

# Chelmsford Local Plan

Statement of Common  
Ground with South  
Woodham Ferrers Town  
Council:

October 2018



*Our Planning Strategy to 2036*



## **Chelmsford Local Plan**

### **Statement of Common Ground with South Woodham Ferrers Town Council**

#### **1. Introduction**

This Statement of Common Ground (SOCG) has been jointly prepared by South Woodham Ferrers Town Council (Town Council) and Chelmsford City Council (City Council) in relation to the Local Plan. It considers areas of agreement between the parties and any areas of disagreement following the Town Council's representations to the Chelmsford Pre-Submission Local Plan (Representation nos. PS827, PS1440 to PS1447, PS1450, PS1452 to PS1465).

The agreed matters in this SOCG do not preclude any further written or verbal representations that the City Council and the Town Council may wish to make as part of the Local Plan Examination, in relation to any other matters which may not have been agreed and/or which do not form part of this SOCG.

#### **2. Community Involvement and Local Plan Consultation**

It is considered that the consultation on the Local Plan has been in accordance with the City Council's Statement of Community Involvement (SCI) and appropriate bodies, including the Town Council, have been notified at each stage of the plan making process. Representations made during formal consultation periods have been acknowledged, recorded on the City Council's consultation database and published. Feedback reports have been published at the end of each stage of formal consultation periods giving an overview of the consultation process, a summary of the main issues raised and information on how these have been taken into account. The information in the feedback reports is contained in the Regulation 22 Consultation Statement (SD 009) which is required for Submission of the Local Plan.

#### **3. Site Allocations**

The Town of South Woodham Ferrers is located in the southern part of Chelmsford City Council's administrative area. Development is proposed at South Woodham Ferrers as identified in the Pre-Submission Local Plan under Location 7 – North of South Woodham Ferrers and at Map 3 on the Pre-Submission Local Plan Policies Map which is attached at **Appendix 1**.

##### Location 7 – North of South Woodham Ferrers

Location 7 is one of the strategic development site allocations within the Local Plan Pre-Submission Document and will deliver a significant amount of new housing (around 1,000 new homes) and employment growth over the plan period.

As set out in their Regulation 19 representation, South Woodham Ferrers Town Council object to the principle of development in this location. Their representation identifies 13 main points of objection which are further addressed in section 5.

#### **4. Council's Schedule of Additional and Minor Changes**

Notwithstanding the Parish Council's objections to the principle of development the parties agree to all the proposed changes related to the South Woodham Ferrers site allocation as set out in the Schedule

of Additional Changes (SD 002) and Schedule of Minor Changes (SD 003) to the Chelmsford Pre-Submission Local Plan and Policies Map including changes AC182-AC193 and MC19-20 to the site allocation policy and reasoned justification. Amongst other matters, these changes provide further information on highway infrastructure improvements and the requirement for assessments and mitigation measures for any potential recreational disturbance.

## 5. Town Council's objections and the City Council's response

The Town Council does not agree that the Local Plan is Sound. The main points of objection the Town Council have with the South Woodham Ferrers allocation are:

Town Council	City Council
<p>1. The Local Plan fails to meet the following criteria set out in the NPPF (original version):</p> <ul style="list-style-type: none"> <li>- Moving from a net loss of biodiversity to achieving gains for nature;</li> <li>- Improving the conditions in which people live, work, travel and take leisure;</li> <li>- Widening the choice of high quality homes.</li> </ul>	<p>1. At each stage of the Local Plan process a Sustainability Appraisal Report was prepared. The Pre-Submission SA/SEA (SD 004) shows that the majority of the SA objectives will experience positive effects as a result of the implementation of the Spatial Strategy.</p> <p>Whilst negative effects have been identified for biodiversity for the allocation site, the Plan includes policies which seek to manage these effects such that significant adverse effects will be largely avoided. The site allocation policy includes a specific requirement relating to the mitigation of potential impacts on biodiversity, including landscape buffers to the development edges and Local Wildlife sites. The policy also requires the provision of and/or financial contributions towards, recreation disturbance avoidance and mitigation measures for European designated sites including the Crouch Estuary. Therefore the NPPF objective is met.</p> <p>The site allocation policy requires new employment opportunities, significant travel and sustainable access requirements, and formal and informal sport, recreation and community space, which will be enjoyed by both new and existing residents of the town, thereby meeting the NPPF objective.</p> <p>The site allocation widens the choice of high quality homes, through provision of around 1,000 homes to include affordable, self-build and custom housing. The mix of housing is</p>

	outlined in Local Plan Policy HO1; affordable housing in Policy HO2, high quality design and place shaping in Policy MP1 and Policy MP2, and development standards in Appendix A. Therefore the NPPF objective is met.
2. The rail line is at near capacity with no plans to increase it. Rail improvements no longer feature in the policy. Residents have to choose between existing service, or travel to an alternative station (mainly Wickford).	<p>2. The Infrastructure Delivery Plan (June 2018 update) (EB 018B) sets out what infrastructure is required and how it will be provided to help the delivery of growth over the Plan period. The Great Eastern Mainline Investment Programme is a scheme comprising of a number of projects to provide railway capacity improvement. Included in the scheme is the replacement of all existing rolling stock to increase passenger capacity on the Southminster Line.</p> <p>Additional bus services are proposed as outlined in the reasoned justification to the site Policy at Para 7.337.</p>
3. Traffic modelling states that highway mitigation is not possible at the Burnham Road/Ferrers Road junction, although the policy requires it.	3. A number of traffic modelling studies (EB 026, EB 027, EB 029, EB 031, EB 032 and EB 033) have been undertaken during the Local Plan preparation to assess the impact of emerging and preferred development options on the transport network. More detailed analysis of traffic impacts and mitigation options testing will be required through the preparation of Transport Assessments/Statements as part of future planning applications. This will be supported by sustainable travel measures. It is also in the area covered by a Route Based Strategy and Integrated Transport Package being developed by Essex County Council for the A132 in this area.
4. The site is the only site of this size that is not getting a primary school on a definite basis. Collingwood School may be able to expand but it is some distance from new development.	4. The Infrastructure Delivery Plan (June 2018 update) (EB 018B) sets out the projected need for school places. There is some capacity in the town, and some potential to expand existing provision. A site will be secured for a primary school and developed as such if required. Over time, school places can be redistributed geographically within the school group.

<p>5. There is no evidence of proposals to revitalise SWF Town Centre, and no evidence on how current lack of parking will be addressed.</p>	<p>5. The vision will be realised through application of development management Policies such as EM1 (Employment), EM2 (Primary &amp; Secondary Frontages), and CF1 and CF2 (Community Facilities). Policy S4 concerns Neighbourhood Planning, which in SWF has potential to enable cultural and improvements to the local community through the spending of CIL monies, and which can also investigate parking solutions.</p>
<p>6. Flood risk on a small part of the proposed site contravenes NPPF and emerging LP policy.</p>	<p>6. Development is required to ensure there is no increased flood risk on site or adjacent areas. The extent of land at a higher risk of flooding is very small, and will be addressed at masterplanning stage as part of the site's layout, ensuring that it complies with the site Policy and Policy NE3 (Flooding/SUDS).</p> <p>It is considered that the allocation is consistent with the NPPF and the emerging LP policies on flooding.</p>
<p>7. Concern about the potential effect on RAMSAR and SSSI areas.</p>	<p>7. Recreational pressure will be mitigated through the adoption of an Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), currently being prepared. Appropriate measures will be identified in the RAMS, and financial contributions are likely to be required from the development.</p>
<p>8. Concern about the effect of development on the historic environment.</p>	<p>8. A heritage assessment (EB 108A) has been prepared to support the Local Plan. This assesses the heritage assets in the vicinity of the allocation and makes recommendations on protecting the setting of nearby assets.</p> <p>Embedded in the allocation site policy is the requirement for the development to be sensitive to its surroundings and to retain the existing pattern of historic and landscape features of the locality.</p> <p>Therefore, appropriate assessment and consideration has been given to the impact on the historic environment.</p>

<p>9. There has been insufficient study into the housing needs of South Woodham Ferrers including specialist needs. Great Leighs has a specific proposal for housing for older persons.</p>	<p>9. Housing mix is covered by Policy HO1, guided by the needs of different household types as included in the SHMA (EB 047). Additional advice on specialist residential needs will be provided by Essex County Council. The site at Great Leighs is a stand-alone parcel specifically being promoted for this use.</p> <p>Development at Strategic Growth Site 7 will be required to deliver a mix of market, affordable, self-build and custom-build housing as well as other specialist housing in accordance with the Council's policy requirements.</p> <p>In light of the above, it is considered the housing needs of South Woodham Ferrers will be appropriately addressed.</p>
<p>10. Development of land to the east is considered inappropriate due to its close proximity to the Garden of Remembrance.</p>	<p>10. Proposals for this area will be developed during the masterplanning process, and have not been decided. The same landscaping and setting requirements will apply to all parcels across the site.</p> <p>SWF Town Council will have an opportunity to become involved with the masterplanning.</p>
<p>11. 1,000sqm of flexible floorspace is inadequate for the site and provides little job opportunities.</p>	<p>11. Evidence on economic indicators supports the size of this allocation, including through an analysis of economic forecasts (EB 074/ EB 075), Employment Land Review (EB 073), Retail Capacity Study (EB 077) and Office Market Review. (EB 078).</p> <p>The site allocation provides appropriate job opportunities for the area.</p>
<p>12. The division of the B1418 is detrimental to the town centre and safety, disrupt traffic flow, and should take account of development in the Maldon District.</p>	<p>12. The proposal is for a sustainable extension to the existing town. Residents will be well-connected to the town centre, within walking distance of the railway station and secondary school. Development is required to provide multi-user crossings of the B1012/B1418 to enable safe access to ensure integration between new and existing development.</p> <p>The junction modelling reports assess the</p>

	<p>likely impacts of planned growth on the highway network in the Chelmsford area. This includes a high-level analysis of cross boundary traffic flows on key corridor routes including A130 to/from Basildon Borough Council and A414 East to/from Maldon District Council.</p> <p>More detailed analysis of traffic impacts and crossing types and locations will be required through the preparation of Transport Assessments/Statements as part of future planning applications. Options will also be examined through the masterplanning process, and SWF Town Council will have an opportunity to become involved.</p> <p>The City Council considers that appropriate, robust and proportionate modelling has been undertaken in relation to Strategic Growth Site 7.</p>
<p>13. Infrastructure – there appears to be a funding gap for infrastructure shown in Appendix 12 (<i>actually Chapter 12 of IDP</i>), with no clear indication of how the shortfall will be met.</p>	<p>13. The January 2018 IDP (EB 018A) outlines combined figures for all the allocations in the Local Plan which is quoted by SWF TC's representation. The June update 2018 (EB 018B) shows that infrastructure costs for the SWF allocation are predicted to be just over £24 million; and predicted contributions through planning obligations and CIL at just under £34 million (Table 13.15). There is therefore no infrastructure gap for the SWF site allocation.</p>

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