking place to meet the needs of the economy.

POLICY DC52 - INDUSTRIAL AND WAREHOUSE DEVELOPMENT

The expansion, conversion or redevelopment of premises for uses falling within Classes B2 and B8 of the Use Classes Order 1987 (as amended) will be permitted in the following Employment Areas as shown on the Proposals Map:

Chelmsford Town Centre Area Action Plan Employment Areas

Rivermead Industrial Area, Bishop Hall Lane, Chelmsford
W & H Marriage & Sons Industrial Area, Chelmsford

Employment Areas - Urban

Beehive Lane Industrial Area, Great Baddow, Chelmsford
Bilton Road Industrial Estate, Chelmsford
Church Street Industrial Areas, Great Baddow, Chelmsford
Cromar Way Industrial Area, Chelmsford
Dukes Park Industrial Estate, Chelmsford
Springfield Business Park, Springfield, Chelmsford
Westway Industrial Area, Chelmsford
Widford Industrial Estate, Chelmsford
Winsford Way Industrial Area, Chelmsford
Eastern Industrial Estate, South Woodham Ferrers
Saltcoats Industrial Estate, South Woodham Ferrers
Ferrers Road Industrial Area, South Woodham Ferrers

Employment Areas - Rural

East Hanningfield Industrial Estate, East Hanningfield
Mayphil Industrial Estate, Battlesbridge
Rignals Lane Industrial Estate, Galleywood
Royal British Legion Trading Estate, Danbury
Waltham Road Industrial Estate, Boreham
Temple Wood Industrial Estate, West Hanningfield

New Designated Employment Areas

Temple Farm, West Hanningfield
Other appropriate areas identified in the Site Allocations Development Plan Document and the North Chelmsford Area Action Plan.

Any proposals should have regard to the amenity and character of both the existing Employment Area within which it is located and the sites that adjoin it.

3.124 Industrial and warehousing accommodation and land that falls within Use Classes B2 and B8 of the Use Classes Order 1987 (as amended) has an important role within the Chelmsford, East of England and national economies in terms of both business development and employment creation. The Borough Council seeks to protect this type of employment land to ensure that there is an adequate supply of land and premises to meet the needs of existing companies, small businesses, business start-ups and inward investment.

POLICY DC53 - EMPLOYMENT USES WITHIN RURAL AREAS

Proposals for the extension of existing industrial or business premises in rural areas will be permitted provided:

    i)   the scale, design and materials of the original building is respected; and

    ii)   the character or appearance of the countryside will not be harmed; and

    iii)   any historic or architectural interest the original property or area may have is respected; and

    iv)   the amenity of nearby residents is not harmed; and

    v)   the type or volume of generated traffic, particularly heavy goods vehicles, would be appropriate to rural roads, would not have an unacceptable adverse effect on highway safety, the amenities of nearby residential occupiers or important wildlife habitats and would not require improvements and maintenance which would harm the character of rural roads in the area.

3.125 There are a number of areas and buildings in employment use in the rural areas of the Borough. The majority of these locations are not designated as Employment Areas due to their size, scale and location. However, in many cases they do make an important economic contribution.

POLICY DC54 - ENTERTAINMENT AND HOT FOOD USES

Planning permission will be granted for entertainment and hot food uses falling within Use Classes A3, A4, A5, and D2 of the Use Classes Order 1987 (as amended) where the Borough Council is satisfied that the proposed development would avoid unacceptable adverse effects on:

    i)   residential amenity or environmental quality as a result of noise, vibration, smells, increased late night activity, or increased parking or traffic; and

    ii)   the character and function of the surrounding area.

3.126 The Borough Council recognises that the variety of restaurants and cafés, pubs and bars, music and dance facilities, and other forms of entertainment is important to people living or working in the Borough or visiting it. Increased disposable income is likely to result in greater demand for entertainment facilities, particularly in the evening, and changes to legislation are likely to widen the ways in which that demand is met.

3.127 There is however a balance to be struck between providing for the various types of entertainment use and protecting amenity, including that of residents, in the Borough's towns and villages. In some areas, particularly in the centre of Chelmsford, it is important to maintain high standards of amenity because of their significance as locations for a wide variety of business uses and hence the local economy as a whole. Some entertainment uses have potential to contribute to noise and disturbance and to anti-social behaviour particularly at night. Other policies seek to increase the amount of housing in centres of towns and neighbourhoods, and to increase generally the mix of land uses. The policy above accordingly seeks to contribute to reaching a balance between those various interests in accordance with national and regional policy.

3.128 In considering applications for planning permission for entertainment uses the Borough Council will take into account the need for conditions and where necessary and appropriate will impose them to control the number of customers who may be present on the premises, the opening hours, the arrangements to be made to safeguard amenity and to prevent smells, noise and vibration disturbance (including that from the use of ventilation and air conditioning plant) from the premises, servicing arrangements, the arrangements for the storage, handling and disposal of waste, recyclable materials and customer litter, the positioning of tables and chairs in open areas within the curtilage of the premises, and changes of use to other uses and activities within the same Use Class.

POLICY DC55 - HOTEL AND VISITOR ACCOMMODATION

Planning permission will be granted within the Urban Areas and Defined Settlements for overnight tourist and visitor accommodation including, hotels, motels, bed and breakfast accommodation and guest houses, provided the proposed development would:

    i)   avoid any adverse effect on the amenity of occupiers of nearby properties; and

    ii)   be compatible with the character, appearance and function of the area; and

    iii)   not lead to a loss of housing; and

    iv)   have satisfactory access to public transport; and

> **v)** have satisfactory access to the public highway; and
>
> **vi)** provide parking provision in accordance with the **Borough Council's Car Parking Standards**; and
>
> **vii)** not create an adverse effect upon the surrounding highway network.

3.129 Chelmsford has much to offer in the way of local attractions, major events and places to visit. Main attractions such as Hylands House, RHS Garden Hyde Hall, Chelmsford Sports and Athletics Stadium, the 'V' festival, a thriving town centre and unique venues such as the Essex County Cricket Ground continue to attract a wide range of visitors to the area. The expanding Anglia Ruskin University also brings a diverse range of visitors, many international, to the Borough. Existing companies also need access to local conference facilities and business accommodation for their visitors and customers.

3.130 Chelmsford is only 30 minutes' train journey from London and has good road/rail links with international airports at Stansted and London City. The Borough needs, therefore, to be able to cater for the demands of visitors and tourists who wish to stay overnight, on weekend breaks or longer holidays. Tourist accommodation is also a source of local employment with significant economic benefits for related services such as shopping and places to eat.

> ## POLICY DC56 - FARM DIVERSIFICATION
>
> **Proposals to diversify the range of economic activities on a farm will be permitted provided:**
>
> **i)** the proposal is complementary and subsidiary to the agricultural operations on the farm; and
>
> **ii)** the character, scale and location of the proposal is compatible with its landscape setting and any area of nature conservation importance; and
>
> **iii)** the proposal does not involve a significant, irreversible or permanent loss of the best and most versatile agricultural land; and
>
> **iv)** the type or volume of generated traffic, particularly heavy goods vehicles, would be appropriate to rural roads, would not have an unacceptable adverse effect on highway safety, the amenities of

Core Strategy and Development Control Policies
Adopted 20th February 2008

nearby residential occupiers or important wildlife habitats and would not require improvements and maintenance which would harm the character of rural roads in the area; and

v)   the proposal would not harm the amenity of local residents or be likely to give rise to complaints about noise or smells; and

vi)   the proposal would not have an unacceptable effect, with regard to water quality or flooding, on any watercourse in the vicinity of the site; and

vii)   the proposal re-uses or adapts any farm building which is available and includes the removal of any redundant buildings on the holding that are derelict or otherwise clearly incapable of an appropriate beneficial use; or

viii)   if a new building is exceptionally justified, it is sited in or adjacent to an existing group of buildings, is of compatible design and would blend satisfactorily into the landscape.

3.131   Agriculture is experiencing considerable change and uncertainty. Economic factors and the outbreak of foot and mouth disease have severely affected many sectors of the industry. Farm diversification covers activities including farm shops, bed and breakfast, energy crops, appropriate sports, campsites, farm trails, storage, equestrian uses and workshops. These can be important in supplementing the agricultural business income to ensure its long-term viability and providing rural employment opportunities. It is expected that activities should allow greater use of buildings, equipment and the efficient use of land, whilst fitting into the farming practices and protecting the Borough's environment for its own sake.

3.132   The Borough Council is keen to ensure that agricultural businesses can be sustainable, efficient and competitive. The Borough Council will therefore encourage well-conceived proposals relating to the diversification of farm businesses where it is required for the efficient operation of an existing farm enterprise, promotes economic activity and maintains or enhances the environment. The diversification of a farming operation can often provide the opportunity to improve the appearance of the holding as a whole, including the removal of any obsolete or derelict buildings. The Borough Council considers it important to seek to secure such improvements, especially in open, visible locations, where this would not prejudice the ongoing viability of the holding.

POLICY DC57 - RE-USE OF RURAL BUILDINGS

Planning permission will be granted for the re-use or adaptation of buildings outside the Urban Areas and Defined Settlements for industrial, commercial and community uses or residential purposes provided:

i)   the form, bulk and general design of the building is in keeping with the surroundings, and its retention would not be detrimental to the appearance and amenity of the countryside; and

ii)   the building is of permanent construction, is suitable for the proposed use, and any alterations required to render it usable would not lead to it being significantly more intrusive in the countryside; and

iii)   the use can be carried out entirely within the confines of the building or group of buildings; and

iv)   the type or volume of generated traffic, particularly heavy goods vehicles, would be appropriate to rural roads, would not have an unacceptable adverse effect on highway safety, the amenities of nearby residential occupiers or important wildlife habitats and would not require improvements and maintenance which would harm the character of rural roads in the area; and

v)   in the case of traditional rural buildings, the use is compatible with the historic character and structural integrity of the building.

If the Borough Council cannot establish that a building erected within the past four years has ever been used for the purpose for which it was claimed to have been built, permission will be refused. Where a change to residential use is proposed, evidence should be submitted to show that every reasonable effort has been made to secure a suitable business re-use.

3.133 The Borough Council recognises that the re-use and adaptation of existing rural buildings has an important role in meeting the needs of rural areas for commercial and industrial development. Proposals for the re-use of rural buildings for commercial and industrial purposes should maintain and enhance the rural economy by providing potential employment for local people or community uses which contribute to sustainable and vital rural communities.   Some buildings are also suitable for businesses connected with tourism and holiday uses and can make a valuable contribution to the rural economy in appropriate locations. Following Government guidance the priority for the re-use of rural buildings will be

for economic or community uses; however, residential conversions may be appropriate in circumstances including where they are well related to an existing development pattern or they would secure the future of a listed building.

3.134 In all cases the re-use of isolated buildings or those remote from rural settlements with a poor standard of access will be resisted if proposals would not meet the strategic objectives of this Development Plan Document. This policy applies to rural areas throughout the Borough.

POLICY DC58 - TELECOMMUNICATIONS

Planning permission will be granted or prior approval given for telecommunications equipment and installations provided:

   i)   the telecommunications equipment and installation is of a siting and design that respects the character and appearance of the area and is not harmful to visual amenity; and

   ii)   evidence is provided to demonstrate, to the Borough Council's satisfaction, that the possibility of mast or site sharing has been fully explored; and

   iii)   evidence is provided to show, to the Borough Council's satisfaction, that there are no suitable alternative sites for telecommunications development available in the locality including the erection of antennae on existing buildings or other structures; and

   iv)   evidence is provided to confirm that the proposal conforms to the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines. Where appropriate the ICNIRP certificate will take account of the cumulative impact of all operators equipment located on the mast/site.

3.135 Modern and effective telecommunications systems are essential to the continuing development of both national and local economies. Government advice recognises the need to facilitate the growth of existing and new systems whilst ensuring that a balance is found to ensure amenity is protected. The Borough Council will seek to ensure that acceptable provision can be made for information communications technology, particularly in rural areas, whilst ensuring that the impact on the environment, visual and residential amenity is minimised. High priority will be given to the need to safeguard areas of particular environmental or historic importance such as Conservation Areas and the Green Wedges.

3.136 The Government has given permitted development rights to a variety of minor forms of telecommunications development. In such cases, although the Borough Council cannot object

to the principle of development, it can exercise control over the siting and appearance with the aim of protecting amenity. The Borough Council encourages early discussions with operators when they consider developing their networks and annual development plans.

Strategic Objective ECP2:
Reinforce Chelmsford town's leading sub-regional economic role by attracting new commercial investment and reinforcing the town's attractiveness and competitiveness by enhancing civic and cultural activity.

POLICY DC59 - PRIMARY FRONTAGES IN CHELMSFORD AND SOUTH WOODHAM FERRERS
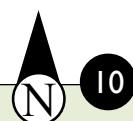
Within the Primary Frontages in Chelmsford and South Woodham Ferrers Town Centres as defined on the Proposals Map, proposals for retail use will be supported. The change of use of ground floor Class A1 units to other Class A uses of the Use Classes Order 1987 (as amended) will only be permitted if the balance of retail vitality and viability is not likely to be significantly harmed, and if all of the following criteria are met:

    i)   the proportion of other Class A units does not rise above 25% of frontage length; and

    ii)   the number, frontage lengths and distribution of other Class A uses in the frontage do not create an over-concentration of uses detracting from its established retail character; and

    iii)   the proposed use will provide a direct service to visiting members of the general public and generate sufficient morning and afternoon and evening pedestrian activity to avoid creating an area of relative inactivity in the shopping frontage; and

    iv)   the sub-division of any unit should not create small 'token' retail units; and

    v)   the proposal does not prejudice the effective use of upper floors, retaining any existing separate access to upper floors; and

    vi)   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 its setting, in terms of its materials, form and proportion.

Within the Primary Frontages, proposals for office, leisure or residential accommodation on upper floors will be supported.

3.137 Within the two Town Centre shopping areas of Chelmsford and South Woodham Ferrers, the Primary Frontages contain the main shopping uses and this policy seeks to prevent the erosion of retail use which is important for public service and local economic vitality. The Proposals Map defines the Primary Frontages within the shopping areas of the two Town Centres. In considering change of use applications, the Borough Council will make a judgement about the relevant length of retail frontage on which a decision will be based.

3.138 For the application of criterion i) of this policy, the percentage of non-A1 uses within the specific Primary Frontage will be calculated on the basis of the total number of individual units within the frontage as defined on the Proposals Map

POLICY DC60 – SECONDARY FRONTAGES IN CHELMSFORD AND SOUTH WOODHAM FERRERS

N ⑩
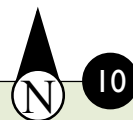
Within the Secondary Frontages in Chelmsford and South Woodham Ferrers as defined on the Proposals Map, proposals for retail, leisure, and culture uses will be supported. The change of use of ground floor Class A1 uses to other Class A, B1(a) and D1 uses of the Use Classes Order 1987 (as amended) uses will only be permitted if all the following criteria are met:

i) **the proportion of non-Class A1 units in the West End Secondary Frontage does not rise above 50% of total frontage; or**

ii) **the proportion of non-Class A1 units in each of the other Town Centre Secondary Frontages does not rise above 40% of total frontage;**

iii) **the number, frontage lengths and distribution of other Class A uses in the frontage do not create an over concentration of uses detracting from its established character; and**

iv) **the sub-division of any unit should not create small 'token' retail units; and**

v) **the proposal does not prejudice the effective use of upper floors, retaining any existing separate access to upper floors; and**

vi) **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 street scene and its setting, in terms of its materials, form and proportion.**

Within the Secondary Frontages, proposals for office, leisure or residential accommodation on upper floors will be supported.

3.139 The Secondary Frontages contain mainly retail uses but also a greater diversity of other business uses that offer services to town centre users. The Proposals Map defines the Secondary Frontages within the shopping areas of the two Town Centres. In considering change of use applications, the Borough Council will make a judgement about the relevant length of retail frontage on which a decision will be based.

3.140 For the application of criteria i) and ii) of this policy, the percentage of non-Class A1 Uses within the specific Secondary Frontage will be calculated on the basis of the total number of individual units within the frontage as defined on the Proposals Map.

Strategic Objective ECP3:
Enhance Chelmsford's role as a Regional Transport Node.

POLICY DC61 - PARK AND RIDE

N 34 35 36 57

Park and Ride sites will be sensitively designed and located in order to be attractive to potential users and environmentally acceptable. In particular sites will be selected and designed so as to minimise visual intrusion into open landscape. They will also be designed to avoid pressures for development adjacent to the site. Issues to be addressed at the design stage include provision of on-site facilities, access/egress to adjacent roads, pavement design, surface water disposal, lighting, security and landscaping. Any sites which lie within the Metropolitan Green Belt will be assessed to ensure that they are at locations which are the most sustainable of available options. The provision of appropriate bus priority measures to serve the Park and Ride sites is a key requirement for their long-term success.

3.141 Park and Ride is a key component in the transport strategy required to support the proposals within the Local Development Framework. In the correct locations they help promote more sustainable travel patterns and improve the accessibility and attractiveness of town centres. The first Park and Ride service in Chelmsford is operating very successfully. Park and Ride is seen as a key component of the overall strategy to manage future transport demands in Chelmsford. The primary aim is to provide alternative long-stay parking and thus links with the policy of progressively reducing the amount of long-stay parking within Chelmsford Town Centre. The identification of future sites will be based on a number of transport criteria particularly related to catchment area and potential patronage.

POLICY DC62 – PUBLIC CAR PARKING PROVISION　　**57**

Public car parking provision will be maintained to provide the convenient short-stay parking required for the commercial viability of Chelmsford and South Woodham Ferrers and long stay parking provision in the town centre as set out in the Chelmsford Town Centre Area Action Plan. All public car, cycle and powered two wheeler parking must be designed to the highest environmental and safety standards.

3.142 As further Park and Ride sites are opened at Chelmsford the requirements for long stay parking in the Town Centre will be reduced; however, there is likely to be increased demand for short stay parking if new retail development takes place.

Strategic Objective ECP4:
Enhance the viability and vitality of South Woodham Ferrers town centre and secondary local centres.

POLICY DC63 – NEIGHBOURHOOD CENTRES　　N

Within the Principal and Local Neighbourhood Centres Frontages as defined on the Proposals Map the change of use of existing ground floor units within Class A1 of the Use Classes Order 1987 (as amended) will be refused unless the proposal would reinforce the function of the Neighbourhood Centre in serving day to day needs of the locality, including those which will assist in creating a mix of uses.

3.143 Not all residents live within easy reach of the main town centres. The neighbourhood centre frontages have been defined on the Proposals Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs.

3.144 The Borough Council will seek to retain the retail (Class A1 of the Use Classes Order 1987 (as amended)) function of these frontages, while also accepting that uses such as those providing financial, professional and other services appropriate to neighbourhood centres can ensure the continued viability and vitality of the frontage as a whole. This includes evening uses which assist in creating a mix of uses. In this context, the Borough Council will actively

encourage the provision of accommodation for services which offer an important community support role such as local policing, creches and other social services provision within the centres. These may most effectively be created in the form of "one stop shops", or provided as part of bigger retail developments, where alternative non-retail uses may not ordinarily be allowed. This would support the initiatives in the Community Plan which seek to co-ordinate and support the provision of local services and hence promote community well-being. The impact of changes of use from Class A1 to another use will be assessed on the basis of the needs of locality and on the cumulative effect of non-Class A1 uses on parking, traffic generation and residential amenity. However, the aim of retaining local retail provision should not result in long-term vacant units where it can be demonstrated that there is no prospect of retail use in any particular unit.

POLICY DC64 – CAR PARKING IN SOUTH WOODHAM FERRERS TOWN CENTRE

Planning permission will be refused for development that leads to a net loss of public car parking and privately owned public car parking in South Woodham Ferrers Town Centre.

3.145 While the Borough Council will support improvements to walking, cycling and public transport, the availability of car parking is recognised as being necessary to business success in the town centre. All public car parking in South Woodham Ferrers Town Centre is privately owned and managed. All car parking is within surface car parks, identified in the Borough Council's Urban Capacity Study as a suitable location for mixed use development. Development proposals that physically reconfigure car parking to enable development will be supported as long as parking provision is not reduced. For the purposes of this policy, public car parking means the formally laid out car parks at Baron Road, Asda Merchant Street, Tylers Ride and Knight Street. Guidance on car park management and town centre development is included in the Supplementary Planning Document "A Plan for South Woodham Ferrers". Changes of the management of car parking for the overall benefit of Town Centre users will be supported.

Strategic Objective ECP5:
Support essential commercial transport movement related to Borough business activity on road and rail networks.

This objective is addressed by Policy CP26

4.1 The statutory Development Plan provides a framework for rational and consistent decision-making. Public consultation on Development Plan Documents enables the whole community, businesses, other organisations and the general public – to be fully involved in the shaping of planning policies for their area. Above all, it provides confidence that the Development Plan will be the key element in determining development and land use changes in the Borough in the period up to 2021.

4.2 Review and monitoring are key aspects of the Government's "plan, monitor and manage" approach to the planning system. Indeed, one of the tests for soundness of development plan documents is that there are clear mechanisms for implementation and monitoring. In order to assess the effectiveness of the Spatial Strategy and policies, there needs to be continuous monitoring of changes occurring in the Borough. Monitoring will allow the Borough Council and others, including the Regional Planning Body and the Government, to assess how effective the Core Strategy and its policies are in encouraging or restricting various types of land use and the delivery of new development, particularly new dwellings.

4.3 As part of this monitoring framework, the Borough Council is required to prepare Annual Monitoring Reports (AMRs) under the new development plan system. The AMR is one of the documents to be included in the Borough Council's Local Development Framework. Its key functions include monitoring the production of Local Development Documents (LDDs) and reporting on the performance of the policies they contain.

4.4 A monitoring framework for the Local Development Framework will be developed as part of LDD production. This Core Strategy DPD contains the initial Monitoring Framework, complete with a series of indicators and targets. The Monitoring Framework will measure the performance of the Core Strategy policies in two linked ways:

   i) a measure of policy performance against the Government's 'core output indicators', supplemented by a suite of locally-generated output indicators, and

   ii) a measure of policy performance against Sustainability Appraisal objectives and targets. These objectives and targets have to be produced separately as part of the Sustainability Appraisal process.

4.5 The Borough Council will assess the performance of development against the Policy Targets and Output Indicators through the Annual Monitoring Report (AMR) process. Where targets are not met, the relevant AMR will set out the actions or interventions that the Borough Council will make to address the issues which may include the formal review and subsequent amendments of the policy or strategy.

4.6 A key element of the core output indicators is the 'housing trajectory'. This compares housing delivery and projected residential completions with policy targets. The two assessments above, including the housing trajectory, comprise the initial Monitoring Framework. It will be developed and updated during the course of the Core Strategy's implementation, via Annual Monitoring Reports.

4.7 The Supplementary Planning Document "Planning Contributions" sets out the requirements for funding and securing infrastructure provision. This will involve a range of organisations and individuals and the process will relate the timing of infrastructure directly with development. This process is fundamental in securing sustainable development and the timely delivery of infrastructure will be integral to achieving the targets in the Monitoring Framework.

Chelmsford Borough Monitoring Framework

THEME 1   MANAGING GROWTH

4.8

Strategic Objective MG1

Direct growth to the most sustainable locations in the Borough and ensure new and existing neighbourhoods are easy to get to and well integrated with strategic route networks.

Policy Target (CP2)

To achieve employment creation and dwelling targets consistent with the East of England Plan.

Output Indicators
  (i)   Dwelling Completions (Core)
  (ii)   Employment Growth (Local)

4.9

Strategic Objective MG2

Manage and limit growth to that capable of being accommodated by the strategic infrastructure and the community support facilities of the Borough.

Policy Target (CP2, CP3, CP4)

To achieve employment creation and dwelling targets consistent with the East of England Plan

Output Indicators
  (i)   Housing trajectory (Core)
  (ii)   Planning permissions and completions within Special Policy Areas and Area Action Plan areas (Local)
  (iii)   Employment growth (Local)
  (iv)   Amount and type of infrastructure secured for new development (Local)

4.10

Strategic Objective MG3

Contain urban growth by re-use of urban land and imposition of rural boundaries

Policy Targets (CP5)

At least 60% of additional new dwellings to be built on previously developed land per annum and to maximise annual employment floorspace completion on previously developed land; New residential developments to be built at a density of at least 30 dwellings per hectare

Output Indicators
  (i)   Percentage of all developments built within an Urban Area or Defined Settlement (Local)
  (ii)   Percentage of new and converted dwellings on previously developed land (Core)
  (iii)   Dwelling density (Core)
  (iv)   Employment developments on previously developed land (Core)
  (v)   Job density of new developments (Local)

4.11   **Strategic Objective MG4**
Promote the advantages of urban living and create good places to live and work within the existing urban areas through mixed use, diverse activity and full use of existing space.

Policy Target (CP6 and CP7)
To develop a high quality urban environment.

Output Indicators
  (i)   Proportion of uses within mixed use developments (Local)
  (ii)   Proportion of mixed used developments by policy area (Local)
  (iii)   Residential completions by policy area (Local)
  (iv)   Non-residential completions by policy area (Local)

4.12   **Strategic Objective MG5**
Minimise the need for car travel by locating development where alternative modes of transport are practicable and by improving public transport.

Policy Target (CP8)
Residential development to be within 30 minutes public transport of: GP; hospital; primary school; a secondary school; and Chelmsford and/or South Woodham Ferrers Town Centres.

Output Indicators
  (i)   Amount of new residential development within 30 minutes public transport of: GP (Core)
  (ii)   Hospital (Core)
  (iii)   Primary School (Core)
  (iv)   Secondary School (Core)
  (v)   Chelmsford and/or South Woodham Ferrers Town Centres (Core)

THEME 2 ENVIRONMENTAL PROTECTION AND ENHANCEMENT

4.13
Strategic Objective EPE1
Protect the Borough's natural and built resources, historic environment, biodiversity, geological diversity and countryside.

Policy Target (CP9)
No new development completed within, or adversely affecting, internationally or nationally important nature conservation areas; Decrease the number of buildings at risk.

Output Indicators
    (i)   Change in areas and populations of biodiversity importance (Core)
    (ii)   Changes in areas designated for their intrinsic environmental value (Core)
    (iii)   Number of listed buildings at risk (Local)

4.14
Strategic Objective EPE2
Seek to ensure that development is designed and located so far as possible to minimise any negative effects on the local and global environment and where ever possible to provide a net beneficial effect by reducing the generation of pollution and waste and the consumption of natural resources, including fossil fuel-based energy consumption. The generation of energy from renewable resources will be encouraged.

Policy Targets (CP10, CP11)
Maximise the provision of renewable energy capacity;
No new development to be at risk from flooding

Output Indicators
    (i)   Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (Core)
    (ii)   Renewable energy capacity installed by type (Core)

4.15
Strategic Objective EPE3
Enhance environmental quality of the Borough's countryside and urban areas.

Policy Targets (CP12, CP13, CP14)
Maximise the provision of quality green open space;
No inappropriate development to take place in the Green Belt or countryside beyond the Green Belt.

Output Indicators
(i)   Amount of eligible open spaces managed to Green Flag Award standard (Core)
(ii)   Amount of New Public Open Space Created by Type (Local)
(iii)   Amount of Sports and Leisure facilities developed (Local)
(iv)   Air Quality (Local)
(v)   Development within the Green Belt (Local)

Core Strategy and Development Control Policies
Adopted 20th February 2008

THEME 3 BALANCED COMMUNITIES

4.16

Strategic Objective BC1
Meet the housing needs of the whole community through the provision of types and tenures of housing facilities, including affordable and special needs housing such as housing for the elderly, and create balanced communities through a mixture of housing for different household types.

Policy Targets (CP15)
35% of all residential completions to be affordable on sites of 15 dwellings or more; 70% of the affordable housing provision to be Social Rented and 30% Intermediate (includes key workers), to meet the identified housing needs of Gypsies and Travellers and Travelling Showpeople and to minimise numbers living on sites without planning permission.

Output Indicators
-   (i)   House price change (Local)
-   (ii)   Affordable Housing completions (Core)
-   (iii) Affordable Housing permissions (Core)
-   (iv)   Proportion of affordable housing permitted via S106 (Local)
-   (v)   Mix of Affordable Housing by tenure (Local)
-   (vi)   Mix of Housing completed by number of bedrooms (Market and Affordable) (Local)
-   (vii) Permissions and completions granted for Exception sites (Local)
-   (viii) Number of Caravan Pitches within the Borough (Core)
-   (ix)   Number of Caravan Pitches within the Borough without planning permission (Core)
-   (x)   Planning permission granted for Gypsy and Traveller Sites (Core)
-   (xi)   Number of Specialist Units provided (Local)

4.17

Strategic Objective BC2
Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the Borough.

Policy Target (CP16)
New developments to be within 30 minutes public transport of: social, educational, health, employment, recreational, green space, and cultural facilities.

Output Indicators
As MG5

4.18

Strategic Objective BC3
Reduce deprivation and improve residents' health and quality of life by targeted economic and community development.

Policy Target (CP17)
To reduce the pockets of deprivation in the Borough as defined by the Government's Indices of Deprivation.

Output Indicators
Indices of Deprivation (Local)

4.19

Strategic Objective BC4
Promote social inclusion by improved accessibility to health care, education, employment, local shopping, leisure facilities and services for all, especially for those without a car and for those in more remote parts of the Borough through well planned routes and integrated public transport.

Policy Target (CP8)
All development to be within 30 minutes public transport of: a GP, hospital, primary school, secondary school, and Chelmsford and/or South Woodham Ferrers Town Centres.

Output Indicators
As MG5

THEME 4 QUALITY OF LIFE

4.20

Strategic Objective QL1
Provide high quality social, educational, leisure and sports facilities, excellent green spaces, and a full range of cultural opportunities for meeting, worship, entertainment and celebration.

Policy Target (CP18)
To secure high quality social, educational, leisure and sports facilities, excellent green spaces, and a full range of cultural opportunities for meeting, worship, entertainment and celebration in new developments.

Output Indicators
(i)   The provision of: community and social facilities, health, education, leisure, green spaces, arts and cultural facilities and places of worship within new developments (Local)

4.21

Strategic Objective QL2
Improved links between new development, surrounding neighbourhoods and the Town Centres by efficient local route networks and public transport.

Policy Target (CP19)
To secure safe, high quality developments that have excellent connections with the existing urban area.

Output Indicators
As MG5

4.22

Strategic Objective QL3
Improve road safety and avoid pedestrian route severance by managing vehicle traffic in residential and shopping areas.

Policy Target (CP19)
To secure safe, high quality developments that have excellent connections with the existing urban area.

Output Indicators
As MG5

4.23

Strategic Objective QL4
Ensure that new development creates places where people enjoy living and working and are safe, secure and attractive.

Policy Target (CP20)
To secure high quality development that achieves residential approval.

Output Indicators
(i)   Public satisfaction with new developments (Local)
(ii)   Amenity space standards (Local)
(iii)   Public art provision (Local)

4.24

Strategic Objective QL5
Secure the best built environment design for present and future use and visual character. Enhance the utility of existing buildings through adaptation and improvement.

Policy Target (CP21)
To secure high quality development that achieves residential approval.

Output Indicators
(i)   Public satisfaction with visual character of the built environment (Local)

THEME 5 ECONOMIC PROSPERITY

4.25

Strategic Objective ECP1
Maintain the Borough's economic competitiveness in a region of major growth and change by responding positively to economic change.

Policy Targets (CP22)
To ensure stable employment growth;
Ensure a range of suitable types of employment land and premises;
Minimise losses of employment land.

Output Indicators
(i)   Amount of land (sq. m.) developed for employment by type (Core)
(ii)   Amount of land (sq. m.) developed for employment by type on allocated sites (Core)
(iii)   Employment land available by type (Core)
(iv)   Losses of employment land (Core)
(v)   Unemployment levels (Local)
(vi)   Vacancy rates (Local)

4.26

Strategic Objective ECP2
Reinforce Chelmsford town's leading sub-regional economic role by attracting new commercial investment and reinforcing the town's attractiveness and competitiveness by enhancing civic and cultural activity.

Policy Targets (CP23)
To provide new civic and cultural facilities;
To provide new commercial and leisure development at locations consistent with the settlement hierarchy.

Output Indicators
(i)   New retail and leisure development in Chelmsford Town Centre (Core)
(ii)   New office development in Chelmsford Town Centre (Core)
(iii)   Loss of retail floorspace in Chelmsford Town Centre (Local)
(iv)   Provision of arts and cultural facilities in Chelmsford Town Centre (Core)
(v)   Tourist and visitor levels (Local)
(vi)   Primary and secondary retail frontages (Local)

4.27 | **Strategic Objective ECP3**
Enhance Chelmsford's role as a Regional Transport Node.

Policy Target (CP24)
To promote improved public transport services and facilities.

Output Indicators
  (i)   Park and Ride provision (Local)
  (ii) Bus and rail services (Local)
  (iii) Percentage of non-residential development complying with car parking standards (Core)

4.28 | **Strategic Objective ECP4**
Enhance the viability and vitality of South Woodham Ferrers town centre and secondary local centres.

Policy Target (CP25)
To encourage the provision and retention of services within South Woodham Ferrers Town Centre.

Output Indicators
  (i)   New retail and leisure development in South Woodham Ferrers and secondary local centres (Core)
  (ii) New office development in South Woodham Ferrers and secondary local centres (Core)
  (iii) Loss of retail floorspace in South Woodham Ferrers and secondary local centres (Local)
  (iv) Vacancy rates in South Woodham Ferrers and secondary local centres (Local)
  (v)   No net loss of public car parking spaces in South Woodham Ferrers Town Centre (Local)

4.29

Strategic Objective ECP5
Support essential commercial transport movement related to Borough business activity on road and rail networks.

Policy Target (CP26)
To promote business activity within the Borough.

Output Indicators
(i)   Number of major commercial development schemes approved with designated route agreements for operational freight transport movements (Local)
(ii)   Number of commercial development schemes generating operational Heavy Goods Vehicle movements approved within 5km of a rail freight interchange (Local)

APPENDICES

APPENDICES

APPENDIX A - Evidence Base

The Borough Council has assembled a range of information to inform and underpin the preparation of its Local Development Framework. This is known as the Evidence Base and provides an understanding of the needs, opportunities and constraints within the area. This ensures that up-to-date information, on key aspects of the social, economic and environmental characteristics of the Borough, is available to enable the preparation of a sound spatial plan to meet the objectives of securing sustainable development. The development of the Evidence Base is a continuing process. Studies completed at the date of Submission of the Development Plan Document in November 2006 are listed below:

1   **Sustainability Appraisal of the Chelmsford LDF: Scoping Report (2005)**

This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained within the Development Plan Documents.

2   **Integrated Strategic Environmental and Sustainability Appraisal: Sustainability Appraisal Report of the Core Strategy and Development Control Policies DPDs Chelmsford Borough Council Preferred Options (November 2005)**

This Sustainability Report accompanied the Core Strategy and Development Control Policies Preferred Options consultation document. It provides the context for the Preferred Option and considers the positive and negative impacts that it may have upon existing environmental conditions in the Borough.

3   **Sustainability Appraisal of the Submission Core Strategy and Development Control Policies DPD (November 2006)**

This sustainability report accompanied the Core Strategy and Development Control Policy Submission document. It provides the context for the Submission document and considers the positive and negative impacts that it may have upon existing environmental conditions in the Borough.

4   **Revised Urban Capacity Study (2004)**

Consultants have re-assessed the potential capacity for housing in the larger built-up areas of the Borough. The area of the 2004 study has been widened to include the whole urban area of Chelmsford and South Woodham Ferrers and the larger villages within the Borough. The research initially identified over 670 sites but 447 were eliminated because they were considered unsuitable for housing. Consultants estimated that around **3,500 dwellings** could be accommodated in the existing built-up areas up to 2021.

5   **PPG17 Assessment of Open Space, Sports and Recreation Provision (2005)**

This contains three separate but interrelated reports. It sets out a picture of existing provision, quality and future need for open space within the Borough, provides detailed assessment of

current and projected demand for formal playing pitches and investigates the provision of indoor sports and recreation facilities. The open space report sets standards for the amount and accessibility of different types of open space giving a picture of where there is adequate provision or not enough open space.

6   Housing Needs Survey (2002) and Update (2004)

This provides detailed analysis of housing needs in the Borough and includes information about crucial issues such as suitability of current housing, household income, and affordability of housing across the Borough. The 2004 report estimated that the annual shortfall of affordable housing amounts to 784 dwellings. This report has been updated in light of new Government guidance, income levels, market conditions and the 2001 Census. Further work to be commissioned includes a Local Housing Market Assessment.

7   Research into Key Worker Housing Needs (2005)

This report investigates the perception that essential workers are finding it increasingly difficult to access affordable housing in the Borough. It assesses the current housing situation for people that could be defined as key workers in both public and private sectors. The findings of the research indicate that in most cases local public and private organisations reported few recruitment and retention problems where the affordability of housing was the primary concern in this issue.

8   Housing for the Elderly: A Demographic Study of Chelmsford (2004)

This investigates a number of issues around people aged 55 and over in the Borough, including the demographic trends affecting older people in the Borough up to 2021, the present distribution of older people across the housing stock and the use of supported housing.

9   Nature Conservation Reference Guide for Chelmsford Borough (2005)

A report which comprises the results of a wildlife survey of the Borough, to evaluate the existing network of important wildlife sites following the previous survey undertaken in the early 1990s.

10   Chelmsford Retail Study (2005)

This assesses the current retail provision in the Borough with a focus on Chelmsford town centre. The purpose of this study is to inform and guide retail planning in the Borough and form a key input to the Town Centre Area Action Plan. The key objective is to provide a robust assessment of the potential to sustain and enhance the vitality and viability of Chelmsford, and to make provision to meet current and projected retail and related needs for the period up to 2021.

11   Chelmsford Annual Monitoring Report (2005)

A statutory document prepared by the Borough Council as part of the Local Development Framework which provides a Monitoring Framework for the implementation of the Local Development Scheme, adopted planning policies and sets out the Borough Council's Housing Trajectory.

12   MORI Survey of Chelmsford Residents (2004)

A representative sample of residents were asked about their attitudes to issues such as likes and dislikes of life in Chelmsford, priorities for the future, housing, planning and the town centre.

13   Communications and Consultation Audit (2004)

An independent audit undertaken in 2004 to identify how well the Borough Council's consults with the community and how this could be improved for the Local Development Framework. It also indicates how local people and stakeholders wished to be involved in planning for the future of the Borough. The audit involved interviews and workshops.

14   Chelmsford Borough Key Statistics (2004)

This report provides a comprehensive statistical analysis of the Borough by combining information from Census 2001 and the English Indices of Deprivation 2004. It highlights the social and economic characteristics of the Borough e.g. population, housing, economic activity, travel patterns, education and ethnicity.

15   Core Strategy DPD Regulation 25 Public Consultation Responses (2005)

This independent report sets out the public responses to the consultation on the Borough Council's emerging Core Strategy and Development Control Policies DPD. The report covers the public questionnaire responses to the consultation to the 'Issues and Options' consultation.

16   Consultation Feedback Document - Stakeholders and the Public (2005)

This document sets out the summarised responses from stakeholders and the public following the 'Issues' stage consultation of the Borough Council's emerging Core Strategy and Development Control Policies DPD.

17   Consultation Feedback Document – Responses from Developers and Landowners (2005)

This document sets out the summarised responses from developers and landowners following the 'Issues' stage consultation of the Borough Council's emerging Core Strategy and Development Control Policies DPD.

18 Responses to Representations on the Preferred Options Core Strategy and Development Control Policies DPD (2006)

The following documents summarise comments to the 'Preferred Options' stage of consultation on the Core Strategy together with the Borough Council's response to the comments made. Separate reports have been produced for responses received by statutory consultees, the public and developers/landowners. The reports are:-

Core Strategy and Development Control Policies DPD - Regulation 26 Preferred Options Consultation Responses to Representations - Part 1: Specific and General Consultation Bodies Responses

Core Strategy and Development Control Policies DPD - Regulation 26 Preferred Options - Consultation Responses to Representations - Part 2: Other Consultation Bodies Responses

Core Strategy and Development Control Policies DPD - Regulation 26 Preferred Options Consultation Responses to Representations - Part 3: Public Responses

Core Strategy and Development Control Policies DPD - Regulation 26 Preferred Options - Consultation Responses from Developers and Landowners Summaries and Assessments

Core Strategy and Development Control Policies DPD - Regulation 26 Preferred Options Consultation Schedule of Questionnaire Verbatims and CBC Officer Response

19 Pre-Submission Consultation Statement for the Core Strategy and Development Control Policies DPD (2006)

This document gives details on the participation and consultation activities of Chelmsford Borough Council in preparing its Core Strategy and Development Control Policies DPD for submission to the Secretary of State. This is in accordance with Regulation 28 of the Town and Country Planning (Local Development) (England) Regulations 2004.

20 Economic Futures Assessment on Behalf of Mid-Essex Local Authorities – (2006)

The assessment will identify whether there are any barriers to economic growth and provide an independent assessment into future general and specific economic prospects within the Mid-Essex area and to assess the potential consequences of policies affecting the area contained in the Draft East of England Plan.

21 Chelmsford Borough Employment Land Review (2006)

This reviews existing allocated employment land to assess its suitability in light of changing needs of businesses and the local economy.

22   Chelmsford Borough Historic Landscape Characterisation (2006)

This provides an assessment of the character of the historic environment of the whole Borough that will help inform the Local Development Framework.

23   Gypsy and Traveller Needs Assessment (2006)

The Borough Council is acting as lead authority in a County-wide assessment of Gypsy and Travellers' needs in order to inform Local Development Framework documents within Essex. The assessment was undertaken by the University of Salford.

24   North-East Chelmsford Rail Station – Feasibility and Costing (2006)

This report, prepared by consultants Atkins Rail, summarises the results of their work to examine the feasibility and cost of siting a new railway station to the North-East of Chelmsford. The consultants produced four reports: Feasibility Study, Project Inception Report, Costs Estimates and Risk and Funding Strategy.

25   Planning Obligations – Infrastructure Standard Charges (2006)

A report undertaken by consultants ABROS which gives advice and recommendations to the Borough Council on a standard charging based approach to securing planning obligations including the format and structure of the potential charges regime and delivery mechanisms.

26   Chelmsford Market Research and Impact Assessment (2006)

A report prepared by consultants CACI to assess the uplift in market potential for Chelmsford Town Centre following an increase in comparison goods floorspace at Chelmer Waterside of 50,000 sq. m.

27   Chelmsford – Revised Impact Assessment (2006)

A further report prepared by consultants CACI to assess the uplift in market potential following an increase in comparison goods floorspace at Chelmer Waterside of 100,000 sq. m.

28   Landscape Character Assessment (2006)

This provides a comprehensive Borough-wide assessment of landscape character to inform land use planning and land management decisions.

29   Appropriate Assessment of Chelmsford Core Strategy and Development Control Policies DPD (November 2006)

This assessment has been under to meet the requirements of the forthcoming legislation, the Conservation (Natural Habitats, &c) (Amendment) (England and Wales) 2006.

30   Essex Local Transport Plan 2006 – 2011

The Essex Local Transport Plan is the statutory document setting out Essex County Council transportation policies for the years 2006 to 2011.

31   Essex Local Transport Plan 2006 – 2011 - Appendices

Appendices A to J are part of the statutory document setting out Essex County Council transportation policies for the years 2006 to 2011.

32   Chelmer Waterside Testing Options – October 2006

This document summarises the evaluation of highway options for the Chelmer Waterside area, carried out as part of the Chelmsford Town Centre Area Action Plan.

33   Chelmsford North-East Study – Stage 0 report – October 2005

Essex County Council engaged Mouchel Parkman to carry out a Stage 0 study of North-East Chelmsford. The purpose of the study is to clearly identify the nature, extent and severity of traffic or transportation problems that exist or are perceived.

34   Chelmsford Park & Ride Compilation Document – October 2001

This document is a compendium of the reports relating to the Chelmsford Park & Ride pre-feasibility assessments. The primary purpose of the assessments was to establish the prima facie case for such development.

35   Park & Ride – Case Assessment for Essex – Report – October 2004

Atkins Highways & Transportation were retained by Essex County Council to produce an economic model to assess potential Park & Ride sites in the four main urban areas in Essex.

36   Evidence for Chelmsford Borough Council's LDF Chelmsford Town Centre Area Action Plan and Core Strategy

Essex County Council has identified provisional dates for future Park & Ride sites in Chelmsford.

37   Chelmer Waterside – Army & Navy Roundabout Proposed Improvement, Flyover – WSP

A plan showing proposed option for a two-way flyover at the Army & Navy Roundabout, Chelmsford.

38   Chelmsford North-East Study – November 2006 – Essex County Council

Drawings produced for Chelmsford NE Study.

39   Army & Navy Roundabout, Chelmsford – Pedestrian and Cycle Survey – Mouchel Parkman

Pedestrian and Cycle Survey at Army & Navy Roundabout, Chelmsford carried out on 7 April 2005.

40   Chelmsford Economic and Property Market Analysis

An economic and property market analysis of office accommodation within Chelmsford carried out by DTZ Pieda Consulting.

41   Sport & Recreation Strategy 2006 – 2010

The strategy has been developed to direct the work of the Sport & Recreation Team at Chelmsford Borough Council including the Sports Development Unit and four leisure centres.

42   Arts Strategy 2006 – 2010

The strategy has been developed to provide clear direction for the provision of Arts and Entertainments services by Chelmsford Borough Council

43   Examination Document Reference List

A list of the reference documents referred to during the examination.

44   Core Strategy - PPS25 (Development and Flood Risk) Sequential and Exception Tests

This paper sets out the sequential tests relating to the spatial strategy for Chelmsford Borough, contained in the submission Core Strategy. It follows the steps outlined in PPS25 sing a procedure devised by the Council in consultation with Environment Agency Anglia.

45   Chelmsford Town Centre Area Action Plan - PPS25 (Development and Flood Risk) Sequential and Exception Tests

This paper sets out the sequential tests relating to proposed site allocations in the Chelmsford Town Centre Area Action Plan DPD. It follows the steps outlined in PPS25 using a procedure devised by the Council in consultation with Environment Agency Anglia.

46   A Protocol for the Environment Agency and Chelmsford Borough Council

This protocol sets out how the Environment Agency and Chelmsford Borough Council will work together to manage development planning during the preparation and implementation of a flood risk reduction scheme for the Chelmsford river systems.

47   Draft Strategic Flood Risk Assessment Non Technical Summary

Scott Wilson Ltd was commissioned by the Mid Essex Area Liaison group to undertake a 'Stage 2' Strategic Flood Risk Assessment of Mid Essex.

48   Environmental Protection

A number of papers relating to environmental protection:

- Written Ministerial Statements
- Sustainable Homes Technical Guide
- AAP/W1525/A/06/2028375 Appeal Decision
- AAP/W1525/A/07/2033766 Appeal Decision
- Using the Merton Rule
- CE190 Meeting the 10 per cent target for renewable energy
- Major Developments Planning Permissions Issued 01.01.07 to date attaining a Good or higher EcoHomes rating

49   Revised Urban Capacity Study Refresh - Halcrow Group July 2007

The study updates the Council's evidence base on the housing potential within the Borough. This produces an updated estimate of urban capacity for the period 2007-2021 and 2021+ and assist the Council's decision-making in respect of housing allocations in preparing its Local Development Framework for the period up to 2021. This Study updates the 2004 Study and should be read in conjunction with it.

50   Pre-Examination Statement - Position Statement

This note provides an update to the Council's Pre Examination Statement dated 5 June 2007 in relation to updating of the Council's Evidence Base.

51   Strategic Housing Market Assessment (SHMA)

Colchester, Braintree and Chelmsford councils have jointly undertaken a Strategic Housing Market Assessment (SHMA) and a Housing Needs Survey (HNS).

52   Housing Trajectory 2007

Following the validation of the Housing Monitoring Return 2006/07, an updated Housing Trajectory with a baseline date of 1 April 2007 was prepared.

53   CBC Response to Planning Inspector - Green Belt Options

The Inspector asked the Council whether in its background documents it had considered the option of developing in the Green Belt, a point made by a number of representors.

54   Sustainability Appraisal of Preferred Option at 16,000 Homes

The Core Strategy and Development Control Policies DPD contained the spatial approach to deliver 14,000 homes over the plan period. The Regional Spatial Strategy has been re-issued by Secretary of State, the recommendations include one which increases the dwelling target for Chelmsford BC to 16,000. Given the above the Borough Council instructed Entec UK Ltd to re-appraise the spatial framework on the basis that 16,000 as opposed to 14,000 homes be accommodated.

55   Sustainability Appraisal of Alternative Options, 14,000 and 16,000 dwellings (no station)

In view of third party concern expressed over the likely delivery of the proposed railway station, appraisals have been carried out for alternative options (14,000 dwellings no station) and (16,000 dwellings no station).

56   Chelmsford Affordable Housing and Section 106 Viability Analysis - Three Dragons

The analysis looks at the impact of Planning Contributions, including affordable housing, on the viability of developments in Chelmsford Borough.

57   Chelmsford Town Centre Car Park Strategy

The Car Parking Strategy is a background paper to the Local Development Framework, Core Strategy and Chelmsford Town Centre Area Action Plan. It examines in greater detail existing parking patterns and key drivers influencing car parking in the town centre over the period up to 2021. It sets out an approach to achieving the Council's planning objectives.

58   Chelmsford Traffic Modelling Summary Report BD/CFD/135 - September 2007, Mouchel Parkman/ECC

A model of the highway network of Chelmsford has been developed using Paramics software.

59   2006 Present Year Model Calibration and Validation Report

In June 2006 SIAS was commissioned by Essex County Council and Mouchel Parkman to develop a traffic model for the Chelmsford Borough Area. In March 2007 they carried out an update to a 2006 base. This report describes the calibration and subsequent validation of the model for a present year base of 2006.

60   Assessment of Retail Capacity Reports BD/CFD/140 - Colliers CRE

Colliers CRE undertook an independent critique of the quantitative need assessments undertaken by GVA Grimley, CACI Property Consulting and Turley Associates.

Table 1. Residential Completions (Actual and Projected)

	2001/2002	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2001/2021
Completions	545	1046	731	773	483	520															4098
Large Sites with Planning Permission (12 dwellings or more)							810	299	222	113	129	233	150	150	140	0	0	0	0	0	2246
Large Sites without Planning Permission (12 dwellings or more)							29	81	211	219	300	150	174	100	0	0	0	0	0	0	1264
Urban Capacity Sites (12 dwellings or more)							41	189	453	614	368	413	266	221	124	24	0	14	44	117	2888
Windfall Sites (pre-application discussion) (12 dwellings or more)							99	146	125	89	109	48	0	0	0	0	0	0	0	0	616
Small Sites (11 dwellings or less) Includes Existing Commitments, Urban Capacity Sites and Sites without Planning Permission							78	78	78	78	78	78	78	78	78	78	78	77	77	77	1089
Urban Capacity Study - Homogenous Areas							42	42	42	42	42	42	42	42	42	42	42	42	42	39	585
Greenfield Land Release - Broomfield							0	0	0	0	50	50	100	100	100	100	100	100	100	0	800
Greenfield Land Release - Springfield							0	0	0	0	100	300	300	400	400	100	400	450	450	300	3200
Past Completions	545	1046	731	773	483	520															4098
Projected Completions							1099	835	1131	1155	1176	1314	1110	1091	884	344	620	683	713	533	12688
Cumulative	545	1591	2322	3095	3578	4098	5197	6032	7163	8318	9494	10808	11918	13009	13893	14237	14857	15540	16253	16786	
Average Annual Completion Rate	545	796	774	774	716	683	742	754	796	832	863	901	917	929	926	890	874	863	855	839	
RSS Target	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	14000
Monitor - No. of dwellings above or below cumulative allocation	-155	191	222	295	78	-102	297	432	863	1318	1794	2408	2818	3209	3393	3037	2957	2940	2953	2786	
Manage - Annual requirements taking account of past/projected completions	700	673	653	649	641	651	660	629	667	570	517	451	355	260	142	18	-47	-214	-513	-1127	-2786

Core Strategy and Development Control Policies
Adopted 20th February 2008

Figure 1. Residential Completions

Legend:
— Average Annual Completion Rate
— Regional Spatial Strategy Target
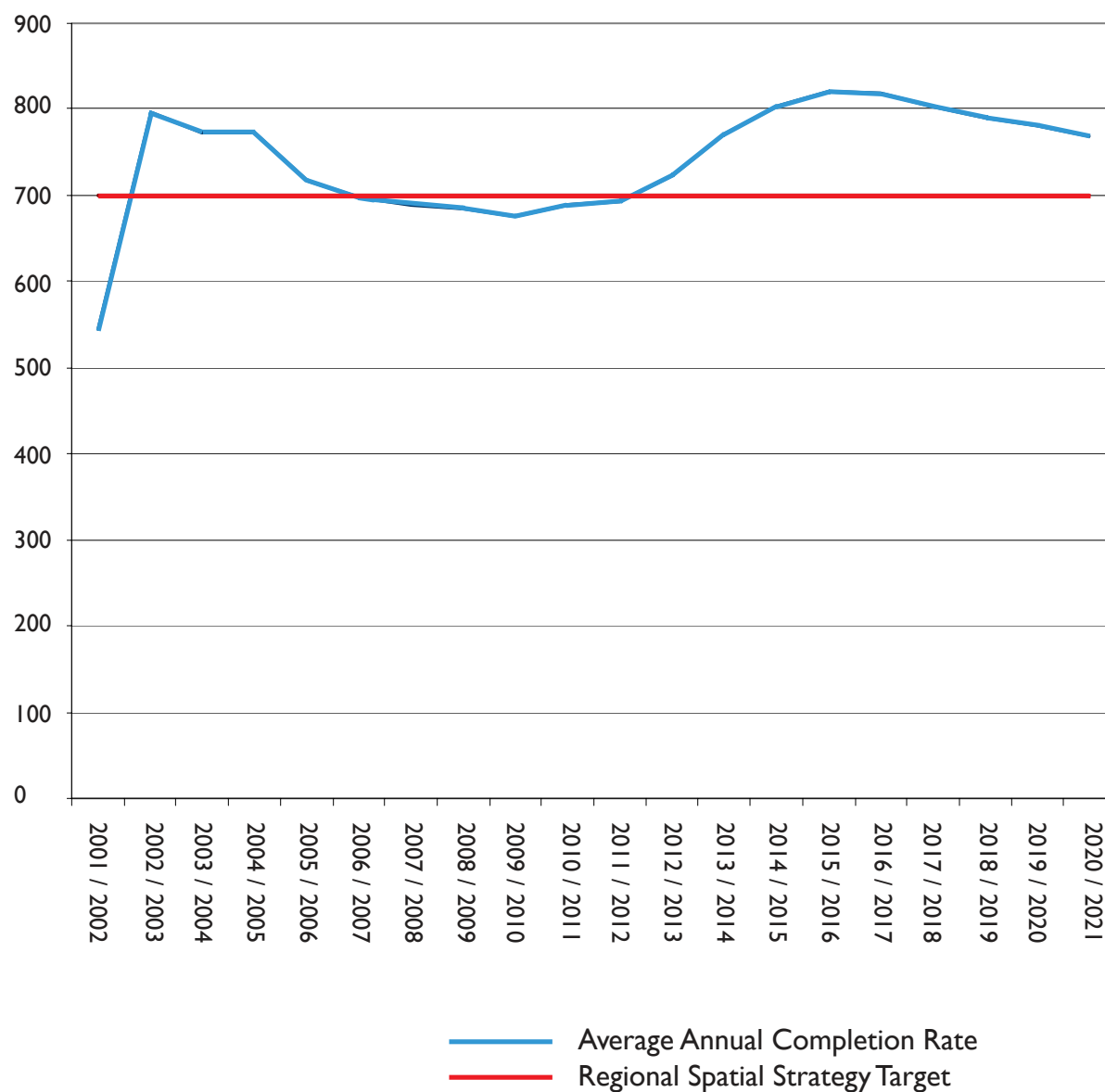
Foot notes:

1. The 'total dwellings' figure of 16,170 quoted in Policy CP2 is Past Completions plus Projected Completions minus Windfall Sites (4,098 + 12,688 - 616).
2. Figure 1 serves as a graphical representation of the data found within Table 1.

APPENDIX C – Vehicle Parking Standards

Basis of Standards

The Parking Standards set out in the schedule below are based on the Town & Country Planning (Use Classes) Order 1987 (as amended). All standards relate to the gross floorspace of new or extended development unless otherwise stated.

Spatial Aspects

The application of standards should relate to the location of proposed development. Minimal private parking provision should be applied to locations such as town centres, where access to public car parking facilities and alternative forms of transport is good. However, parking provision below maximum will only be supported where measures are proposed to reduce the generations of car traffic from the development, and hence the need for car parking: measures could include a Travel Plan. Conversely development which is proposed in more rural or isolated areas may be permitted to include greater levels of parking where the car is the only realistic means of travel.

Operational and Non-operational Parking

Operational parking space is defined as the space required for vehicles regularly and necessarily involved in the operation of the business for which the premises are used. This includes space for commercial vehicles and for loading and unloading goods, but does not include space for vehicles to be stored, except where this is necessary as part of the business being carried on in the building. Non-operational parking space is reserved for vehicles which do not need to park on site.

The standards do not distinguish between operational and non-operational parking requirements. They distinguish instead between car parking provision and provision for service vehicles delivering goods to premises or removing goods there from. These standards thus include reference to the provision of space for the loading and unloading of service vehicles for each Use Class where applicable.

Calculation of Parking Requirements

Most of the standards are related to floorspace area. Thus, where the standard is for example one car parking space for every $4m^2$ of floorspace, and a development has a relevant floorspace of $19m^2$, a calculation of 4 into 19 gives 4.75 spaces. This is rounded down to the nearest whole number to give a total requirement of 4 spaces.

Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be simultaneously applied in proportion to the extent of the respective use. For example, where a development incorporates housing and offices each use should be assessed separately according to the appropriate standard and the aggregated number of resulting parking spaces reflects the maximum number of spaces that should be provided.

Shared Use Provision

Where shared use of parking areas can be achieved without conflict (i.e. where uses are clearly separated in terms of time of day or day of the week) this is highly desirable, provided that the provision is within the maximum standard applicable for any one use. This may result in a reduction of the number of parking spaces which a developer provides.

Service Vehicles

Service vehicles are regarded as those vehicles delivering goods to or removing goods from a premises. It is recognised that servicing requirements may be unique to a particular site. Service traffic varies with the type of enterprise within a given Use Class (e.g. the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket). For this reason, no standard dimensions are provided for parking and turning spaces for service vehicles. It is considered that commercial enterprises should analyse their own requirements in terms of the size, numbers and types of commercial vehicles visiting their premises and should demonstrate to the local authority that any development proposal includes sufficient service vehicle provision to meet normal requirements. Such service provision should be clearly signed and marked to avoid being utilised as an overflow parking area.

Mention is made of the need for provision for service vehicles under relevant Use Classes within the car parking standards, but this need should be assumed to exist in all developments visited by service vehicles. The onus is placed on applicants/developers to demonstrate that adequate provision has been made on site for loading, unloading and turning of service vehicles.

Provision for Cycle and Motorcycle Parking

Parking standards for cycle and motorcycles are set out in these standards. These are expressed as minimum standards to reflect the sustainable nature of these modes of travel. Guidance on the application of these standards is provided.

MAXIMUM VEHICLE PARKING STANDARDS

USE CLASS A1 - Shops	
Standard:	1 space per 20m^2. An absolute maximum standard of 1 space per 14m^2 will be applied to food retail developments.

Note:

In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises. For Cash & Carry and other Retail Warehouses including Garden Centres, see Other Standards. A Transport Assessment may also be required.

USE CLASS A2 - Financial and Professional services	
Standard:	1 space per 20m^2

USE CLASS A3 - Food and Drink Restaurants, Snack Bars and Cafés		
Standard:	Restaurants	1 space per 5m^2
	Roadside restaurants	1 space per 5m^2
	Transport cafes	1 space per 5m^2

Note:

1. A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities
2. 'Drive-through' outlets should be considered under the heading of Roadside restaurants.

USE CLASS A4 – Drinking Establishments		
Standard:	Pubs and Clubs	1 space per 5m^2

Note:

A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities

USE CLASS A5 – Hot Food Take-Aways		
Standard:	Take-Away outlets	1 space per 20m^2

Note:

A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

USE CLASS B1 - Business	
Standard:	1 space per 30m^2. A Transport Assessment (including a Travel Plan) will be required for new or extended development of 2,500m^2 or above.

Note:
In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

USE CLASS B2 - General Industrial	
Standard:	1 space per 50m^2. A Transport Assessment will be required for developments of 5,000m^2 or above.

Note:
In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

USE CLASS B8 - Storage and Distribution, Wholesale Warehouse and Distribution Centres	
Standard:	1 space per 150m^2. A Transport Assessment will be required for developments of 10,000m^2 or above

Note:
In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

USE CLASS C1 – Hotels, Boarding Houses and Guest Houses	
Standard:	1 space per bedroom (guest or staff).

Note:
1. A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.
2. For hostels, see Standards outside Use Classes Order

USE CLASS C2 - Residential Institutions, Residential Schools, Colleges, Training Centres, Hospitals and Nursing Homes		
Standard:	Residential care home	1 space per resident staff + 1 space per 3 bed spaces / dwelling units
	Hospitals	1 space per 4 staff + 1 space per 3 daily visitors
	Residential education establishments	1 space per resident staff + 1 space per 2 other staff (any parking for students with vehicles should be provided within this figure)

Note:
A Transport Assessment may be required for new or extended development of 2,500m^2 and above.

USE CLASS C3 - Dwelling Houses, Small Businesses at Home, Communal Housing of Elderly and Disabled People
Please note: This has been superseded by the Interim Residential Parking Guidance, March 2015. Clicking on this box will take you to the new guidance.

Note:
Current Government advice in PPG3 advocates an average off-street parking provision of 1½ spaces per dwelling as a maximum that should be provided, particularly in urban locations. With high density developments in high accessibility areas such as town centres, development with little or no off street parking may be permitted, subject to the safeguarding of the character and appearance of the area.

A consultation paper on PPS3 Housing (which will replace PPG3) proposes that there should be no national guidelines on parking provision at new residential housing developments, planning authorities should set their own standards.

With high density developments in high accessibility areas such as town centres, local authorities are encouraged to allow development with little or no off-street parking, subject to the safeguarding of the character and appearance of the area.

The plan area is of a diverse nature and to impose a uniform standard would not be possible or desirable. It also has to be acknowledged that Government statements do not seek to restrict the

ownership of private cars but offer alternatives to their use. Too rigid application of maximum standards, in existing residential areas, could result in on–street parking raising issues of pedestrian safety and possible obstruction for emergency services. Also, the impact on the living environment must be considered.

USE CLASS D1 - Non-Residential Institutions	
Standard:	
Medical centres	1 space per full-time staff + 2 spaces per consulting room
Day care centres	1 space per full-time staff + 1 space per 4 persons attending + an area reserved for collection and delivery of clients
Crèches / Nurseries	1 space per full-time staff +waiting facilities where appropriate
Schools	On merit, but as a general guide: 1 space per 2 daytime teaching staff
(Primary and Secondary education)	Consideration also to be given to public / school transport waiting facilities if appropriate
Schools (Further and Higher education)	On merit, but as a general guide: 1 space per 2 daytime teaching staff (any parking for students should be provided within this overall figure). Waiting facilities where appropriate, including priority area for public / school transport
Art Galleries / Museums / Public or Exhibition halls	1 space per 25m^2
Places of Worship / Libraries / Reading room	1 space per 10m^2

Note regarding Schools:
Developments in urban locations are expected to achieve a lower maximum provision in order to promote more sustainable ways of travelling to school. Transport Assessments and Travel Plans (including Safer Journeys To School) are likely to be required for most applications for development.

USE CLASS D2 - Assembly & Leisure		
Standard:	Cinemas	1 space per 5 seats
	Other uses	1 space per 22m^2

Note:
Conference facilities and Stadia are included in other Standards outside Use Class Order - see overleaf

OTHER STANDARDS

The table below outlines standards for uses which are not contained within the Town & Country Planning (Use Class) Order 1987 (as amended).

Use:	Standard:
Cash & Carry and other Retail Warehouses, and Garden Centres	1 space per 20m². A Travel Assessment will be required for developments of 5,000m² and above
Petrol Filling Stations	1 space per 20m² retail space Adequate space should be provided for the requirements of servicing vehicles
Motor Service Centres	1 space per staff + 1 space per 35m²
Motor vehicles Showrooms	1 space per 45m² display area
Taxi or vehicle hire	1 space per staff member permanently deployed at registered base site + one space per 5 registered vehicles
Recycling Centre	1 space per staff + waiting facilities for users of the site
Hostel	1 space per residential staff + 1 space per 2 other staff
Caravan Parks	1 space per pitch + 1 space per residential staff +1 space per 2 other staff
Marina	1 space per 2 mooring berths
Transport Interchange	On merit, in relation to location and level of service
Conference Facilities & Theatres	1 space per 5 seats A Transport Assessment may also be required
Stadia	1 space per 15 seats. A Transport Assessment and Travel Plan will be required

Core Strategy and Development Control Policies
Adopted 20th February 2008

CYCLE PARKING STANDARDS

The cycle parking standards outlined below will be applied to all applications for new or extended development. Parking standards for cycling are the **minimum** provision required. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for cyclists, such as locker, changing and shower facilities.

Use Class	Description of Land Use	Minimum Cycle Parking Standard
A1	Shops – food	1 / 100m² for staff, 1 / 100m² for customers
	non-food	1 / 100m² for staff, 1 / 200m² for customers.
A2	Financial and Professional Services	1 / 100m² for staff, 1 / 200m² for customers.
A3	Pubs, Clubs and Restaurants	1 / 4 staff, 1 / 25m² for customers.
A3	Roadside Restaurants and Transport Cafes	1 / 4 staff, 1 / 25m² for customers.
B1	High-Tech Industry/Offices	1 / 50m² for staff, 1 / 100m² for visitors.
B2	Industry	1 / 50m² for staff, 1 / 200m² for visitors.
B8	Warehousing	1 / 100m² for staff, 1 / 400m² for visitors.
C1	Hotels and Motels	1 / 4 staff, 1 / 10 beds, 1 / 25m² restaurant / entertainment area.
C2	Sheltered Housing	1 / 4 staff, 1 / 20 beds.
C2	Hospitals	1 / 4 staff, 1 / 20 beds.

Use Class	Description of Land Use	Minimum Cycle Parking Standard
C3	Residential	None if garages provided. 2 / dwelling (two beds or more) 1 / dwelling (one bed) + 1 / 8 units (for visitors)
D1	Places of Worship	1 / 5 seats.
D1	Health Centres, Surgeries	1 / 4 staff, 1 / consulting room.
D1	Day Care Centres	1 / 4 staff, 1 / 200m^2 for visitors.
D1	Family Centres	1 / 5 staff, 1 / consulting room.
D1	Cultural Buildings	1 / 4 staff + 1 / 35m^2.
D1	Public Entertainment Buildings	1 / 4 staff, 1 / 20 seats.
D1	Schools and Colleges	1 / 5 staff, 1 / 3 students.
D1	Day Nurseries	1 / 5 staff, 1 / 30 children.
D1	Libraries	1 / 4 staff, 3 at Branch Library, 10 at Main Library.
D2	Places of Assembly	1 / 10m^2
D2	Sports Grounds	1 / 4 staff, 1 / 4 players.
D2	Indoor Sports Centres	1 / 4 staff, 1 / 4 visitors.
-	Garden Centres	1 / 100m^2 for staff, 1 / 200m^2 for customers

Use Class	Description of Land Use	Minimum Cycle Parking Standard
-	Petrol Station	1 / 5 staff. 1 / 100m² shop floor where applicable
-	Service Garages	1 / 5 staff.
-	Car Sales Showrooms	100m² for staff, 200m² for customers.
-	Camping Sites	1 / 4 staff, 1 / 10 pitches.
-	Marinas	1 / 10 moorings.
-	Car Parks	1 / 10 parking spaces.
-	Park and Ride Sites	1 / 10 parking spaces.
-	Rail Stations	10 / Morning peak service
-	Bus Stations	4 / bus bay
-	Key Bus Stops	4 / stop

POWERED TWO WHEELER STANDARDS

Parking standards for Powered Two Wheelers (PTWs) are expressed as the **minimum** provision required, which reflects the advantages PTWs have over the car and single occupancy vehicles. Powered two wheeler parking spaces should be sited in a manner that allows for all vehicles to be secured to an immovable object such as a rail, and that minimises the risk of damage to the powered two wheeler by other users of the parking facility. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for PTW users, such as locker, changing and shower facilities.

Standard

One space, plus an additional space for every 10 car parking spaces required by maximum car parking standard

DISABLED PARKING PROVISION

Guidance on the amount of parking provision which should be supplied for disabled people is outlined in the DETR's Traffic Advisory Leaflet 5/95 – Parking For Disabled People, published in April 1995.

Disabled parking spaces should be at least 3.3m wide and 6.0m long in order to allow the driver or passenger to get in and out of the vehicle safely, and to provide access to the rear of the vehicle for wheelchair storage. Where direct access is provided to a footway at the side or rear, spaces should be at least 2.7m or 4.8m respectively (see diagram below).

Parking standard for disabled car parking		
Car Park Used for:	**Car Park Size:**	
	Up to 200 Bays	**Over 200 Bays**
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is the greater	6 bays plus 2% of total capacity
Shopping, recreation and leisure	3 bays or 6% of the total capacity, whichever is the greater	4 bays plus 4% of total capacity

DESIGN AND LAYOUT

As well as providing an appropriate level of car parking, it is important that new or extended developments incorporate good design for the layout, landscaping and lighting of parking. This should be user-friendly, and not interfere with the public highway or access adjacent to the parking area.

Garage / Parking Bay Size	
Preferred bay size for cars	5.5m x 2.4m
Minimum bay size	4.8m x 2.4m
Minimum bay size where spaces are laid 'end to end'	6.0m x 2.4m
Minimum garage size for cars	5.0m x 2.5m

Notes:

1. The minimum dimensions for garages are in accordance with the Essex Design Guide. Experience has shown that garages are not likely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. Therefore developers are encouraged to incorporate additional space in garage design.

2. 'End to end' parking relates to parking spaces parallel to, and abutting, a carriageway, aisle or drive to allow vehicles to manoeuvre (or 'parallel park') into the bay when adjoining bays are occupied.

Garage / Parking Bay Size		
Minimum bay size for vans		7.5m x 3.5m
Minimum bay size for lorries	Articulated	16.0m x 3.5m
	Rigid	12.0m x 3.5m

Layout of Parking Areas

The most economical layout in terms of land usage is 90 degree parking with parallel aisles and this is referred to as angle parking which can only conveniently be used in car parks with one way aisles. Examples of parking arrangements are shown below.

Where a developer intends to employ a one way system a clearly marked route for drivers should be set out using suitable signs and surface arrows.

Where entry and exit points are one way then appropriate signs will be required, and the planning permission will be conditional on this provision. Continued adherence to the entry and exit directions will be expected. At difficult sites this approach will enable safe vehicular access by maintaining appropriate sight lines.

Right angled parking spaces immediately adjacent to the public highway with direct access will not be permitted except in the case of private dwellings or industrial development, onto major or minor access roads, where care will be taken to ensure the safety of pedestrians.

Dimensions of Aisles

A width of 6.0m is required for all aisles giving direct access to 90 degree car parking. Adequate provision must be made clear of the public highway for the movement and turning of lorries as set out in the Freight Transport Association's "Designing for Deliveries".

Underground Parking

Underground parking may be seen as a solution for urban situations as it enables flexibility over site layout and facilitates the creation of attractive and useful external spaces in development that enhances the quality of urban living.

Environmental Considerations

The local planning authority may consider it desirable that additional land be provided in order that car parking areas may be suitably screened and landscaped. It is considered that such additional provision of land is a matter for negotiation between the intending developer and the local planning authority.

The importance of good design is emphasised. Car parking areas are rarely attractive visually and should always be located in such positions as to minimise their impact on the townscape and in such positions that would encourage their use. They should be designed so that people feel comfortable using them after dark.

Square Parking

Mixed Square and 45 Degree Parking

45 Degree Parking

70 Degree Parking
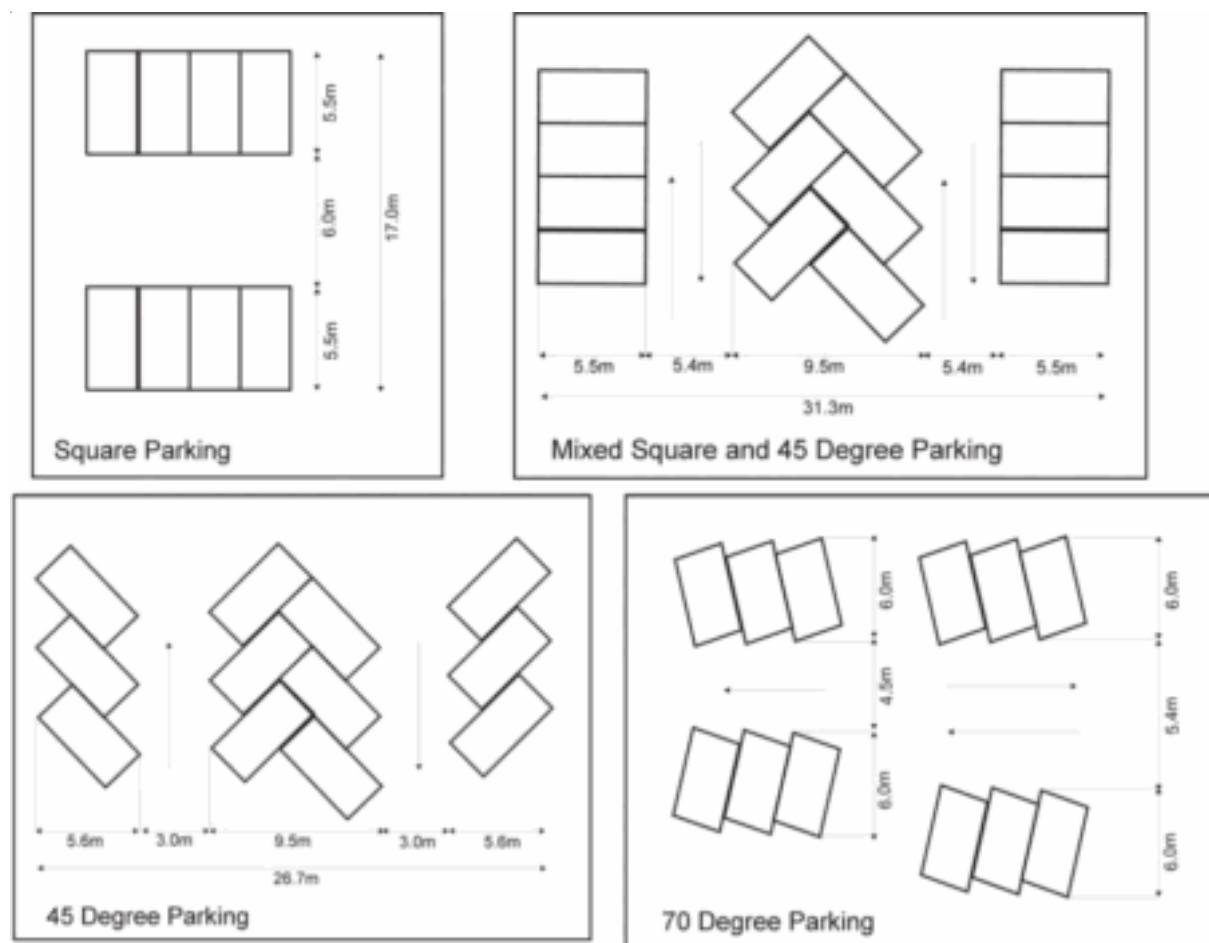
APPENDIX D – Open Space Standards

PPG17 Open Space Typology	Quantity Standard (Hectares per 1,000 population)	Accessibility Standard (Travel time or equivalent distance)
Parks and Gardens	**2.0ha** (Urban Chelmsford and South Woodham Ferrers)	10 minute drivetime (4km) Local parks 800m or 10 minute walk
Natural and Semi-Natural Green Spaces	**2.0ha** (Urban Chelmsford)	20 minute walk (1.6 km)

Strategic Open Space

Outdoor Sports Facilities	**1.25ha** (Borough-wide) split into:- **0.85ha** for Sports Pitches, where completely new facilities are to be provided provision will also be sought for support facilities. This in addition to promoting dual community use of existing facilities. **0.40ha** for courts such as tennis and netball and bowling greens	10 – 15 minute drivetime (4-6km)

Local Open Space

Green Corridors	**0.2ha** (Borough-wide)	20 minute walk (1.6 km)
Amenity Green Space	**0.81ha** (Borough-wide) split into: Informal recreational green space **0.405ha**: defined as a space that can be used for people for recreation activity including walking, sitting and informal games. The design of such spaces should be laid out to deter ball games. The minimum size of each area should be 1,000 sq. m.	10 minute walk (800m) Maximum 250m away from each dwelling

PPG17 Open Space Typology	Quantity Standard (Hectares per 1,000 population)	Accessibility Standard (Travel time or equivalent distance)
	Planning amenity space: **0.405ha:** defined as the land required to improve the setting, layout and visual impact of housing or other built development. While such land is unlikely to have formal recreation value (usually because of its size, layout or location) it is an important element in the creation of an attractive and pleasant living environment. Preference will given to layouts that provide significant increase in the quality of open space as opposed to the provision of small piecemeal sites	
Provision for Children and Young People	**0.81ha** (Borough-wide) split into: **Equipped play areas & informal ball games areas: 0.405ha split into:**	5 – 10 minute walk (400m – 800m)
	Pre-school play area, defined as being for children in the age of 5 years and should contain static play equipment and seats for accompanying adults. The minimum size of each area should be 600 sq. m.	Within 400m of any dwelling and accessible without crossing major traffic flows or similar obstructions
	Infant play area: defined as being primarily for children aged 5-8 years, although an area for under 5s should be included. The play areas should contain a variety of static and moving play equipment and seats for accompanying adults. The minimum size of each area should be 600 sq. m.	Within 400m of any dwelling and accessible without crossing major traffic flows or similar obstructions
	Junior play area: defined as being designed primarily for children aged 9-12 years, although an area for 5 year olds and under should be included.	Within 1000m of each family dwelling

PPG17 Open Space Typology	Quantity Standard (Hectares per 1,000 population)	Accessibility Standard (Travel time or equivalent distance)
	The play areas should contain a variety of static and moving play equipment and seats for accompanying adults. The minimum size of each area should be 2,400 square metres.	
	Informal ball games space: defined as being designed for the playing of informal ball games by children of all ages. These should include a basketball station and/or hard surface of 10x10 square metres. The minimum size of each area should be 1ha.	Within 400m of any dwelling
	Informal Youth Space: 0.405ha:	
	Defined as being intended to provide for the informal meeting and play of youth. They will initially be laid to grass and contain a youth shelter. Careful consideration should be given to their location in terms of possible noise nuisance. These should a minimum of 1,200 sq. m.	Within 1000m of any dwelling
Allotments	**0.3ha** (Borough-wide)	10 minute drivetime (2-4 km)

1. Assumptions

a) 1ha = 10,000m^2
b) Average number of persons per dwelling in Borough = 2.43 (2001 Census)
c) Quantity Standard per 1,000 population (PPG17 Assessment PMP, [BD/CFD/028])

Green Corridors	0.2ha
Amenity Green Space	0.81ha
Children/Young People	0.81ha
Allotments	0.30ha
Outdoor Sports	1.25ha
Total	**3.37ha**

2. Calculations

Apply average occupancy rate of homes in the Borough (2.43 persons per dwelling) to the quantity standard = 3.37ha/1000 persons:-

Step 1: Calculate how much open space is required per person:-
3.37ha divided by 1,000 persons x 10,000 (m2) **= 33.7m² per person.**

Step 2: Calculate how much open space is required per dwelling:-
2.43 (persons per dwelling) x 33.7m² (open space per person) = **82m²**

Step 3: Calculate the split between strategic and local open space:-
The percentage split between the types of open space are 1.25ha (Outdoor Sports) divided by 3.37ha (Total) multiply by 100 = 37% Outdoor Sports (Strategic) and 63% the remainder of Local Open Space =
82m² /37% = **30m² Strategic Open Space**
82m² /63% = **52m² Local Open Space**

Glossary

This glossary of terms is intended to provide a guide to frequently used phrases and terminology.

Affordable Housing

Affordable Housing includes social rented housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Annual Monitoring Report (AMR)

This is an annual report, to be published in December of each year, which will assess the implementation of the Local Development Scheme and the extent to which policies in the Local Development Documents are being achieved.

Brownfield Land

Previously-developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. Previously-developed land may occur in both built-up and rural settings.

Chelmsford Town Centre Area Action Plan

A Local Development Document that provides an integrated planning framework for managing change within Chelmsford Town Centre.

Community

People living in a particular area of the Borough or people who are considered as a unit because of their common interests, background or nationality (Cambridge University Press).

Community Plan

A plan produced by a partnership of voluntary, public and private groups and organisations, which set out the priorities of communities together with an action plan to help deliver them.

Core Policy

These express the Borough Council's requirements to achieve the strategic objectives set out in the Core Strategy Development Plan Document.

Critical Mass

The minimum size of development required to support a range of facilities.

Development Plan Document (DPD)
Spatial planning documents that together with the Regional Spatial Strategy will form the development plan for Chelmsford Borough. They are subject to independent examination and will be shown geographically on an adopted Proposals Map.

Development Control Policy
Sets out the requirements and criteria to be met when determining planning applications. These policies will ensure that development accords with the vision and objectives set out in the Core Strategy.

Draft East of England Plan (RSS14)
The RSS, incorporating the Regional Transport Strategy, provides a spatial framework to inform the preparation of local development documents, local transport plans and regional and sub-regional strategies and programmes that have a bearing on land-use activity.

Evidence Base
A collective term for technical studies and background research that provides information on key aspects of social, economic and environmental characteristics of the Borough. This enables the preparation of a sound LDF meeting the objectives of sustainable development. A list of the Borough Council's LDF evidence base is given in Appendix A.

(Metropolitan) Green Belt
An area of countryside or land that is protected from inappropriate development in order to prevent the sprawl of existing built-up areas and to protect the openness of the countryside. Green Belts are not designated for their beauty or character, although there are many areas of high landscape quality within the Green Belt. The Metropolitan Green Belt is the countryside that surrounds Greater London.

Greenfield Land
Land that has not been previously developed. This applies to most sites outside built-up area boundaries.

Growth Areas
Areas of the country that have been identified by the Government for future development in order to help tackle the supply and affordability of housing such as the Thames Gateway and M11/Stansted Corridor areas.

Infrastructure
A collective term for physical structures, facilities and services needed by the community, for example, buildings, roads, power supplies, health, sports and education facilities, village halls, doctors' surgeries, churches and open space.

Local Development Document (LDD)
The collective term for Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Framework (LDF)
The Local Development Framework will contain a portfolio of Local Development Documents, which will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of their area where this affects the development of land.

Local Development Scheme (LDS)
The LDS sets out the programme/ timetable for preparing the LDDs.

Local Strategic Partnership
A partnership of voluntary, public and private groups and organisations, which manage the production of the local area's Community Plan.

North Chelmsford Area Action Plan
A Local Development Document that will provide an integrated planning framework for the development of two new neighbourhoods to the North of Chelmsford. This will be in accordance with the vision, objectives and strategy contained in the Core Strategy.

Site Allocations Local Development Document
Will set out the planning proposals, which make land allocations for specific types of development including new housing, employment and transportation.

Spatial
What policies and proposals actually mean 'on the ground'. This can be demonstrated through the use of maps, plans and the effect on the use of land from other strategies not directly involved with land use planning.

Spatial Strategy
This establishes the long-term spatial planning framework for the Borough.

Stakeholder
A person, group, company, association, etc with an economic or professional interest in the Borough or that is affected by local developments (Green Issues Communications).

Statutory Bodies
These include appropriate 'Specific, Government and General' consultation bodies in accordance with Regulation 25 of the Town and Country Planning Act 2004 Regulations.

Strategic Environmental and Sustainability Appraisal (SEA/SA)
This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in development plans.

Supplementary Planning Document (SPD)
Provide supplementary information for the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Statement of Community Involvement (SCI)
A Local Development Document that sets out the Borough Council's strategy for involving local communities, stakeholders and statutory bodies in the preparation and revision of its Local Development Framework.

Sustainable Development
A widely used definition is: 'development that meets the needs of present without compromising the ability of future generations to meet their own needs' (World Commission on Environment and Development 1987).

Urban Renaissance
A new vision for co-ordinated urban regeneration founded on the principles of design excellence, social well-being and environmental responsibility within a viable economic and legislative framework (Urban Task Force 1999).

Use Classes Order 1987 (as amended) Class Description Examples

A1 Shops
Shops, retail warehouses, hairdressers, undertakers/funeral directors, travel and ticket agencies, post offices, dry cleaners, pet shops, sandwich bars, showrooms and domestic hire shops.

A2 Financial and professional services
Banks, building societies, estate and employment agencies, professional and financial services and betting offices.

A3 Food and drink restaurants, snack bars, and cafes.

A4 Drinking establishments, pubs and bars.

A5 Hot food take-aways.

B1(a) Business offices (those which do not fall within A2 use)
B1(b) Research and development, studios, laboratories and hightech
B1(c) Light industry

B2 General Industrial.

B8 Storage and distribution, wholesale warehouse and distribution centres.

C1 Hotels, boarding houses and guest houses.

C2 Residential institutions, residential schools, colleges, training centres, hospitals and nursing homes.

C3 Dwelling houses, small businesses at home, communal housing of elderly and disabled people.

D1 Non-residential institutions, Places of worship, church halls, clinics, health centres, crèches, day nurseries.

D2 Assembly and leisure, cinemas, music and concert halls, dance halls, sports halls, swimming baths, skating rinks, gymnasiums, other indoor and outdoor sports and leisure uses, bingo halls, casinos.

Sui Generis

Is a term that refers to a use in its own right. Any use not falling within one of the specified classes in the Use Classes Order described above, such as shops selling and/or displaying motor vehicles, retail, warehouse, clubs, launderettes, taxi or vehicle hire businesses, amusement centres, petrol filling stations, hostels, theatres, nightclubs.

FURTHER
INFORMATION

This publication is available in alternative formats including
Braille, large print, audio tape and other languages.
Please call 01245 606330.

Minicom: 01245 606444

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Chelmsford
BOROUGH COUNCIL

PROPOSALS MAP
NORTHERN SECTION

Legend

- ▬ Chelmsford Borough Boundary
- ▬ Area covered by Area Action Plan (CP7)
- Metropolitan Green Belt (CP5, DC1 & DC2)
- Urban Area Boundary (CP3, CP5 & DC3)
- Defined Settlement Boundary (CP3, CP5 & DC3)
- Recreation (CP12)
- SPA Special Policy Area (CP2)
- Conservation Area (CP9 & DC17)
- M Ancient Monument (DC19)
- Special Area of Conservation (SAC) (CP9 & DC13)
- Ramsar and Special Protection Area (SPA) (CP8 & DC13)
- Coastal Protection Belt (CP9 & DC10)
- Site of Special Scientific Interest (SSSI) (CP9 & DC13)
- Essex Wildlife Trust Reserve (EWT) (DC13)
- Registered Park and Garden of Special Historic Interest (DC20)
- Local Nature Reserve (LNR) (DC13)
- Grade 1 Protected Lane (CP9 & DC15)
- Grade 2 Protected Lane (CP9 & DC15)

Road Hierarchy
- Strategic Trunk Route (CP4, CP8, CP26 & DC6)
- Strategic Non Trunk Route (CP4, CP8, CP26 & DC6)
- Proposed Strategic Non Trunk Route (CP4, CP8, CP26 & DC6)
- Regional Route (CP4, CP8, CP26 & DC6)

This Proposals Map does not contain certain policy notations and allocations which remain to be identified and adopted through the preparation of the North Chelmsford Area Action Plan and the Site Allocations DPDs. Among others, these include:

Open Space Designations
Wildlife Sites
Gypsy and Travellers' Sites
Defined Settlement Boundaries for Edney Common, Chatham Green and Good Easter
Special Policy Area allocations for Hanningfield Reservoir Treatment Works and Sandford Mill

The relevant policy notations and allocations will be added to future Proposals Maps which accompany those Development Plan Documents.

Essex County Council LDF Notations

Minerals Consultation Areas**
Minerals Sites**
Waste Sites**

** These will be shown on the final Proposals Map when the matters have been resolved through the Minerals Development Document when prepared by Essex County Council

This Proposals Map does not include policy notations and allocations contained within the adopted Chelmsford Town Centre Area Action Plan, which is shown as an inset area on this map.

0   1000   Metres

Adopted 20th. February 2008

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Chelmsford BOROUGH COUNCIL

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Tel 01245 606330   Fax 01245 606642   Web www.chelmsford.gov.uk

North Chelmsford Area Action Plan (in preparation)

Chelmsford Town Centre Area Action Plan

North End

SPA

Great Leighs

Ford End

Pleshey

Howe Street

Great Waltham

Little Waltham

Good Easter

Broomfield

Boreham

Roxwell

CHELMSFORD

Little Baddow

SPA

CHELMSFORD BOROUGH LOCAL DEVELOPMENT FRAMEWORK 2001-2021

CORE STRATEGY AND
DEVELOPMENT CONTROL POLICIES
Adopted 20th February 2008

PROPOSALS MAP
SOUTHERN SECTION

Chelmsford Town Centre Area Action Plan

SPA
SPA
M

Writtle

CHELMSFORD

Highwood (Loves Green)
M

Sandon

Danbury
M
M
M

M

Galleywood

Howe Green

Bicknacre
M

Margaretting
M

East Hanningfield

Woodham Ferrers

West Hanningfield

Stock

SOUTH WOODHAM FERRERS

Rettendon
M

Ramsden Heath
M

Rettendon Place

Runwell

Legend

Symbol	Description
	Chelmsford Borough Boundary
	Area covered by Area Action Plan (CP7)
	Metropolitan Green Belt (CP5, DC1 & DC2)
	Urban Area Boundary (CP3, CP5 & DC3)
	Defined Settlement Boundary (CP3, CP5 & DC3)
	Recreation (CP12)
SPA	Special Policy Area (CP2)
	Conservation Area (CP9 & DC17)
M	Ancient Monument (DC19)
	Special Area of Conservation (SAC) (CP9 & DC13)
	Ramsar and Special Protection Area (SPA) (CP9 & DC13)
	Coastal Protection Belt (CP9 & DC10)
	Site of Special Scientific Interest (SSSI) (CP9 & DC13)
	Essex Wildlife Trust Reserve (EWT) (DC13)
	Registered Park and Garden of Special Historic Interest (DC20)
	Local Nature Reserve (LNR) (DC13)
	Grade 1 Protected Lane (CP9 & DC15)
	Grade 2 Protected Lane (CP9 & DC15)

Road Hierarchy

Symbol	Description
	Strategic Trunk Route (CP4, CP8, CP26 & DC6)
	Strategic Non Trunk Route (CP4, CP8, CP26 & DC6)
	Proposed Strategic Non Trunk Route (CP4, CP8, CP26 & DC6)
	Regional Route (CP4, CP8, CP26 & DC6)

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Gypsy and Travellers' Sites

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0   1000 Metres

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