

Chelmsford Local Plan Issues and Options Consultation Document

November 2015



Our Planning Strategy to 2036



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I Introduction

What is the purpose of this document?

1.1 This is the first stage of consultation on the new Local Plan which will provide a planning strategy for Chelmsford up to 2036. It is important that local communities, interested people and groups get involved and have their say to help shape the future of Chelmsford. This document sets out the planning issues that face Chelmsford over the next 20 years and options for the way they could be addressed. These include how many new homes and jobs we need to plan for and where they could go, what infrastructure we need and how we can protect our important landscapes and habitats.

1.2 Chelmsford City Council is now asking you to let us know what you think about these issues and options. We will listen to what people say and this will help us shape the next stages of preparing the new Local Plan. This will continue through each stage of its preparation.

When 'Chelmsford' is referred to in the document we mean the whole of the Council's area unless there is specific reference to the 'City' or 'Urban Area'.

What is the scope of this document

1.3 The main focus of this document is to explore the main drivers for strategic development growth in Chelmsford. This includes setting out the principles we propose to use when identifying potential broad locations for new development. The detail of the actual development sites and planning policies will all evolve as the consultation stages on the new Local Plan progress.

1.4 The document is divided into a number of key sections:

- Information on facts and figures about Chelmsford
- A Vision for the new Local Plan
- Issues facing Chelmsford when planning for growth
- How could future growth be accommodated?
- Planning policy issues.

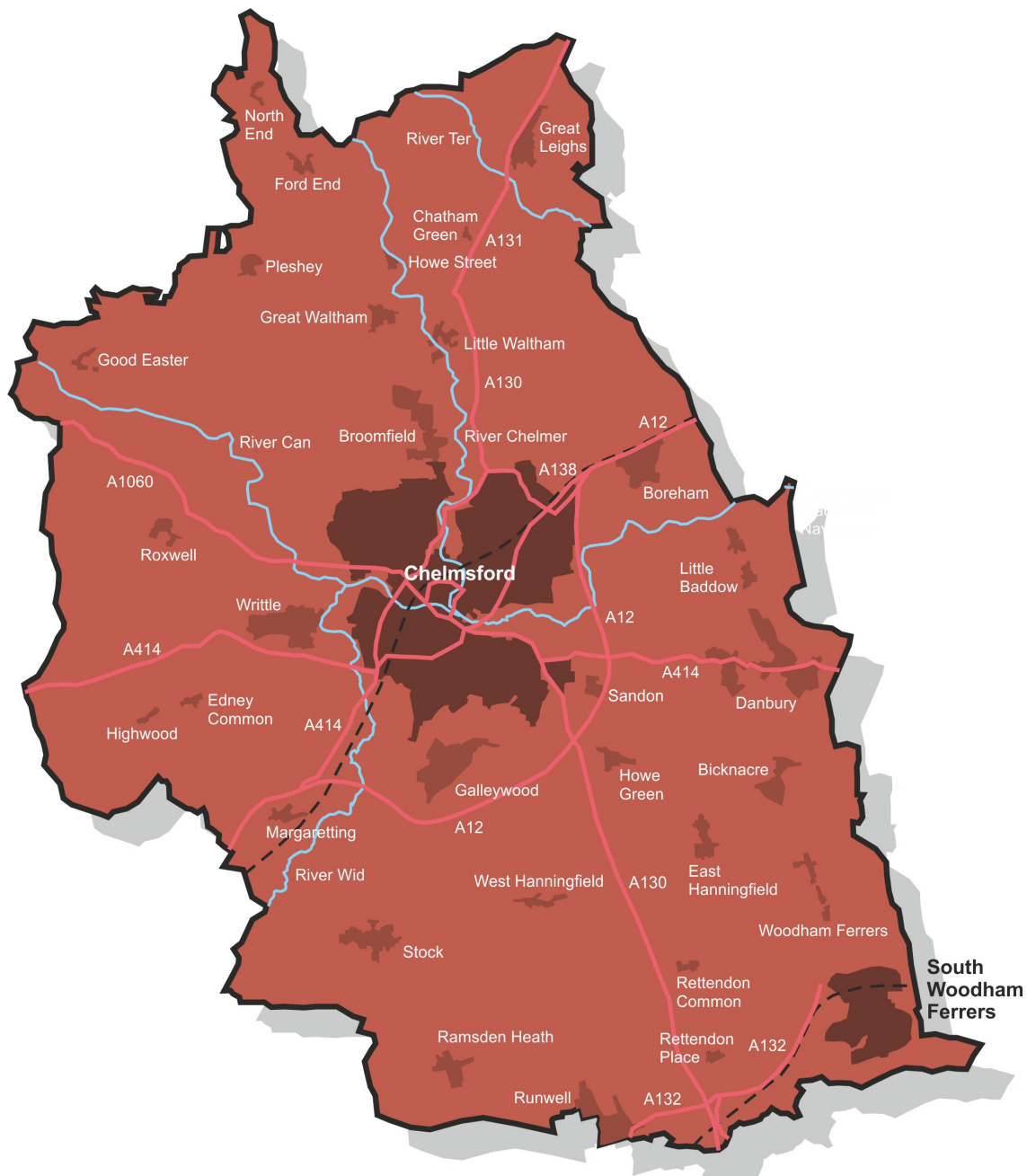
What is a Local Plan?

1.5 The new Local Plan will address the needs and opportunities for future development growth in our area as well as protect the acknowledged needs and interests of existing communities. This includes new housing and employment alongside community facilities and supporting infrastructure. In addition, it will safeguard our environment, ensure new development is well designed and adapts to climate change. The new Local Plan will also provide the policies to make decisions on future planning applications.



1.6 The new Local Plan will cover the whole of Chelmsford's area and will extend the period we are planning for to 2036. In order for the final new Local Plan to be successful, it will need to be positively prepared, justified, effective and consistent with National Planning Policy and Guidance. When adopted, the new Local Plan will be a key document which sets out the Council's vision, strategy and policies to shape future development.

Figure 1 - Chelmsford City Council area and its settlements





The new Local Plan is about getting the right type of development in the right place.

The new Local Plan period will run until 2036 as National Policy seeks for plans to cover a 15 year period, to take account of longer term requirements.

When this document refers to 'national policy and guidance' we mean a combination of the National Planning Policy Framework (NPPF), Planning Policy Guidance (PPG) and other relevant legislation.

Why is a new Local Plan needed?

1.7 All Councils must produce a Local Plan and keep it up to date. Chelmsford's current set of plans run out in 2021 so a new Local Plan is needed to manage development in the longer-term to 2036. Without an up-to-date Local Plan, the Council could have very little influence over the location of new development and the provision of infrastructure. Sites could be promoted for development in locations that the Council and its communities want to protect. Not having a Local Plan would create uncertainty and make it harder to secure appropriate sites for new infrastructure such as schools and health facilities.

1.8 Having no growth in Chelmsford cannot be an option. The Government continues to stress the need for housing growth in all areas and have stated that if Councils do not deliver this by way of a Local Plan then the Government could impose growth in that area. The new Local Plan is the opportunity for local communities to plan for how Chelmsford should grow and improve.



Why **should** I get involved?

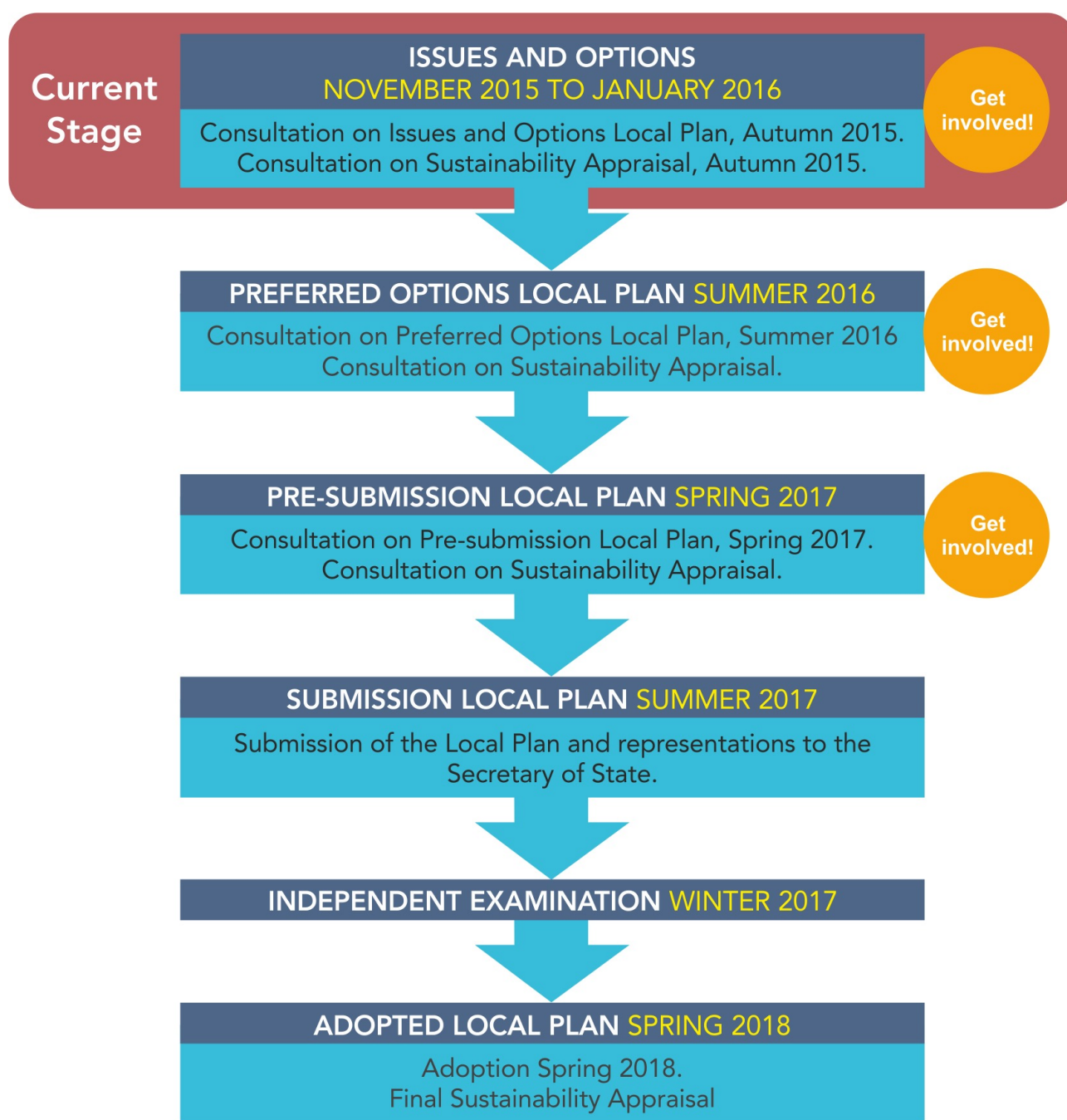




What are the key stages in preparing the new Local Plan?

1.9 The timetable for preparing the new Local Plan with details on key stages of public consultation is summarised below. The detailed timetable is set out within our Local Development Scheme which is available to view online at www.chelmsford.gov.uk/local-development-scheme-lds.

Figure 2 - Key Stages of the Local Plan





What else needs to be considered?

How will we assess environmental impacts?

1.10 Alongside this consultation, we are also seeking views on an Issues and Options Sustainability Appraisal (SA). This has been undertaken by Consultants on behalf of the Council and details on how to comment are contained in Section 2. It will play a key role in helping to shape the new Local Plan.

1.11 The Issues and Options SA assesses this new Local Plan consultation against a range of social, environmental and economic indicators and helps to identify all the likely significant effects. The SA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. This helps us to ensure that the emerging policies, plans and allocations in the new Local Plan are promoting sustainable development.

1.12 There is also a requirement to undertake a Habitat Regulations Assessment (HRA) which will accompany the next stage of consultation on the new Local Plan. This will assess whether the new Local Plan would adversely affect a European habitat site. These include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites. For example, Crouch and Roach Estuaries in South Woodham Ferrers. The HRA advises on appropriate mitigation strategies where adverse effects are identified.

1.13 The Council will take into account the findings of the SA and HRA processes when preparing the new Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

How will we engage with other Councils and partners?

1.14 The Council is committed to co-operate with other Councils and key organisations on planning issues that cross different Council's boundaries. This is to make sure that strategic issues such as providing land for new homes, jobs, infrastructure, and managing flood risk are properly co-ordinated. The Council has already had discussions with a number of key partners including other local planning authorities, Essex County Council, Highways England, utility companies and higher education providers. Further joint working will continue.

1.15 The Council's approach to this 'Duty to Co-operate' is detailed in the Duty to Co-operate Strategy, which explains who we will engage with, when we will do it, and what methods we will use. The Council has undertaken an initial Duty to Co-operate scoping consultation on potential cross-boundary matters. The results of which have fed into this consultation document. In addition the Council needs to have regard to other authorities' plans. This includes neighbouring authorities' Local Plans, Essex County Council's Minerals and Waste Plans, and strategies of any other relevant bodies.



What is community-led planning and where does it fit in?

1.16 A Town or Parish Council, or a constituted community organisation have the ability to prepare further plans and orders that complement their area's Local Plan. These optional rights and powers were introduced to enable communities to get more involved in planning for their areas. These community groups can prepare the following:

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

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

Figure 3 - How do the plans fit together?





Evidence Base

1.18 As well as working with partners and stakeholders, the Council has undertaken a significant amount of research to inform this consultation. This is called the Evidence Base and includes studies on particular topics like the need for new homes, shops and jobs. It will be expanded as the new Local Plan progresses. Details of the evidence base is given in Appendix 2. All documents are available to view on our website via www.chelmsford.gov.uk/new-local-plan



2 How do I make my comments?

2.1 We are inviting your comments on this document, and its accompanying Sustainability Appraisal (and Non-Technical Summary).

2.2 Please respond to the questions throughout this document. The consultation period is longer than usual to recognise the Christmas period when offices are closed and people are on holiday. The consultation is open for 9 weeks from:

8.45am on Thursday 19 November 2015 to 4.45pm Thursday 21 January 2016

Please note we are unable to accept anonymous representations. Any comments received after the closing date cannot be accepted.

2.3 You can comment on the consultation documents in the following ways:

Online

2.4 You can comment online at: <http://consult.chelmsford.gov.uk/portal>.

2.5 This is our preferred means of receiving comments as it ensures that your comments are recorded accurately and are processed quickly. This system also allows you to download the consultation documents and make comments.

In writing

2.6 If you wish to respond in writing, please complete the specially designed response form. This makes sure that we have all the correct information to register and process your comments and keep you informed.

2.7 A comment form can be downloaded at www.chelmsford.gov.uk/new-local-plan or made available on request by telephoning (01245) 606330 or emailing planning.policy@chelmsford.gov.uk.

2.8 Comments can be returned to:

- By email to planning.policy@chelmsford.gov.uk
- By fax to (01245) 606642
- By post to Planning Policy, Chelmsford City Council, PO Box 7544, Civic Centre, Duke Street, Chelmsford, CMI IXP
- By hand to Chelmsford City Council Customer Service Centre, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford (Monday to Friday 8.45am-4.45pm; 10am on the last Wednesday of the month)
- By hand to South Woodham Ferrers Customer Service Centre, Chandlers Road, South Woodham Ferrers (Monday to Friday 8.45am-4.45pm).



If you are promoting a site for development and did not submit it as part of the 'Call for Sites 2014' please follow the instructions at www.chelmsford.gov.uk/shlaa

How will my comments be used?

2.9 We will acknowledge receipt of your comments and fully consider them, although the Council will not enter into individual correspondence. Comments received will be published on the Council's consultation portal in accordance with the Data Protection Act and used to prepare the next stage of consultation on the new Local Plan (Preferred Options).

2.10 If you need help with your representation or wish to discuss the content of document, please contact us on (01245) 606330. There will also be opportunities to meet with Planning staff face-to-face at public drop-in exhibitions to be held throughout the consultation period. Please visit our website for details on times and locations at www.chelmsford.gov.uk/new-local-plan.



3 Facts and figures about Chelmsford

3.1 In order to inform our plan for the future, we must have a good understanding of the characteristics of Chelmsford today, and the issues and opportunities that these present. These are set out in the evidence and background papers supporting this consultation document and summarised below. More detailed information is set out within the Local Plan Issues and Options Sustainability Appraisal.

3.2 Chelmsford has an important regional and sub-regional role. It provides a focus for jobs, shopping, healthcare, education, leisure and recreation for this wider area. Many of the following information reflects this role.

Geography

3.3 Chelmsford is located in the East of England, 30 miles north-east of London. The City Council is within a two-tier area, with Essex County Council providing public services such as education, highways and social services. The principal settlements of Chelmsford and South Woodham Ferrers are surrounded by villages set within countryside. Chelmsford shares boundaries with seven Local Planning Authorities and covers around 34,000 hectares. The Green Belt covers almost 34% of the land in the south and west of Chelmsford.

Figure 4 - Map of Planning Authorities that surround Chelmsford



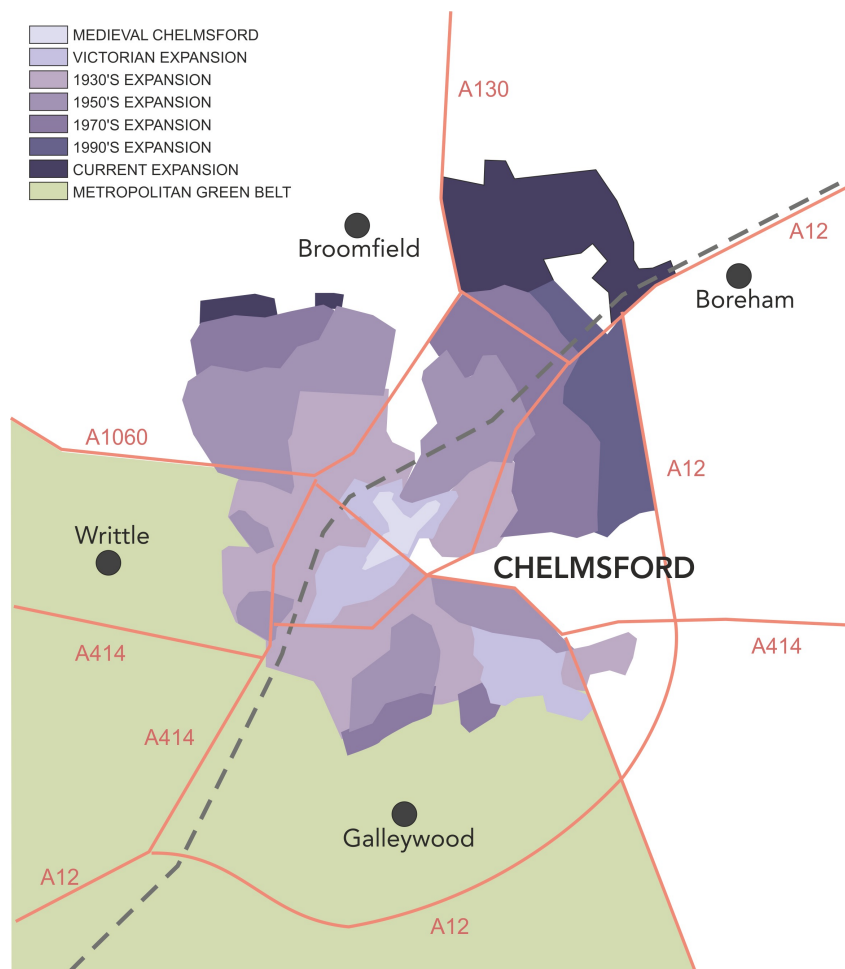


Chelmsford's evolution

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

3.5 The strategy of the Council's current Local Plan (the Local Development Framework) was to focus development on brownfield sites in Chelmsford City Centre and to extend the City to the north of the built-up area. Many of these sites are now being built. This includes major development on greenfield sites at Beaulieu and Channels in north east Chelmsford, and the development of large City Centre brownfield sites such as the former St Johns Hospital site, former University Central Campus site and former Marconi Works.

Figure 5 - How Chelmsford has expanded

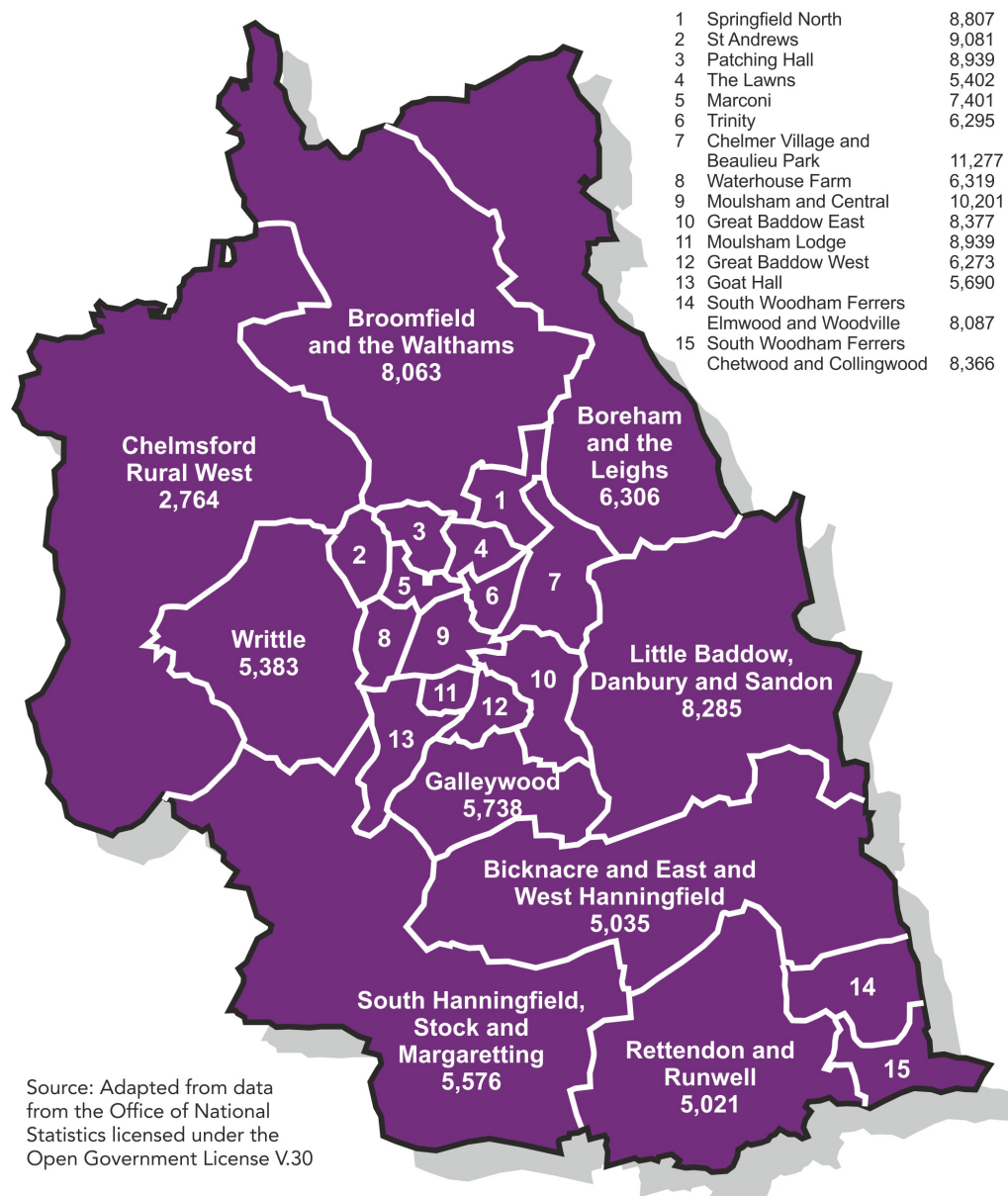




Population

3.6 Chelmsford has a population of 168,300 with approximately 110,000 people living in Chelmsford Urban Area. Chelmsford is the focus for government, business, retail, leisure and culture in Essex. It will continue to be a major centre of development, with an estimated population of 192,000 by 2022.

Figure 6 - Current population by Ward





Deprivation

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

Housing

3.8 Chelmsford has around 71,000 homes, two-thirds of which are detached or semi-detached. Around 73% of the total housing stock is owner occupied, with the rest being rented accommodation. Of the rented accommodation, 13% is managed by registered social landlords and 12% is privately rented, and 1% is provided rent free. At present the Council has nearly 5,500 households on the housing register.

Connectivity

3.9 Chelmsford benefits from good road and rail accessibility to London and the wider region. The journey time by road to the edge of Greater London is 30 minutes. Stansted Airport can be reached in 25 minutes via the A120 – which also links with the M11, connecting London and Cambridge, towards the Midlands and beyond. Regular rail services connect Chelmsford with London Liverpool Street (with up to ten trains per hour), Ipswich and Norwich. A new rail station in north east Chelmsford will improve rail infrastructure from 2021 onwards.

Economy

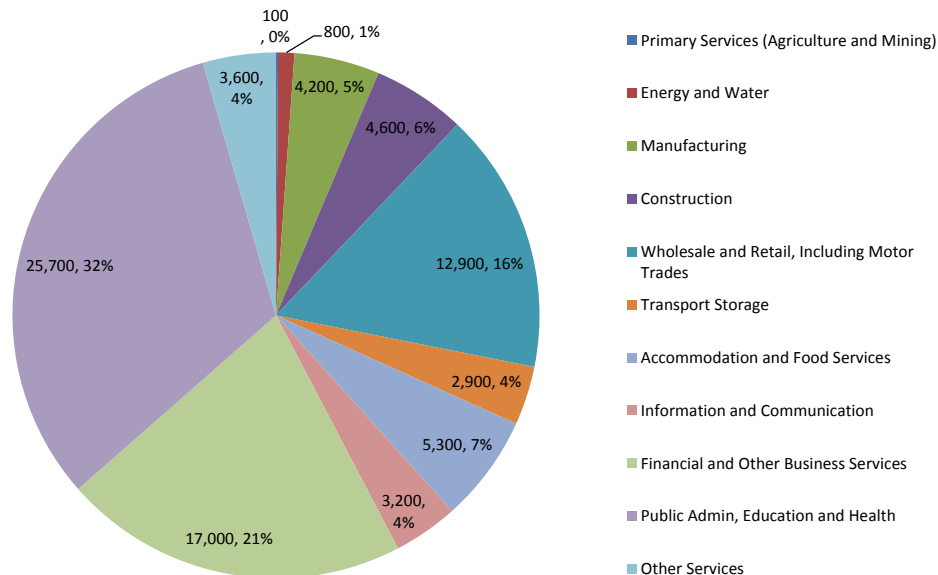
3.10 The local economy and employment base is strong supporting around 83,000 jobs – the second highest of any local Council in Essex. There are around 12,000 businesses in the area. The economy of Chelmsford is mixed with high numbers of jobs in the service sector, manufacturing and construction. Average wage levels are also above that of the eastern region. Unemployment is low (around 1.2%) when compared to the Eastern Region and Great Britain. Chelmsford also has a higher proportion of managerial and professional workers compared to regional and national averages.

3.11 Chelmsford City Centre attracts shoppers and visitors from well beyond its area. It continues to grow in choice and popularity and is now ranked within the top 100 of all shopping centres across the country. Conversely, there is evidence that the retail offer of South Woodham Ferrers Town Centre could benefit from enhancements and investment.



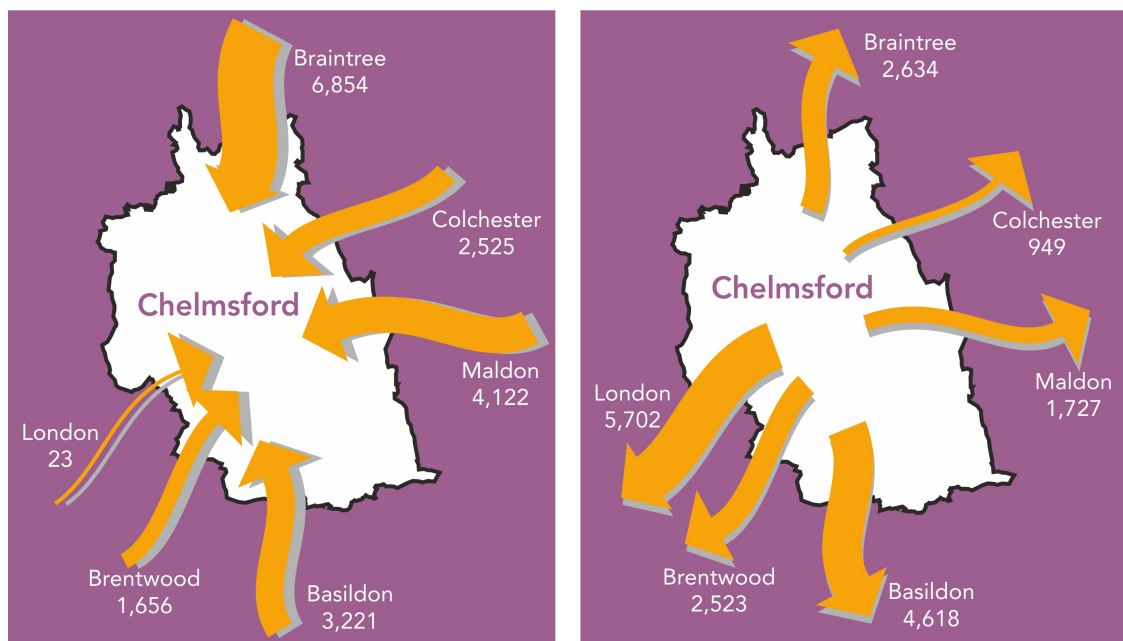
Figure 7 Chelmsford Employment Figures

2014 Chelmsford Employment Figures Per Sector



3.12 Over 63% or 60,000 of Chelmsford's working population both live and work in Chelmsford. Around 15% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Brentwood and Braintree. Around 36% of Chelmsford's workforce live outside the area.

Figure 8 - Main commuting flows into and out of Chelmsford



Source: nomis - official labour market statistics (2001)

Source: nomis - official labour market statistics (2001)



Education and Skills

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

3.14 Anglia Ruskin University is one of the largest and fastest growing universities in the UK. Writtle College is a land-based science college of national acclaim and delivers degrees on behalf of the University of Essex. Both institutions provide a range of research and consultancy services to businesses, working in partnership to add value to their business and are therefore important drivers of the local economy. In addition, Chelmsford College is developing its specialism in engineering, science and technology.

Community Facilities and Services

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

Health

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

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

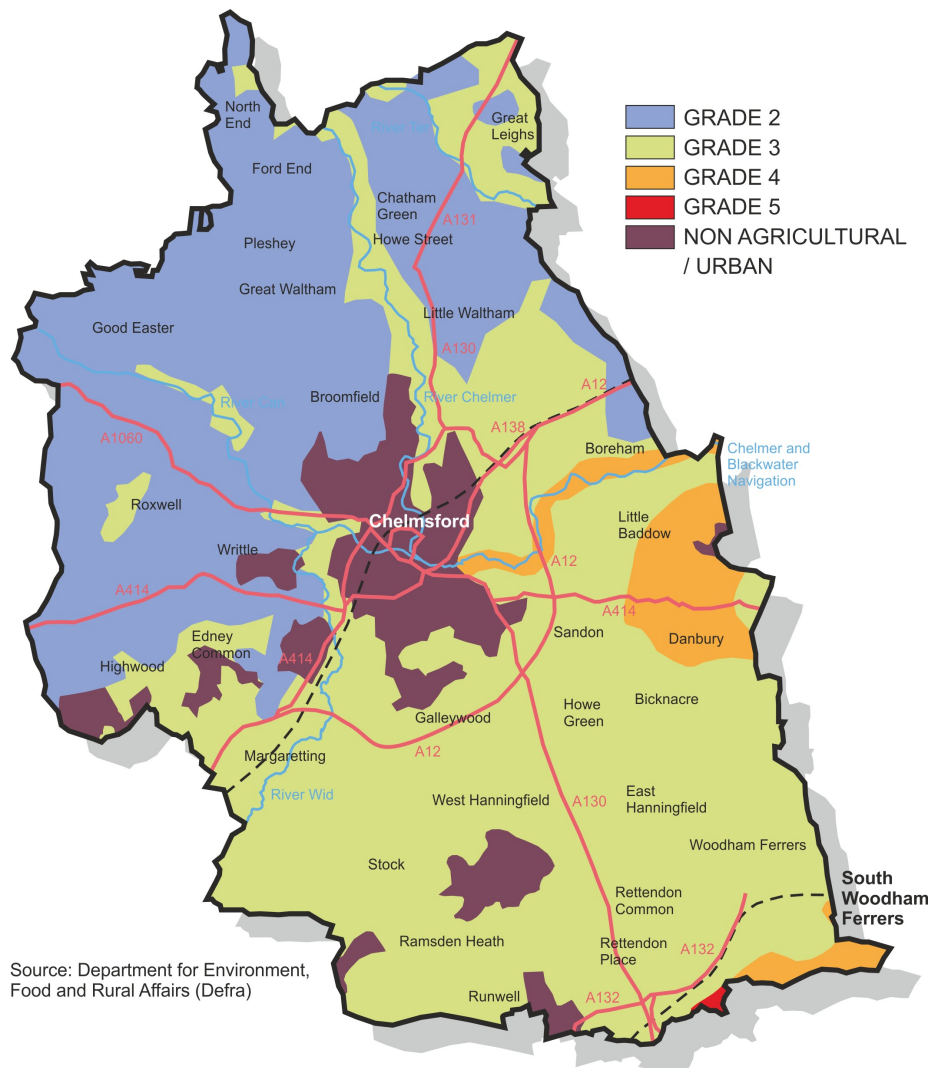
Environment

3.18 Chelmsford enjoys a very high quality environment with 700 hectares of recreational space, including 12 Green Flag accredited parks, complemented by an extensive network of green corridors, gardens and nature reserves. There are three rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. Chelmsford has some areas which are at risk from flooding. These are largely around the rivers and river valleys, as well as low lying land and coastal areas to the south eastern corner of Chelmsford.



3.19 Chelmsford is also rich in history, with over 1,000 listed buildings and 25 Conservation Areas. Its historic landscape contains many archaeological sites dating back to pre-historic times. There are large areas of agricultural land. The map below, showing Natural England's Agricultural Land Classification of Chelmsford, sets out most of this is classified as agricultural Grades 2 and 3 (very good and good to moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent).

Figure 9 - Agricultural Land Classification



Question 1

Do you think that Section 3 provides an adequate range of facts and figures about Chelmsford today? If no, please explain why. Where possible, please support your answer with reference to any evidence.



4 A vision for the new Local Plan

What should drive the Vision?

4.1 The new Local Plan's Vision will be the means to assess the success of its overall strategy. It is the opportunity to plan for and deliver the strategic priorities and needs of all our communities. It is proposed that the vision for the new Local Plan is driven by the need to:

- Provide housing and job opportunities for all sectors of the community
- Promote healthier, inclusive and more active lifestyles
- Enhance cultural and leisure activities
- Ensure that the right type of development is in the right place
- Deliver the necessary supporting infrastructure
- Provide high quality public and private spaces
- Maintain and enhance a more sustainable environment.

Above all else, the new Local Plan will build on the successes of previous Plans, and will achieve positive benefits, in the form of new homes, new jobs, new shops and new sports and recreational facilities, whilst securing new infrastructure that serves everybody who lives and works within our communities.

Question 2

Do you support what should drive the new Local Plan Vision? If no, please explain your answer and suggest any changes.

What should be covered in the Vision?

4.2 Chelmsford is at the very heart of Essex, being centrally located within the County and adjoined by seven neighbouring local authorities. Chelmsford was awarded City status in 2012 and it is the County Town providing many administrative, legal and civic functions for the whole of Essex. In many respects, it is the Capital of Essex. Chelmsford's influence extends not just across Essex, but also across the wider region and it is one of the most successful districts in the region, with a strong and diverse local economy, attractive new housing areas and substantial investment taking place on vital new infrastructure.

4.3 Chelmsford is already a vibrant and attractive place, comprising the City of Chelmsford, the riverside town of South Woodham Ferrers, many villages and a rich and diverse natural environment.



4.4 Chelmsford has grown substantially since 1945 and will continue to grow into the future. In many respects, the growth that has taken place, particularly during the past 20 years, has helped shape Chelmsford to be the successful place that it now is. Vital new infrastructure has been delivered alongside new homes, jobs, shops and leisure opportunities. Chelmsford's economy has been transformed from one being dominated by manufacturing industry to one with strengths across many sectors, but especially finance, health and education. The Council is determined to ensure that future growth continues to take place in a sustainable way, bringing further improvements to the quality of life for new and existing residents, new community and transport infrastructure whilst at the same time safeguarding the important natural and historic assets that represent Chelmsford's heritage.

4.5 The Council is working, and will continue to work, with its many partners in both the public and private sectors to deliver positive change for its communities. The new Local Plan for the period up to 2036 represents the key planning framework to guide such change over the next 20 years. It is an exciting opportunity to ensure that Chelmsford continues to be at the forefront of creating sustainable new communities, which contribute to, and add to, the success of the district in many areas, such as the economy, education, housing, leisure and recreation.

4.6 The central themes of the Vision that will provide the focus for shaping and managing Chelmsford's growth are as follows:

Protecting the Green Belt

4.7 The Council intends to protect those parts of the Green Belt that extend across the southern and south-western parts of Chelmsford, as it provides the strongest possible planning policy to prevent further urban growth extending into Chelmsford from beyond. The Council does not intend to undertake a strategic review of the Green Belt. This will continue a policy that the Council has successfully adopted during the past 10-15 years, and which has seen several unattractive sites replaced by more environmentally acceptable uses with the overall objective of enhancing the visual and landscape quality of land within the Green Belt.

Protecting the Green Wedges

4.8 The Council will safeguard the general extent of the Green Wedges and review the detailed boundaries. Where appropriate these will be extended to provide further protection to the river valleys that form such an important part of Chelmsford's landscape and natural environment. In particular, they represent important corridors for wildlife and informal recreation extending into the heart of the City Centre.

New Homes

4.9 The Council intends to meet the housing needs of its existing and new communities at a range of sustainable locations where new homes can help to bring improvements for existing communities and where the necessary supporting infrastructure will be provided alongside the development of new homes. The new Local Plan will contain policies that secure appropriate levels of affordable housing within new developments together with other housing for specific groups in the community such as older people.



New Jobs

4.10 The new Local Plan will ensure that sufficient land is available to promote a wide range of employment and business development opportunities to meet the needs of our residents and employers. It will seek to reinforce and strengthen the local economy by encouraging innovation in all sectors, and in particular it will allocate land for the MedTech life sciences research and development proposal, which has the potential to bring substantial economic investment to Chelmsford in a fast growing sector. It will also support other core sectors including finance and business services, advanced manufacturing and the creative industries. The new Local Plan will also ensure that diversification continues to be supported and encouraged within the rural economy, which has seen significant growth in recent years.

Travel

4.11 Chelmsford's transport links are vital to the needs of residents and businesses, particularly links to London and South Essex, which are important for residents working there. Equally importantly, many people choose to work in Chelmsford but live elsewhere in Essex, and depend upon good road and public transport links from areas such as Braintree, Colchester and Maldon. The new Local Plan will support the development and improvement of the strategic transport network that serves Chelmsford, in particular:

- The future widening of the A12
- The planned Chelmsford North East By-pass (A130)
- Potential new Western Relief Road for Chelmsford
- Improvements to the A132 serving South Woodham Ferrers
- Major improvements to the Great Eastern Main Line (GEML) between London and Norwich.

4.12 The new railway station at North East Chelmsford is scheduled to open in 2021, and the Council will encourage sustainable patterns of transport that reduce car usage particularly within the urban area of Chelmsford. This will be achieved by the development of a third and potentially fourth Park and Ride site, development of new strategic cycleways and footpaths and measures to enhance public transport across the district, but especially within new development areas.

Safeguarding Heritage Assets

4.13 The new Local Plan will contain policies that provide protection to the rich and varied built and natural heritage of Chelmsford, to ensure that it is safeguarded for future generations. The potential impacts of all new development upon heritage assets will be carefully assessed to ensure that none are adversely affected.



Green Infrastructure

4.14 A central part of the new Local Plan's strategy will be the creation of a Green Infrastructure network across the district, providing green links between neighbourhoods and urban centres, linking existing and new parks and open spaces and providing opportunities for new footpaths, cycleways and riverside walks. In particular, the Council will work with Essex County Council to enhance the strategic cycleway and footpath network between Chelmsford and surrounding villages.

Green Buffers

4.15 A series of Green Buffers will be designated on land at the edge of some villages where it is particularly vulnerable to development pressures, and which if developed would lead to a loss of identity for those villages through coalescence with other settlements or the loss of important areas of natural environment that contribute to the setting and character of those villages.

Shopping

4.16 Chelmsford is already the premier City Centre shopping destination within Essex, and the opening of the new Bond Street centre in 2016, anchored by John Lewis, will reinforce that position. The Council will work with its partners to ensure that Chelmsford remains as a vibrant shopping centre, supported by cafes, restaurants and other leisure facilities. A programme of public realm improvements within the centre of Chelmsford will be undertaken to enhance the attractiveness of the city centre spaces. Strategies to provide improved access to City Centre car parks will be developed in conjunction with Essex County Council to enhance the attractiveness of the City Centre as a shopping and leisure destination. The new Local Plan will also contain policies which will seek to maintain appropriate shopping provision for other communities across Chelmsford, including South Woodham Ferrers, the larger villages and neighbourhood centres. Again, the Council will work with partners to ensure that local shopping centres are improved where possible.

Rivers and Waterways

4.17 The rivers and waterways in Chelmsford have helped shape many of the communities that lie beside them, for example within many parts of Chelmsford City, at South Woodham Ferrers and in villages such as Battlesbridge. However, the principal waterways are often an under-used resource, with much greater potential for informal recreation. The new Local Plan will seek to promote greater use of the rivers and waterways, and will identify appropriate sites for appropriate riverside uses, such as Sandford Mill.

Leisure and Sport

4.18 There is already an excellent range of sports and leisure facilities within Chelmsford, and the forthcoming development of a new swimming centre in Chelmsford will provide a facility of regional importance. Alongside the development of new residential communities, the Council will ensure that appropriate levels of strategic open space and sports provision, such as multi-use facilities, are provided as part of the development to meet the needs of residents. The new Local Plan will contain policies and proposals to achieve this alongside new development.



Delivering New Infrastructure

4.19 In recent years the Council, working with its partners such as Essex County Council, Highways England and Network Rail, has had an excellent record of delivering new infrastructure to support the needs of a growing population. The new Local Plan will build on this record, by containing policies that will require new development to make appropriate provision for the necessary community and transportation infrastructure from the outset. In this way, sustainable new neighbourhoods can be developed, which also bring wider benefits to existing communities.

Delivering Quality

4.20 The Council will continue to seek the highest possible quality in the design of new development for new homes, new workplaces, new public spaces and new transport facilities in order that the quality of life for people living and working in Chelmsford and visiting the area remains high. The new Local Plan will contain policies to ensure that developments are planned and designed to a high quality.

Summary

4.21 The Council intends that Chelmsford will grow in the years ahead through planned and managed strategies that bring new development where and when it is needed, and which contributes to the overall success of the area in which to live, work and play. Development which fails to meet the objectives of achieving sustainable development, and which does not comply with the policies and strategies of the new Local Plan will be resisted.

Question 3

Do you agree with what should be covered in the Vision? If no, please explain your answer and suggest any changes.



5 Issues facing Chelmsford when planning for growth

Overview of Issues

5.1 The role of the new Local Plan is to identify the best possible locations for development growth. These should minimise the impacts upon environment, makes best use of existing infrastructure where possible, or identify locations capable of being served by new infrastructure and services. This represents sustainable development, for the benefit of existing and future communities. Local Plans are critical in ensuring the proper planning of an area and to create a co-ordinated approach to providing new homes, jobs and supporting infrastructure whilst protecting existing communities interests.

5.2 This section sets out the main issues which face Chelmsford when trying to plan for the growth needed which are summarised below:

Issues for Consideration

- How will we achieve sustainable development and growth?
- How many new homes need to be provided?
- How many new jobs need to be provided?
- How will people get around?
- How will we protect the environment?
- What else is needed to support new development?
- What are the different types of settlements in our area?
- What are the different types of sites or locations to accommodate growth?

Issue - How will we achieve sustainable development and growth?

5.3 The new Local Plan needs to take into account the issue of sustainability when planning growth. This needs to assess economic, social and environmental factors to help us formulate the options. National policy and guidance states that the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in the National Planning Policy Framework (NPPF), taken as a whole, constitute the Government's view of what sustainable development means in practice for the planning system. The Council will have regard to national policy and guidance as a starting point for the new Local Plan.

5.4 The NPPF sets out three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:



- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Figure 10 - Components of Sustainable Development



5.5 The NPPF states that these roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.



5.6 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of biodiversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

5.7 The NPPF advises that Local Plans need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas. Having established this basic principle the Council need to look at the specific issues arising from the need for growth.

Issue - How many new homes need to be provided?

How do we work out how many new homes are needed by 2036?

5.8 Government planning policy requires Council's to plan positively for new homes and to significantly boost the supply of housing to meet the needs of an area. Chelmsford will face some difficult decisions as the new Local Plan seeks to balance the need to provide these new homes with other factors such as protecting the environment, improving people's quality of life and ensuring that there is supporting infrastructure. The new Local Plan must ensure that enough new homes are provided and identify enough land to maintain a rolling supply of housing over the plan period. This is commonly called maintaining a five-year housing land supply.

The term 'home' refers to any unit of residential accommodation, such as a house, flat or mobile home.

5.9 In the past the Council was given a housing target through the East of England Plan. This regional tier of planning has now been removed by the Government leaving Councils to determine their own housing requirements. This is not however as easy as just selecting a target or concluding no or minimal growth is wanted. To establish this number, the Council must undertake a new process across its Housing Market Area (HMA) in accordance with national planning policy and guidance and is called the 'Objectively Assessed' housing requirement.

5.10 Consultants have prepared an Objectively Assessed Housing Need Study for the Council. This has followed national policy and guidance using the following key steps:



I. Define the Housing Market Area

5.11 The Council needs to assess the need for market and affordable housing in the HMA and plan to meet this need in full, provided that it is sustainable to do so. HMAs are areas that are defined by analysing migration, commuting patterns and house price data. HMAs tend to extend across a number of Council areas which will need to work together to assess the need. The Objectively Assessed Housing Need Study completed in July 2015 identifies that Chelmsford shares a HMA with Braintree, Colchester and Tendring Council areas.

Figure 11 - Chelmsford's Regional Context and the Housing Market Area





2. Assess the Demographic Projections

5.12 Once a HMA is identified, the starting point for calculating how many new homes will be required are the trend-based projections of the likely number and type of future households. These are published by the Government and include forecasts for natural change e.g. births and deaths and migration. The latest household projections indicates **657 new homes per year** for Chelmsford. It should be noted that this figure is very much the initial starting point and the Council is required to consider other adjustment factors.

3. Making adjustments to the Demographic Projections

5.13 The household projections should be adjusted to ensure there are enough homes to support the number of jobs that are forecast to be provided. Other adjustments can be applied if the supply of housing has been suppressed in the past. A number of indicators can be used to identify whether adjustment is needed. For example, whether house prices have been rising at a higher rate than other similar areas. The Objectively Assessed Housing Study concludes that the household projections for Chelmsford should be raised to reflect the projected number of jobs which overlap with other factors to justify an uplift. Therefore, **775 new homes per year** to ensure that these adjustments are taken into account. This represents the Council's Objectively Assessed Housing need.

The new Local Plan Housing Target

5.14 The Council needs to separately calculate the need for affordable housing and this work is underway across the HMA. The total need for affordable housing needs to be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments. An increase in the overall housing target included in the new Local Plan should be considered where it could deliver the required number of affordable homes.

5.15 Through the Duty to Co-operate scoping consultation on potential cross-boundary matters, some adjoining local authorities outside of the HMA have suggested that the Council needs to plan to accommodate the housing needs of those local authorities. The Council has a duty to consider the unmet housing requirement from neighbouring authorities, where it is clearly evidenced, reasonable to do so and consistent with achieving sustainable development. The City Council has not been presented with any evidence to explain or justify why any other local authority in Essex cannot meet its own housing requirement or that they share a common HMA with Chelmsford. Therefore, the City Council is preparing this new Local Plan on the basis that it will meet the identified housing requirements for Chelmsford, which have been produced following extensive work on evidence base studies, and that it makes no provision for the unmet housing requirements of any other local authority.



5.16 The Council needs to test whether the Spatial Options presented in this document positively plan for the housing required. Because the housing requirement might increase when the final assessment of the need for affordable housing is determined, the Council considers it prudent to test a higher quantum of development. A 20% uplift has been added to the Objectively Assessed Housing requirement. This represents a significant increase and is considered a robust adjustment for testing at this first stage of consultation on the new Local Plan. In Section 6 of this document the Council has identified three potential Spatial Options to deliver the housing requirement including the 20% uplift which best address the Spatial Principles.

For the purposes of calculating the Council's current five-year housing land supply the Objectively Assessed Housing Requirement of 775 homes per year will continue to be used when considering current planning applications.

5.17 The additional 20% to the Objectively Assessed Housing requirement represents a total of **930 homes per year**. This amounts to **14,000 new homes** for the period to 2036 and is the figure that is being used to test all Spatial Options in this consultation. The Council's housing and jobs targets will continue to be tested taking into account the evidence and consultation responses and the final targets will be contained within the next stage of the consultation, which we call Preferred Options.

Table 1 - Housing Requirement Summary

Demographic Starting Point	Objectively Assessed Housing Need	New Local Plan Testing Number
National Household Projections - 657 homes per year (9,885 homes over the plan period).	Objectively Assessed Need - 775 homes per year (11,625 homes over the plan period).	Objectively Assessed Need and 20% Buffer - 930 homes per year (13,950 homes over the plan period).

5.18 When adopted, the new Local Plan will set the Council's actual housing target. This will need to break this figure down by tenure, household type and household size. An update to the Council's Strategic Housing Market Assessment is underway that will identify the need for certain types of housing which includes the needs of different groups including family housing, housing for older people, housing for households with specific needs, student housing and housing for people wishing to build their own homes. The results of this update will inform the next stage of preparation of the new Local Plan.



Question 4

Do you have any comments on how the Council has calculated its Objectively Assessed Housing need? Please explain your answer. Where possible, please support your answer with reference to any evidence.

Question 5

Do you have any comments on the housing number (930 homes per year) used for testing in this consultation? Please explain your answer. Where possible, please support your answer with reference to any evidence.

Travellers Accommodation

5.19 In addition to the overall housing requirement discussed above, national policy and guidance requires Local Plans to set targets for new Traveller pitches and Travelling Showpeople plots. It must also identify and maintain a five-year supply of these sites to meet local needs. As with housing, if there is inadequate provision of Travellers sites, the Council could be forced into accepting sites in unplanned locations through planning appeals.

5.20 The Essex-wide Gypsy and Traveller and Travelling Showpersons' Accommodation Assessment (2014 GTAA) is the most recent assessment of need. It identifies a requirement of 55 additional pitches to be developed between 2013 and 2033 within Chelmsford. The 2014 GTAA also identifies a need for at least two publicly provided transit Gypsy and Traveller sites to be delivered in Essex County with at least 10 pitches per site.

5.21 Since the publication of the 2014 GTAA the Government have amended the national Planning Policy for Traveller Sites document. This document covers how to deal with planning issues relating to Gypsy and Travellers. The amendments made in August 2015 largely change how to deal with sites within the Green Belt. It also amends the definition of what 'Gypsies and Travellers' mean in planning terms, and importantly no longer allows for them to have permanently ceased to travel. These changes may effect the current pitch numbers set out in the 2014 GTAA, and potentially reduce them.

Further work will be carried out to establish the number of new Traveller pitches required in the new Local Plan.



5.22 Based on evidence and national policy and guidance, the Council propose to include requirements in the new Local Plan to provide for new Traveller accommodation to meet the needs of the Gypsy and Traveller community on suitable sites. New Travellers sites could be provided as part of major new housing developments.

Question 6

Do you have any comments on how the new Local Plan could meet the accommodation needs of Travellers?

Issue - How many new jobs need to be provided?

5.23 National policy and guidance requires Local Plans to proactively drive and support sustainable economic development to deliver jobs that the country needs. The new Local Plan must identify sufficient employment land to meet for the needs of existing and future businesses over the plan period. It must also address other issues that are important to businesses such as affordable homes for workers, transport and infrastructure. The new Local Plan will need to address how many new jobs need to be provided and how best can we support our existing and growing employment sectors.

How many new jobs?

5.24 Studies such as the Chelmsford Employment Land Review (ELR) and national population projections help to understand the need for employment land and what might be available within Chelmsford. These documents reveal that Chelmsford is an excellent location for business and economic growth, playing an important strategic role in the economic function and growth of the wider area. Since 2001, Chelmsford's economy has performed very well. Despite the recession, the economy has continued to grow and employment growth has been in the region of 11,200 jobs, the equivalent of 800 jobs per year. Chelmsford's economy is worth £3.4 billion per year and the ambition is to maintain and grow this position of the City as a key Essex economic centre. Today, Chelmsford, supports 80,300 jobs, the second highest of any Essex district.

5.25 There are a number of economic forecasts that cover projected employment in Chelmsford. The primary forecast used by the Council's demographic consultants Edge Analytics is the East of England Forecasting Model (EEFM) which has been prepared on behalf of all Essex Authorities. The number of jobs identified to meet the latest demographic forecasts is **727 new jobs per year**. However, as set out in the previous Section of this document, the employment projections for Chelmsford indicate a higher job number, hence the objectively assessed housing need requirement has been increased accordingly.



5.26 Taking into account past growth and forecasts within the East of England Forecasting Model, alongside demographic forecasts (Greater Essex Demographic Forecasts - Edge Analytics Phase 7 Report), employment growth of **887 jobs per year** is considered a robust number to sustain the local economy and for use in the new Local Plan period. The new Local Plan will allocate appropriate employment land. This will be undertaken in partnership with many other bodies and organisations, including Anglia Ruskin University, the South East Local Enterprise Partnership, Essex Chambers of Commerce and other business support organisations.

5.27 Our Strategic Land Availability Assessment (SLAA) and other local evidence indicates that growth at this level will be deliverable. Chelmsford will be one of the locations for the development of the Anglia Ruskin MedTech Campus, alongside Harlow and Southend-on-Sea, which could create 4,000 jobs alone in Chelmsford. We will also look to focus on other key Essex growth sectors, including finance and business services, advanced manufacturing, and digital and creative industries. One of Chelmsford's strength is that it supports a breadth of businesses across all sectors and a key objective of the new Local Plan will be to maintain this balance.

Question 7

Do you have any comments on how the Council has calculated its job requirement number? Please explain your answer. Where possible, please support your answer with reference to any evidence.

Question 8

Do you have any comments on the job requirement number (887 jobs per year) used for testing in this consultation? Please explain your answer. Where possible, please support your answer with reference to any evidence.

Supporting our existing and growing employment sectors

Retail

5.28 The Chelmsford Retail Capacity Study 2015 shows that Chelmsford is one of the best performing shopping centres in the sub-region. It has an impressive range for shops and offers an attractive shopping environment which draws shoppers into the City Centre from across Essex and beyond. This is underpinned by the latest 2014 National Centre Rankings data which shows Chelmsford's rank has increased 49 places since 2005 to number 69.



5.29 The Retail Capacity Study assesses the need for new shopping space for food (convenience) and non-food (comparison) items. Overall, the Study identifies a current and growing requirement for more food floorspace for Chelmsford and South Woodham Ferrers over the Plan period. The Study identifies limited capacity for new non-food floorspace in Chelmsford after 2020.

Table 2 Convenience Capacity Forecasts for Large Store Format Floorspace (sqm net)

	2015	2020	2025	2030	2036
Chelmsford Urban Area	2,759	4,594	6,721	8,842	11,535
South Woodham Ferrers Town Centre	757	992	1,273	1,556	1,916
Chelmsford (GLOBAL)	3,516	5,586	7,994	10,398	13,451

5.30 For the purposes of this consultation document, a figure of **1,900 sqm and 11,500 sqm of new retail floorspace** at South Woodham Ferrers and Chelmsford Urban Area respectively are being tested.

5.31 In relation to comparison retail the Retail Capacity Study does not indicate the need for additional floorspace until after 2025. After this the longer term projections show that there may be potential for additional comparison floorspace growth in Chelmsford Urban Area, but at this point the precise amount is subject to change. Therefore, the Council will continue to monitor the longer term projections which will evolve through the preparation of the new Local Plan.

5.32 The new Local Plan will ensure that Chelmsford City Centre continues to evolve and improve. This will help to ensure the centre maintains its position as a sub-regional shopping centre, providing a range of shops and services to meet the needs of the wider area. At the same time other shopping centres and local parades throughout Chelmsford City will be supported. These centres include South Woodham Ferrers Town Centre, Principal Neighbourhood Centres and Local Neighbourhood Centres. Although they have a more limited range and scale of shops and facilities, they play an important role in meeting the day-to-day needs of local communities. The new Local Plan will seek to maintain a high proportion of retail floorspace in these centres whilst also encouraging a proportion of mixed uses to enhance vitality and viability.

Question 9

Do you have any comments on how the Council has calculated its retail capacity forecasts? Please explain your answer. Where possible, please support your answer with reference to any evidence.



Question 10

Do you have any comments on the retail floorspace requirements used for testing in this consultation? Please explain your answer. Where possible, please support your answer with reference to any evidence.

Offices

5.33 Chelmsford has the largest office supply of any Essex district, but considerably less than equivalent cities elsewhere in the East of England. In recent years Chelmsford's office supply has shrunk through redevelopment and change of use to residential. Whilst this has had some positive benefits in terms of re-use of unwanted lower grade office space, there is a lack of modern (Grade A) office space available in the City Centre. This will make it difficult for the City to grow its financial and business services sector and attract new occupiers, something that it has traditionally been relatively successful at. The new Local Plan will therefore seek to support the provision of good quality office stock to support future economic growth. The Chelmsford Employment Land Review has assessed the demand for future office floorspace against likely demand. This concludes that there could be a need for up to 49,900 sqm of new office floorspace needed. For the purposes of this consultation document, a figure of **50,000 sqm of new office floorspace** is being tested.

Question 11

Do you have any comments on how the Council has calculated its office need forecasts? Please explain your answer. Where possible, please support your answer with reference to any evidence.

Question 12

Do you have any comments on the office floorspace requirements used for testing in this consultation? Please explain your answer. Where possible, please support your answer with reference to any evidence.



Manufacturing, Distribution and Industry

5.34 Chelmsford supports a significant number of jobs in manufacturing, distribution and industrial sectors. This is in the region of 8,000 jobs. Chelmsford's strategic location means that it is attractive particularly to the distribution sector. Currently there is a slight shortage of land to meet projected growth in these sectors and a limited supply of strategic sites to meet likely future demand. The new Local Plan will allocate land to address these needs.

Tourism

5.35 The visitor economy is worth in the region of £250 million a year in Chelmsford. It supports some 3,500 jobs, almost as many as the number of manufacturing jobs in Chelmsford. The majority of this spend is linked to day visitors (4.5 million day visit per year) as well as business tourism (19% of overall spend), with some significant events and attractions making a major contribution (V Festival, Essex County Cricket Club, RHS Garden, Hyde Hall and Hylands House and Estate for example).

5.36 The new Local Plan should help to encourage sustainable tourism and maximise the economic benefits it brings while also ensuring that it does not harm the quality of life of existing residents.

Health

5.37 Chelmsford demonstrates high levels of employment in the healthcare sector with particular opportunities for growth linked to the MedTech campus project aiming to bring a focus on medical technologies.

5.38 The sector defined as 'Human health, care and social work' currently employs 11,500 (14.3%) of Chelmsford jobs. This has risen from 8,800 (11.4%) of Chelmsford jobs in the last decade.

Education

5.39 There are a number of Schools, Colleges, Institutes of Higher Education and a University within Chelmsford. These, along with associated services and facilities amount to 8,000 jobs (10%) in the Chelmsford education sector.

Self Employment

5.40 Self-employment currently represents 13.4% of the economically active in Chelmsford. The economically active in total represents 81.5% of the working age population. This is changed little in percentage terms since 2007 which is the earliest data available to compare.

5.41 There has been growth in employment for Chelmsford residents and a slight decline in self-employment. The economically active has fallen due to early retirement, those not seeking work and other factors. It should be noted that this data is measuring the employment status of Chelmsford residents and does not refer to employment, jobs or self-employment located within Chelmsford. Around 63% of Chelmsford residents work in Chelmsford.



5.42 The new Local Plan needs to plan for jobs in all sectors and locations within Chelmsford. The Council propose to include policies in the new Local Plan to support our existing and growing employment sectors based on our evidence base and discussions with key stakeholders. This support will include allocation of new sites for employment development and the designation of a hierarchy of retail centres - from City Centre to Local Neighbourhood Centres.

Question 13

Do you think that we have missed any issues related to future employment and economic development to be addressed in the new Local Plan?

If yes, please explain why. Where possible, please support your answer with reference to any evidence.

Issue - How will people get around?

5.43 National policy and guidance requires Local Plans to promote sustainable transport, walking and cycling and focus significant development in locations that are or can be made sustainable.

5.44 Essex County Council is the statutory local transport, traffic and highway authority. They are currently developing a Transport and Access Strategy for Chelmsford. The vision and objectives of this strategy are in line with those as set out in the Essex Transport Strategy: The Local Transport Plan for Essex (2011).

5.45 Many of the key corridors into Chelmsford City Centre are congested, especially during the peak periods, with specific problems at junctions. Although the bus and cycling networks are extensive and serve the City well there are a number of key improvements required. The railway station is also at capacity at peak times and in need of environmental improvements. To support proposed housing and employment growth within Chelmsford, and to ensure that Chelmsford remains an attractive location for its residents and businesses, innovative transport measures are required.

5.46 The vision is for Chelmsford's transport system to become 'best in class' offering enhanced connectivity and access to opportunities for residents, commuters, visitors and businesses to support the sustainable economic growth of the city.



5.47 In order to achieve this vision the following objectives of the strategy are to:

- Reduce congestion and facilitate the improved reliability of journeys
- Improve accessibility and connectivity into and within Chelmsford
- Maintain and improve the public transport network
- Extend and upgrade the Chelmsford cycle network and promote its use
- Facilitate and improve pedestrian routes into and around the city
- Deliver transport improvements to support and accommodate future housing and employment growth
- Encourage and assist economic growth
- Develop long-term solutions to resolve gaps within the strategic network
- Improve air quality and environment by providing and promoting the use of more sustainable forms of travel and improving the attractiveness of streets and public spaces
- Improve road safety by working to reduce the incidence and severity of road traffic collisions on roads in Essex
- Maintain our assets ensuring that the highways network (including roads, footways and cycleways) is resilient, safe to use, and fit for purpose.

5.48 The overarching approach is to develop three strategic zonal focuses:

Table 3 - Strategic Zonal Focuses

Zone	Aim
Outer	<ul style="list-style-type: none">• Remove as much traffic as possible on the outskirts of the city and beyond• Utilise the existing and potential future Park and Rides (Park and Ride Strategy)• Encourage rail use to access Chelmsford (Rail Strategy)• Efficient utilisation of the strategic route network to direct people onto the most appropriate routes into the city centre (Network Management Strategy)
Mid	<ul style="list-style-type: none">• Encourage trips originating within Chelmsford to be made by sustainable modes (Bus Strategy and Cycling Strategy)
Central	<ul style="list-style-type: none">• Improve the pedestrian environment for walking trips and shoppers and visitors (Public Realm Strategy and Walking Strategy)• Utilise the network to its best advantage by directing trips onto the most appropriate route (Network Management Strategy)• Direct the remaining car trips to the most appropriate car park (working with Chelmsford City Council to develop a Parking Strategy)

5.49 Within these zones and strategies, key projects will be identified and developed in order to meet the objectives and achieve our Vision.



5.50 Essex County Council has secured (subject to submission of a final business case) £15m for a Chelmsford City Growth Area Project (£10m from the South East Local Enterprise Partnership, SELEP, and £5m from the County Council funds). Projects (as identified through development of the strategy) will be delivered in the years 2016/17 – 2019/20.

5.51 The Chelmsford Transport and Access Strategy will be underpinned by a robust modelling package which will simulate future transport flows in different scenarios. The highways modelling package will also be used to test Chelmsford City Council's growth proposals to identify the transport mitigation measures required to deliver and accommodate the growth.

5.52 The County Council has also given initial views on the potential transport mitigation measures required to deliver and accommodate the City Council's proposed growth. These are reflected within the infrastructure section of the tables for the strategic housing options in Section 7. However modelling work will be required to test the options and to identify and confirm the actual mitigation measures which would be required once the Preferred Options for development have been identified.

5.53 The need for new or improved transport infrastructure will become clearer once the preferred locations for new development have been identified. Further work including highways modelling will be carried out to identify specific requirements to support growth allocations in the Preferred Options Local Plan.

5.54 The County Council will also be working through the establishment of a transport board covering the areas of the Heart of Essex and Haven Gateway, and inter alia with Highways England and Network Rail on the Strategic Road and Rail corridors which will also both support and influence this plan.

Question 14

Do you think that we have missed any issues related to highways, transportation and accessibility to be addressed in the new Local Plan?

If yes, please explain why. Where possible, please support your answer with reference to any evidence.



Issue - How will we protect the environment?

5.55 As part of preparing the new Local Plan the following issues will need to be considered and will inform the way the plan is shaped.

Green Belt

5.56 Green Belt often gets confused with the term greenfield. Green Belt is a national planning policy designation given to land. Green Belts were designated to stop the uncontrolled sprawl of large cities and towns. The Green Belt can include both greenfield and brownfield sites in areas with both good and poor landscape value. Chelmsford is on the edge of London's Green Belt (called the Metropolitan Green Belt). The countryside to the south and west of our area is designated Green Belt. National policy and guidance is clear that development in the Green Belt should only happen in exceptional circumstances.

Figure 12 - London's Green Belt





Green Wedges

5.57 The Green Wedges contain land that the Council has designated itself as being important for nature conservation, recreation and access and can be either within or outside of the Green Belt. The valleys and flood plain of the Rivers Chelmer, Wid and Can are protected as Green Wedges through Chelmsford's Urban Area. These have played an important role in shaping the form and character of Chelmsford and providing physical links to the countryside. They also provide an important amenity, recreation and nature conservation resource. The Council believes that the general extent of the existing Green Wedges should be maintained and further extensions along the river valleys should be promoted, although the precise boundaries will need to be reviewed. A review of the Green Wedges will inform the Preferred Options Local Plan.

Landscape Character

5.58 Chelmsford has many attractive areas containing landscapes that are locally important. The Braintree, Maldon, Brentwood, Chelmsford, and Uttlesford Landscape Character Assessment describes the main types of landscape across these parts of Essex County and gives advice about the management and planning of the landscape. In doing so, the study provides an evidence base for the Chelmsford Local Plan. Chelmsford contains a variety of landscape character areas including river valley landscapes, farmland plateau landscapes and wooded farmland landscapes. These areas key characteristics are summarised in the assessment. The Council intends to undertake an additional landscape study at the more local scale to inform the next stage of the new Local Plan (Preferred Options).

Living Landscapes

5.59 A number of Living Landscapes are identified by Essex Wildlife Trust across Chelmsford. These are key areas of landscape which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change. Parts of the Green Wedges are covered by Living Landscapes.

Natural Environment

5.60 Chelmsford contains a variety of different environmental designations. These comprise of a mixture of Local, National and European designations. Consideration needs to be given to the protection and conservation of the following natural environment designations including habitats identified in the Chelmsford Biodiversity Action Plan (BAP):

- Sites of Special Scientific Interest
- Special Protection Areas
- Special Areas of Conservation
- Ramsar Sites
- Local Wildlife Sites
- Tree Preservation Orders and Ancient Woodlands
- Local Nature Reserves.



Climate Change

5.61 National policy and guidance requires local planning authorities to adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. Development in vulnerable areas needs to be given care consideration to ensure that risks can be managed through sustainable adaption measures, including through the planning of Green Infrastructure.

Flooding

5.62 National policy and guidance states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Chelmsford has a number of rivers, a coastal boundary and other areas at risk of flooding which all need to be taken into consideration. An update to the Strategic Flood Risk Assessment will be prepared.

Historic Environment

5.63 National Policy and Guidance requires Local Plans to set out a positive strategy for conservation and enjoyment of the historic environment. It needs to be recognised that these heritage assets are irreplaceable resources which need to be conserved in a manner appropriate to their significance. Chelmsford has a range of historic assets which positively contribute to the environment. These include:

- Listed Buildings
- Registered Parks and Gardens
- Scheduled Ancient Monuments
- Conservation Areas
- Areas of archaeological interest.

Question 15

Do you think that we have missed any issues related to protecting the environment to be addressed in the new Local Plan?

If yes, please explain why. Where possible, please support your answer with reference to any evidence.



Issue - What else is needed to support new development?

5.64 New development needs to be served with necessary infrastructure. As part of the process of initial evidence gathering, the Council has been meeting with a wide range of key providers. This includes the authorities responsible for roads, public transport, education, health, water supply, sewerage and power. This enables the Council to identify constraints that will affect where new development can be located in the future. It also helps us to assess and plan for new infrastructure that will be needed to support new development growth.

5.65 The new Local Plan will need to ensure the delivery of infrastructure in a timely and phased manner. This will ensure that new residents have access to the right services and facilities and that development does not adversely affect existing communities.

Transport Infrastructure

5.66 Essex County Council is the statutory local transport, traffic and highway authority and operates Chelmsford's two Park and Ride sites (at Chelmer Valley and Sandon). Highways England manages and maintains the national strategic road network. This includes the A12, A130 and A131 trunk roads that pass through Chelmsford. First Group are the main providers of bus services across the area and Abellio Greater Anglia provide the rail services from Chelmsford City station.

5.67 A number of transport improvements are planned within the existing adopted Local Development Framework. In north-east Chelmsford this includes a new rail station and by-pass. Within Chelmsford's Urban Area this also includes improvements to the Army & Navy junction, access into Chelmer Waterside and new strategic cycle and foot-way links.

5.68 Development growth promoted through the new Local Plan will need to be supported by the appropriate transport infrastructure. The City Council will continue to work closely with Essex County Council and other partners to improve roads and public transport and to promote cycling and walking.

5.69 The need for new or improved transport infrastructure will become clearer once the preferred locations for new development have been identified. Further work including the highways modelling will be carried out to test the impact of the growth proposals and to identify the necessary mitigation measures which will be required to support growth allocations in the next stage of the new Local Plan (Preferred Options).

5.70 Parking standards for new developments will be considered through the Development Management policies part of the new Local Plan.

Education

5.71 There is very little spare capacity in both primary and secondary schools in Chelmsford. As part of the existing planned development, new education including new schools, are coming forward. New development for the period to 2036 will require further new and expanded schools. As a rule of thumb, 800 new homes needs a new primary school. Following discussions with Essex County



Council, there will also be a need to provide for new early years (pre-school) and childcare provision. Secondary schools will have varying capacities and cover larger areas. However, new development growth will mean that new secondary and post-16 provision is required.

5.72 Under the Duty to Co-operate, the Council has been meeting with further and higher education institutions of Writtle College, Chelmsford College and Anglia Ruskin University to identify future needs and opportunities for facilities. This may include new teaching facilities and student accommodation.

5.73 New education provision will need to be fully considered when considering locations for development growth. New schools and education facilities will need to be incorporated when considering locations for development and masterplanning new sites.

Healthcare

5.74 The organisation of healthcare has been the subject of significant change over the recent past and will continue to evolve. Through the Duty to Co-operate, the Council has been meeting with the Mid-Essex Clinical Commissioning Group (CCG) who is responsible for hospitals and community services and NHS England which is currently responsible for GPs.

5.75 The new Local Plan will need to ensure that the provision of healthcare infrastructure is suitably provided for in the new Local Plan and the allocation of sites. This includes access to formal health facilities such as GP Surgeries, NHS dentists and hospitals.

5.76 The new Local Plan also has an important role in encouraging healthy lifestyles for example by promoting access to recreation, leisure and open space through the design and build of new communities.

Water and Sewerage

5.77 Essex & Suffolk Water, which is the water supply company covering Chelmsford, anticipate that capacity exists to supply water to accommodate Chelmsford's future growth. This is due to the expansion of Abberton Reservoir in Colchester. However, enhancements may be needed for getting the water to future development sites.

5.78 In terms of waste water treatment, Anglian Water, which is the waste water company covering Chelmsford, has advised that in general terms capacity is already available or could be created to meet future growth requirements. Significant investment has already been made in this infrastructure.

5.79 The Council will continue to work closely with Anglian Water, Essex and Suffolk Water and The Environment Agency on the provision of water supply and foul drainage as the new Local Plan evolves. This work will be informed by an updated Strategic Flood Risk Assessment and Water Cycle Study to support the next stage of the new Local Plan (Preferred Options).



Power

5.80 Chelmsford is well provided for in terms of electricity infrastructure capacity particularly to the east of Chelmsford's Urban Area. UK Power Networks have advised that they would programme any expansion or reinforcement of the electricity infrastructure network to accommodate future growth. Depending on the circumstances relating to any site specific need for reinforcement of the electricity infrastructure network, developers would be required to cover all or part of the cost of the works.

5.81 Through the Duty to Co-operate the Council will continue to engage with the main power providers across Chelmsford. Further work will be needed once preferred growth options are identified, in order to identify the specific electricity and gas infrastructure requirements of particular areas and sites.

Flood Protection

5.82 The Chelmsford Flood Alleviation Scheme (SFRA) will reduce the risk of flooding locally in various places in and around Chelmsford. The Council will continue to work closely with the Environment Agency and Essex County Council throughout the preparation of the new Local Plan to help ensure that new development is protected from flooding for example through new or improved flood defences and sustainable drainage systems.

Community Facilities

5.83 Community facilities support local communities and can be public or privately provided. Examples include community centres, libraries, museums, children's nurseries, emergency service facilities, sports facilities, places of worship, nursing homes, some education facilities, medical centres, public houses and shops.

5.84 The need for new or improved community services and facilities will become clearer once the preferred locations for new development have been identified. Further work will be carried out to identify specific requirements to support growth allocations in the Preferred Options.

5.85 An Infrastructure Delivery Plan (IDP) will be developed in partnership with stakeholders to identify the key locations, sites and infrastructure, which are essential for the successful implementation of the new Local Plan. It will also set out the ways this will be provided and when, the delivery mechanisms possible funding sources and phasing. The Council will use money collected via S106 Agreements and the Community Infrastructure Levy (CIL) to fund infrastructure that is needed as a result of development.

Recreation and Leisure

5.86 The new Local Plan will have an important role in providing leisure and recreation opportunities. This will include securing through new development, a range of open spaces where these activities will happen informally. The new Local Plan will also have a role in promoting land or sites for more formal recreational or leisure facilities.



5.87 The Council is updating its evidence base on what type of open space and recreational facilities are needed through an Open Space, Sports and Recreational Facilities Audit and Assessment. This study will inform the next stage of preparing the new Local Plan (Preferred Options).

Telecommunications

5.88 Broadband Delivery UK (BDUK) is committed to improving broadband and mobile infrastructure across the country through a number of national schemes. The new Local Plan needs to take into consideration the need for new homes and businesses to be suitably provided for in terms of telecommunications.

Question 16

Necessary infrastructure will be needed to support development in the new Local Plan. Do you think that we have missed any issues?

If yes, please explain why. Where possible, please support your answer with reference to any evidence.

Issue - What are the different types of settlements in our area?

Introduction

5.89 In most cases, the size and function of a settlement affects the amount of services and facilities available to the people that live or work there. If these services and facilities are close-by, it reduces people's need to travel. This is at the heart of sustainable development. The Settlement Hierarchy for our previous Plan is set out in the Core Strategy and Development Control Policies Development Plan Document.

5.90 To help us guide where future development is more likely to be sustainable in the new Local Plan, we need to review and establish a new suitable Settlement Hierarchy which reflects the current situation within Chelmsford.

5.91 Chelmsford City and South Woodham Ferrers have a wide range of services and facilities. These includes lots of places to work; transport, education and health facilities; places to shop; alongside a leisure and cultural offer. These are at the top of the list being a City or Town.

5.92 This is followed by a group of other larger settlements which provide a range of key services such as primary schools, healthcare, public houses, local shopping and community facilities. We are calling these Key Service Settlements.



5.93 There is also a group of similar larger settlements that have some services and facilities, but not an extensive range. These settlements do have primary schools. We are calling these Service Settlements. The remainder of our settlements have relatively limited services and facilities. We are calling these Small Settlements. The vast majority of the Key, Service and Small Settlements already have a settlement boundary drawn around them. The new Local Plan will continue to define boundaries for these settlements.

Question 17

Do you agree with the proposed settlement hierarchy i.e. City or Town, Key Service Settlement, Service Settlement and Small Settlement?

If no, please explain why. Where possible, please support your answer with reference to any evidence.

5.94 Based on the above analysis the proposed Settlement Hierarchy is set out below:

City or Town:

Chelmsford City, South Woodham Ferrers

Key Service Settlements:

Bicknacre, Boreham, Broomfield, Danbury, Galleywood, Great Leighs, Runwell, Stock, Writtle

Service Settlements:

Ford End, Great Waltham, Little Waltham, East Hanningfield, Woodham Ferrers, Roxwell, Margaretting, West Hanningfield, Ramsden Heath, Rettendon Place

Small Settlements:

Chatham Green, Edney Common, Good Easter, Highwood, Howe Green, Howe Street, Little Baddow, Rettendon Common, Sandon



Question 18

Do you agree with the classification of individual settlements within the Settlement Hierarchy?

If no, please explain why. Where possible, please support your answer with reference to any evidence.

Issue - What are the different types of sites or locations to accommodate growth?

Brownfield Sites

5.95 Successive Governments have encouraged the use of brownfield sites. These are sites that have been previously developed. As part of the Council's current Plans, a large number of these brownfield sites are being developed. Since 2001, brownfield sites have provided the majority of development in Chelmsford.

5.96 There are only a limited number of brownfield sites that have not already been earmarked for future development in Chelmsford. As a result, in the future the balance between brownfield and greenfield development sites will need to change in order for the Council to continue to plan to meet future development needs.

5.97 Of course, the need to maximise the use of brownfield sites will continue. But the supply of these sites will inevitably reduce. The Council could encourage very tall buildings to be developed on the remaining brownfield sites, but that could have negative impact on existing communities, the character of places and may not be financially viable. In any case, it is very unlikely that there will be sufficient future brownfield sites to meet the development needs in full. As a result, there will be more development required on greenfield sites in the future.

Greenfield Sites

5.98 Greenfield sites should not be confused with Green Belt. Greenfield sites are actually defined by the use of the land, in that they are undeveloped pieces of land. In the main, greenfield sites are outside existing built-up areas, but areas such as open spaces and residential gardens are considered greenfield regardless of where they are located. The character of greenfield sites can vary and can include agricultural land, land at risk of flooding and land which is protected by other planning notations (e.g. Green Belt, Sites of Special Scientific Interest etc).



6 How could future growth be accommodated?

Introduction

6.1 Following consideration of the identified issues, this section sets out where future development growth could be accommodated. This starts by outlining a set of Spatial Principles that can be used to guide future growth. This is followed by three Spatial Options which have applied these Spatial Principles.

What are the Spatial Principles?

6.2 In order to shape the Spatial Options a number of principles have been identified. These cover the need to make the best use of brownfield land to maximise opportunities for urban renewal. This will also continue the existing successful strategy which is transforming Chelmsford's City Centre into an even more vibrant and successful place to live, work and visit.

6.3 National planning policy is clear, Green Belts should be protected. The protection of the Green Belt from inappropriate development is an important national and local principle. Current evidence supports the principle that Chelmsford's strategic housing and employment development needs can be clearly accommodated without encroaching into the Green Belt. Therefore no areas of search within the Green Belt are being put forward by the Council as Spatial Options in this consultation. This is a fundamental guiding Spatial Principle.

6.4 The protection of the Green Wedges in the river valleys are another important and fundamental guiding spatial principle. The general extent of the Green Wedges should be maintained. The detailed boundaries of the Green Wedges will be reviewed and proposed extensions along the river valleys are shown in the Spatial Options.

6.5 Another important principle is to ensure that our urban areas do not sprawl into existing settlements undermining their distinct and separate identities. The use of Green Buffers could help maintain separation. Likewise, isolated development which is severed or with poor connectivity should be discouraged. Protecting the character of important landscapes and countryside will also shape the Spatial Options.

6.6 The new Local Plan needs to be deliverable. The sites that are eventually allocated for development must be able to come forward in timely and co-ordinated way and within the plan period. Using new development to help fund and deliver essential new infrastructure will also be a critical factor. A summary of the proposed **Spatial Principles** are set out below:



Spatial Principles

- **Maximise the use of brownfield land for development**
- **Continue the renewal of Chelmsford's City Centre and Urban Area**
- **Protect the Green Belt**
- **Locate development at well-connected sustainable locations**
- **Protect the river valleys by defining Green Wedges**
- **Respect the character of the existing settlement pattern including the potential designation of Green Buffers**
- **Protect the character and value of important landscapes, heritage and biodiversity**
- **Ensure new development is deliverable and can be built within the Plan period**
- **Ensure that new development is served by necessary infrastructure.**

Question 19

Do you support the proposed Spatial Principles?

- **Maximise the use of brownfield land for development**
- **Continue the renewal of Chelmsford's City Centre and Urban Area**
- **Protect the Green Belt**
- **Locate development at well-connected sustainable locations**
- **Protect the river valleys by defining Green Wedges**
- **Respect the character of the existing settlement pattern including the potential designation of Green Buffers**
- **Protect the character and value of important landscapes, heritage and biodiversity**
- **Ensure new development is deliverable and can be built within the Plan period**
- **Ensure that new development is served by necessary infrastructure.**

If no, please explain your answer.



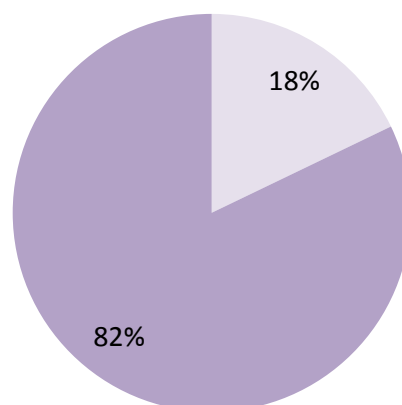
Overview of Spatial Options

6.7 When the Spatial Principles are applied and combined with the amount of development needed and the Settlement Hierarchy showing the most sustainable locations, a number of Spatial Options emerge.

6.8 In all of the Spatial Options the development of brownfield land is a common starting point. The initial evidence suggests that up to 2,500 new homes alongside new offices, shops and other commercial development will be directed to sites in Chelmsford's Urban Area. In particular, locations close to the City Centre. To test a housing requirement of 14,000 new homes this would leave around 11,500 new homes to be accommodated on Greenfield sites.

Figure 13 - Number of new homes required

- Potential number of new homes on brownfield land
- Potential number of homes required on greenfield sites



6.9 The Council has produced an assessment of the capacity of future development sites which is called the Strategic Land Availability Assessment (SLAA). The Council needs to ensure that any sites we allocate in the new Local Plan are suitable, available and achievable. Developers and landowners have submitted their aspirations for their sites to the Council. This is called the 'call for sites' and provides a long list of potential development sites. The initial outputs from the SLAA suggest that approximately 18,500 new homes could be provided on deliverable sites outside of the Green Belt and Green Wedges. This process will continue and help inform future stages of preparing the new Local Plan but the SLAA does not allocate sites itself.

6.10 Each of the following Spatial Options contains a series of potential development locations. Some development locations are within more than one option.



Locations for potential growth

6.11 Locations within and close to Chelmsford and South Woodham Ferrers, as the main city and town, offer the most sustainable locations for future development growth. Although outside of the Council's area, the town of Braintree has an influence in the north of the City Council's area around Great Leighs. Adjacent to Runwell, the other town outside but close to the Council's boundary is Wickford. This is within Basildon Borough. However, Runwell is within the Green Belt and therefore has not been considered as a suitable location. In addition, the strategic transport corridors provide potentially well-connected locations and settlements providing a certain level of existing services and facilities which could help support new development.

The Spatial Options

6.12 As set out in the Spatial Principles, the continued renewal of Chelmsford, especially within the City Centre through the redevelopment of brownfield sites, will continue to be an crucial part of the new Local Plan. The City of Chelmsford will continue to play an important role for people living in the wider area for jobs, shopping, education, healthcare, recreation and cultural activities. The Council's existing plans have paved the way for Chelmsford's renewal and the new Local Plan will continue that transformation further strengthening Chelmsford's regional role as a major centre in the heart of Essex.

6.13 In order to assess the potential future development capacity in Chelmsford's Urban Area, the Council has undertaken an initial assessment to calculate the type and level of development that could come forward. This assessment provides us with housing capacity estimates of approximately 2,500 homes on brownfield sites in Chelmsford's Urban Area. Further assessments provide an evidence base on forecasts for future shopping needs and office requirements. The development of brownfield sites in Chelmsford will continue to help address key development needs.

6.14 A key component of the Spatial Options is to focus large amounts of greenfield development at key locations. The Council believe that this approach can help deliver necessary infrastructure as it provides 'critical mass'. Likewise, greenfield developments that are very large will have significant infrastructure requirements and lead-in times that mean they become difficult to deliver within Plan periods. Therefore the Spatial Options do not include locations for new housing that exceed 3,000 homes.

6.15 The three Spatial Options set out below all provide the same amount of development on brownfield sites in Chelmsford's Urban Area. The difference between each of the Spatial Options relates to the distribution of development on greenfield sites. It should be noted that there may be hybrid or further options than the three listed below which could fulfil the proposed Spatial Principles.



Spatial Options

Option 1 - Urban Focus

- This option seeks to concentrate new development at locations within and/or close to the existing urban areas that are within Chelmsford. These are the urban areas of Chelmsford, where the majority of new development would be planned, on land to the north of the town of South Woodham Ferrers and on land to the north and east of Great Leighs which is two miles south of Braintree and which would provide linkages to development planned in Braintree District.

Option 2 - Urban Focus and Growth on Key Transport Corridors

- This option also promotes development at locations within and/or close to the existing urban areas, but to a lesser extent than contained in Option 1. The remaining development would be planned at locations on the key transport corridors serving the district, notably the A130/A131 and A132 in order to maximise the locational opportunities of sites along those corridors and to enhance the ability to secure further transportation benefits.

Option 3 - Urban Focus and Growth in Key Villages

- This option promotes a more dispersed approach to planning for new development within and/or close to the existing urban areas, but to a lesser scale than Options 1 and 2. The remaining development would be planned at the Service Settlements outside of the Green Belt that provide existing local services and facilities which includes Boreham, Danbury and Bicknacre and other locations where new development could provide new services and facilities, such as Howe Green.

6.16 The following plans provide an illustrative representation of each of the Spatial Options. The accompanying tables for each of the Spatial Options provide information for each potential development location. This includes indicative information on infrastructure requirements which takes into account potential existing capacity e.g. school places.

6.17 Further work on the infrastructure requirements will need to be undertaken as part of the future evolution of the Spatial Options into a single Preferred Option.



Option I - Urban Focus

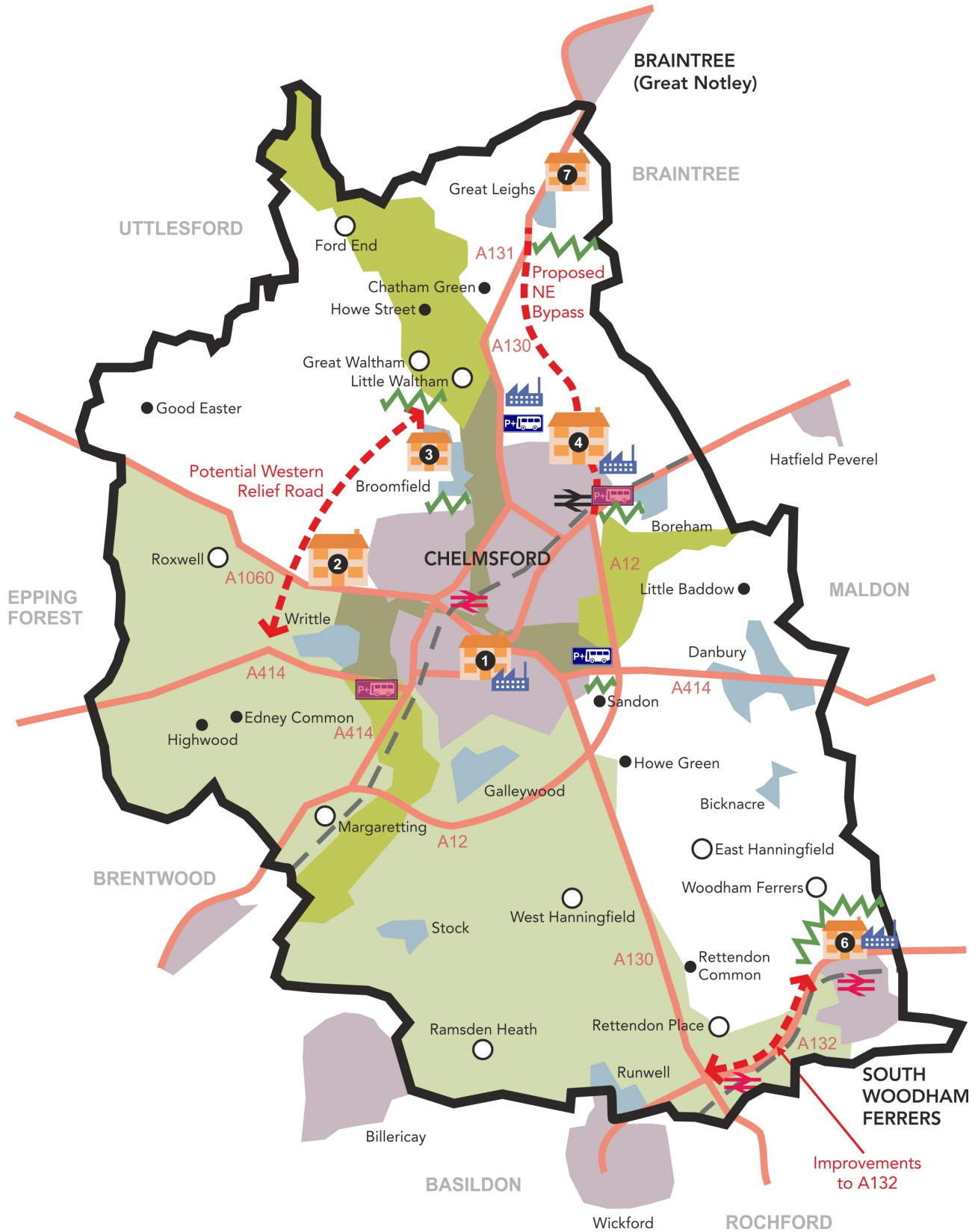
6.18 Option I focuses all new development to locations adjoining or close to the existing built-up areas of Chelmsford, South Woodham Ferrers and Great Leighs (which is close and well connected to Braintree). As set out in the Spatial Principles, this excludes locations within the Green Belt or those that would harm the general extent of the Green Wedges. Additionally locations have not been included which have physical barriers to stop integration with the existing built-up area.

6.19 In addition to 2,500 new homes on brownfield sites in Chelmsford Urban Area, Option I proposes 7,500 new homes on greenfield sites adjacent to Chelmsford, 2,000 new homes at South Woodham Ferrers and 2,000 new homes at Great Leighs. As part of this option, two strategic employment areas would also be co-located at key locations around Chelmsford with a further employment area at South Woodham Ferrers and mixed use developments in Chelmsford Urban Area.

6.20 This option would require significant infrastructure provision including the Chelmsford North East By-pass, capacity improvements to the A132 for South Woodham Ferrers, and potentially a Western Relief Road for Chelmsford. Because of the physical constraints at South Woodham Ferrers, the vast majority of development would be located at Chelmsford. This does raise deliverability issues, especially with the amount of development proposed at Location 4 – North East Chelmsford. This is because the mineral (sand and gravel) extraction will not be complete until the end of 2026 at the very earliest, although it is possible to re-phase its extraction. New development in north east Chelmsford would also need to protect the setting of important heritage assets in this location adhering to the principles established in the Council's existing Plans.



















Map I - Option I Urban Focus





Key to Option I

	Potential Strategic Employment Location
	Potential Housing Location
	Green Belt
	Green Wedge
	Potential Green Wedge Extension
	Potential Green Buffer
	City / Town
	Key Service Settlement
	Service Settlement
	Small Settlement
	Proposed Rail Station
	Rail Station
	Railway Line
	Proposed Park and Ride
	Park and Ride
	Major Roads

**Table 4 - Chelmsford Urban Area (Location 1)**

Objective:	To continue the urban renaissance of Chelmsford by promoting its City status and role as Capital of Essex and maximising the development capacity of brownfield opportunities
Area of Search:	<ul style="list-style-type: none"> Chelmsford City's existing Urban Area
Potential Capacity:	<ul style="list-style-type: none"> 2,500 new homes 11,500 sqm food retail floorspace 4,000 sqm additional office floorspace
Possible Phasing:	<ul style="list-style-type: none"> 2018-2036
Indicative Infrastructure Requirements	<ul style="list-style-type: none"> New primary school/or increased capacity Expanded secondary schools New healthcare facility Improved highway access to Chelmer Waterside Army and Navy junction improvements Improvements to highway circulation, public transport, walking and cycling Improvements to City Centre Public Realm

Table 5 - West Chelmsford (Location 2)

Objective	Creation of a new sustainable neighbourhood for Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none"> An area to the north of the Roxwell Road (A1060) and west of Chignal Road
Potential Capacity:	<ul style="list-style-type: none"> 3,000 new homes
Possible Phasing:	<ul style="list-style-type: none"> 2021-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> Three new primary schools Additional secondary school provision Additional healthcare provision Strategic pedestrian/cycle connectivity Bus-based transit and priority to provide connections to the City Centre



Objective	Creation of a new sustainable neighbourhood for Chelmsford linked to the City Centre by public transport, cycling and walking
	<ul style="list-style-type: none">• Local highway network improvements• Connections to the strategic highway network - Potential Western Relief Road• New Neighbourhood Centre/focus• Open space, leisure, recreation and community facilities

Table 6 - North Chelmsford - Broomfield (Location 3)

Objective	Creation of a new sustainable neighbourhood in North Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none">• An area to the west and north of Broomfield
Potential Capacity:	<ul style="list-style-type: none">• 1,500 new homes
Possible Phasing:	<ul style="list-style-type: none">• 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none">• Two new primary schools• Additional secondary school provision• Additional healthcare provision• Strategic pedestrian/cycle connectivity• Bus-based transit and priority to provide connections to the City Centre• Local highway network improvements• Connections to the strategic highway network including potential new access to Broomfield Hospital/potential Western Relief Road• New Neighbourhood Centre/focus• Open space, leisure, recreation and community facilities• Green Buffer to north and south to provide separation

Table 7 - North East Chelmsford (Location 4)

Objective	Creation of an additional but distinct new sustainable neighbourhood(s) connected to the existing planned development in North East Chelmsford.
Area of Search:	<ul style="list-style-type: none">• An area to the north east of Springfield beyond the existing developments at Beaulieu and Channels



Objective	Creation of an additional but distinct new sustainable neighbourhood(s) connected to the existing planned development in North East Chelmsford.
Potential Capacity:	<ul style="list-style-type: none"> • 3,000 new homes • 45,000 sqm of floorspace in new office/high tech Business Park
Possible Phasing:	<ul style="list-style-type: none"> • 2026-2036+
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Four new primary schools • Additional secondary school provision/new secondary school • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Bus-based transit and priority to provide connections to the City centre • Local highway network improvements • North East Chelmsford By-pass • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Re-phased mineral extraction and restoration

Table 8 - North of South Woodham Ferrers (Location 6)

Objective	To enlarge South Woodham Ferrers and strengthen its social and economic well-being with a new sustainable neighbourhood linked to the Town Centre by public transport, cycling and walking.
Area of Search:	<ul style="list-style-type: none"> • An area to the north of the existing Urban Area of South Woodham Ferrers
Potential Capacity:	<ul style="list-style-type: none"> • 2,000 new homes • 1,000 sqm floorspace for offices • 1,900 sqm floorspace for food retail
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Two new primary schools • Additional secondary school provision • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Improvements to inter-urban bus services



Objective	To enlarge South Woodham Ferrers and strengthen its social and economic well-being with a new sustainable neighbourhood linked to the Town Centre by public transport, cycling and walking.
	<ul style="list-style-type: none"> Local highway network improvements Highway capacity improvements to A132 Potential improvements to the wider strategic highway network New Neighbourhood Centre/focus Open space, leisure, recreation and community facilities Green Buffer to north and west

Table 9 - Great Leighs (Location 7)

Objective	Expansion of Great Leighs to create a new larger sustainable settlement
Area of Search:	<ul style="list-style-type: none"> An area to the north and east of Great Leighs
Potential Capacity:	<ul style="list-style-type: none"> 2,000 new homes
Possible Phasing:	<ul style="list-style-type: none"> 2021-2031
Indicative Infrastructure Requirements	<ul style="list-style-type: none"> Two new primary schools Additional secondary school provision/new secondary school Additional healthcare provision Strategic pedestrian/cycle connectivity Improvements to inter-urban bus services Local highway network improvements North East Chelmsford By-pass/strategic highway improvements New Neighbourhood Centre/focus Open space, leisure, recreation and community facilities Green Buffer to south - River Ter Valley



Option 2 - Urban Focus and Growth on Transport Corridors

6.21 Option 2 also focuses most new development to locations adjoining or close to the existing built-up areas of Chelmsford, South Woodham Ferrers and Great Leighs (which is close and well connected to Braintree). Again as set out in the Spatial Principles, this excludes locations within the Green Belt or those that would harm the general extent of the Green Wedges. Additionally locations have not been included which have physical barriers to stop integration with the existing built-up area.

6.22 In addition to 2,500 new homes on brownfield sites in Chelmsford Urban Area, Option 2 proposes 6,250 new homes on greenfield sites adjacent to Chelmsford and 1,750 new homes at South Woodham Ferrers.

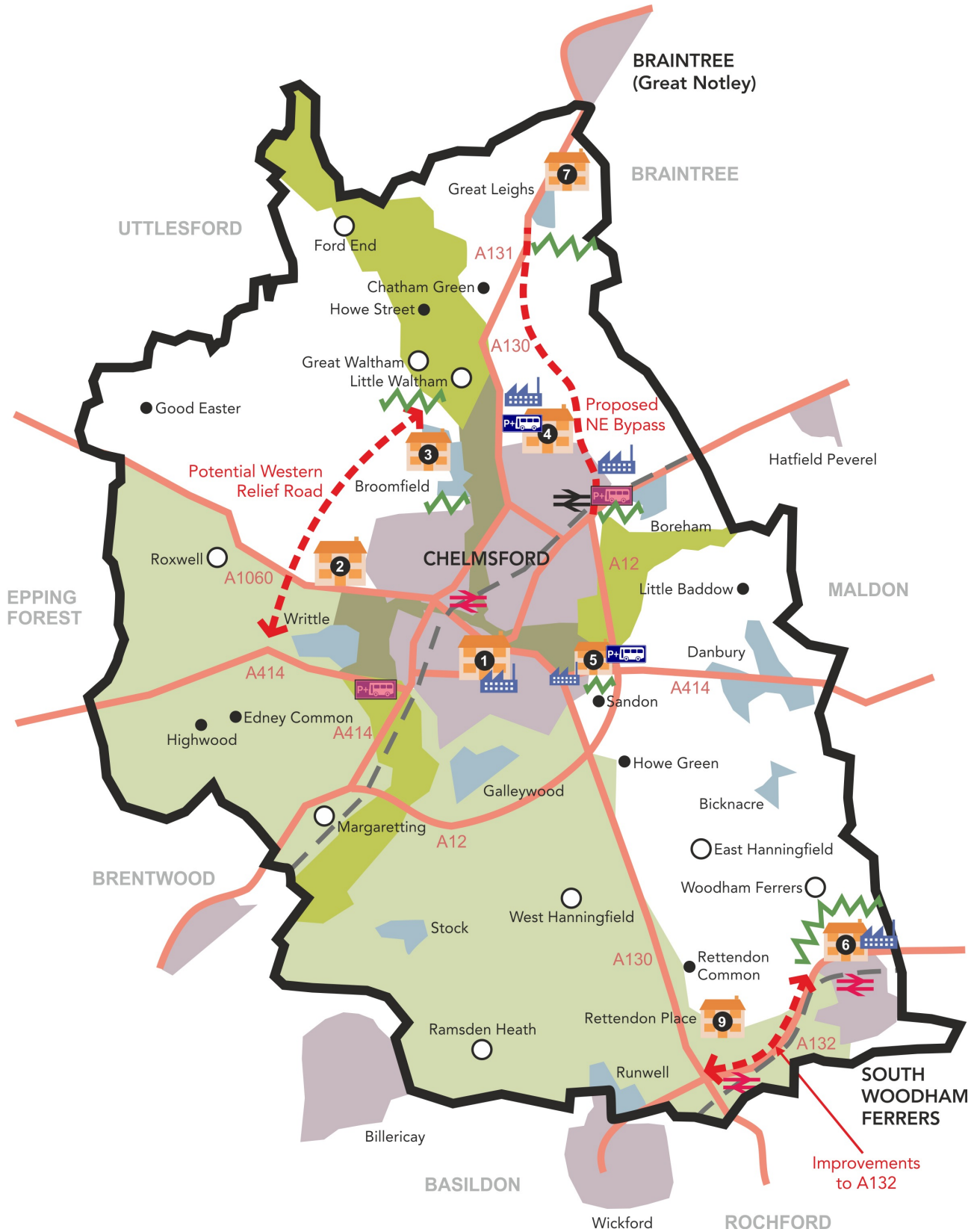
6.23 Option 2 directs the remaining housing requirement at key locations on the main north-south transport corridor (A131/A130) with 1,500 new homes proposed at Great Leighs, 750 new homes at East Chelmsford (east of Great Baddow) and 1,250 new homes at Rettendon Place. As part of this option, three strategic employment areas would also be co-located at key locations around Chelmsford with a further employment area at South Woodham Ferrers.

6.24 These key locations have been chosen as they are well connected to the existing highway network, are outside the Green Belt, are deliverable and provide opportunities to help fund, through developer contributions, road improvements in this corridor. Through the provision of community infrastructure such as schools, healthcare facilities and public transport improvements, this Option could also help strengthen these locations into more sustainable settlements.

6.25 In common with Option 1, this option would require significant infrastructure provision including the Chelmsford North East By-pass, capacity improvements to the A132 for South Woodham Ferrers, and potentially a Western Relief Road for Chelmsford. The majority of development would still be located at Chelmsford. There is a reduction of the amount of development proposed at Location 4 – North East Chelmsford. There is the same issue of deliverability in this location because the mineral (sand and gravel) extraction required will not be complete until the end of 2026 at the very earliest, although it is possible to re-phase its extraction. New development in north east Chelmsford would also need to protect the setting of important heritage assets in this location adhering to the principles established in the Council's existing Plans.



Map 2 - Option 2 Urban Focus and growth on Transport Corridors





Key to Option 2

















	Potential Strategic Employment Location
	Potential Housing Location
	Green Belt
	Green Wedge
	Potential Green Wedge Extension
	Potential Green Buffer
	City / Town
	Key Service Settlement
	Service Settlement
	Small Settlement
	Proposed Rail Station
	Rail Station
	Railway Line
	Proposed Park and Ride
	Park and Ride
	Major Roads



Table 10 - Chelmsford Urban Area (Location 1)

Objective:	To continue the urban renaissance of Chelmsford by promoting its City status and role as Capital of Essex and maximising the development capacity of brownfield opportunities
Area of Search:	<ul style="list-style-type: none">• Chelmsford City's existing Urban Area
Potential Capacity:	<ul style="list-style-type: none">• Up to 2,500 new homes• Up to 11,500 sqm food retail floorspace• Up to 4,000 sqm additional office floorspace
Possible Phasing:	<ul style="list-style-type: none">• 2018-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none">• New primary school/or increased capacity• Expanded secondary schools• New healthcare facility• Improved highway access to Chelmer Waterside• Army and Navy junction improvements• Improvements to highway circulation, public transport, walking and cycling• Improvements to City Centre Public Realm

Table 11 - West Chelmsford (Location 2)

Objective:	Creation of a new sustainable neighbourhood for Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none">• An area to the north of Roxwell Road (A1060) and west of Chignal Road
Potential Capacity:	<ul style="list-style-type: none">• 2,500 new homes
Possible Phasing:	<ul style="list-style-type: none">• 2026-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none">• Two new primary schools• Additional secondary school provision• Additional healthcare provision• Strategic pedestrian/cycle connectivity• Bus-based transit and priority to provide connections to the City Centre• Local highway network improvements



Objective:	Creation of a new sustainable neighbourhood for Chelmsford linked to the City Centre by public transport, cycling and walking
	<ul style="list-style-type: none"> • Connections to the strategic highway network - potential Western Relief Road • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities

Table 12 - North Chelmsford - Broomfield (Location 3)

Objective:	Creation of a new sustainable neighbourhood in North Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none"> • An area to the west and north of Broomfield
Potential Capacity:	<ul style="list-style-type: none"> • 1,250 new homes
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Two new primary schools • Additional secondary school provision • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Bus-based transit and priority to provide connections to the City Centre • Local highway network improvements • Connections to the strategic highway network including potential new access to Broomfield Hospital/potential Western Relief Road • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Green Buffer to north and south to provide separation

Table 13 North East Chelmsford (Location 4)

Objective:	Creation of an additional but distinct new sustainable neighbourhood(s) connected to the existing planned development in North East Chelmsford.
Area of Search:	<ul style="list-style-type: none"> • An area to the north east of Springfield beyond the existing developments at Beaulieu and Channels



Objective:	Creation of an additional but distinct new sustainable neighbourhood(s) connected to the existing planned development in North East Chelmsford.
Potential Capacity:	<ul style="list-style-type: none"> • 2,500 new homes • 40,000 sqm of floorspace in new office/high tech business park
Possible Phasing:	<ul style="list-style-type: none"> • 2026-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Four new primary schools • Additional secondary school provision/new secondary school • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Bus-based transit and priority to provide connections to the City centre • Local highway network improvements • North East Chelmsford By-pass • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Re-phased mineral extraction and restoration

Table 14 - East Chelmsford - East of Great Baddow (Location 5)

Objective:	Creation of a new sustainable neighbourhood in East Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none"> • An area to the east of Great Baddow to the north of Maldon Road (A414)
Potential Capacity:	<ul style="list-style-type: none"> • 750 new homes • 5,000 sqm of floorspace in new office/high tech business park
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2026
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary school • Additional secondary school provision • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Open space, leisure, recreation and community facilities • Improved access to Sandford Mill • Green Buffer to south

**Table 15 - North of South Woodham Ferrers (Location 6)**

Objective:	To enlarge South Woodham Ferrers and strengthen its social and economic well-being with a new sustainable neighbourhood linked to the Town Centre by public transport, cycling and walking.
Area of Search:	<ul style="list-style-type: none">• An area to the north of the existing Urban Area of South Woodham Ferrers
Potential Capacity:	<ul style="list-style-type: none">• 1,750 new homes• 1,000 sqm floorspace for offices• 1,900 sqm floorspace for food retail
Possible Phasing:	<ul style="list-style-type: none">• 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none">• Two new primary schools• Additional secondary school provision• Additional healthcare provision• Strategic pedestrian/cycle connectivity• Improvements to inter-urban bus services• Local highway network improvements• Highway capacity improvements to A132• Potential improvements to the wider strategic highway network• New Neighbourhood Centre/focus• Open space, leisure, recreation and community facilities• Green Buffer to north and west

Table 16 - Great Leighs (Location 7)

Objective:	Expansion of the Great Leighs to create a new larger sustainable settlement
Area of Search:	<ul style="list-style-type: none">• An area to the north and east of Great Leighs
Potential Capacity:	<ul style="list-style-type: none">• 1,500 new homes
Possible Phasing:	<ul style="list-style-type: none">• 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none">• Two new primary schools• Additional secondary school provision/school



Objective:	Expansion of the Great Leighs to create a new larger sustainable settlement
	<ul style="list-style-type: none"> • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Improvements to inter-urban bus services • Local highway network improvements • North East Chelmsford By-pass/strategic highway improvements • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Green Buffer to south - River Ter Valley

Table 17 - Rettendon Place (Location 9)

Objective:	Expansion of Rettendon Place to create a new larger sustainable settlement
Area of Search:	<ul style="list-style-type: none"> • An area to the east and north of Rettendon Place
Potential Capacity:	<ul style="list-style-type: none"> • 1,250 new homes
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Two new primary schools • Additional secondary school provision • Additional healthcare provision • Highway capacity improvements to A132 • Potential improvements to the wider strategic highway network • Improvements to inter-urban bus services • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities



Option 3 - Urban Focus and Growth in Key Villages

6.26 Option 3 provides a more dispersed approach. This option continues to focus most new development to locations adjoining or close to the existing built-up areas of Chelmsford, South Woodham Ferrers and Great Leighs (which is close and well connected to Braintree). However development growth is also distributed to the larger villages which offer existing services and facilities (Service Settlements and well-located Small Settlements). As set out in our Spatial Principles, this excludes locations within the Green Belt or those that would harm the general extent of the Green Wedges. Additionally we have not included locations which have physical barriers to stop integration with the existing built-up area.

6.27 In addition to 2,500 new homes on brownfield sites in Chelmsford Urban Area, Option 3 proposes 5,250 new homes on greenfield sites adjacent to Chelmsford and 1,250 new homes at South Woodham Ferrers. This option then directs 500 new homes to East Chelmsford (East of Great Baddow), 1,000 new homes at Great Leighs, 800 new homes at Boreham, 800 new homes at Howe Green, 100 new homes at Danbury and 100 new homes in Bicknacre.

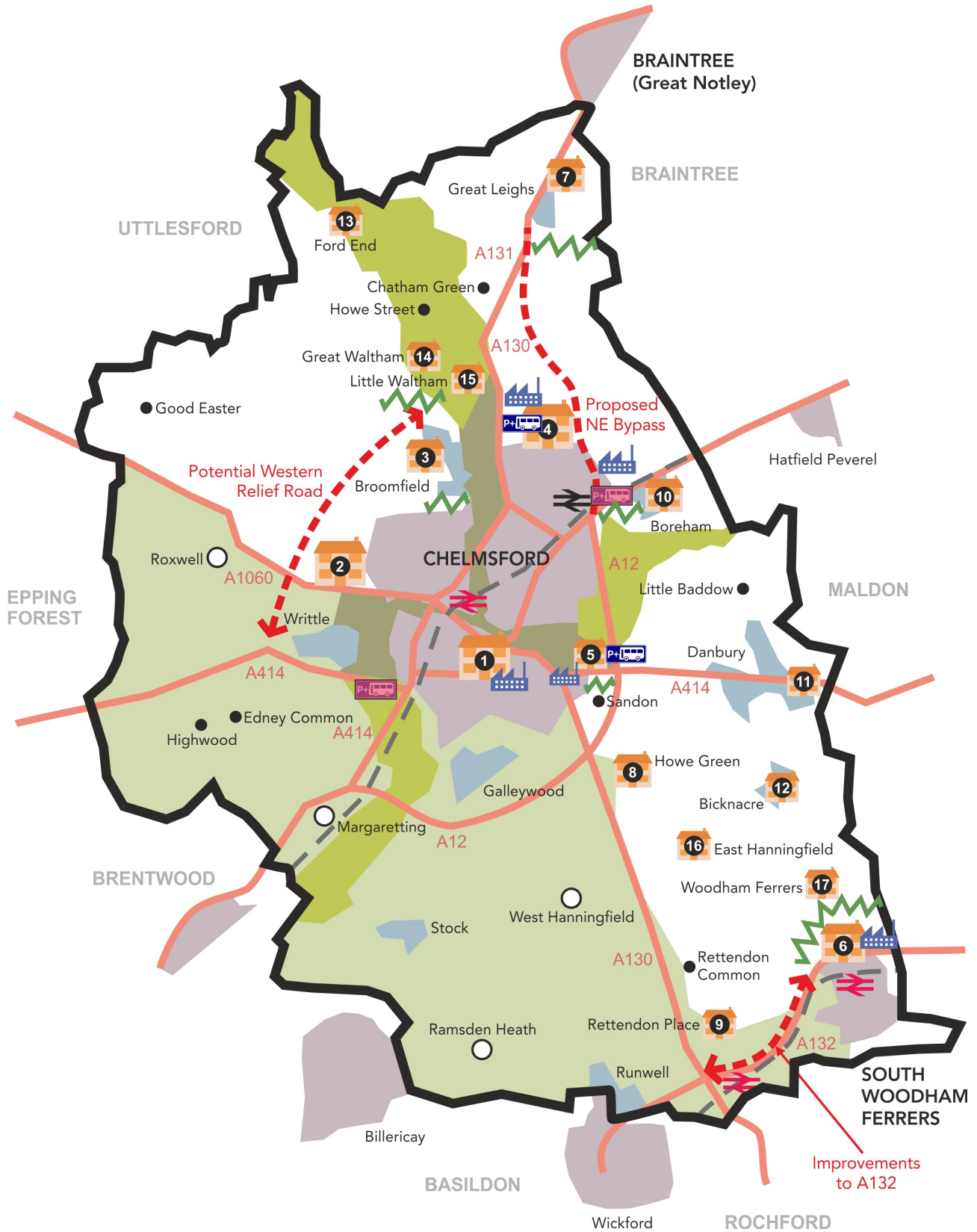
6.28 The remaining requirement of 1,700 homes is divided across the Service Settlements of Ford End, Great Waltham, Little Waltham, East Hanningfield, Rettendon Place and Woodham Ferrers. The proposed extension of the Green Wedges would also affect the potential level of development in Ford End, Great Waltham and Little Waltham. Therefore, the precise amount of development across these locations could vary depending on constraints, infrastructure capacity and land supply.

6.29 The Service Settlements do have a level of existing services and facilities which make them potentially sustainable locations for future development growth. However, some of these settlements are constrained by other factors. For example, the A414 to the east of Chelmsford has serious traffic capacity issues which will severely limit opportunities in locations such as Danbury and Bicknacre. These locations are also constrained by significant nature conservation designations, but there is potentially some capacity in the primary schools serving these areas.

6.30 In common with Options 1 and 2, this option would require significant infrastructure provision including the Chelmsford North East By-pass, capacity improvements to the A132 for South Woodham Ferrers, and potentially a Western Relief Road for Chelmsford. The majority of development would still be located at Chelmsford. There is a further reduction of the amount of development proposed at Location 4 – North East Chelmsford. There is the same issue of deliverability in this location because the mineral (sand and gravel) extraction required will not be complete until 2026 at the very earliest, although it is possible to re-phase its extraction. New development in north east Chelmsford would also need to protect the setting of important heritage assets in this location adhering to the principles established in the Council's existing Plans.



Map 3 - Option 3 Urban Focus and growth in Key Villages





Key to Option 3

















	Potential Strategic Employment Location
	Potential Housing Location
	Green Belt
	Green Wedge
	Potential Green Wedge Extension
	Potential Green Buffer
	City / Town
	Key Service Settlement
	Service Settlement
	Small Settlement
	Proposed Rail Station
	Rail Station
	Railway Line
	Proposed Park and Ride
	Park and Ride
	Major Roads



Table 18 - Chelmsford Urban Area (Location 1)

Objective:	To continue the urban renaissance of Chelmsford by promoting its City status and role as Capital of Essex and maximising the development capacity of brownfield opportunities
Area of Search:	<ul style="list-style-type: none"> Chelmsford City's existing Urban Area
Potential Capacity:	<ul style="list-style-type: none"> Up to 2,500 new homes Up to 11,500 sqm food retail floorspace Up to 4,000 sqm additional office floorspace
Possible Phasing:	<ul style="list-style-type: none"> 2018-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> New primary school/or increased capacity Expanded secondary schools New healthcare facility Improved highway access to Chelmer Waterside Army and Navy junction improvements Improvements to highway circulation, public transport, walking and cycling Improvements to City Centre Public Realm

Table 19 - West Chelmsford (Location 2)

Objective:	Creation of a new sustainable neighbourhood for Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none"> An area to the north of Roxwell Road (A1060) and west of Chignal Road
Potential Capacity:	<ul style="list-style-type: none"> 2,250 new homes
Possible Phasing:	<ul style="list-style-type: none"> 2026-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> Two new primary schools Additional secondary school provision Additional healthcare provision Strategic pedestrian/cycle connectivity Bus-based transit and priority to provide connections to the City Centre Local highway network improvements



Objective:	Creation of a new sustainable neighbourhood for Chelmsford linked to the City Centre by public transport, cycling and walking
	<ul style="list-style-type: none"> • Connections to the strategic highway network - potential Western Relief Road • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities

Table 20 - North Chelmsford - Broomfield (Location 3)

Objective:	Creation of a new sustainable neighbourhood in North Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none"> • An area to the west and north of Broomfield
Potential Capacity:	<ul style="list-style-type: none"> • 750 new homes
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2026
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary school • Additional secondary school provision • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Bus-based transit and priority to provide connections to the City Centre • Local highway network improvements • Connections to the strategic highway network including potential new access to Broomfield Hospital/potential Western Relief Road • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Green Buffer to north and south to provide separation

Table 21 - North East Chelmsford (Location 4)

Objective:	Creation of an additional but distinct new sustainable neighbourhood(s) connected to the existing planned development in North East Chelmsford.
Area of Search:	<ul style="list-style-type: none"> • An area to the north east of Springfield beyond the existing developments at Beaulieu and Channels



Objective:	Creation of an additional but distinct new sustainable neighbourhood(s) connected to the existing planned development in North East Chelmsford.
Potential Capacity:	<ul style="list-style-type: none"> • 2,250 new homes • 40,000 sqm of floorspace in new office/high tech business park
Possible Phasing:	<ul style="list-style-type: none"> • 2026-2036
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Three new primary schools • Additional secondary school provision/new secondary school • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Bus-based transit and priority to provide connections to the City centre • Local highway network improvements • North East Chelmsford By-pass • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Re-phased mineral extraction and restoration

Table 22 - East Chelmsford - East of Great Baddow (Location 5)

Objective:	Creation of a new sustainable neighbourhood in East Chelmsford linked to the City Centre by public transport, cycling and walking
Area of Search:	<ul style="list-style-type: none"> • An area to the east of Great Baddow to the north of Maldon Road (A414)
Potential Capacity:	<ul style="list-style-type: none"> • 750 new homes • 5,000 sqm of floorspace in new office/high tech business park
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2026
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary school • Additional secondary school provision • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Open space, leisure, recreation and community facilities • Improved access to Sandford Mill • Green Buffer to south

**Table 23 - North of South Woodham Ferrers (Location 6)**

Objective:	To enlarge South Woodham Ferrers and strengthen its social and economic well-being with a new sustainable neighbourhood linked to the Town Centre by public transport, cycling and walking.
Area of Search:	<ul style="list-style-type: none"> • An area to the north of the existing Urban Area of South Woodham Ferrers
Potential Capacity:	<ul style="list-style-type: none"> • 1,250 new homes • 1,000 sqm floorspace for offices • 1,900 sqm floorspace for food retail
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary school • Additional secondary school provision • Additional healthcare provision • Strategic pedestrian/cycle connectivity • Improvements to inter-urban bus services • Local highway network improvements • Highway capacity improvements to A132 • Potential improvements to the wider strategic highway network • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Green Buffer to north and west

Table 24 - Great Leighs (Location 7)

Objective:	Expansion of Great Leighs to create a new larger sustainable settlement
Area of Search:	<ul style="list-style-type: none"> • An area to the north and east of Great Leighs
Potential Capacity:	<ul style="list-style-type: none"> • 1,000 new homes
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary school • Additional secondary school provision • Additional healthcare provision



Objective:	Expansion of Great Leighs to create a new larger sustainable settlement
	<ul style="list-style-type: none">• Strategic pedestrian/cycle connectivity• Improvements to inter-urban bus services• Local highway network improvements• North East Chelmsford By-pass/strategic highway improvements• New Neighbourhood Centre/focus• Open space, leisure, recreation and community facilities• Green Buffer to south - River Ter Valley

Table 25 - Howe Green (Location 8)

Objective:	Expansion of Howe Green to create a new larger sustainable settlement
Area of Search:	<ul style="list-style-type: none">• An area to the south of Howe Green
Potential Capacity:	<ul style="list-style-type: none">• 800 new homes
Possible Phasing:	<ul style="list-style-type: none">• 2021-2026
Indicative Infrastructure Requirements:	<ul style="list-style-type: none">• New primary school• Additional secondary school provision• Additional healthcare provision• Improvements to inter-urban bus services• Improvements to A12/A130 Junction• New Neighbourhood Centre/focus• Open space, leisure, recreation and community facilities

Table 26 - Boreham (Location 10)

Objective:	Expansion of Boreham to create a new larger sustainable settlement
Area of Search:	<ul style="list-style-type: none">• An area to the east of Boreham
Potential Capacity:	<ul style="list-style-type: none">• 800 new homes
Possible Phasing:	<ul style="list-style-type: none">• 2021-2026



Objective:	Expansion of Boreham to create a new larger sustainable settlement
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary school • Additional secondary school provision • Additional healthcare provision • Improvements to inter-urban bus services • Local highway network improvements • New Neighbourhood Centre/focus • Open space, leisure, recreation and community facilities • Green Buffer to west to ensure separation

Table 27 - Danbury (Location 11)

Objective:	Expansion of Danbury to help maintain the sustainability of the settlement
Area of Search:	<ul style="list-style-type: none"> • An area to the east of Danbury
Potential Capacity:	<ul style="list-style-type: none"> • 100 new homes
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2026
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Additional primary provision • Additional secondary school provision • Additional healthcare provision • Improvements to inter-urban bus services • Local highway network improvements • Open space, leisure, recreation and community facilities

Table 28 - Bicknacre (Location 12)

Objective:	Expansion of Bicknacre to help maintain the sustainability of the settlement
Area of Search:	<ul style="list-style-type: none"> • An area to the east and west of Bicknacre
Potential Capacity:	<ul style="list-style-type: none"> • 100 new homes



Objective:	Expansion of Bicknacre to help maintain the sustainability of the settlement
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2026
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • Additional primary provision • Additional secondary school provision • Additional healthcare provision • Improvements to inter-urban bus services • Local highway network improvements • Open space, leisure, recreation and community facilities

Table 29 - Service Settlements of Rettendon Place, Ford End, Great Waltham, Little Waltham, East Hanningfield, and Woodham Ferrers (Locations 9,13,14,15,16,17)

Objective:	Expansion of the villages to create new expanded sustainable settlements
Area of Search:	<ul style="list-style-type: none"> • Locations adjoining or in close proximity to the Service Settlements
Potential Capacity:	<ul style="list-style-type: none"> • 1,700 new homes distributed to the Service Settlements - the amount of development per settlement would depend on constraints, infrastructure capacity and land supply
Possible Phasing:	<ul style="list-style-type: none"> • 2021-2031
Indicative Infrastructure Requirements:	<ul style="list-style-type: none"> • New primary provision/school • New secondary provision • New healthcare provision • Improvements to inter-urban bus services • Open space, leisure, recreation and community facilities



Question 20

How do you think that new development growth in Chelmsford should be provided in the new Local Plan?

- **Option 1 - Urban Focus.** Focus all the development to locations adjacent or close to the City of Chelmsford and the towns of South Woodham Ferrers and Great Leighs (to the south of Braintree)
- **Option 2- Urban Focus and Growth on Key Transport Corridors.** Reduced growth at locations adjacent or close to the City of Chelmsford and the towns of South Woodham Ferrers and Great Leighs (to the south of Braintree) with the remaining development directed to key locations on the A130/A131 transport corridor
- **Option 3 – Urban Focus and Growth in Key Villages.** Reduced growth at locations adjacent or close to the City of Chelmsford and the towns of South Woodham Ferrers and Great Leighs (to the south of Braintree) the remaining development directed to the key villages
- None of the above

Please explain your response.

Question 21

If you ticked 'None of the above', can you suggest any alternative or additional Option that should be considered in the new Local Plan? Where possible, please support your answer with reference to any evidence.



Question 22

Which location(s) do you support for new development growth in the new Local Plan?

- Location 1 – Chelmsford Urban Area
- Location 2 – West Chelmsford
- Location 3 – North Chelmsford (Broomfield)
- Location 4 - North East Chelmsford
- Location 5 - East Chelmsford (East of Great Baddow)
- Location 6 - North South Woodham Ferrers
- Location 7 - Great Leighs
- Location 8 - Howe Green
- Location 9 - Rettendon Place
- Location 10 - Boreham
- Location 11 - Danbury
- Location 12 - Bicknacre
- Location 13 - Ford End
- Location 14 - Great Waltham
- Location 15 - Little Waltham
- Location 16 - East Hanningfield
- Location 17 - Woodham Ferrers

Please provide comments and references to any evidence to support your response.

Question 23

Are there any alternative or additional locations for new development growth that should be considered in the new Local Plan? Where possible, please support your answer with reference to any evidence.

If you are promoting a site for development and did not submit it as part of the 'Call for Sites 2014' please follow the instructions at www.chelmsford.gov.uk/shlaa



Question 24

Do you have any comments on the following -road and transportation improvements as shown on the Spatial Options plans?

- Potential Western Relief Road
- Highway capacity improvements to the A132

Summary of Options

6.31 The table below sets out a summary of each Spatial Option:

Locations		Option 1 Urban Focus		Option 2 Urban Focus and Growth on Strategic Transport Corridor		Option 3 Urban Focus and Growth in Key Villages	
1	Chelmsford Urban Area	2,500	Office 4,000sqm Food Retail 11,500sqm	2,500	Office 4,000sqm Food Retail 11,500sqm	2,500	Office 4,000sqm Food Retail 11,500sqm
2	West Chelmsford	3,000		2,500		2,250	
3	North Chelmsford (Broomfield)	1,500		1,250		750	
4	North East Chelmsford	3,000	Office/High Tech Business Parks 45,000sqm	2,500	Office/High Tech Business Parks 40,000sqm	2,250	Office/High Tech Business Parks 40,000sqm
5	East Chelmsford (East of Great Baddow)			750	Office/High Tech Business Park 5,000sqm	500	Office/High Tech Business Park 5,000sqm
6	North South Woodham Ferrers	2,000	Office 1,000sqm Food Retail 1,900sqm	1,750	Office 1,000sqm Food Retail 1,900sqm	1,250	Office 1,000sqm Food Retail 1,900sqm
7	Great Leighs	2,000		1,500		1,000	
8	Howe Green					800	
9	Rettendon Place			1,250		*	
10	Boreham					800	
11	Danbury					100	
12	Bicknacre					100	
13	Ford End					1,700*	
14	Great Waltham						
15	Little Waltham						
16	East Hanningfield						
17	Woodham Ferrers						
	TOTALS	14,000	Office- 50,000sqm Food Retail 13,400sqm	14,000	Office- 50,000sqm Food Retail 13,400sqm	14,000	Office- 50,000sqm Food Retail 13,400sqm

* In Option 3 the 1,700 new homes identified in total for locations 13 to 17 also includes location 9 (Rettendon Place).



What approaches have been discounted and why?

6.32 The following approaches have been assessed against the Spatial Principles and have been discounted.

Development growth in the Green Belt

6.33 The Green Belt is a national planning policy designation. The Government attaches great importance to its protection and permanence. Section 9 of the NPPF is dedicated to Green Belt. Paragraph 79 of the NPPF introduces it by stating “The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”. Paragraph 83 of the NPPF goes on to state “Once established Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of the Local Plan. At that time authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.” The Government has continued to re-affirm the protection of the Green Belt in recent Ministerial Statements.

6.34 The extent of the Green Belt is already established and the detailed Green Belt boundaries for Chelmsford were established through the Council's adopted Site Allocations Document in 2012 which is part of the current Local Plan (Local Development Framework). In accordance with the national planning policy outlined above, to vary the Green Belt boundaries would require exceptional circumstances which would need to be clearly evidenced. The Council need to establish whether a case can be made for any release of land within the approved Green Belt

6.35 As identified at paragraph 6.9 there is more than sufficient land being promoted for development outside of the Green Belt through the SLAA 'call for sites' process to meet the identified development needs for the new Local Plan period. This is the case even using the higher 930 homes per year which is being used solely to test Spatial Options in this document. Furthermore, even if a further uplift to housing numbers was ever required, it is still the case that areas outside of the Green Belt could accommodate significant levels of development growth beyond that proposed in this document.

6.36 For the reasons set out above, the Council strongly believes that currently there are no exceptional circumstances that means that an option for development growth in the Green Belt is neither necessary, justified or reasonable at this time. Given the importance that national policy and guidance attaches to the protection and permanence of the Green Belt there is no case for including locations for development which would undermine these longstanding principles.

6.37 However the Council proposes to continue the existing designation of Special Policy Areas to allow the operational and functional requirements of facilities or institutions in the Green Belt such as Writtle College and Hanningfield Treatment Works, which are essential facilities located within the Green Belt.



Question 25

Do you have any comments on the approach of discounting development growth in the Green Belt in the new Local Plan?

Large New Settlement

6.38 Paragraph 52 of the NPPF states that the "The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development. In doing so, they should consider whether it is appropriate to establish Green Belt around or adjoining any such new development".

6.39 The Council has therefore carefully considered the development of a large new settlement. In order for a new settlement to successfully function as a place, it would need to be large enough to be self supporting in terms of services and facilities. For example it would need to have its own completely new transport links, roads, shops, schools, healthcare etc. This means that to support such a level of infrastructure to achieve sustainability, a new settlement needs to realistically contain over 5,000 new homes and is likely in the longer term to contain 10,000 new homes. For comparison, South Woodham Ferrers, which was built substantially as a new settlement, has around 6,500 homes in its current form and took 20 years to complete.

6.40 For all new locations the deliverability of sites needs to be considered. This is particularly important for very large proposals as sites can only be built-out at a certain rate. Sites in excess of 3,000 new homes would be difficult to deliver in the Plan period. The Council is required to ensure that it maintains a five-year rolling supply of housing measured against the housing requirement. New large settlements have very long lead-in times and require substantial infrastructure which could significantly impact on this.

6.41 At present, through the SLAA 'call for sites' the Council is aware of two developer-promoted sites that could be considered similar to new settlements. These are proposals at Bulls Lodge Quarry (Former Boreham Airfield/Park Farm) and Hammonds Farm (east of A12 Chelmsford By-pass between Sandon and Boreham).

6.42 The comprehensive development of Bulls Lodge Quarry (Former Boreham Airfield/Park Farm) as a large new settlement before 2036 would be problematic as it is an active minerals extraction site. The end of 2026 is the earliest projection of when all the sand and gravel could be extracted. Within this area a portion of Park Farm has already been allocated for housing development in the Council's current adopted plan (North Chelmsford Area Action Plan). This wider north east Chelmsford location is identified for potential growth within the Council's Spatial Options. Because of the need to phase the extraction of minerals and the consequent uncertainty over the deliverability of the site, none of the Council's Spatial Options show a new large settlement in this location.



6.43 A large development is being promoted by landowners at a location east of A12 Chelmsford By-pass between Sandon and Boreham known as Hammonds Farm. This location is within the Lower Chelmer Valley which has a landscape character that has a high sensitivity to change with significant portions of land within the floodplain. A proportion of this area is identified by the existing Chelmer and Navigation Landscape Conservation Area designation. This location is east of the A12 Chelmsford By-pass and therefore highway access into this area for a new large settlement would potentially require a new junction on the A12 which raises issues of deliverability. In addition the proposal itself whilst identifying 5,000 units places 2,000 of them outside the Plan period in any event

6.44 For the reasons set out above, the Council believe that currently an option for a new settlement is not suitable, justified or reasonable.

Question 26

Do you have any comments on the approach of discounting a large new settlement in the new Local Plan?



7 Planning Policy Issues

Planning Policies

Why do we need planning policies in the Local Plan?

7.1 In addition to determining the amount and distribution of strategic new development growth, the new Local Plan will contain policies which will be used to make decisions on planning applications. Without planning policies every planning decision would be made in isolation. This would make it very hard to achieve collective aims – such as good design for housing, protection of important landscapes, open spaces, and the provision of necessary community service and facilities. It is a legal requirement that decisions on planning applications must be in accordance with the Local Plan unless material considerations indicate otherwise. It is therefore critical that we have up-to-date and effective policies in place.

7.2 Current policies are contained within the Core Strategy and Development Control Policies Development Plan Document and its Focused Review.

Why are policies needed in the new Local Plan?

- The new Local Plan will contain a new vision/priorities/allocations for growth and protection so we need new policies to reflect and implement these
- To reflect the latest national policy and guidance
- To help promote and protect Chelmsford's unique and distinctive local characteristics.

What sort of issues should the new policies address?

7.3 In order to achieve the above, the Council considers that the new Local Plan policies should include the following issues:

- Social Issues e.g. Providing homes for all, providing and protecting open space/recreation, providing and protecting community facilities
- Economic Issues e.g. Providing and protecting areas for employment, promoting a choice of transport and retail opportunities
- Environment Issues e.g. Protecting and enhancing areas of heritage, biodiversity, Green Belt and responding to climate change
- Local Issues e.g. Protecting the river valleys, promoting park and ride, supporting Special Policy Areas.



7.4 Further work will be needed to identify the policies that are needed in the new Local Plan and their application will be reflected in a new Proposals Map. Responses to this consultation will help to inform this process. Draft policies will be included within the next stage of consultation on the new Local Plan (Preferred Options).

Local Plans should avoid repeating policies that are already covered by national policy and guidance or duplicate matters covered by other legislation.

Question 27

Do you have any comments on the issues that the new Local Plan policies need to cover? Please explain your answer.

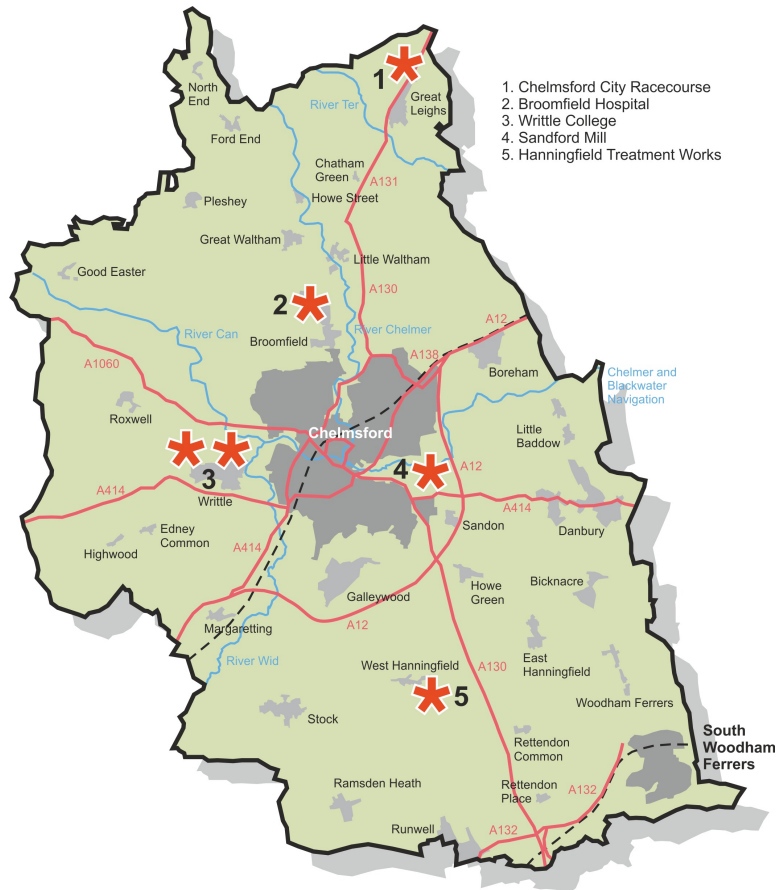
Special Policy Areas

7.5 Chelmsford's six existing Special Policy Areas are at Chelmsford City Racecourse, Sandford Mill, Hanningfield Treatment Works, Broomfield Hospital and Writtle College. These lie within the countryside and / or the Green Belt where ordinarily policy would constrain new development. The Special Policy Area designation enables the operational and functional requirements of these large facilities and institutions to be planned in a strategic and phased manner.

7.6 The Council intends to work with its partners to retain and review the existing Special Policy Areas to ensure that they continue to support these sites. The Council will also consider the allocation of further Special Policy Areas to cover large facilities and institutions in the rural area where greater flexibility over their future development would be appropriate.



Figure 14 - Existing Special Policy Areas



Question 28

Do you have any comments on the existing six Special Policy Areas?

Question 29

Do you think there are other large facilities or sites which should be considered as Special Policy Areas?

Please explain your answer.



8 Any other comments?

8.1 This document sets out the issues and options that need to be addressed through the new Local Plan. There may be matters that have been missed or that are not covered by the other consultation questions. If so, please provide your comments in response to this question.

Question 30

Have we missed anything? Please indicate what other matters should be considered and why.



Appendix I Glossary

5-Year Housing Land Supply- The new Local Plan must ensure that enough homes are provided and identify enough land to maintain a steady supply of housing over the plan period. This is commonly called maintaining a 5-Year Housing Land Supply.

Affordable Housing- Affordable housing includes social rented, affordable rented and intermediate housing which is provided to specific eligible households whose housing needs are not met by the market housing on offer.

Brownfield Sites- Land which is or has been previously developed e.g. a redundant factory, as opposed to greenfield land which has never been developed.

Chelmsford Urban Area- The main built up part of Chelmsford, including the areas of Great Baddow, Springfield, Broomfield.

Communities- A group of people living in the same place of having a particular characteristic in common.

Community Infrastructure Levy (CIL)- A payment that is made to the Council by developers when development commences. The payment is used to fund infrastructure that is needed to serve development in the area. This can include new transport schemes, community facilities, schools and green spaces.

Comparison Goods- Non-food items such as, clothing, footwear, electrical and household. This type of shopping is usually undertaken less frequently than convenience (food) shopping.

Convenience Goods- Food and other day-to-day items. This type of shopping is usually undertaken fairly regularly.

Deliverability- Factors and issues which affect the ability of development proposals to proceed as planned.

Duty to Co-operate- This is a legal duty that requires Local Planning Authorities and other prescribed public bodies to 'engage constructively, actively and on an ongoing basis' to develop strategic policies. It is a statutory test and a key issue when assessing the soundness of Local Plans.

Employment Land Review (ELR)- Employment Land Reviews are prepared to assess the likely demand for, and supply of, land for employment uses. They are used to make assessments of; land currently in use for employment purposes; land currently allocated for employment purposes; and land with the potential to be suitable for employment purposes.

Evidence Base- A range of information to help the preparation of the Local Plan. These include background studies, research, surveys and feedback documents.



Green Belt- Green Belt is a national planning policy designation given to land. Green belts were designated to stop the uncontrolled growth of large cities and towns. The Green Belt can include both greenfield and brownfield sites in areas with both good and poor landscape value.

Greenfield Sites- Land that has not been previously developed. Greenfield sites are actually defined by the use of the land, in that they are undeveloped pieces of land. In the main, greenfield sites are outside existing built-up areas, but areas such as open spaces and residential gardens are considered greenfield regardless of where they are located.

Green Wedge- Green Wedges are land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside of the Green Belt.

Habitat Regulations Assessment (HRA)- An assessment as to whether the new Local Plan will adversely affect any designated European Habitat sites.

Housing Market Area (HMA)- The Housing Market Area is identified through an Objectively Assessed Housing Study. Chelmsford shares a housing market area with Braintree, Colchester and Tendring Councils.

Key Service Settlements- A group of larger settlements which provide a range of key services such as primary schools, healthcare, pubs, local shopping and community facilities.

Landscape Character Assessment- An assessment which describes the main types of landscape in an area and gives advice about the management and planning of the landscape. Chelmsford's landscape character assessment was undertaken with Braintree, Maldon, Brentwood and Uttlesford.

Living Landscapes- Living Landscapes are identified by Essex Wildlife Trust and are key areas of landscape which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change.

Local Development Framework (LDF)- The collection of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) setting out the overall planning strategy, policies and proposals for Chelmsford City. New planning legislation in 2012 requires authorities to prepare a single 'Local Plan' to replace Development Plan Documents.

Local Development Scheme (LDS)- A project plan and timetable for the preparation of the Local Development Framework or Local Plan. It can be updated and amended as necessary by the City Council.

Market Housing- Market Housing includes private rented and sale where prices are set in the open market.



National Planning Policy Framework (NPPF)- A document setting out the Government's national planning requirements, policies and objectives. It replaces much of the national advice previously contained within Planning Policy Statements, Planning Policy Guidance and Circulars. The NPPF is a material consideration in the preparation of LDDs and when considering planning applications.

Neighbourhood Centre/Focus- An area which contains community services and facilities which can include but are not limited to small shopping parades, educational and healthcare facilities, places of worship, and civic and green spaces.

Objectively Assessed Housing Need-The NPPF states that Local Plans should make every effort to meet the full, objectively assessed needs for market and affordable housing in the housing market area, as identified through the Authorities evidence base.

Phasing- The timing for which an area of development will come forward and be built.

Planning Practice Guidance (PPG)- Additional government planning policy guidance containing over 40 categories including Local Plans, Neighbourhood Planning and Duty to Co-operate.

Proposals Map- A ordnance survey based map showing where policies and designations within the Local Plan apply.

Public Realm- Any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in.

Retail Capacity Study- The Retail Capacity Study identifies the need for new retail floorspace.

Sites of Special Scientific Interest (SSSIs)- Sites of Special Scientific Interest are a conservation designation denoting a protected area in the United Kingdom.

Small Settlements- The smallest group of settlements in the district which have relatively limited services and facilities.

South Woodham Ferrers Urban Area- The main built up part of South Woodham Ferrers Town.

Spatial Planning- Goes beyond traditional land use planning of considering pieces of land. It seeks to bring together land-use policies with other policies, programmes and strategies, which can influence the nature of places and how they function.

Spatial Principles- In order to shape where the best options for growth will be across the district, a number of principles which guide these decisions have been drawn up and used.

Special Policy Areas- The Special Policy Area designation enables the operational and functional requirements of these large facilities and institutions to be planned in a strategic and phased manner.



Strategic Housing Market Assessment (SHMA) – Sets out estimates of Chelmsford’s current and future housing requirements including the number of new homes needed by tenure and type, and the housing requirements of important sub-groups of the population.

Strategic Land Availability Assessment (SLAA)- These are a technical assessment of sites, land and buildings that may have the potential for future development (housing, employment, community etc.). The SLAA does not determine whether new development will be built as this is a matter for the City Council to make through the next Local Plan and/or the planning application process.

Strategic Environmental Assessment (SEA)- Assessment of the social, economic, and environmental impacts of the policies and proposals contained within a development plan document.

Urban Renaissance- The re-population, regeneration and renewal of Towns and Cities.

Vision- Aspirations for what the new Local Plan could achieve or accomplish in the future.



Appendix 2 Evidence Base

Evidence Base

The new Local Plan needs to be based on relevant up-to-date evidence about the economic, social and environmental characteristics of the area. The evidence based documents we already have, or will be putting together, to support the new Local Plan include:

Chelmsford City Council strategies

- A Strategy for Older People in Chelmsford 2012-2015
- Be Moved - Chelmsford Sport & Arts Strategy 2012-16
- Chelmsford Biodiversity Action Plan 2013-17 (2013)
- Chelmsford Parks and Green Spaces Strategy 2004-2014 (2004)
- Chelmsford's Air Quality Management Plan (2014)
- Community Plan – Chelmsford Tomorrow Vision 2021 (2008)
- Corporate Plan 2012
- Housing Strategy Statement 2015-16
- Public Health Strategy 2012.

Current planning policy

- Chelmsford Town Centre Area Action Plan 2008
- Core Strategy and Development Control Policies 2008
- Core Strategy and Development Control Policies Focused Review 2013
- Local Development Scheme 2015
- Minerals Waste Plan 2014 (Essex County Council)
- North Chelmsford Area Action Plan 2011
- Site Allocations Plan 2012
- Statement of Community Involvement (Adopted 2012)
- Statement of Community Involvement (Revised Draft 2015)
- Waste Local Plan – Revised Preferred Approach 2015 (Essex County Council).

Duty to Co-operate

- Duty to Co-operate Scoping Report 2015
- Duty to Co-operate Scoping Report Consultation Statement 2015
- Duty to Co-operate Strategy 2015.

Economic

- Chelmsford Retail Capacity Study 2015
- East of England Forecasting Model 2014
- Employment Land Review 2014



- Heart of Essex Economic Strategy – In progress
- Chelmsford City Centre Office Market Review 2015.

Environment and Heritage

- Agricultural Land Classification East Region (Natural England)
- Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment 2006
- Chelmsford Surface Water Management Plan 2014
- Essex Biodiversity Action Plan 2010-2020
- Essex Living Landscapes – A Vision for the Future of Essex 2013 (Essex Wildlife Trust)
- Green Wedge Review – To be prepared
- Historic Environment Characterisation Project
- Landscape Design and Management Plan New Hall and Registered Park and Garden - August 2012
- Local Landscape Assessment – To be prepared
- Local Wildlife Sites Review – In Progress
- New Hall and Boreham House Setting Report - 2009 (Beacon Planning)
- Nature Conservation Reference Guide for Chelmsford Borough – A Review of Wildlife Sites 2004
- Open space, indoor & outdoor sports and recreational facilities audit and assessment - In Progress
- PPG17 Open Spaces Assessment, Playing Pitch Strategy and Indoor Sports and Recreation facilities Assessment 2004
- Protected Lanes Study 2009
- Protected Lanes Study (Site Allocations Plan) 2010
- Strategic Flood Risk Assessment 2008
- Water Cycle Study (Phase 1) 2010
- Update to Strategic Flood Risk Assessment – In Progress
- Update to Water Cycle Study – In Progress.

Monitoring and Equality

- Annual Monitoring Report 2014
- Duty to Co-operate Strategy Equality Impact Assessment
- New Local Plan Equality Impact Assessment.

Population and Homes

- Greater Essex Demographic Projections 2013-2037 Phase 7 Main Report May 2015
- Greater Essex Demographic Projections 2013-2037 Phase 7 Macro Areas accompanying Profiles
- Five-year Housing Land Supply Position Statement September 2015
- Gypsy and Traveller and Travelling Showpersons' Accommodation Assessment 2014



- Infrastructure Delivery Plan – To be prepared
- Initial Assessment of Housing Capacity in Chelmsford Urban Area - In Progress
- Objectively Assessed Housing Need Study 2015
- Strategic Housing Market Assessment (SHMA) 2014
- Strategic Housing Land Availability Assessment (SLAA) - including the Call for Sites 2014
- Update to the Strategic Housing Market Assessment (SHMA) – In Progress

Sustainability Appraisal (SA)

- Habitats Regulation Assessment and if necessary an Appropriate Assessment - In Progress
- Issues and Options SA 2015
- SA Scoping Report 2015
- SA Scoping Report Non-Technical Summary 2015.

Transport and Infrastructure

- Bus Strategy and Cycling Strategy (Essex County Council) - In Progress
- Chelmsford Transport and Access Strategy - In Progress
- Chelmsford Parking Strategy - In Progress
- Commissioning School Places in Essex 2014-2019 (Essex County Council)
- Local Transport Plan 2011 (Essex County Council)
- Local Plan Transport modelling (Essex County Council) – In Progress
- NE Bypass Study (Essex County Council) – In Progress
- Network Management Strategy (Essex County Council) – In Progress
- Park & Ride Strategy (Essex County Council) - In Progress
- Public Realm Strategy and Walking Strategy (Essex County Council) - In Progress
- Rail Strategy (Essex County Council) - In Progress.



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