PS009

Chelmsford Local Plan

Composite Regulation 19 Local Plan

May 2026

Please note this is NOT an Examination Document

Our Planning Strategy 2022 to 2041

Chelmsford Local Plan

Contents

Purpose of this document 9
Foreword 10
1 - Introduction 12
About this document 12
What stage are we at? 14
What is the timetable for the Local Plan review? 14
How can I have my say? 16
What happens next? 17
What has been considered? 17
2 - About Chelmsford 22
Population 23
Regional context 24
Local context 27
Current and future role of Chelmsford 34
3 - What are our Strategic Priorities? 37
Our Strategic Priorities 38
4 - Our Vision and Spatial Principles 45
Vision for Chelmsford 46
Spatial Principles 47
5 - Creating Sustainable Development 51
Addressing sustainability 52
6 - How will future development growth be accommodated? 67
Development requirements 68
The Spatial Strategy 71
7 - Where will development growth be focused? 109
Growth Area 1 - Central and Urban Chelmsford 111
Location 1 – Chelmsford Urban Area 113
Location 2 – West Chelmsford 149
Location 3 – East of Chelmsford 152
Location 4 – Galleywood 165
Location 5 – Writtle 167
Location 18 - North West Chelmsford 169

Location 19 - Land West of Patching Hall Lane 171
Growth Area 2 – North Chelmsford 174
Location 6 - North East Chelmsford (Chelmsford Garden Community) 176
Location 7 - Great Leighs 185
Location 8 - North of Broomfield 201
Location 9 - Boreham 204
Location 14 – Ford End 214
Location 15 – North West Chelmsford 218
Growth Area 3 - South and East Chelmsford 221
Location 16 – East Chelmsford 223
Location 10 - North of South Woodham Ferrers 237
Location 11 - Bicknacre 243
Location 12 – St Giles, Bicknacre 248
Location 13 - Danbury 249
Location 17 – East Hanningfield 251
Location 20 - Rettendon Place 261
Location 21 - Woodham Ferrers 265
Special Policy Areas 269
8 - Protecting and Securing Important Assets 275
Securing the right type of Homes 276
Securing Economic Growth 288
Protecting the Countryside 294
Protecting the Historic Environment 308
Protecting the Natural Environment 312
Delivering and protecting Community Facilities 320
9 - Making High Quality Places 325
Making Places 326
Protecting Living and Working Environments 345
10 - Monitoring and Implementation 348
Monitoring Framework 349
11 - Draft Policies Map 383

Appendices

A - Schedule of Superseded Documents and Policies 433
B - Development Standards 440
C - Development Trajectories 454
D - Glossary 473

Policies

STRATEGIC POLICY S1 – SPATIAL PRINCIPLES 47
STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK 52
STRATEGIC POLICY S14 – HEALTH AND WELLBEING 55
STRATEGIC POLICY S15 – CREATING SUCCESSFUL PLACES 59
STRATEGIC POLICY S3 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT 60
STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT 62
STRATEGIC POLICY S5 – PROTECTING AND ENHANCING COMMUNITY ASSETS 66
STRATEGIC POLICY S6 – HOUSING AND EMPLOYMENT REQUIREMENTS 68
STRATEGIC POLICY S7 – THE SPATIAL STRATEGY 71
STRATEGIC POLICY S8 – DELIVERING ECONOMIC GROWTH 84
STRATEGIC POLICY S16 - CONNECTIVITY AND TRAVEL 86
STRATEGIC POLICY S9 – INFRASTRUCTURE REQUIREMENTS 89
STRATEGIC POLICY S10 – SECURING INFRASTRUCTURE AND IMPACT MITIGATION 95
STRATEGIC POLICY S11 – THE ROLE OF THE COUNTRYSIDE 98
STRATEGIC POLICY S12 – ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES 100
STRATEGIC POLICY S17 – FUTURE OF CHELMSFORD CITY CENTRE 102
STRATEGIC POLICY S13 – MONITORING AND REVIEW 108
POLICY DM1 - SIZE AND TYPE OF HOUSING 276
POLICY DM2 – AFFORDABLE HOUSING AND EXCEPTION SITES 279
POLICY DM3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES 286
POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS 288

POLICY DM5 – DESIGNATED CENTRES 290
POLICY DM6 – NEW DEVELOPMENT IN THE GREEN BELT 294
POLICY DM7 – NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE 296
POLICY DM8 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA 299
POLICY DM9 – INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA 302
POLICY DM10 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS 303
POLICY DM11 – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA 305
POLICY DM12 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS 306
POLICY DM13 – DESIGNATED HERITAGE ASSETS 309
POLICY DM14 – NON-DESIGNATED HERITAGE ASSETS 311
POLICY DM15 – ARCHAEOLOGY 311
POLICY DM16 - PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY 312
POLICY DM17 –TREES, WOODLAND AND LANDSCAPE FEATURES 316
POLICY DM18 – FLOODING/SUDS 318
POLICY DM19 – RENEWABLE AND LOW CARBON ENERGY 319
POLICY DM20 - DELIVERING COMMUNITY FACILITIES 320
POLICY DM21 – PROTECTING COMMUNITY FACILITIES 322
POLICY DM22 - EDUCATION ESTABLISHMENTS 324
POLICY DM23 - HIGH QUALITY AND INCLUSIVE DESIGN 326
POLICY DM24 – DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS 327
POLICY DM25 – SUSTAINABLE BUILDINGS 330
POLICY DM31 – NET ZERO CARBON DEVELOPMENT (IN OPERATION) 332
POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS 342
POLICY DM27 - PARKING STANDARDS 343
POLICY DM28 – TALL BUILDINGS 344
POLICY DM29 - PROTECTING LIVING AND WORKING ENVIRONMENTS 345
POLICY DM30 – CONTAMINATION AND POLLUTION 346

Sites

STRATEGIC GROWTH SITE POLICY 1a – CHELMER WATERSIDE 113

STRATEGIC GROWTH SITE POLICY 1w – MEADOWS SHOPPING CENTRE AND MEADOWS SURFACE CAR PARK 117

STRATEGIC GROWTH SITE POLICY 1b – FORMER ST PETER'S COLLEGE, FOX CRESCENT 121

STRATEGIC GROWTH SITE POLICY 1d – RIVERSIDE ICE AND LEISURE LAND, VICTORIA ROAD 124

STRATEGIC GROWTH SITE POLICY 1e – CIVIC CENTRE LAND, FAIRFIELD ROAD 126

STRATEGIC GROWTH SITE POLICY 1f – EASTWOOD HOUSE CAR PARK, GLEBE ROAD 129

STRATEGIC GROWTH SITE POLICY 1y – LAND BETWEEN HOFFMANNS WAY AND BROOK STREET (MARRIAGE'S MILL) 131

STRATEGIC GROWTH SITE POLICY 1cc – ANDREWS PLACE, LAND WEST OF RAINSFORD LANE 134

STRATEGIC GROWTH SITE POLICY 1dd - LAND AT FORMER KAY-METZELER PREMISES, BROOK STREET 137

POLICY GR1 – GROWTH SITES IN CHELMSFORD CITY CENTRE/URBAN AREA 139

GROWTH SITE POLICY 1g – CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD 142

GROWTH SITE POLICY 1h – ASHBY HOUSE CAR PARKS, NEW STREET 142

GROWTH SITE POLICY 1i – RECTORY LANE CAR PARK WEST 142

GROWTH SITE 1z – GRANARY CAR PARK, VICTORIA ROAD 143

GROWTH SITE POLICY 1k – FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET 144

GROWTH SITE 1aa – COVAL LANE CAR PARK 144

GROWTH SITE POLICY 1l – BT TELEPHONE EXCHANGE, COTTAGE PLACE 145

GROWTH SITE POLICY 1m – RECTORY LANE CAR PARK EAST 145

GROWTH SITE POLICY 1n – WATERHOUSE LANE DEPOT AND NURSERY 146

GROWTH SITE POLICY 1p – BRITISH LEGION, NEW LONDON ROAD 146

GROWTH SITE POLICY 1q – REAR OF 17 to 37 BEACH'S DRIVE 146

GROWTH SITE POLICY 1r – GARAGE SITE, ST NAZAIRE ROAD 147

GROWTH SITE POLICY 1bb – GLEBE ROAD CAR PARK 147

GROWTH SITE POLICY 1s – GARAGE SITE AND LAND, MEDWAY CLOSE 148

GROWTH SITE POLICY 1t – CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD 148
GROWTH SITE POLICY 1v – RAILWAY SIDINGS, BROOK STREET 148
STRATEGIC GROWTH SITE POLICY 2 – WEST CHELMSFORD 149
STRATEGIC GROWTH SITE POLICY 3a – EAST OF CHELMSFORD - MANOR FARM 152
STRATEGIC GROWTH SITE POLICY 3b – EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD (EMPLOYMENT) 156
STRATEGIC GROWTH SITE POLICY 3c – EAST OF CHELMSFORD - LAND SOUTH OF MALDON ROAD 159
GROWTH SITE POLICY 3d – EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD 162
GROWTH SITE POLICY 4 – LAND NORTH OF GALLEYWOOD RESERVOIR 165
GROWTH SITE POLICY 5 – LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE 167
STRATEGIC GROWTH SITE POLICY 18a – LAND NORTH WEST OF CHELMSFORD (NORTH OF HOLLOW LANE) 169
STRATEGIC GROWTH SITE POLICY 19 – LAND WEST OF PATCHING HALL LANE 171
STRATEGIC GROWTH SITE POLICY 6 – NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY) 176
STRATEGIC GROWTH SITE POLICY 7a – GREAT LEIGHS - LAND AT MOULSHAM HALL 186
STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD 190
STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD 193
STRATEGIC GROWTH SITE POLICY 7c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE 197
STRATEGIC GROWTH SITE POLICY 8 – NORTH OF BROOMFIELD 201
GROWTH SITE POLICY 9a – WALTHAM ROAD EMPLOYMENT AREA 204
STRATEGIC GROWTH SITE POLICY 9a – WALTHAM ROAD EMPLOYMENT AREA, BOREHAM 207
GROWTH SITE POLICY 9b – LAND TO THE EAST OF 118 TO 124 PLANTATION ROAD, BOREHAM 210
GROWTH SITE POLICY 9c – SOUTH OF MAIN ROAD AND DUKES WOOD CLOSE, BOREHAM 212
GROWTH SITE POLICY 14b – LAND SOUTH OF FORD END PRIMARY SCHOOL 214
GROWTH SITE POLICY 14b – LAND SOUTH OF FORD END PRIMARY SCHOOL 216

STRATEGIC GROWTH SITE POLICY 15 – LITTLE BOYTON HALL FARM EMPLOYMENT AREA 218
STRATEGIC GROWTH SITE POLICY 16a – EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM) 223
STRATEGIC GROWTH SITE 16b – LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA 234
STRATEGIC GROWTH SITE POLICY 10 – NORTH OF SOUTH WOODHAM FERRERS 237
GROWTH SITE POLICY 11b – LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE 243
GROWTH SITE POLICY 11c – LAND WEST OF BARBROOK WAY, BICKNACRE 244
STRATEGIC GROWTH SITE POLICY 11c – LAND WEST OF BARBROOK WAY, BICKNACRE 246
GROWTH SITE POLICY 12 - ST GILES, MOOR HALL LANE, BICKNACRE 248
STRATEGIC GROWTH SITE POLICY 13 – DANBURY 249
GROWTH SITE POLICY 17a – LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD 251
GROWTH SITE POLICY 17b – LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD 252
STRATEGIC GROWTH SITE POLICY 17c – LAND SOUTH OF ROUGH HILL COMPLEX, THE TYE, EAST HANNINGFIELD 254
STRATEGIC GROWTH SITE POLICY 17d – LAND SOUTH AND SOUTH EAST OF EAST HANNINGFIELD VILLAGE 257
GROWTH SITE POLICY 17e – LAND SOUTH OF WINDMILL FARM, BACK LANE, EAST HANNINGFIELD 259
STRATEGIC GROWTH SITE POLICY 20 – LAND TO EAST AND NORTH OF RETTENDON PLACE 261
GROWTH SITE POLICY 21a – LAND NORTH OF OLD RECTORY LODGE, MAIN ROAD, WOODHAM FERRERS 265
GROWTH SITE POLICY 21b – LAND NORTH OF CONGREGATIONAL CHURCH, MAIN ROAD, WOODHAM FERRERS 267
POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA 269
POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA 270
POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA 270
POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA 271
POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA 272
POLICY SPA6 – ARU WRITTLE SPECIAL POLICY AREA 273

This document is a composite version of the two Regulation 19 Chelmsford Local Plan consultation documents comprising the:

- Pre-Submission (Regulation 19) Local Plan, 2025 (Pre-Submission Plan for short)
- Focused Additional Sites (Regulation 19) Document, 2025 (Additional Sites Document for short).

It has been prepared to support the examination of the Chelmsford Local Plan.

It includes the entirety of the Pre-Submission Plan with the specific additions and consequential changes in the Additional Sites Document.

The two Regulation 19 documents are shown as follows in the composite:

- Those parts of the Pre-Submission Plan that are not changed by the Additional Sites Document are not ~~struck through~~ or underlined
- The Additional Sites Document consequential changes are shown as underlined and include both the Pre-Submission and Additional Sites paragraph reference numbers
- Those parts of the Pre-Submission Plan that are being replaced by the Additional Sites Document are shown as ~~struck through~~ and replaced with the text and paragraph numbers as in the Additional Sites Document and shown as underlined
- Those parts of the Plan which were introduced by the Additional Sites Document are shown as underlined and with the Additional Sites paragraph numbers
- Changes to the Pre-Submission Plan Draft Policies Map as shown on the Additional Sites Document Draft Policies Map Inset Maps
- Both the Pre-Submission Plan and the Additional Sites Development Trajectories are included.

Please note that the:

- Composite document is not an Examination Document for the purposes of the Local Plan Examination
- Composite document does not reflect the Schedule of Modifications, May 2026 as this schedule will change during the Local Plan Examination
- New site allocation policies have been added in their relevant Growth Area in order in which they appear in Strategic Policy S7
- The ‘Reasons for the expansion of the site’ or ‘Reason for site selection’ text in the Additional Sites Document is not included
- Introductory text in Section 1 of the Additional Sites Document is not included
- Introductory Growth Area text and Growth Area Figures 16-18 in Section 7 of the composite have not been updated to reflect the Additional Sites
- The Draft Policies Maps which have been updated since the Pre-Submission Plan in this composite version are:

1 Chelmsford North, 2 Chelmsford South, 3 Chelmsford Urban Area, 4 Chelmsford City Centre, 8 Bicknacre, 9 Boreham, 18 Great Leighs, 36 Woodham Ferrers, 13 East Hanningfield, 15 Ford End, 28 Rettendon Place.

Foreword

Guiding Chelmsford's growth to be a greener, fairer, more-connected community

The City Council is reviewing its Local Plan to meet key aims; act on the climate and ecological emergency; tackle the housing affordability crisis; strengthen communities and the economy.

The Government says we must also review whether we have the right targets for creating new homes and jobs and they require us to do this every five years. As we adopted the current Local Plan in 2020, this review ensures that we can consult and involve the public properly before the five year period ends in 2025. The Council consulted on the main issues and options for this review in 2022 and preferred options for this review in 2024. The consultation responses, alongside collected evidence and national policy, have been used to develop this Pre-Submission document for publication. We invite representations on this version of the Local Plan and these will be sent to a Planning Inspector to consider as part of the Independent Examination of the Local Plan.

The plan period extends to 2041 to ensure we plan for our community's needs well into the future. We are not fundamentally changing the general approach in the adopted Local Plan; we want to improve it to address our major challenges and take on board updated information.

Climate action

As Chelmsford continues to develop, it is vital that we continue to tackle the consequences of climate change and biodiversity loss to reduce our impact on the planet we share. The City Council declared a climate and ecological emergency in 2019 and is working to a robust and comprehensive Action Plan: https://www.chelmsford.gov.uk/media/vicpii5u/climate-change-action-plan.pdf. The Council aspires to net zero its own carbon emissions by 2030 and will continue to provide leadership and support for us all to do the same as soon as possible.

The Pre-Submission Local Plan focuses on:

- integrating measures to enable these actions to happen, including the requirement for zero carbon developments
- boosting opportunities for active and sustainable travel
- requiring new tree planting, expanding natural habitats and biodiversity, and
- improving water efficiency.

Affordable homes and pride in Chelmsford's places

We also have an ambition to tackle the challenges that face our economy, society and environment. We seek to deliver a plan that meets the needs of the community in terms of housing, employment and infrastructure.

Allocating land for housing and employment is key. However, it is also vital that we provide the infrastructure which supports that - schools, health facilities, shops, transport and more.

The Council places high importance on:

- maximising the delivery of affordable housing
- creating places which are easily accessible
- promoting walking, cycling and public transport

- securing developer contributions for infrastructure, and
- providing jobs for local residents.

This Pre-Submission document sets out how to do more for our economy and job creation by proposing significant new land for employment and supporting local people to access the new jobs. It also considers proposed changes to national planning policy which is likely to result in a higher Local Plan housing requirement.

More-connected community

In parallel, our proposed changes to the Local Plan will give opportunities for making better provision for our communities and building stronger, more-connected neighbourhoods. Such measures will further develop a sense of pride and deliver local facilities and services to support our communities.

The plan also goes further to enhance health and wellbeing and tackle health inequalities by

- promoting active lifestyles
- providing new spaces for play, recreation and sports, and
- creating a network of great places and spaces which promote social cohesion.

Listening to your views

This is the third stage of consultation on a version of the Plan that the Council believes meets legal and soundness requirements and can be submitted for independent examination. It is a requirement of the Planning Inspectorate, that at this stage responses are focused only on legal and soundness matters. The Plan sets out more information on what this means, to enable residents, businesses, developers and others to get involved and make their comments. Help us guide Chelmsford's growth to be a greener, fairer, more-connected community.

Stephen Robinson
Leader of the Council

Rose Moore
Cabinet Member for a Greener Chelmsford

Member.Enquiries@chelmsford.gov.uk

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About this document

1.1 Chelmsford City Council has been at the forefront of plan-making in recent years and much of our planned development is either complete or well underway. To continue this success, it is important that we keep our plans up-to-date to ensure that Chelmsford remains a vibrant and attractive place to live, work and socialise. The Council's review of the Local Plan will update our planning framework to meet local development needs for the period 2022-2041 and will consist of a Written Statement (this document) and a Policies Map.

1.2 As the County Town of Essex, with a strong economy, good transport connections, high quality of life and attractive environment, it is already a major draw for employment, shopping, leisure and one of the best places to live in the United Kingdom[1]. Over the coming decades, Chelmsford is forecast to be the major growth location for new homes and jobs in Essex.

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

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

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

1.6 This Local Plan will run from when it is adopted until 2041. Having no growth is not an option, so we have the Local Plan to make sure development is properly planned. The aim is to get the right type of development in the right places to meet the growing needs of local people and businesses whilst protecting our environment.

1.7 Once adopted this Local Plan will supersede the previously adopted Local Plan (2013-2036) and its policies. A schedule of these superseded policies is included at Appendix A of this document.

1 The Sunday Times, 2019

1.8 The Local Plan identifies the number and locations for houses, employment and businesses we are planning for, along with all the other things needed to support growth, such as where children will go to school, where people will work, and how they will get around. It includes site allocation policies for future development including Strategic Growth Sites and Growth Sites. All site allocation policies within the Local Plan are also classified as Strategic Policies.

1.9 The format of this document is set out below:

Section 1 - introduces the Local Plan, its purpose, the Local Plan period, the Integrated Impact Assessment and community-led planning.

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

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

Section 4 – sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2041 and beyond.

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

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

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

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

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

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

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

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

What stage are we at?

1.10 This document is the Review of the Adopted Local Plan - Pre-Submission Consultation Document published in accordance with Regulations 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It has been prepared following two public consultations, firstly the Issues and Options consultation in 2022 and secondly the Preferred Options consultation in 2024.

1.11 The Issues and Options consultation was the first stage towards updating the adopted Local Plan and provided a starting point for engagement with our communities. The main purpose of the Issues and Options consultation document was to ensure that we covered the right issues and that all suitable options for accommodating change were considered. The Preferred Options consultation was a full draft plan and included:

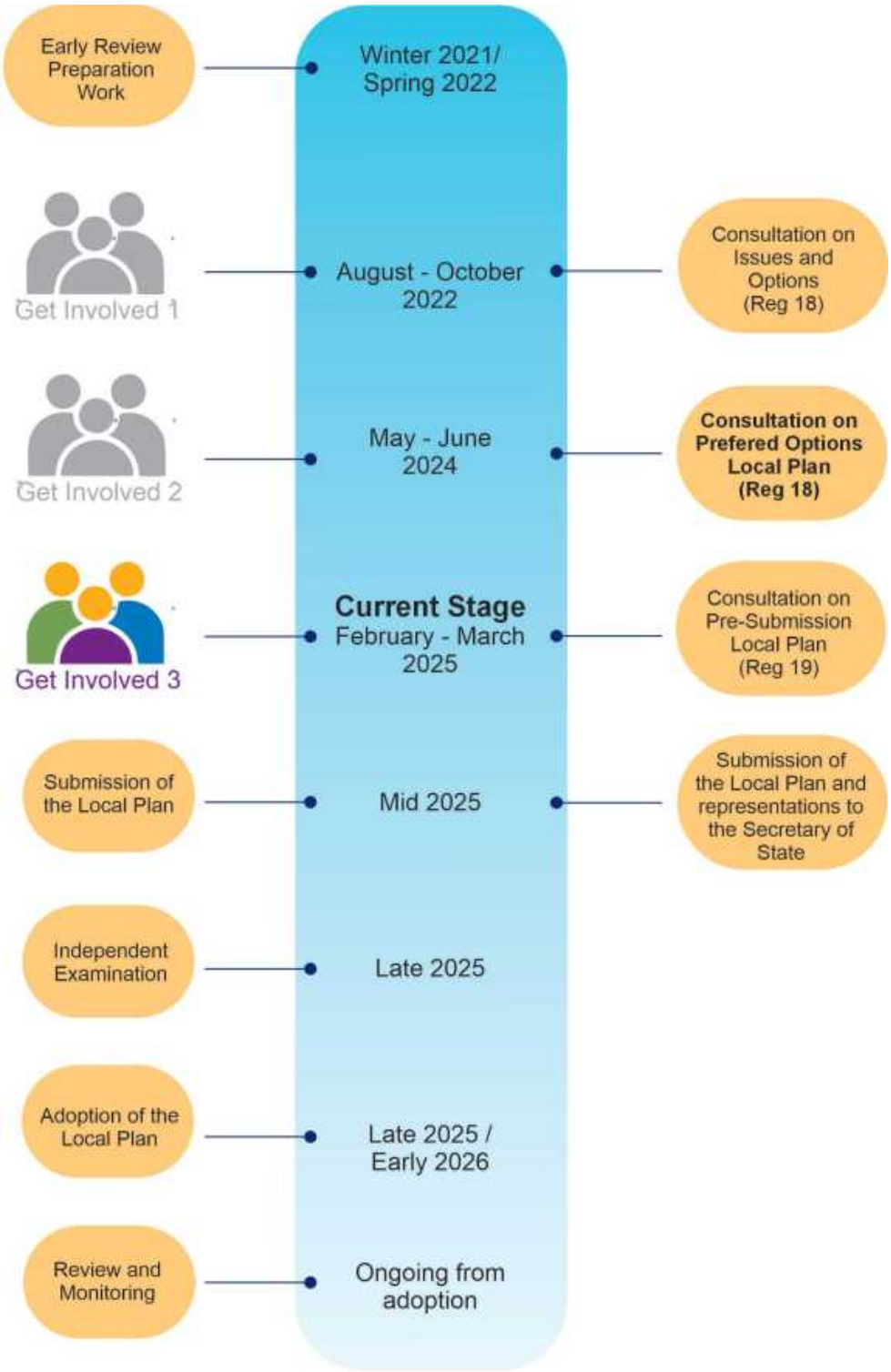
- Updated draft Strategic Priorities
- New draft Vision
- The approach to calculating future development requirements, including homes and employment
- Spatial Strategy and preferred site allocations for future development
- Revised draft planning policies.

1.12 The comments received at the Preferred Options stage have been considered as part of drafting this Review of the Adopted Local Plan - Pre-Submission Consultation Document. More information on how these comments have been used can be found in the Preferred Options 'You Said, We Did' feedback report which has been published on our website at: www.chelmsford.gov.uk/lp-review

What is the timetable for the Local Plan review?

1.13 There are more stages to go through until the Local Plan can be adopted. This is the third round of public consultation on the draft Local Plan prior to its submission for examination by an independent Planning Inspector. The diagram below shows where we are now, and the work we still have to do. The detailed timetable is set out within our Local Development Scheme, which is available to view online at: https://www.chelmsford.gov.uk/media/ew4mbrsr/chelmsford-local-development-scheme-2023-2028.pdf

Figure 1 : Local Plan Timetable



How can I have my say?

1.14 This Pre-Submission consultation is the final stage before submitting the Local Plan to the Secretary of State for an Independent Examination. The representations received will be collated and submitted to the Planning Inspector holding the Independent Examination, alongside the Local Plan.

1.15 We want to encourage as many people and organisations as possible to have their say on this Pre-Submission Local Plan.

1.16 You can comment on as much or as little as you wish but for this stage in plan making, it is important that you identify which part you are commenting on. In addition, the Inspector will need to know whether you support or object to the Local Plan, whether the Council has met the legal requirements and whether it meets the test of soundness set out in the National Planning Policy Framework (Paragraph 35). Plans are sound if they are:

- Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is practical to do so and consistent with achieving sustainable development;
- Justified – the plan should be an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- Effective – the plan should be deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters
- Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in this Framework and other relevant national planning policy statements.

Consultation on the Review of the Adopted Local Plan – Pre-Submission Consultation Document will run for a period of xxxx weeks from 10am on xxx to 4pm on xxx.

Our preferred means of receiving comments is through our consultation portal at www.chelmsford.gov.uk/planningpolicyconsult. This ensures that your comments are recorded accurately and are processed quickly. This system also allows you to download the consultation documents and sign up for alerts to future consultation events.

Alternatively, you can submit your comments by: Email to planning.policy@chelmsford.gov.uk Post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.

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

Full details of how to make comments can be found in the Consultation Statement available at: www.chelmsford.gov.uk/lp-review

1.17 Alongside this Pre-Submission consultation, we are consulting on an Integrated Impact Assessment (IIA). This encompasses the sustainability appraisal, strategic environmental assessment, habitats regulations assessment, health impact and equality assessment of the review of the adopted Local Plan, and you can read and comment on it using the details above.

1.18 To find out more about how to use the consultation portal, please read our user guide: www.chelmsford.gov.uk/lp-portal-guide.

1.19 If you are experiencing problems, you can contact us via https://forms.chelmsford.gov.uk/contactus-planning/ or call our helpline on 01245 606330.

What happens next?

1.20 We will acknowledge all comments that have been made, although we cannot write to you about your individual comments.

1.21 Comments received to this consultation will be published on the Council's consultation portal in accordance with the Data Protection Act. The comments, together with evidence base studies, will be submitted to the Planning Inspectorate for the Independent Examination.

1.22 A feedback report summarising the main issues raised in the consultation responses will be published on our website.

What has been considered?

National Planning Policy

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

How we have assessed environmental impacts

1.24 An Integrated Impact Assessment (IIA) has been undertaken by specialist consultants on behalf of the Council.

1.25 The IIA assesses the site options and policies set out in this Pre-Submission Local Plan against a range of social, environmental, economic, health and equality indicators and helps to identify all the likely significant effects. The IIA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised.

1.26 The IIA includes a Habitats Regulations Assessment (HRA). This assesses whether the new Local Plan would adversely affect a European habitat site which include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, for example, the Crouch and Roach Estuaries in South Woodham Ferrers. The HRA advises whether there are any likely significant effects on European habitat sites and sets out appropriate mitigation strategies where adverse effects are identified.

1.27 The Council is seeking views on the Pre-Submission IIA as part of this consultation. The Council will take into account the findings of the IIA assessment when updating the Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

1.28 The IIA is available to view on our website at: www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/

How we have engaged with other Councils and partners

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

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

What evidence have we used?

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

Topic Papers

1.32 We have produced a range of Topic Papers to set out how the review of the Local Plan has been developed. These have been refreshed and updated to support the Pre-Submission consultation with the latest information/position. Topic Papers provide background information and further explanation, but they do not contain any policies, proposals, or site allocations. The Topic Papers cover the Spatial Strategy and Integrated Impact Assessment, Climate Change, Housing, Employment, Health and Wellbeing, Natural Environment, Historic Environment, Infrastructure and Transport and can be viewed on the evidence base page of the Council's Local Plan website.

1.33 All key Evidence Base documents prepared to support this Pre-Submission Local Plan can be viewed on our website.

Essex Minerals Local Plan 2014

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

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

1.36 Essex County Council must be consulted on all non-mineral related development proposed within these Safeguarded Areas that meet the threshold and relevant tests set out in Policy S8 of the MLP. The Policies Map in Section 11 identifies the relevant Mineral Safeguarding Areas.

1.37 The MLP also designates Mineral Consultation Areas at a distance of 250m around active quarries, other mineral infrastructure and areas allocated or permitted for mineral extraction. Essex County Council must be consulted on all non-mineral related development proposed within these Consultation Areas that meet the tests set out in Policy S8 or its successor policy, including the scoping of any Mineral Resource Assessment and Mineral Impact Infrastructure Assessment. The latest MLP, which can be found at https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy/existing identifies existing and allocated Mineral sites and their relevant Consultation Areas within the Council's area.

Essex and Southend-on-Sea Waste Local Plan

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

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

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

1.41 The WLP also designates Waste Consultation Areas within 250m of safeguarded sites, or within 400m of a Water Recycling Centres. Essex County Council must be consulted on all non-waste related development within these areas, that meet the tests set out in Policy 2 (except for exceptions defined in Appendix C), to ensure that the proposed development would not adversely impact on their existing or future operation, along with the scoping of any Waste Infrastructure Impact Assessment. The latest Waste Local Plan, which can be found at https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy/waste-local, identifies existing Waste sites and their relevant Consultation Areas within the Council's area.

South East (Inshore) Marine Plan

1.42 The Marine Management Organisation (MMO) adopted its South East (Inshore) Marine Plan in June 2021. It includes land to the south of South Woodham Ferrers. The Marine Plan's jurisdiction overlaps with the Council's responsibilities (which ranges from Mean High Water Springs (MHWS) or the tidal limit out to the territorial limit). This remit covers both the marine area and tidal rivers, and extends up to MHWS where there is an overlap with terrestrial planning. As such, the South East (Inshore) Marine Plan must be considered alongside the Local Plan to provide a consistent approach for planning on land, and within the inter-tidal and marine environment. It should also be noted that a marine licence may be required for certain activities carried out within the UK marine area.

Planning Validation Requirements

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

1.44 The supporting documents which the Council can require to validate an application include a Design and Access Statement, Biodiversity Checklist and Report, Heritage Statement, Agricultural Land Classification Survey, Transport Assessment and Travel Plan, and Land Contamination Assessments. Chelmsford City Council operates within a two-tier local government system. Essex County Council (ECC) has a statutory role as the highway and transportation authority; the lead authority for Education including early years and childcare (EYCC), Special Education Needs and Disabilities (SEND), and Post 16 education; the Minerals and Waste Planning Authority; the Waste Disposal Authority; Lead Local Flood Authority, lead advisors on public health; responsibilities for adult social care (housing needs of older people and adults with disabilities); and the provision of libraries. The ECC Developers' Guide to Infrastructure Contributions should be used for guidance on the required documents and plans to be submitted with planning applications, such as Land Compliance Study for education facilities, Transport Assessments/Transport Statements, Travel Plans and matters related to Sustainable Drainage Systems.

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

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

1.46 These community groups can prepare the following:

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

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

1.48 Neighbourhood Plans have been 'made' (adopted) for South Woodham Ferrers, Writtle, Little Baddow, Sandon and Danbury. The areas covered by these plans are shown on the Policies Map.

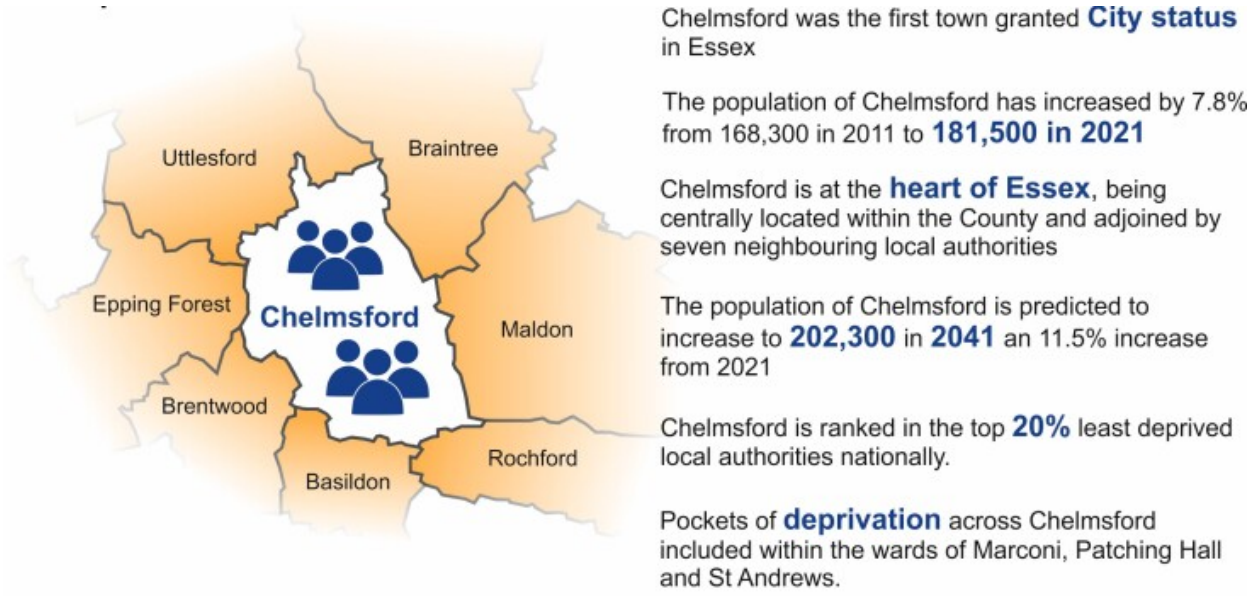
2 – About Chelmsford

2.1 To help us to 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 Base documents supporting the Local Plan and summarised below. More detailed information is set out within the Integrated Impact Assessment.

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

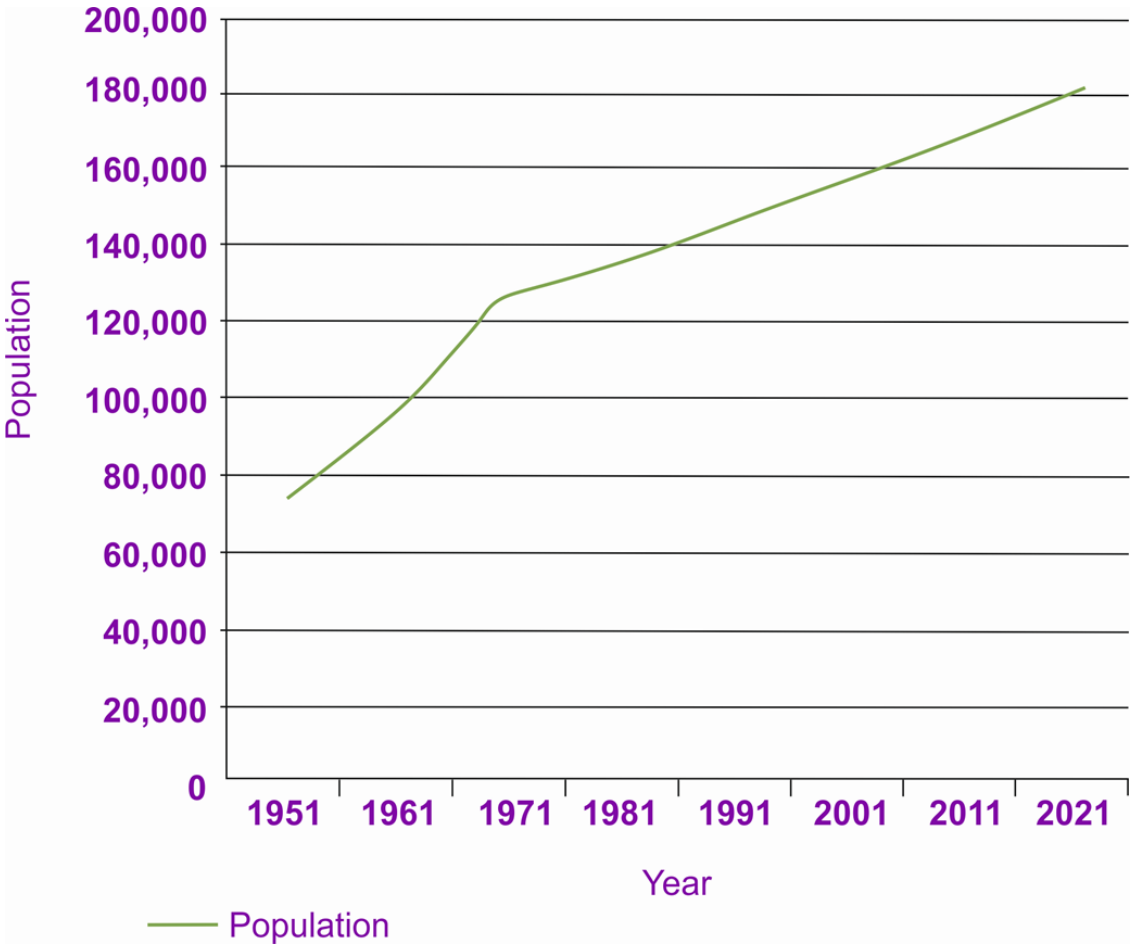
Population

Figure 2 : Population



2.3 Chelmsford's population is continuing to grow and is predicted to increase by 20,800 – from 181,500 in 2021 to 202,300 by 2041 (ONS Census 2021). Over a similar period, the number of households is expected to increase by 631 a year from around 76,000 in 2022 to around 88,000 in 2041(Strategic Housing Needs Assessment 2023). Historic population growth since the 1950s is shown in Figure 3.

Figure 3 : Historic population growth



2.4 In terms of population change by age group in Chelmsford, there has been an increase of 26.0% in people aged 65 years and over from 2011 to 2021, an increase of 3.3% in people aged 15 to 64 years, and an increase of 8.3% in children aged under 15 years (ONS, June 2022). Demographic changes will shape the type and size of accommodation necessary over the Local Plan period.

Deprivation

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

Regional context

Ambitions for Growth across Essex

2.6 Chelmsford is located in the heart of the county. Essex, including Southend and Thurrock, is a thriving and prosperous area, home to over 1.86 million people and nearly 90,000 businesses (ONS Census 2021). Essex has seen significant growth in new homes and jobs in recent years and this trend is forecast to continue.

2.7 Essex has an excellent strategic location adjacent to London with good links to Europe, as well as other key economic locations such as Cambridge. These and other strengths have allowed Essex to be a significant driver of the UK economy - generating £44.7bn Gross Value Added (GVA) (ONS, 2021). Essex also benefits from international links through its airports (Stansted and Southend) and ports (Harwich, London Gateway and the Port of Tilbury). The creation of Thames Freeport is expected to generate a substantial level of economic activity driving the need for labour and employment floorspace particularly for South Essex authorities and across the wider area extending into mid Essex along key transport corridors. Much of the Essex economy is focused along four key corridors, following major transport routes:

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

2.8 The Essex economy currently supports around 756,000 jobs (BRES 2023) and is predicted to need around 100,000 new jobs by 2041, representing growth of 11% (Cambridge Econometrics, EEFM, 2019). Due to its strategic position along the A12 corridor, existing strong local economy and highly educated population, Chelmsford is expected to accommodate a major share of the forecast new employment and retail growth.

North and Central Essex

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

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

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

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

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

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

- **Providing New and Improved Transport and Communication Infrastructure** - To make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted to support new and existing communities. Where additional capacity is required in the form of new or upgraded transport infrastructure (whether this be active travel, sustainable or highways infrastructure) to support new development, ensuring that this is delivered in a phased and timely way to minimise the impact of new development. To ensure this is provided alongside the development. To ensure that enabled communication is provided as part of new developments as enabled communication is essential for modern living and broadband infrastructure and related services will be essential for business.
- **Providing Sufficient New Homes** - To provide for a level and quality of new homes to meet the needs of a growing and ageing population in North Essex; to achieve this by ensuring the availability of developable land in appropriate locations and that the market delivers a suitable mix of housing types and tenures.
- **Fostering Economic Growth** - To strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- **Addressing Education and Healthcare Needs** – To provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the Mid and South Essex Integrated Care Board, Public Health and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities.
- **Ensuring High-Quality Outcomes** – To promote greater ambition in planning and delivering high-quality sustainable new communities. Overall, new development must secure high standards of urban design and green infrastructure which creates attractive and sustainable places where people want to live and spend time. New development needs to be informed by an understanding of the historic environment resource gained through the preparation of Historic Impact Assessments (Historic Statements in Chelmsford), and to conserve and enhance the significance of heritage assets including any contribution made to their significance by their settings.

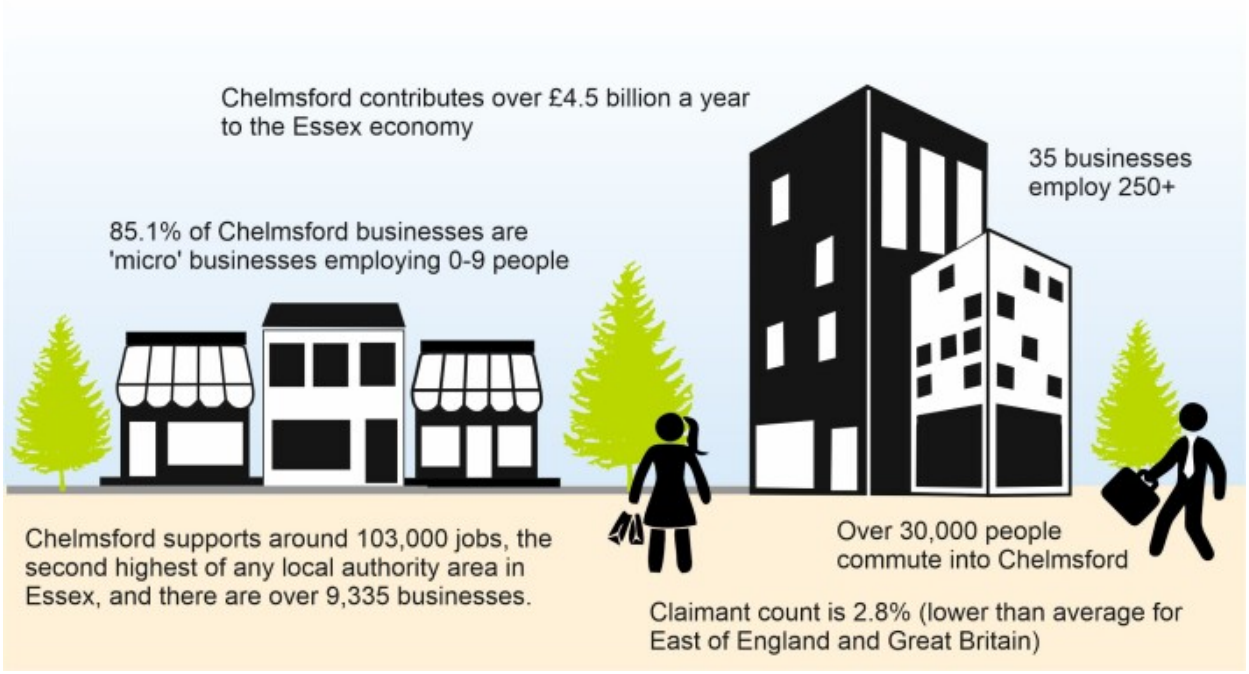
2.15 The authorities and Essex County Council, are working together to promote sustainable growth with the necessary supporting infrastructure and to address the strategic priorities across the wider geographical area. A ‘Memorandum of Co-operation: Collaboration on Strategic Priorities in North and Central Essex’ (MOU) is also in place between the authorities.

Local context

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

Jobs, Business and Economy

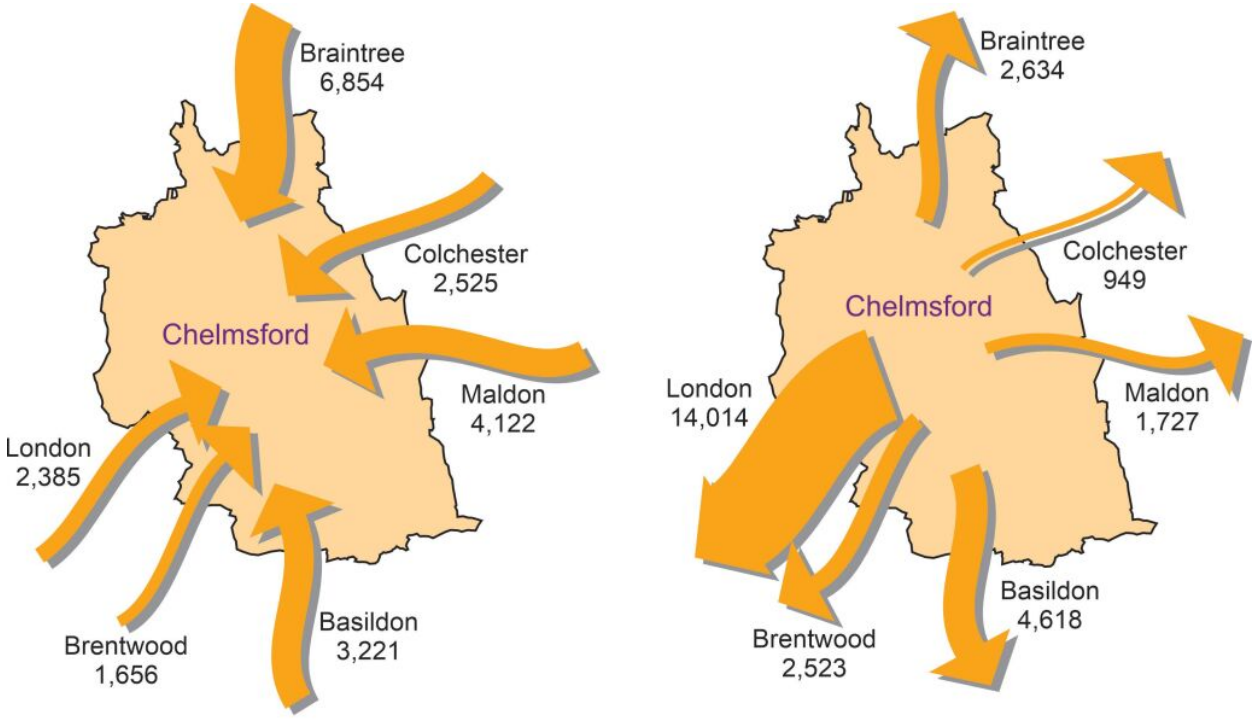
Figure 4 : Jobs, Business and Economy



2.17 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 103,000 jobs, the second highest of any local authority area in Essex, and there are around 9,000 businesses.

2.18 Over 50% of Chelmsford's working population both live and work in Chelmsford. Around 20% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Maldon, Brentwood and Braintree, where some 16% commute to work. Around 36% of Chelmsford's workforce lives outside the area with significant commuting across North Essex, with over 13,000 people commuting from Braintree, Colchester and Maldon each day to work in Chelmsford. This reflects the functional economic geography which Chelmsford shares with Braintree, Maldon and Colchester districts. Inward and outward commuting flows are shown in Figure 5, using the non-covid affected data from 2011.

Figure 5 : Main commuting flows into and out of Chelmsford

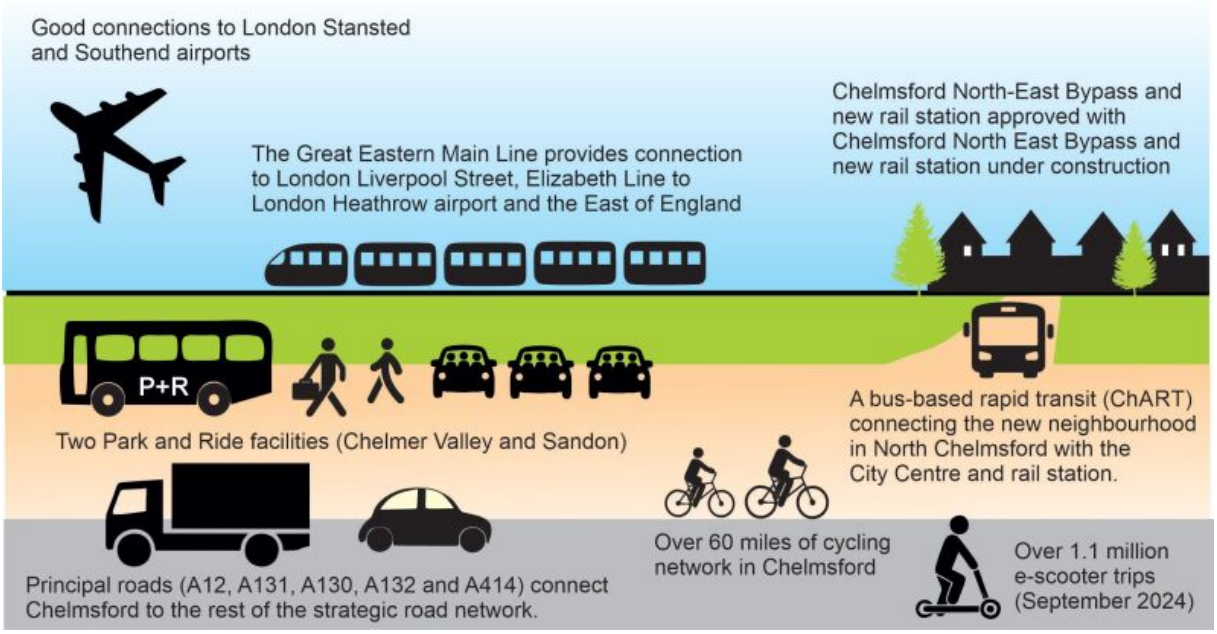


Source: ONS (2011)

2.19 The economy of Chelmsford is mixed. Between 2022 and 2041 forecasts indicate that the number of jobs in office, industrial and distribution based sectors across Chelmsford will increase by around 2,800. This would represent a growth of 8.9% when measured against the number employed in those sectors in 2022. Across all economic sectors the growth in jobs is expected to amount to around 12,400 which would be an increase in new jobs of 12.5%. In overall terms construction, residential and social care, food and beverage and health care are expected to be the sectors with the highest growth in the Local Plan period (Cambridge Econometrics 2022).

Transport

Figure 6 : Transport



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

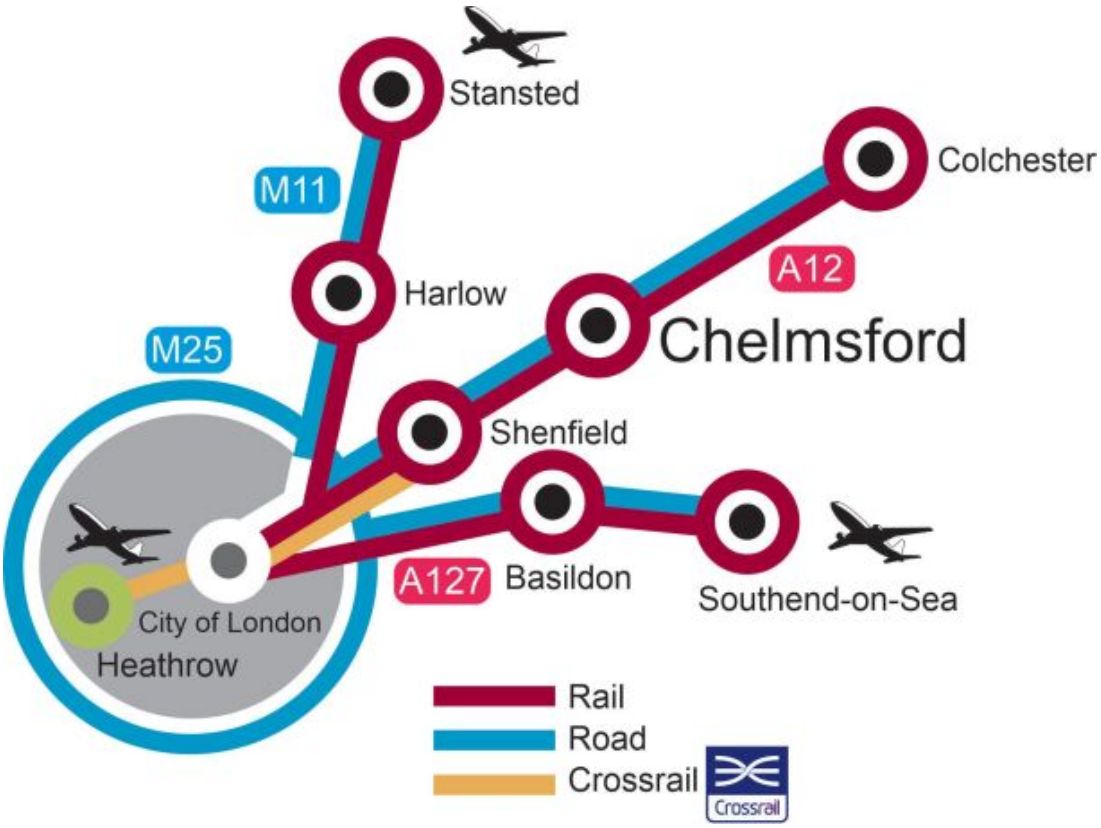
2.21 Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A414. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods. The first phase of the Chelmsford North East Bypass (CNEB) is programmed for delivery in 2026. The CNEB has a safeguarded corridor and will provide when fully complete a new 4.6km single carriageway bypass from the A12 in the south to the A131 in the north.

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

2.23 The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, as far as Norwich, including Chelmsford. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. The Elizabeth Line (Crossrail) provides services commencing just south of Chelmsford in Shenfield providing additional capacity and quicker journeys to a wider choice of destinations. Beaulieu Park Rail Station will provide Chelmsford with an additional railway station and access with regular connections to London, with services taking around 40 minutes. The new station is programmed to be operational from the end of 2025. The

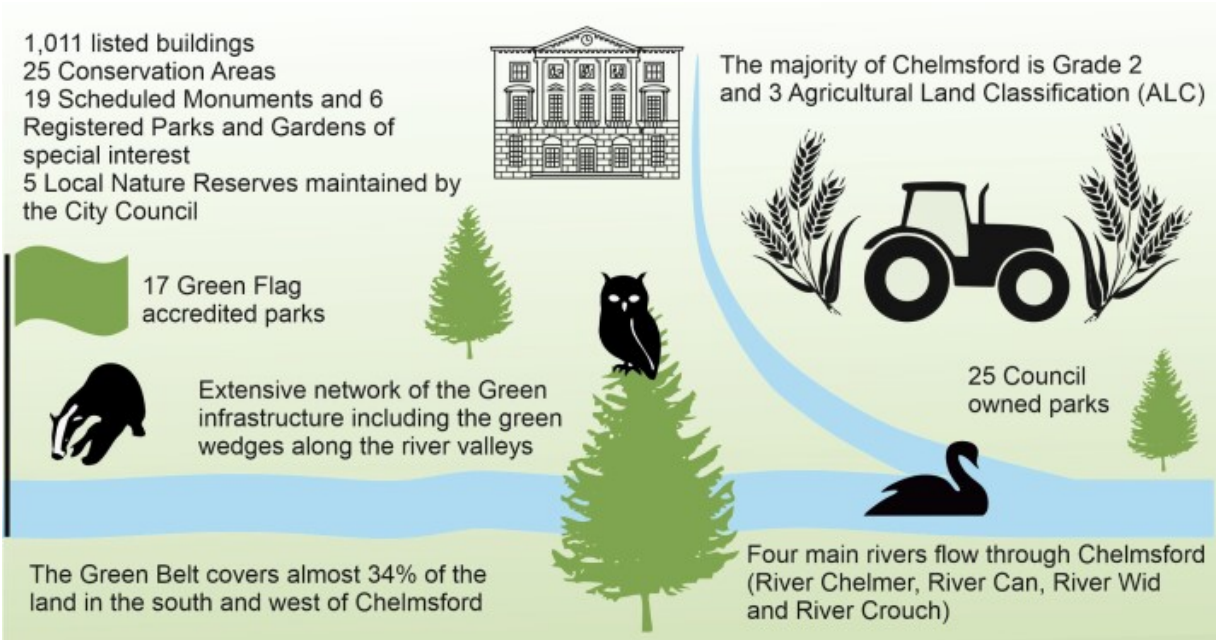
Elizabeth Line and the new main line rail station at Beaulieu Park in north east Chelmsford will contribute to the continued attractiveness of Chelmsford as a place to live and to do business. Chelmsford also has good connections to London Stansted and Southend airports, as shown in Figure 7.

Figure 7 : Chelmsford's Connectivity



Environment

Figure 8 : Environment



2.24 Chelmsford enjoys a very high-quality environment with 700 hectares of recreational space, including 17 Green Flag accredited parks[3], complemented by an extensive network of the Green Wedge, gardens and nature reserves. The Green Wedge covers 3% of the land in the whole of the Chelmsford area. Many major cities in the UK have an area of open land around their built-up area which is designated as Green Belt. This is designed to prevent the unrestricted sprawl of these cities. The Green Belt in Chelmsford is part of London's Green Belt often referred to as the Metropolitan Green Belt. There are four main rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. The Green Belt covers almost 34% of the land in the south and west of Chelmsford, shown in Figure 9.

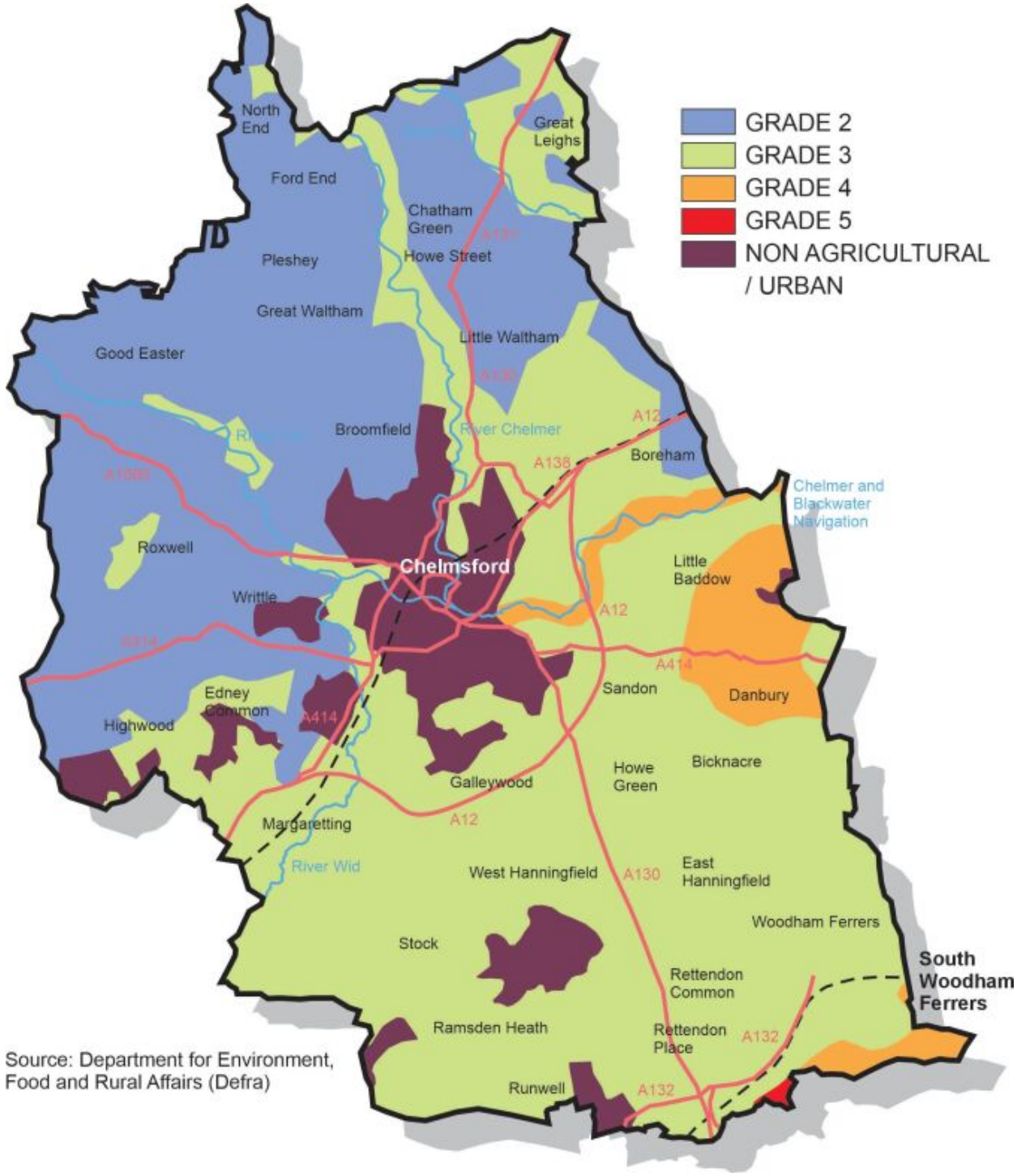
Figure 9 : London's Green Belt

2.25 There are large areas of agricultural land in Chelmsford which provides an important natural resource. Land quality varies from place to place and the Agricultural Land Classification (ALC) provides a method for assessing the quality of agricultural land. Figure 9, showing Natural England's Agricultural Land Classification of Chelmsford, sets out that most of this is classified as agricultural Grades 2 and 3 (incorporating 3a and 3b) (very good and good-to-moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent) with the majority of Grade 2 land in the north and west of Chelmsford. The Best and Most Versatile Land is defined as Grade 1, 2 and 3a. Figure

3 Love Your Chelmsford 2022

10 represents a generalised pattern of agricultural land classification grades and does not show the subdivisions of Grade 3 which are normally mapped in more detail.

Figure 10 : Agricultural Land Classification

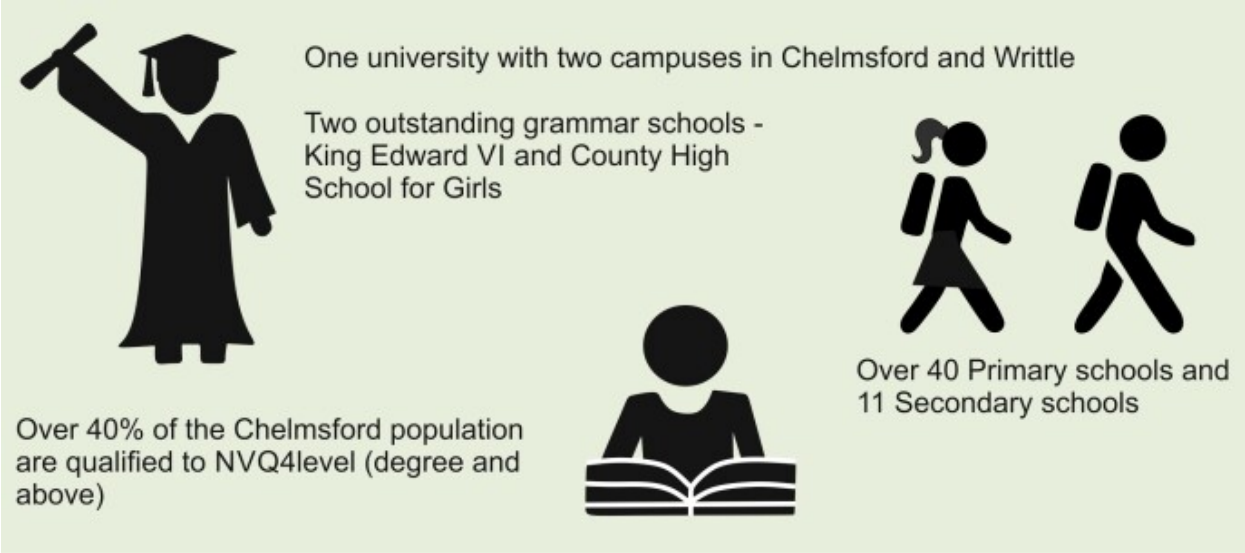


2.26 Chelmsford has some areas which are at risk from flooding. These are largely around the rivers and river valleys, as well as low lying land and coastal areas to the south eastern corner of Chelmsford.

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

Education and skills

Figure 11 : Education and Skills



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

2.29 Anglia Ruskin University is one of the largest and fastest growing universities in the UK. It has campuses in Chelmsford and Writtle following its merger with Writtle University College in 2024. The University provides a range of research and consultancy services to businesses, working in partnership to add value to their business and is therefore an important driver of the local economy. In addition, Chelmsford College has specialisms in engineering, science and technology working in partnership with the University.

Community Facilities and Services

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

Figure 12 : Health and Social Wellbeing

2.31 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 6.3 years lower for men and 4.3 years lower for women in the most deprived areas of Chelmsford than in the least deprived areas.

2.32 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 two 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 and North of Broomfield.

Current and future role of Chelmsford

Chelmsford's Evolution

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

2.34 Chelmsford was awarded City status in 2012 and as the County Town it provides many administrative, legal and civic functions for the whole of Essex. This underpins Chelmsford's role as the Capital of Essex. The influence of Chelmsford extends not just across Essex, but also across the wider region where it is one of the most successful areas,

with a strong and diverse local economy, attractive new housing areas and substantial investment taking place on vital new infrastructure.

2.35 The strategy of the Council's previously adopted Local Plan was to focus development on previously developed sites in Chelmsford City Centre, sustainable urban extensions around Chelmsford and South Woodham Ferrers, and development around Key Service Settlements outside the Green Belt. The previously developed sites included the development of the former Royal Mail premises in Victoria Road and the Car Park to the West of County Hotel, Rainsford Road, both of which are now built.

2.36 Chelmsford is already an attractive place, comprising the City of Chelmsford, the town of South Woodham Ferrers, numerous villages and a rich and diverse natural and historic environment. In many respects, the growth that has taken place, particularly during the past 25 years, has helped shape Chelmsford to be the successful place it is now. Vital new infrastructure has been delivered alongside new homes, jobs, shops and leisure opportunities. Chelmsford's economy has been transformed from one being dominated by manufacturing industry to one with strengths across many sectors, but especially finance, health and education.

Chelmsford – Present Day to 2041

2.37 Chelmsford is at the very heart of Essex, being centrally located within the County and adjoined by seven neighbouring local authorities (Figure 13). The Green Belt covers almost 34% of the land in the south and west of Chelmsford.

Figure 13 : Map of Planning Authorities that surround Chelmsford

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

2.39 The Council is working, and will continue to work, with its many partners in both the public and private sectors to deliver positive change for its communities. The Local Plan through its Strategic Priorities, Spatial Principles, policies and proposals provides the key planning framework to guide such change until 2041. It provides an exciting opportunity to ensure that Chelmsford continues to be at the forefront of creating sustainable new communities, contributing to its future success.

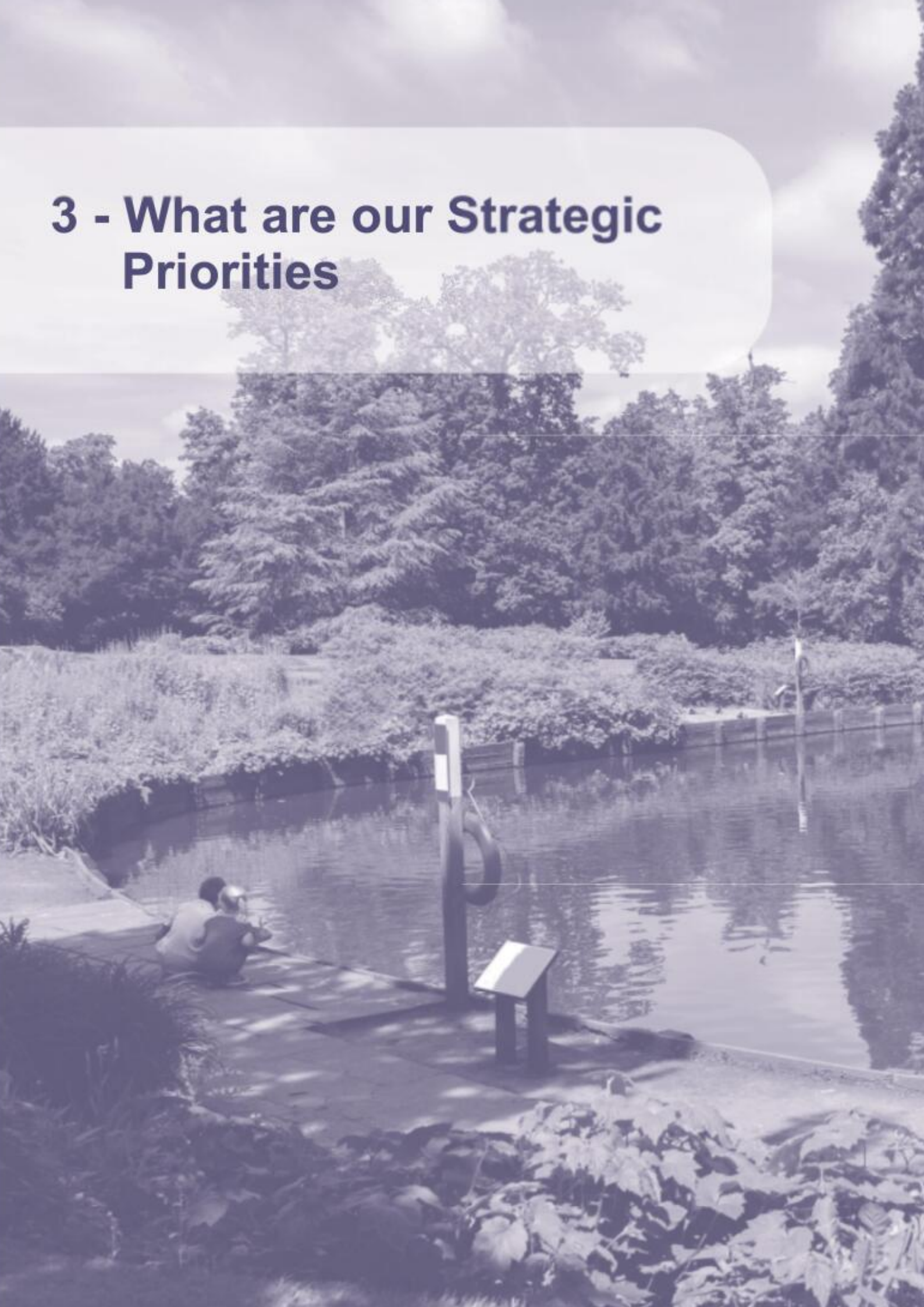
Chelmsford 2041 – 2050

2.40 The Council wants to ensure that development plans post-2041 can build on the success of previous Plans and the area's strengths to ensure that Chelmsford can further develop as an attractive and accessible place in which to live, work and socialise.

2.41 Chelmsford's success means that it is inevitable that it will remain a focus for growth and change in the County well into the 21st Century. Our growth agenda beyond 2041 to the period to 2050 could replicate the housing and employment numbers in the Local Plan period to 2041. Planning for the long-term increases certainty and provides a strategic framework to maximise the potential for infrastructure funding.

2.42 The need to deliver more housing, employment, improved active and sustainable travel, new and improved infrastructure, tackle climate change, improve health and wellbeing and protection of the environment, will continue to remain fundamental objectives of the Council and future development plans. To achieve this, the Local Plan will be forward looking, shaping the sustainable planning of Chelmsford's development and infrastructure needs not just in the foreseeable future but also providing a longer-term framework.

3 - What are our Strategic Priorities



Our Strategic Priorities

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

3.2 The Strategic Priorities have been grouped into themes, to clearly demonstrate the links between them:

Priorities for climate	Priorities for growth	Priorities for place
1. Addressing the Climate and Ecological Emergency	4. Ensuring sustainable patterns of development and protecting the Green Belt	7. Creating well designed and attractive places, and promoting the health and social wellbeing of communities
2. Promoting smart, active travel and sustainable transport	5. Meeting the needs for new homes	8. Delivering new and improved strategic and local infrastructure
3. Protecting and enhancing the natural and historic environment, and support an increase in biodiversity and ecological networks	6. Fostering growth and investment and providing new jobs	9. Encouraging resilience in retail, leisure, commercial and cultural development

Strategic Priority 1 – Addressing the Climate and Ecological Emergency

3.3 There is a need to address climate change globally and locally to anticipate, mitigate, adapt and be resilient to climate change, reduce carbon emissions and minimise flood risk.

3.4 There is scope within the Local Plan to contribute to achieving these priorities through the location of development and the design of buildings and places within new and existing development. Key aims of the Council's Climate and Ecological Emergency Action Plan include reducing carbon emissions, lowering energy consumption, reducing waste and pollution, improving air quality, greening Chelmsford, increasing biodiversity and encouraging active and sustainable travel.

3.5 All development needs to contribute towards addressing these priorities, whilst also improving the environment around us. To achieve this the Local Plan requires development to deliver net-zero carbon emissions and provide other measures which meet the key aims, such as integrated and stand-alone renewable generation, and energy and water efficiency. Future climate risks will be considered when allocating development sites to ensure risks and vulnerabilities are understood over the development's lifetime.

3.6 Flood risk management which supports climate resilience will need to keep pace with projections of climate change. The Local Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk have also been subject to a more detailed assessment, including sequential and exception tests. Nature based solutions such as Sustainable Drainage Systems (SuDS) and tree planting will form a key part of mitigation, to provide a dual role in water storage and delivering multifunctional benefits for the built, natural and historic environment. In addition, the Essex Local Nature Recovery Strategy will provide priorities and identify areas for nature recovery to help address the ecological emergency and climate change. The Council has made a commitment to a 10

year tree planting campaign which aims to plant one tree for every resident and at least three for every new home built, with a target of 175,000 new trees including for woodland expansion. Street trees are also encouraged in new developments to help met this target.

Strategic Priority 2 – Promoting smart, active travel and sustainable transport

3.7 The Local Plan seeks to bring about a significant change in how people make their journeys towards more active and sustainable travel choices. A number of recent initiatives will contribute towards achieving this aim, and these have informed policy (e.g. Essex County Council's Safer Greener Healthier campaign).

3.8 There continues to be a need for development to provide mitigation measures on the local road network, and the need for more sustainable modes of travel is required to assist in adapting to climate change, as well as ensuring development is able to accommodate the latest transport technologies.

3.9 Consideration will also be given to development layouts within major new developments which contribute to creating walkable neighbourhoods, where everyday facilities such as schools, shops, workplaces, community and sports facilities, and open spaces are easily accessible by walking or cycling in 15-20 minutes. This initiative is already being rolled out in Chelmsford Garden Community.

3.10 Collectively, such measures should improve the way people move around with an emphasis on active and sustainable modes of transport and reducing current reliance on fossil fuelled vehicles.

3.11 Support will be given to the provision of strategic transport infrastructure to enable a future for efficient alternatives to fossil fuelled vehicles. Development layouts should be future proofed to accommodate future bus infrastructure and dedicated bus routes, and emerging new technologies such as autonomous vehicles, mobility hubs and on-demand transport. This includes a requirement for electric charging points for all new non-residential development.

3.12 Securing local transport infrastructure is key to creating the conditions for active and sustainable travel locally, such as electric charging points for all new houses, accessible cycle and footpaths, multifunctional greenways, secure cycle parking, and provision of or subscription to car clubs.

Strategic Priority 3 - Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks

3.13 Chelmsford has a wide range of national and local planning and environmental designations such as Sites of Special Scientific Interest (SSSIs), local wildlife habitats and woodlands providing biodiversity and ecological benefits. Chelmsford's historic environment is also important with a range of Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens and non-designated heritage assets. All of these contribute towards the local distinctiveness of the area and need to be protected and enhanced at the same time as achieving the growth required.

3.14 The Local Plan policies will seek to achieve a net gain for biodiversity by providing new spaces including high quality green/blue infrastructure built into the designs and masterplans of new development.

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

3.16 The Local Plan will also protect and enhance local distinctiveness and plan positively for the creation, protection, enhancement and management of multifunctional green/blue infrastructure networks and habitats to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan and Natural England's Green Infrastructure Framework.

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

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

Strategic Priority 4 - Ensuring sustainable patterns of development and protecting the Green Belt

3.19 National planning policy includes a presumption in favour of sustainable development requiring Local Plans to plan positively to meet local development needs. In line with national policy and the Evidence Base, the policies and allocations in the Local Plan will ensure that new development takes place in a sustainable way by balancing the key economic, social and environmental dimensions.

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

3.21 The Local Plan will ensure that Chelmsford can accommodate its future growth requirements and minimise the effect on the environment for example by promoting development of previously developed land in Chelmsford Urban Area and elsewhere, and accommodating some of the housing requirement on smaller sites of 1ha or less in sustainable locations.

3.22 The Green Belt is a national designation which restricts the types of new buildings, extensions and land uses in the area it covers. The Green Belt covers around 34% of the Council’s area. Development allocations will be focused at settlements outside the Green Belt, informed by a Settlement Hierarchy to select sustainable locations. Other policies will provide continued protection to prevent the encroachment of growth into undeveloped areas and the coalescence of existing built-up areas.

3.23 Appropriate waste management and the supply of minerals is provided for within Essex County Council's Waste and Minerals Plans. These plans, alongside partnership working with the County Council, have informed the Local Plan process and will ensure that there is appropriate management of waste and that any mineral reserves are not sterilised by future development where the development is not necessary, and their prior extraction is practical and environmentally feasible. The Local Plan will also be consistent with the requirements of the South-East Inshore Marine Plan. Regard should also be had to relevant waste management guidance such as the CL:AIRE Definition of Waste Development Industry Code of Practice (DoWCoP).

Strategic Priority 5 - Meeting the needs for new homes

3.24 Chelmsford is a largely affluent area where average house prices and rents are high, sustained by high demand. As with much of the South East of England, this creates an affordability issue as the cheapest homes are less affordable to those on lower incomes.

3.25 There is significant demand for affordable housing, particularly affordable housing for rent. There is also demand for specialist residential accommodation. The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet local housing needs and the requirements identified through the Gypsy and Traveller Accommodation Assessment (GTAA) and for Travelling Showpeople plots and Gypsy and Traveller pitches. The ageing population also means that the Local Plan needs to provide the right type of homes, including for older people (55+).

Strategic Priority 6 - Fostering growth and investment and providing new jobs

3.26 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity and quality of life of local residents. The Local Plan needs to ensure that Chelmsford's businesses thrive, continue to innovate and can be even more productive and resilient; and that Chelmsford fosters new economic growth and new jobs to meet forecast local needs generated by the growing population.

3.27 Unemployment is low in Chelmsford, which also has a higher proportion of managerial and professional workers compared to regional and national averages. However, Chelmsford does have a skills shortage in some sectors including healthcare, and some workers are unable to afford homes close to work. This creates additional pressure to make sure that adequate provision is made for housing in line with Chelmsford's role as a regional and sub-regional centre.

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

3.29 The Council will also continue to support local businesses outside the Local Plan process through its business support services and by delivering the Chelmsford Economic Strategy, to encourage a circular economy.

Strategic Priority 7 - Creating well designed and attractive places, and promoting the health and social wellbeing of communities

3.30 The Local Plan policies will seek to promote the health and wellbeing of communities for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, to provide sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of active and sustainable travel routes.

3.31 New development will need to ensure that the integrity of communities is maintained and social cohesion is promoted. New development can also help to provide new primary health services where they are most needed.

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

3.33 The Local Plan will further require the use of masterplans for Strategic Growth Sites and encourage design codes where appropriate for strategic scale developments.

3.34 Large scale developments involve long term project development and management which should involve the new community. Community involvement is key to the success of new communities and could include management of community facilities, creation of gardens or orchards, and land trusts, as has been successfully demonstrated at Chelmsford Garden Community. Provision and management of well-supported community facilities will assist in ensuring sustainable and energy efficient development which is fit for the future.

Strategic Priority 8 - Delivering new and improved strategic and local infrastructure

3.35 The continued growth and popularity of Chelmsford is placing pressure on existing strategic infrastructure. This includes pressure on transport infrastructure, the potential for increased flood risk and greater pressure on resources such as water and waste services.

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

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

3.38 The Strategic Growth Site policies within the Local Plan set out the local infrastructure required to support the identified growth. To support this the Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and contains details regarding its phasing and costing.

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

3.40 Consultants, Ringway Jacobs, through Essex County Council has undertaken transport modelling to help support the proposals in the Local Plan. The Local Plan evidence base comprises a series of traffic modelling reports including a specific report on this review of the Local Plan. The traffic modelling report follows on from earlier assessments of the adopted Local Plan and this current review. The modelling outputs indicate that the patterns and severity of congestion across Chelmsford would remain broadly consistent regardless of differences in Local Plan development allocations and the mitigation measures identified. Further work is being undertaken to consider the likely traffic impact on local junctions most affected by the allocation sites and the mitigation measures to help to improve the performance at the junctions. The results of this additional modelling work will inform the review of the Local Plan.

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

3.42 Some parts of Chelmsford are also without access to high-speed broadband. Throughout the Local Plan period the Council will work with stakeholders to help promote gigabit broadband communications in all new developments, where it is viable to do so.

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

Strategic Priority 9 – Encouraging resilience in retail, leisure, commercial, and cultural development

3.44 Jobs in retail are focused in Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres. Chelmsford City Centre attracts shoppers and visitors from well beyond the Council's area boundary.

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

3.46 Developments such as the new Bond Street development, Bus Station, former Marconi Site, former Anglia Ruskin University Central Campus, and the Cricket Club have assisted

the City Centre in being a vibrant place both during the day and in the evening. As well as a wide range of residential development in the City Centre there is a focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. The Council will continue to encourage investment in major new infrastructure, retail, office, arts, leisure and cultural facilities to build upon past success.

3.47 Comprehensive leisure services are provided by the Council and through the private sector. These include a wide range of sports and recreation facilities, including two cinemas, Chelmsford City Racecourse, a large variety of sports facilities and extensive improvements to the flagship Riverside Ice and Leisure Centre.

3.48 There is evidence that the retail offer of South Woodham Ferrers Town Centre could benefit from enhancements and investment to meet the requirements of customers, businesses and visitors.

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

3.50 The Council is keen to ensure that all parts of Chelmsford are vibrant and successful with continued new facilities and by encouraging investment in Chelmsford's arts and culture. To this end the Council has also developed a vision to promote integrated enhancement of the West End quarter of Chelmsford City Centre. This area has a diverse mix of uses, acts as an important transport interchange and includes important civic functions, yet parts of the area have a rundown appearance and feel severed from the City Centre. The vision for the West End makes recommendations for enhancements in the future to provide an attractive and distinctive quarter. Culture Chelmsford, an independent charity, has also been established to work in partnership with the Council to strengthen Chelmsford’s cultural identity. Through close engagement with the public and stakeholders, the mutual objective is to inspire participation in the arts and culture, to build awareness of Chelmsford's historic heritage and to ignite interest in developing creative and cultural legacies for the future. The Trust has led on developing a shared Cultural Strategy to implement a 10-year vision for the whole of the Council’s area.

3.51 Work is also continuing on implementation of the Plan for Improving Rivers and Waterways in and around Chelmsford, to improve the appearance, attractiveness and recreational use of Chelmsford’s rivers and waterways, and some of its ambitions have been translated into policy.

4 - Our Vision and Spatial Principles

4.1 Taking into account the Strategic Priorities, this Section sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2041 and beyond.

Vision for Chelmsford

4.2 Our Vision for Chelmsford sets out the kind of place we want to be in 2041:

Guiding Chelmsford's growth towards a greener, fairer and more connected community.

Through the Vision, by 2041, Chelmsford will continue to:

- be an area for significant growth, achieving sustainable housing and employment development and providing new homes and jobs to meet a range of needs
- support a strong and expanding economy including supporting the growth of the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences and health and care, and professional and support sectors
- have a City Centre which continues to be a leading shopping and leisure destination, with an enhanced mix of vibrant and successful cultural, retail, leisure and residential use
- revitalise South Woodham Ferrers Town Centre by enhancing its retail, cultural and leisure offer
- be a place with an improving transport system offering enhanced connectivity for all through active and sustainable travel leading to modal shift
- support sustainable new development including the new Beaulieu Park Rail Station, expanded Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements
- move towards a net zero carbon future for Chelmsford seeking to mitigate and adapt to climate change and to promote the sustainable use of natural resources
- maximise opportunities for active and sustainable transport by providing increased opportunities for active and sustainable travel including walking, cycling and public transport
- provide new and expanded infrastructure, services and facilities to support new development, including the provision of new education, healthcare and police facilities and multifunctional green/blue infrastructure
- deliver Biodiversity Net Gain and wider environmental net gains, that forms an important component of nature recovery
- have residents benefiting from healthier, more inclusive and active lifestyles, in healthy living environments which reduce health inequalities
- deliver developments that respect the character and local distinctiveness of the area and that are well designed
- protect and enhance the rich and diverse built, historic and natural environment including the coast
- maximise the conservation value and enjoyment of Chelmsford's unique Green Wedge, riverbanks, canals and waterways including Sandford Mill
- be a centre of excellence for education and skills development with high-performing schools, University and a School of Medicine

- achieve the urban renewal and regeneration of Chelmsford Urban Area and City Centre
- support the rural economy with vibrant and sustainable rural areas
- build on success and facilitate the sustainable growth of the area
- facilitate the provision of gigabit broadband
- be a vibrant, attractive and a desirable place to live, work, visit and study in.

Spatial Principles

4.3 The following Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations. In particular, they will also contribute to delivering the Council's response to the declared climate and ecological emergency, focus on health and wellbeing, and secure the enhancement and extension of the City's Green Infrastructure Resource.

STRATEGIC POLICY S1 – SPATIAL PRINCIPLES

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

a Locate development at well-connected and sustainable locations
b Protect the Green Belt from inappropriate development
c Promote the use of suitable previously developed land for development
d Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area
e Focus development at the higher order settlements outside the Green Belt and respect the development pattern and hierarchy of other settlements
f Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity
g Locate development to avoid or manage flood risk and reduce carbon emissions
h Ensure development is served by necessary infrastructure and encourage innovation
i Locate development to utilise existing and planned infrastructure effectively
j Ensure development is deliverable.

Reasoned Justification

4.4 The Council has assessed its development requirements for the period to 2041. This development growth needs to be managed to ensure sustainable development is achieved. Therefore, to manage this change, a series of Spatial Principles have been established. The Spatial Principles are not listed in order of preference or priority but are all interrelated and when considered together will shape the Council's Spatial Strategy. They will be applied as relevant to all development proposals and related applications.

a) Locate development at well-connected and sustainable locations

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

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

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

b) Protect the Green Belt from inappropriate development

4.7 The extent of the Green Belt in Chelmsford is already established in the Council's adopted Local Plan and national planning policy is clear that the boundaries should only be altered in exceptional circumstances. The Green Belt will be protected as it provides the strongest possible planning policy to prevent the encroachment of urban growth into open undeveloped areas and the coalescence of existing built-up areas. Inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances, as set out in the NPPF.

c) Promote the use of suitable previously developed land for development

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

4.9 By their very nature, previously developed sites in urban areas can be well served by existing infrastructure but they may also be subject to constraints related to their precise uses or surroundings. These can include sites being in multiple ownership, the high cost of land, demolition of existing buildings and site remediation works. As such, redevelopment of some previously developed land can take a long time to become deliverable. There are a number of previously developed sites in the Chelmsford Urban Area which will be suitable for redevelopment over the Local Plan period. This reflects changes in the national and local economy resulting in land becoming derelict, under-used or no longer viable.

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

d) Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area

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

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

4.12 Strategic development will be focused in accordance with a Settlement Hierarchy by directing the new development growth in or around Chelmsford City Centre/Urban Area, some Key Service Settlements and other sustainable settlements outside the Green Belt. The existing settlement pattern should be respected so development does not sprawl into nearby settlements undermining their distinct and separate identities, and to prevent more isolated development which is severed or with poor connectivity.

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

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

g) Locate development to avoid or manage flood risk and reduce carbon emissions

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

h) Ensure development is served by necessary infrastructure and encourage innovation

4.15 The provision of infrastructure, services and facilities that are identified to serve the needs arising from new development, should be provided in a timely and, where appropriate, phased manner to serve their occupants and users. This will include maximising the efficient use of existing infrastructure and securing forward-funded infrastructure that supports new development such as the provision of new schools and innovative solutions for active and sustainable travel.

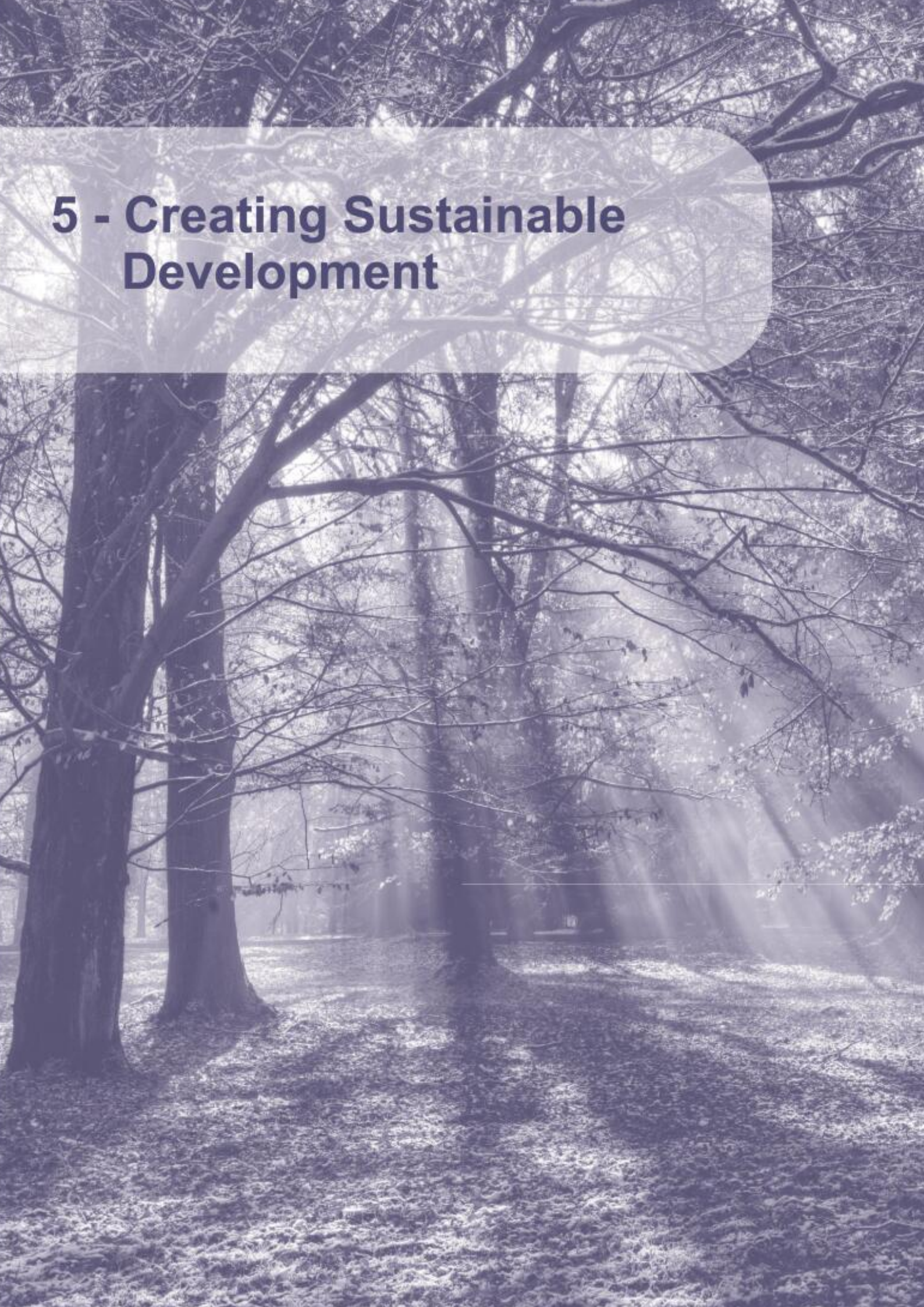
i) Locate development to utilise existing and planned infrastructure effectively

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

j) Ensure development is deliverable

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

5 - Creating Sustainable Development



5.1 This Section sets out the Strategic Policies that underpin and guide the Council's Spatial Strategy by addressing climate change, promoting social inclusion, conserving and enhancing the historic and natural environment and safeguarding community assets. New Strategic Policies have been added, numbered S14 to S17. However, they have been shown in the order they will appear, and all the Strategic Policies will be renumbered in the final plan.

Addressing sustainability

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

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

STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK

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

- **Reduces greenhouse gas emissions**
- **Results in net zero carbon emissions and exceeds Building Regulations Parts F and L in accordance with Policy DM31**
- **Promotes the efficient use of natural resources including use of integrated water management techniques**
- **Reduces the need to travel and provides for active and sustainable transport modes**
- **Provides opportunities for renewable and low carbon energy technologies and schemes**
- **Provides opportunities for decentralised energy and heating systems**
- **Encourages design and construction techniques which contribute to climate change mitigation and adaptation**
- **Minimises impact on flooding and over-heating**
- **Protects and provides opportunities for well-connected multifunctional green and blue infrastructure including city greening, woodland creation, tree planting, and new habitat creation**
- **Assists the delivery of Biodiversity Net Gain that will deliver mitigation and adaptation benefits.**

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

Reasoned Justification

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

5.5 The Council declared a Climate and Ecological Emergency on 16 July 2019. Essentially this declaration represents a commitment to take appropriate action to make the Council's activities net-zero carbon by 2030. In January 2020, the Council agreed a Climate and Ecological Emergency Action Plan with an initial focus on fifteen key areas of activity. It is aimed at:

- reducing carbon emissions
- lowering energy consumption
- reducing waste and pollution
- improving air quality
- greening Chelmsford
- increasing biodiversity
- encouraging more active and sustainable travel choices.

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

5.7 To mitigate the impacts of climate change, the Climate Change Act 2008, as amended, commits the UK to reducing the UK's greenhouse gas emissions by 100% below 1990 levels, to achieve 'net zero' by 2050. This is a very challenging target and local plans present an obvious opportunity to help meet this target e.g. decarbonisation of transport, promoting green infrastructure including city greening, and by shaping the location and design of new development, including measures to promote renewable and low carbon energy developments, water and energy efficiency such as insulation, living walls/roofs, passive solar design, tree planting, Sustainable Drainage System (SuDS) and providing resilient ecological networks. Such measures will also assist in minimising over-heating in developments.

5.8 Essex County Council set up the Essex Climate Action Commission (ECAC) to advise on Essex's response to climate change. The commission published its report 'Net-Zero: Making Essex Carbon Neutral' in July 2021, and this set out a comprehensive plan to:

- reduce the county's greenhouse gas emissions to net zero by 2050, in line with UK statutory commitments
- make Essex more resilient to climate impacts such a flooding, water shortages and overheating
- enhance biodiversity and the natural environment by creating natural green infrastructure across 30 per cent of all land in Essex by 2040.

5.9 Essex County Council is working alongside the Council to secure the highest standards required to address climate change and net carbon zero development. The Chelmsford Council Water Cycle Study (February, 2024) recommends the use of integrated water management techniques to address the challenge of water stress in the Council's administrative area.

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

5.11 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk both within the development boundary and off-site in all flood zones, and to ensure that the development remains safe throughout its life. In line with Policy DM18, development within areas of flood risk will be required to provide a safe dry refuge above 0.1% (1 in 1000) AEP with an allowance for climate change and a safe means of access or suitably manage risk through some other means. At a development site level, mitigation measures can include SuDS, the use of permeable hardstanding materials and landscaping. At a strategic level, to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford Urban Area on the Rivers Can and Wid (the Future Flood Resilience scheme) and, in appropriate circumstances, local flood protection measures within development sites. Developments should accord with latest technical guidance, or as updated and amended, including The Environment Agency's Approach to Groundwater Protection; The CIRIA C753 SUDS Manual; and Sustainable Drainage Systems: Non-Statutory Technical Standards.

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

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

5.14 The Marine Management Organisation (MMO) adopted its South East (Inshore) Marine Plan in June 2021. It includes land to the south of South Woodham Ferrers. The Marine Plan's jurisdiction overlap with the Council's responsibilities (which extend to mean low water) and due regard must be given to the Marine Plan. The South East (Inshore) Marine Plan, must be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment.

STRATEGIC POLICY S14 – HEALTH AND WELLBEING

The Council is committed to improving the health and wellbeing of our residents and communities, promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high quality placemaking.

The Council will achieve this by ensuring that new development:

- **Contributes towards the strategic priorities of the Chelmsford Health and Wellbeing Plan to help reduce inequalities including health**
- **Has good access to services and facilities to support daily life and provide for the needs of their communities including education, employment, retail, public transport, healthcare, social, community and greenspace**
- **Is well designed to create safe, inclusive and accessible places for all users and encourage social interaction and wellbeing**
- **Creates opportunities for healthy and active lifestyles including access to and the provision of new multifunctional green and blue infrastructure, spaces for play, recreation and sports, and better active travel including provision for safe, attractive and well-connected pedestrian and cycle routes**
- **Provides good quality housing both externally and internally, to provide a healthy living environment now and in the future**
- **Supports the provision of cultural infrastructure and public art to create a sense of place and identity**
- **Is climate resilient and as sustainable and energy efficient as possible to promote healthy environments**
- **Provides opportunities for access to nature to support physical and mental health**
- **Provides appropriate mitigation to avoid harmful health impacts/emissions.**

In addition to the above, all new strategic scale residential development (defined as development for 100 or more units) will be required to demonstrate how they have considered the following in their place making objectives:

- **Opportunities for community involvement in the long-term management and stewardship of the new development**
- **Opportunities for growing food such as allotments, community gardens and orchards to improve access to local healthy food**
- **Creation of walkable neighbourhoods to support people to live healthy lifestyles having regard to the Essex Design Guide - a New Development Model for Essex**
- **Livewell Development Accreditation Scheme**

- **Creation of a physical environment where people have the resilience to cope with life's changes such as a dementia friendly environment**
- **Incorporation of Sport England and National Design Guide Active Design principles**
- **Provision of a mix of uses on site that support daily life including education, employment, retail, public transport, healthcare, social, community and greenspace**
- **Opportunities to make a significant positive contribution to health and wellbeing.**

For development of 50 or more dwellings, Use Class C2 (Residential Institutions) and non-residential development in excess of 1,000 sqm (excluding agricultural buildings) a Health Impact Assessment will be required to assess the likely positive and negative impacts on the health and wellbeing of different groups in the population, particularly those who may be more susceptible to poorer health outcomes, and on existing health services and facilities. The assessment should include recommendations on how positive health impacts could be maximised and negative impacts on health and inequalities avoided or mitigated. The Council will require Health Impact Assessments to be prepared having regard to the most up to date advice and best practice for such assessments. Where significant impacts are identified, planning permission will be refused unless measures to meet the health service requirements of the development are mitigated.

Developments which will have an unacceptable significant adverse impact on health and wellbeing which cannot be mitigated, or that fail to offer reasonable provisions, will be refused.

Reasoned Justification

5.15 Spatial planning and health and wellbeing are intrinsically linked. The health and wellbeing of individuals and communities is affected by a wide range of factors. Health and wellbeing can be encouraged and improved through high quality planning, design and management of the environment providing convenient local healthcare services; public and open spaces and natural environments to encourage people to be physically active encouraging community participation; ensuring developments embody the principles of lifetime neighbourhoods and promote independent living; promoting access to healthy and locally sourced food; and encouraging active travel, most particularly cycling and walking for healthy lifestyles.

5.16 The Chelmsford Health and Wellbeing Plan has identified five key health and wellbeing priorities. These are to reduce excess weight and obesity and increase physical activity in adults and children, alleviate loneliness and social isolation, improve poor housing, enabling people to age well in Chelmsford and to reduce alcohol, substance misuse and behavioural addictions. These can all impact our physical and mental health.

5.17 The Council will work to improve the health and wellbeing of residents and communities by working in partnership with the NHS and Public Health to ensure residents and communities can access high quality primary and secondary health care services and that new and improved services are put in place, where appropriate, to serve the growing population;

particularly for vulnerable groups and communities. The Council will also monitor the wider health and wellbeing outcomes using the Thriving Places Index.

5.18 The design and masterplanning of development proposals will embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. All development proposals should embed the Sport England and National Design Guide Active Design principles. There should be particular regard to the sections relating to local identity and distinctiveness, mixture of housing type and tenure, internal and external layouts and walkable neighbourhoods with good access to a mix of uses and facilities.

5.19 The NPPF recommends that local authorities should consider opportunities to support people to live healthy lifestyles including planning for an environment that helps promote active travel and physical activity. Good quality infrastructure encourages active travel and the use of public transport. Improved active travel corridors and access to public transport makes it easier for our residents and communities to use healthier travel choices which help prevent excess weight and obesity. All new and improved walking and cycling routes should be designed to ensure they are coherent, direct, safe, comfortable and attractive.

5.20 Climate change impacts health directly through extreme weather conditions and events. In the UK, the effects of climate change will not be felt equally and are likely to increase health inequalities. There are significant health opportunities in the response to climate change. Many of the solutions to address climate change, such as promoting more sustainable and active travel and healthy sustainable diets are interventions that also bring benefits to health. Climate change is increasing global temperatures by increasing the periods and frequency of high temperatures. Buildings can be kept cool during hot weather either through passive building design or energy-intensive methods to control internal temperatures. There are a number of negative health impacts caused by high indoor temperatures and overheating. High quality buildings are comfortable and healthy and should be both cool in the summer and warm in the winter. The buildings should have good fresh air ventilation and circulation, good levels of natural light and be protected from climate impacts such as flooding and overheating. Well-designed homes and buildings provide high quality functional, accessible and sustainable internal and external spaces for their residents and users positively promoting health and wellbeing. More information about the creation of sustainable buildings can be found in the National Design Guide, Making Places SPD and the Essex Design Guide.

5.21 Investment in cultural buildings, places and spaces, the arts and public art and its associated infrastructure can provide improved and new cultural experiences for our residents and communities improving their health and wellbeing. Collaboration between the Council, local health providers, voluntary sector and key stakeholders will help embed culture into new and existing communities across Chelmsford.

5.22 Community allotments, gardens and orchards provide learning opportunities about how to grow food and eat local fresh produce when it is in season. They also help to improve physical and mental health and wellbeing by being outdoors. More information about healthy eating and improving access to good quality food is set out in the Chelmsford Food Plan, adopted by the Council in 2023.

5.23 Walkable neighbourhoods are designed to prioritise walking and cycling enabling access to facilities and services without needing to use the private car. The co-location and concentration of retail, community and associated uses to support linked trips should be promoted as they would result in creating multiple reasons to visit a destination, minimising

the number and length of trips and increasing the awareness and convenience of opportunities to participate in leisure, sport and physical activity. Development proposals should have regard to the Essex Design Guide and supplementary guidance (A New Development Model for Essex, October 2023).

5.24 The built and natural environment also has an important role to play in maintaining people's health, wellbeing and independence and their resilience to cope with life's changes including those with dementia. The local environment is a fundamental factor contributing to the quality of life of all people, which can either be enabling or disabling. Having access to amenities like local shops, doctors, post offices and banks within easy, safe and comfortable walking distances helps people feel connected. For people with dementia, it can also help them to live independent and fulfilling lives for longer. It is also important to consider the significant role that consistency and familiarity plays in giving people confidence and helping them to feel safe, especially older people and those with dementia. This can be as simple as the purpose of a building being obvious or having clear lines of sight through a development. Other design principles which developers should adhere to include ensuring that developments are accessible to those with both visible and hidden disabilities including dementia including familiarity, legibility, distinctiveness, accessibility, comfort and safety.

5.25 Developers are encouraged to apply for their developments to be awarded Livewell Development Accreditation. The scheme encourages developers to promote the physical and mental health of residents when designing and building new developments. The voluntary scheme recognises the wider factors that impact on health and wellbeing including access to healthier food, support for local employment and education facilities and inclusive communities.

5.26 Residents and the users of new development will have an impact upon the health services and facilities that are provided in the Council's administrative area. Likewise, through the design of new development, healthy living can be promoted. The extent of these impacts needs to be assessed to ensure that adequate health services continue to be provided for the community as a whole. For development of 50 or more units and non-residential development in excess of 1,000 sqm (excluding agricultural buildings) which have relatively little impact upon health and wellbeing and health services, a rapid or desktop assessment may be sufficient to satisfy the requirements of this policy. For larger scale developments and developments where a rapid or desktop assessment indicates more significant impact upon health and wellbeing and health services, a comprehensive Health Impact Assessment (HIA) will be required. A comprehensive HIA can include matters such as housing quality and design, access to healthcare services and other social infrastructure, access to open spaces and the natural environment, air quality and noise impact, accessibility and travel options, crime reduction and community safety, access to healthy food, social cohesion and minimising the use of resources. Early engagement with the Council's and Essex County Council's public health officers is recommended prior to commencement of an HIA to help ensure that the HIA can inform proposals effectively. The Council will liaise with the Mid and South Essex Integrated Care System and Essex County Council Health and Wellbeing Services when assessing the scope and scale of likely impacts. A HIA should be prepared following the current best practice advice and reflect the most up to date evidence. Further details on preparing HIAs can be found in the Health Impact Assessment section of the Essex Design Guide.

STRATEGIC POLICY S15 – CREATING SUCCESSFUL PLACES

Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported.

Reasoned Justification

5.27 High quality design of new development is essential to making places more attractive, sustainable, safe and accessible, and should be at the heart of every development. New development is not only about the buildings, but how they fit together, the spaces between them, and how the development is experienced. This sense of place does not arise by accident, but by careful application of all aspects of high quality, beauty and sustainability. Good design can also help to mitigate the impacts of climate change, promote healthier lifestyles and build a sense of civic pride.

5.28 Masterplans will be required for Strategic Growth Sites, and they may also be appropriate for constrained or sensitive sites. Masterplans are separate from the planning application process. An approved masterplan must be in place for the relevant site prior to the determination of any planning application, and should set out the development principles and supporting evidence. Some allocated sites have existing masterplans/design briefs. The Council will review and consider whether they are relevant and/or still up-to-date to determine whether further masterplanning is required and whether the masterplan process can be adapted to take account of them. The use of planning briefs or design coding may be required for smaller sites to provide a framework for development and clear guidance for design requirements.

5.29 Development proposals should have regard to the National Design Guide and National Model Design Code (September 2019) which offers general guidance on achieving high quality places and spaces. In addition, regard should be had to the Council's Making Places SPD. Making Places offers detailed guidance on achieving the required policy standards within the Local Plan and sets out local design guidance relevant to Chelmsford – in particular for the natural environment, movement, public spaces, built environment, sustainable design and construction, and adaptable buildings. Development proposals should also have regard to the Essex Design Guide which provides key design principles and advice across a wide range of topics to inform the plan making and planning application decision making process.

5.30 The Council encourages developments to be inclusive to accommodate all users, placing people at the heart of the design process.

5.31 Development is not only about creating a successful new place, but also securing its long- term future. New large Strategic Growth Sites should have long-term place keeping arrangements which involve community engagement and involvement in the management and enhancement of public spaces and community assets so residents are at the heart of the community, alongside developer commitment to creating and maintaining a legacy for future generations.

STRATEGIC POLICY S3 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

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

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

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

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

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

The Council will seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings, which includes buildings, structures, features, gardens of local interest and protected lanes. Policy DM14 sets out the Council's approach to the protection and retention of these assets.

Chelmsford contains a number of sites of archaeological importance. As set out in Policy DM15, the Council will seek the preservation and where appropriate enhancement of sites and their setting of archaeological interest.

Reasoned Justification

5.32 Chelmsford has a rich and diverse heritage. It has many heritage assets which are worthy of protection for their significance and for their contribution to the special character of Chelmsford. Within Chelmsford's administrative area there are 1,011 listed buildings. There are also 25 Conservation Areas, 19 Scheduled Monuments, and 6 Registered Parks and Gardens all of which are shown on the Policies Map. With the exception of Conservation Areas, these designated heritage assets are identified within the National Heritage List for England.

5.33 Buildings are listed on the basis of their special architectural or historic interest. These buildings are subject to special planning controls over their demolition, partial demolition, alteration or extension in any manner which affects their special character. Within Chelmsford there are a high number of timber frame buildings from the 14th-17th centuries reflecting the prosperity of the area in this period and displaying vernacular building techniques, notably within the rural areas and village centres, such as Stock, Writtle, Boreham and Great Waltham. The survival of vernacular buildings across the administrative area contributes to its distinctiveness. There are 63 Grade I and II* listed buildings, including medieval parish churches, structures at Pleshey Castle, Henry VIII's palace at New Hall, country houses (such as Langleys, Leez Priory and Boreham House) and exceptionally complete timber frame buildings.

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

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

5.36 There are 6 Registered Parks and Gardens, including an 800m long Avenue at New Hall, the rare 'canal' water feature at Boreham House and the Humphry Repton landscape at Hylands Park. The public parks at Hylands and Danbury have an important role in the distinctness of Chelmsford and social wellbeing. They also contribute to the local economy though organised events and formal and informal recreation. The Council recognises that Registered Parks and Gardens should be protected.

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

5.38 In addition to designated heritage assets, Chelmsford has many non-designated assets which are worthy of protection and conservation for their architectural, townscape, landscape or historic interest. The Council will continue to update a list of heritage assets which have local value. This is titled Register of Buildings of Local Value and includes buildings, structures or features of local architectural or historic interest which make a positive contribution to their locality. 564 buildings are included on the current Register of Buildings of Local Value, and 12 sites are identified on the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust. Both the designated and non-designated heritage assets reflect the expansion of Chelmsford as a manufacturing and technology

centre in the early twentieth century, when Hoffmann, Marconi, and Crompton were located in the town.

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

5.40 The Council also maintains a buildings at risk register (including designated and non-designated heritage assets) and proactively works to seek their protection and conservation. Sustaining appropriate uses is part of a strategy to ensure their conservation and their economic contribution. The 2022 Buildings at Risk Register includes 12 entries. In determining planning applications, the Council will take account of the desirability of sustaining and promoting opportunities to enhance the significance of both designated and non-designated assets and their settings.

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

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

STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution. All projects should have regard to reducing the impacts of climate change and respond to the ecological emergency, delivering multiple benefits in terms of but not exclusive to habitats, carbon storage and Natural Flood Management.

The Council will plan for a well-connected multifunctional network of green and blue infrastructure which protects, enhances and restores ecosystems and allows nature recovery across the Council's area. The garden community developments will be required to deliver 20% Biodiversity Net Gain, other qualifying new development will be required to deliver a minimum 10% Biodiversity Net Gain. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management including water resources, and climate change adaptation.

The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary. Developers will need to demonstrate that sufficient waste water treatment capacity is available ahead of occupation to ensure no deterioration in the quality of receiving waters.

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

The Council will ensure that new development maximises opportunities for the preservation, restoration, enhancement, and connection of natural habitats in accordance with the Local Nature Recovery Strategy or future replacements.

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

Contributions from qualifying residential developments within the Zones of Influence, as defined in the adopted Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), will be secured towards mitigation measures identified in the RAMS.

Reasoned Justification

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

5.44 The Environment Act, 2021, brought mandatory Biodiversity Net Gain (BNG) into law. This means that all new developments will be required to deliver a minimum 10% increase in biodiversity.

5.45 Essex Local Nature Partnership (LNP) was set up in response to the 2021 Environment Act requirement for the development of Local Nature Recovery Strategies (LNRS). Its goal is to develop a LNRS that has cross sectoral support, as well as nature recovery, resulting in more nature across Essex in the future, as mandated by the 2021 Environment Act. The LNRS will set out in detail a strategy for delivering this mandate, but overall the principle is that there is a need for better connectivity and scale to achieve nature recovery across Essex.

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

5.47 The Council's 'Improvement Plan for Rivers and Waterways in and around Chelmsford' sets out opportunities to improve the appearance, attractiveness, and recreational use of these assets and to promote schemes and activities that enhance their habitat, ecological and biodiversity value.

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

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

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

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

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

5.52 Provision will include new strategic greenspaces which will be of City-wide importance including three new Country Parks in East Chelmsford, East Chelmsford Garden Community (Hammonds Farm) and North East Chelmsford and areas for future recreation use/SuDS to support strategic site allocations in Great Leighs, East Chelmsford, East Chelmsford Garden Community (Hammonds Farm), North East Chelmsford and West Chelmsford. As part of the original masterplan for Chelmer Village, an area of open land was also identified for informal

strategic recreation. These and other green infrastructure allocations are shown on the Policies Map.

5.53 All development proposals must comply with current requirements and best practice for measurable biodiversity net gain and Nature Recovery Strategies and Networks. As a minimum, 10% biodiversity net gain is required or as otherwise indicated in policy and legislation. This is in addition to the requirement to follow the mitigation hierarchy. Biodiversity net gain requirements must not undermine the existing range of protections, in planning policy and legislation, for irreplaceable habitats and protected sites. As part of the planning process a calculation in line with the latest Natural England Biodiversity Metric should be submitted and strict adherence to the mitigation hierarchy should be used to ensure harm is avoided in the first instance, that provision for a minimum 10% measurable net gain in biodiversity is made onsite wherever possible and that offsite compensation with a long-term management plan is used as a last resort.

5.54 Residential development proposed within the Local Plan has the potential to result in an increase in recreational disturbance on the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). This issue was further considered in an Appropriate Assessment which identified the need to prepare a Recreational Avoidance and Mitigation Strategy (RAMS). Following consultation with Natural England, an Essex-wide RAMS was prepared to cover the Essex Estuaries SAC and Crouch together with the Roach Estuaries SPA and the Colne and Blackwater Estuaries SPAs and Ramsar sites.

5.55 The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) Strategy Document was adopted in 2019 and the SPD was adopted in 2020. The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitats sites from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all qualifying residential development within the Zones of Influence as defined in the adopted RAMS or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations. Major developments (defined as sites of 10 or more dwellings) may also be required to provide or contribute towards additional recreational mitigation measures to address alone impacts of the proposal as identified in paragraph 8.139 of DM16. This will be informed by a review of the RAMS and SPD which is expected to be complete in late 2025 and/or project level HRAs.

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

STRATEGIC POLICY S5 – PROTECTING AND ENHANCING COMMUNITY ASSETS

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

Reasoned Justification

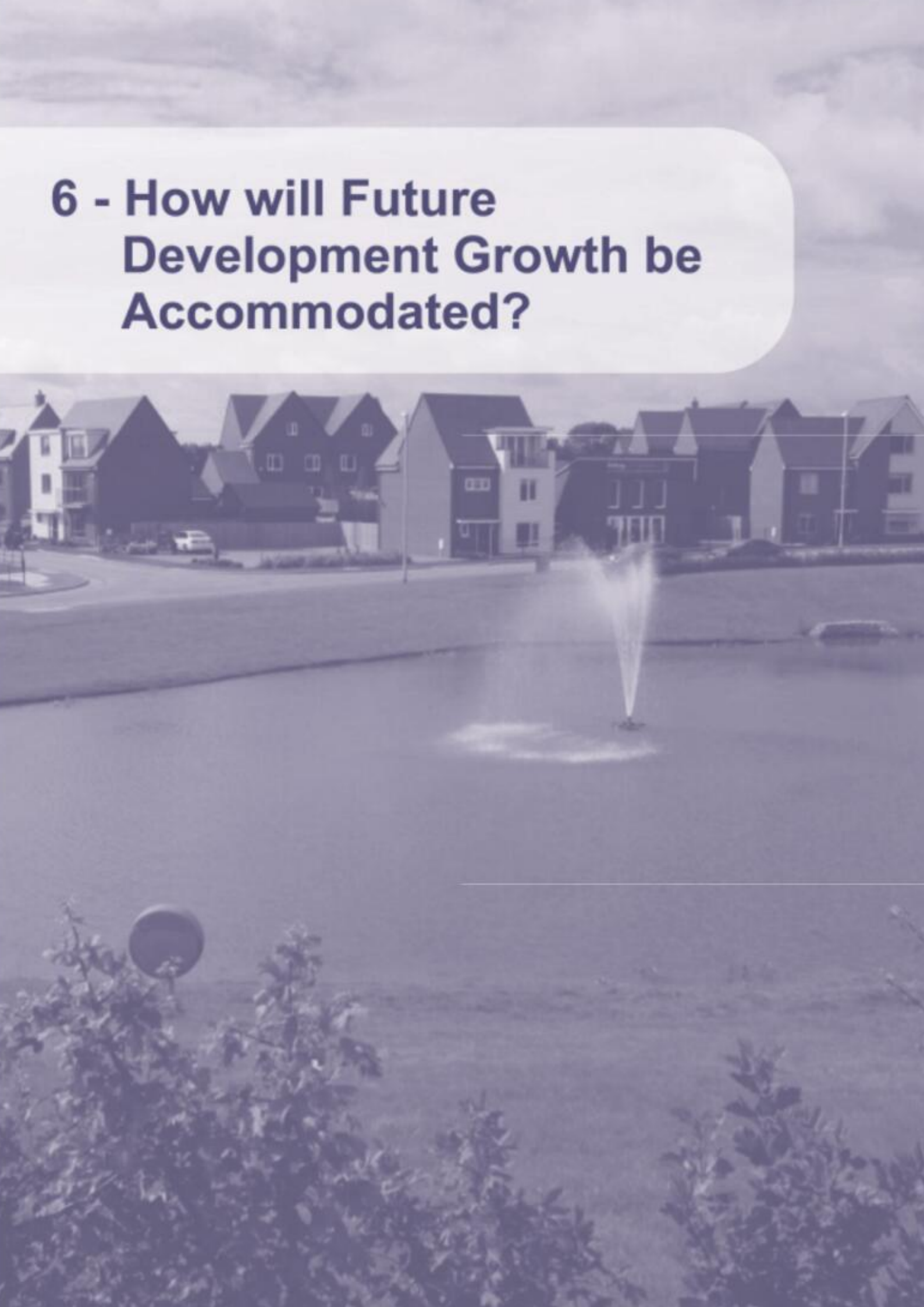
5.57 Community assets are an important part of the fabric of communities. To ensure that new places are sustainable and create developments where people want to live, work and enjoy, there is a need to ensure that community facilities are provided as part of larger developments.

5.58 An important element of sustainable development and creating safe, cohesive and sustainable communities is the provision and protection of community uses such as schools, health, police and recreation, education, community halls, pavilions, scout huts, places of worship and other cultural buildings at locations that are readily accessible. Schools are specifically identified on the Policies Map. These uses are predominately within Use Class F1/F2 of the Use Classes Order 1987 (as amended). In addition, and especially outside the urban areas, facilities such as public houses, post offices, local shops and petrol stations and other community facilities can perform a vital function in terms of the economic and social welfare of such areas, and to help ensure the continued vitality of village and rural communities.

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

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

6 - How will Future Development Growth be Accommodated?



6.1 This Section sets out the requirements for development for the period up to 2041 and the Council's Spatial Strategy. It also presents a number of strategic policies including policies related to securing infrastructure and delivering growth. New Strategic Policies have been added, numbered S16 and S17. However, they have been shown in the order they will appear, and all the Strategic Policies will be renumbered in the final plan. Strategic Growth Sites, providing 100 or more new homes, have an accompanying policy which sets out the expectations for their delivery. Growth Sites, providing less than 100 new homes, also have specific policies where appropriate.

Development requirements

STRATEGIC POLICY S6 – HOUSING AND EMPLOYMENT REQUIREMENTS

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

A. HOUSING

In order to meet the transitional arrangements for assessed housing need calculated using the Standard Method, provision is made for a minimum of 22,990 net new homes at an average annual rate of 1,210 net new homes per year.

In order to meet the identified need of 40 new permanent pitches for Gypsies and Travellers, sites providing a total of 30 permanent pitches for Gypsies and Travellers, as defined by national planning policy, will be allocated with the remainder of the need to be met through windfall applications using the criteria of Policy DM3.

In order to meet the identified need of 38 new permanent plots for Travelling Showpeople, sites providing a total of 28 permanent plots for Travelling Showpeople, as defined by national planning policy, will be allocated with the remainder of the need to be met through windfall applications using the criteria of Policy DM3.

B. EMPLOYMENT

A minimum of 173,146~~162,646~~sqm of new employment floorspace (Use Classes E(g)(i-iii), B2 and B8), in addition to existing employment development commitments, is identified to be delivered over the Plan period through flexible employment site allocations.

Reasoned Justification

New Homes

6.2/3.6 The Council is committed to plan positively for new homes and to help significantly boost the supply of housing to meet the needs of the area. To meet the requirements of national planning policy there is a need to establish the number and type of new homes.

6.3/3.7 The Strategic Housing Needs Assessment (SHNA) report published in August 2023 uses the Standard Method relevant at the time for calculating housing need and follows a four-step process leading to a housing need for 955 dwellings per year.

6.4/3.8 An addendum note to the SHNA 2023 was published in November 2024 and partially updates it. The key reason for the 2024 addendum note was to review the implications of moving from housing delivery at the Standard Method of 955 dwellings per year up to a figure of 1,206 dwellings per year – the proposed transitional figure associated with a local housing needs figure of 1,406 per year calculated using the Standard Method published as part of the proposed reforms to the NPPF consulted on during July – September 2024.

6.5/3.9 With the higher housing number, it is projected that net in-migration to the Council area would increase and there would be stronger population growth, which in turn could impact on a range of housing needs, including the need for affordable housing, the mix of housing and housing for older people.

6.6/3.10 The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Taking into account the range of housing needs identified in the SHNA 2023 and 2024 addendum note, the Council proposes a Housing Requirement figure of 1,210 homes per annum for the plan period 2022 – 2041. This equates to 843% of the latest local housing needs figure of 1,43754 ~~per year~~ calculated using the Standard Method published in the December 2024 NPPF.

6.7/3.11 The Council will review housing numbers regularly in accordance with national policy requirements, and will have regard to the housing market area when consulting on any strategic matters that apply, including any housing needs that cannot be met within neighbouring areas.

Housing Supply

6.8/3.12 To help significantly boost housing supply, the Council proposes to allocate development sites in the Local Plan to provide 1,210 homes per annum.

6.9/3.13 Provision is made for a total of 24,915~~23,326~~ new homes in the period 2022 - 2041. When considering existing housing completions (2,650~~1,837~~), existing sites with planning permission (2,510~~3,016~~), existing Local Plan allocations to 2036 (11,975~~867~~) and Windfall Projection to 2041 (2,362~~73~~), the residual new Local Plan Allocations for the period to 2041 is 5,418~~4,233~~ new homes.

Table 1 /Table 2 : Housing supply

Housing supply 2022/23 to 2040/41	Net new homes
Completions 2022/23 - 2024~~3~~/25~~4~~	2,650~~1,837~~
Sites with planning permission (excludes existing Local Plan allocations)	2,510~~3,016~~
Existing Local Plan allocations	11,975~~867~~
New Local Plan Review Allocations	5,418~~4,233~~
Windfall allowance (2028~~7~~-2041)	2,362~~73~~
TOTAL SUPPLY	24,915~~23,326~~

6.10/3.14 Based on past delivery records, windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account when determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in Chelmsford. The evidence shows that around 1986 new homes have been built on windfall sites per year. For future housing supply, a windfall allowance of 1957 new homes a year is considered robust and represents a modest contribution to overall supply.

6.11/3.15 Housing completions will be assessed annually against the housing trajectory to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Authority Monitoring Report (AMR). It is important that a range of house types and sizes are provided as part of new residential developments. The requirements for the size and type of housing are contained in Policy DM1, and for affordable housing in Policy DM2.

Gypsy and Travellers and Travelling Showpeople

6.12/3.16 In accordance with the National Planning Policy for Traveller Sites (PPTS), the Council, in partnership with other Essex Local Authorities, undertook a Gypsy and Traveller Accommodation Assessment in 2023. This identified those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople. For those Gypsy and Travellers that do not meet the PPTS definition their needs will be considered through the provisions for specialist housing covered by Policy DM1 Cii.

6.13/3.17 The findings of the Gypsy and Traveller Accommodation Assessment (GTAA) that covers the period 2023 to 2041 identifies a requirement for 40 permanent Gypsy and Traveller pitches and 38 permanent Travelling Showpeople plots to be developed by 2041 within Chelmsford for households that meet the definition of Gypsies and Travellers in the PPTS at the time the GTAA was published.

6.14/3.18 The Council will expect to see Gypsy and Traveller Pitches and/or Travelling Showpeople accommodation provided on all suitable large strategic development allocations, the detail of which are set out in separate strategic site policies. The remaining need will be met through regularisation of existing pitches/plots and windfall applications where appropriate.

New Employment Floorspace

6.15/3.19 National policy requires Local Plans to proactively drive and support sustainable economic development to deliver the jobs that the country needs. The Council wants Chelmsford's economy to develop further and for businesses to be even more successful and productive. To achieve this, the Local Plan will ensure that there is an appropriate quantity and range of employment land to enable the local economy to function efficiently. The Local Plan will also assist in the creation of new jobs and inward investment by less direct means, for example, by supporting the expansion of education and training, facilitating improvements to transport and telecommunications and maintaining an attractive environment through the protection of the landscape and heritage assets.

6.16/3.20 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs – the highest of any district in Essex and there are around 9,300 businesses.

6.17/3.21 The economy of Chelmsford is mixed with high numbers of jobs in the retail sector, social and health work sector, professional and scientific sector and the administration support sector. The Essex Sector Development Strategy (2022) identifies growing employment sectors that are set to create new jobs over the next 30 years including construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, and health and care, and professional and support sectors.

6.18/3.22 The Employment Land Review 2023 (and Focused Update 2024), and the Retail Capacity Study Update 2023 have informed the amount and type of employment and retail floorspace that will be required within the Local Plan period.

6.19/3.23 The Local Plan allocates 173,146~~162,646~~sqm of new employment floorspace to accommodate economic growth and employment requirements. This is informed by forecasts in the Employment Land Review 2023 (and Focused Update 2024) and seeks to meet job growth forecasts over the plan period. This new supply is in addition to extant planning permissions. As a result, the Local Plan exceeds the recommended minimum employment space requirements over the period to 2041. The Council will monitor employment development growth alongside housing delivery through subsequent reviews of the Local Plan to ensure that new employment space broadly matches the future growth of the resident workforce in Chelmsford.

The Spatial Strategy

6.20 In order to meet identified development needs, the Spatial Strategy sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2041. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development.

STRATEGIC POLICY S7 – THE SPATIAL STRATEGY

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

Settlement Hierarchy

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

***Chelmsford includes its Urban Area such as Chelmer Village, Great Baddow and Springfield.**

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

New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram (Figure 14/2), Policies Map, and the table below:

Spatial Strategy – Development Locations and Allocations

Development allocations to 2041		**New Homes**	**Traveller Pitches**	**Travelling Showpeople Plots**	**Net New Employment Floorspace**
Growth Area 1 – Central and Urban Chelmsford					
Site/Location					
1	Previously developed sites in Chelmsford Urban Area	2,772 ~~3,013~~			4,000sqm Use Class E(g)(i-ii)
2	West Chelmsford	880		5	

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
3a	East of Chelmsford - Manor Farm	360			
3b	East of Chelmsford - Land North of Maldon Road				5,000sqm Office/Business Park
3c	East of Chelmsford - Land South of Maldon Road	109			
3d	East of Chelmsford - Land North of Maldon Road	65			
4	Land North of Galleywood Reservoir	24			
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25			
18a	Land North West of Chelmsford (North of Hollow Lane)	100			
19	Land West of Patching Hall Lane	200			
Area Total		**4,535~~476~~**		**5**	**9,000sqm**
Growth Area 2 – North Chelmsford					
Site/Location					
6	North East Chelmsford (Chelmsford Garden Community)	5,579 ~~5,569~~	10		56,946sqm Office/Business Park

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	390 ~~250~~			
7c	Great Leighs - Land North and South of Banters Lane	113 ~~100~~			
8	North of Broomfield	512			
9a	Waltham Road Employment Area				14,000 ~~3,500~~sqm E(g)(iii)/B2/B8
9b	Land to the East of 118 to 124 Plantation Road, Boreham	60			
9c	South of Main Road and Dukes Wood Close, Boreham	22			
14b	Land south of Ford End Primary School, Ford End	75~~20~~			
15	Little Boyton Hall Farm Rural Employment Area				6,000sqm B2/B8
Area Total		**7,501 ~~7,201~~**	**10**	**5**	**76,946 ~~66,446~~sqm**
Growth Area 3 – South and East Chelmsford					
Site/Location					
16a	East Chelmsford Garden Community (Hammonds Farm)	3,000	20	13	43,000sqm Business Space

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
16b	Land adjacent to A12 Junction 18				43,000sqm Business Space
10	North of South Woodham Ferrers	1,220		5	1,200sqm Business Space
11b	Land at Kingsgate, Bicknacre	20			
11c	Land west of Barbrook Way, Bicknacre	250~~20~~			
12	St Giles, Bicknacre	50~~32~~			
13	Danbury	101~~100~~			
17a	Land North of Abbey Fields, East Hanningfield	11			
17b	Land east of Highfields Mead, East Hanningfield	20			
17c	Land South of Rough Hill Complex, East Hanningfield	115			
17d	Land South and South East of East Hanningfield Village	150			
17e	Land South of Windmill Farm, Back Lane, East Hanningfield	40			
20	Land to East and North of Rettendon Place	350			

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
21a	Land North of Old Rectory Lodge, Main Road, Woodham Ferrers	15			
21b	Land North of Congregational Church, Main Road, Woodham Ferrers	15			
Area Total		**5,357~~4,423~~**	**20**	**18**	**87,200sqm**
Total Local Plan Allocations		**17,393 ~~16,100~~**	**30**	**28**	**173,146 ~~162,646~~sqm**
Windfall Allowance 2028~~7~~-2041		**2,362~~73~~**			
TOTAL		**19,755 ~~18,473~~**	**30**	**28**	**173,146 ~~162,646~~sqm**

There will also be opportunities for Exception Sites providing affordable homes and community-led development in some locations where there are policies of constraint.

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

New employment growth will be delivered as part of mixed used development on appropriate previously developed sites in Chelmsford Urban Area. Strategic employment growth is directed to strategic site allocations at North East Chelmsford (Chelmsford Garden Community), a new garden community to the east of Chelmsford (Hammonds Farm), Land adjacent to A12 Junction 18, East Chelmsford, and as extensions to Little Boyton Hall Farm Rural Employment Area and Waltham Road Employment Area.

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

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

Where there are large and established mainly institutional uses within the countryside, Special Policy Areas will be used to support their necessary functional and operational requirements. The Special Policy Areas are defined

on the Policies Map at Chelmsford City Racecourse, Broomfield Hospital, Hanningfield Reservoir Treatment Works, RHS Hyde Hall Gardens, Sandford Mill and ARU Writtle.

Figure 14 /2 : Key Diagram

Reasoned Justification

The General Principles

6.21/3.24 The amount and type of new development provides the starting point for the formulation of the Spatial Strategy, which is then shaped by the Vision, Spatial Principles and the need to secure sustainable development. This includes the protection of the Green Belt and Green Wedge. The Spatial Strategy avoids new development in areas of high flood risk, or ensures that any flood risk is managed for development at highly sustainable locations in Chelmsford City Centre.

6.22/3.25 National Planning Policy requires councils to identify land in local plans to accommodate ten percent of their housing requirement figure on sites no larger than one hectare, unless it can be demonstrated that this target cannot be achieved. Allocated small sites are often built out relatively quickly and need to be identified separately from the supply generated through small windfall sites. Having a good mix of site sizes helps to maintain a diverse housing supply. Residential development on private residential gardens contributes to Chelmsford's housing delivery on small windfall sites. In accordance with the NPPF, these will be supported where development would not cause harm to the local area and where they are in accordance with other relevant policies of the plan including Policy DM23.

6.23/3.26 The Local Plan focuses new development, including housing and employment growth, leisure, office, cultural and tourist facilities, retail and mixed use development at the most sustainable locations that meet the Local Plan Vision and Spatial Principles. It does this first through making the best use of previously developed land within Chelmsford Urban Area. As this area is unable to accommodate all of the new development needed, the Local Plan also allocates land for development in the following areas:

- Sustainable urban extensions of Chelmsford, Great Leighs and South Woodham Ferrers for new housing and employment
- Two new garden communities to the north east of Chelmsford (Chelmsford Garden Community) and east of Chelmsford (Hammonds Farm) underpinned by the TCPA Garden City Principles
- Expansion of existing established employment sites (Little Boyton Hall Farm and Waltham Road).

6.24/3.27 The Spatial Strategy sets out the need to balance sustainable development against a number of different issues including the loss of agricultural land, particularly the Best and Most Versatile agricultural land. The majority of the agricultural land in Chelmsford is either Grade 2 or 3. However as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. Most agricultural land lost as a result of new development will be Grade 3. This will lead to a loss of approximately 922~~864~~ hectares of Grade 3 agricultural land and approximately 264~~244~~ hectares of Grade 2 land. This equates to around 2.6~~2.4~~% of the total Grade 2 land and around 4.5~~4.3~~% of the total Grade 3 land in Chelmsford's administrative area.

6.25/3.28 The Settlement Hierarchy ranks settlements according to their size, function, characteristics and sustainability. The City of Chelmsford and Town of South Woodham Ferrers are at the top of the hierarchy. These are considered the most sustainable as they have the most functions and the best services and facilities including transport links and employment opportunities. They also have the most potential to provide new infrastructure. Accordingly, most new development over the Local Plan period is proposed in and around these settlements.

6.26/3.29 Key Service Settlements provide a range of services and facilities for their residents. These include primary school provision, local employment opportunities, convenience shopping facilities, community facilities, good links by public transport to higher order settlements, good access to the strategic road network, and in most cases primary healthcare provision. These Key Service Settlements will be the focus for housing provision outside Chelmsford and South Woodham Ferrers, with a higher level of growth due to their higher level of services, facilities and economic activity. Growth in Key Service Settlements aims to increase their self-containment and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.

6.27/3.30 Service Settlements have more limited services and facilities but typically include primary schools, convenience shopping facilities and community facilities making them suitable for a more limited scale of development. Growth in Service Settlements outside the Green Belt will reinforce their role as a provider of services to the local rural area and reflect the aspirations of national policy in promoting stronger communities.

6.28/3.31 Small Settlements have the least services and facilities and transport links which means they are bottom of the Settlement Hierarchy. These are considered the least sustainable. There may be limited opportunities for small-scale development growth within these areas through affordable housing exception sites, or other development promoted through Neighbourhood Plans.

6.29/3.32 Settlement boundaries are drawn around settlements identified in the Settlement Hierarchy on the Policies Map. Settlement boundaries in the Green Belt have been drawn around existing consolidated areas of development. Smaller villages and hamlets within the Green Belt which because of their open character make an important contribution to the openness of the Green Belt are retained within the Green Belt.

6.30/3.33 For the avoidance of doubt the use of the words ‘area total’ and ‘total’ contained within the tables in Strategic Policy S7 are not intended to create a ceiling for housing or employment floorspace. They are simply a sum of the housing numbers and floorspace contained within each of the site allocation policies. Strategic Policy S6 makes it clear that the overall housing provision is a minimum number.

6.31/3.34 The Council recognises the importance of social and economic services and facilities; and the impact this has on the quality of people’s lives and wellbeing. The Council will consider favourably proposals which support and strengthen local services, with a particular focus on encouraging development that improves existing deficiencies and weaknesses in services or facilities.

6.32/3.35 The Council, in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation. This will be achieved by coordinating planning and other relevant strategies to ensure that improved services, community facilities and infrastructure are provided particularly in those areas where indices of deprivation require targeted improvements. Sport England and Public Health England's Active Design guidance and incorporation of the National Design Guide's Active Design Principles are ways in which a more healthy lifestyle can be achieved through design. The use of masterplans for strategic new development can help ensure the integration of new and existing communities, as well as creating attractive places to live. Green infrastructure can also provide opportunities for the focus for community engagement, at various levels from Neighbourhood Plans to local interest groups. Strategic Policy S14 will also ensure that new development improves the health and wellbeing of our residents and communities.

6.33/3.36 Neighbourhood Plans will play an important role in implementing the Local Plan. They will enable local communities to influence the detailed policies to promote community inclusion and proposals at the neighbourhood level within the strategic framework set out in the Local Plan, and help shape new developments in their area. The Council supports neighbourhood plan groups in the preparation of their plans and has published guidance within the adopted Statement of Community Involvement.

The Growth Areas

6.34/3.37 Taking the above considerations into account, the Spatial Strategy identifies three broad geographic areas where new development growth will be accommodated. This comprises:

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

6.35/3.38 Strategic Growth Sites and other types of sites allocated for development are defined at Table 3 in the Local Plan.

6.36/3.39 Where identified under the relevant Strategic Growth Site Policies, the Council will expect a masterplan for each site to be submitted for approval. The masterplans will cover the details of how sites will satisfy the requirements of the respective Site Policies. The Council will consider the use of Planning Briefs and Design Codes on other site allocations. Some of the sites have existing masterplans/design briefs. The Council will review and consider whether they are relevant and/or still up-to-date to determine whether further masterplanning is required and whether the masterplan process can be adapted to take account of them.

Growth Area 1

6.37/3.40 A key objective for development in the Chelmsford Central and Urban Growth Area is to focus on the regeneration of previously developed sites in Urban Chelmsford to help to continue its renewal as an important centre for employment, shopping, public services, leisure and cultural facilities. Around 2,770~~3,000~~ new homes and 4,000sqm of new employment floorspace will be provided within Chelmsford Urban Area over the plan period.

6.38/3.41 In addition, the Local Plan makes provision for around 1,700~~1,400~~ new homes and 5,000sqm of new employment floorspace focused at sustainable new neighbourhoods and locations on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking. The~~se~~ new neighbourhoods are located close to the Green Wedge in order to maximise opportunities for cycling and walking into the City Centre. The remainder of new homes will be located on predominately previously developed sites within Chelmsford Urban Area.

Growth Area 2

6.39/3.42 North Chelmsford will continue to be the location for significant new development growth.

6.40/3.43 The Council's former Local Development Framework allocated a minimum of 3,200 new homes and 64,000sqm of commercial floorspace at North East Chelmsford known as Beaulieu and Channels. Outline planning permission has been granted for 4,350 new homes, 40,000sqm floorspace business park and a new rail station. Construction work commenced on the scheme in 2014. The phased delivery of this allocation will continue into the late 2020s and future detailed planning applications will be considered in accordance with the approved masterplan and Landscape and Design Management Plan which were informed by the relevant sections of the North Chelmsford Area Action Plan (NCAAP). This includes the approved heritage compensatory measures for the protection of the Grade I listed New Hall School and Registered Park and Garden.

6.41/3.44 Subsequently, the Council's Local Plan adopted in May 2020 allocated a further 3,000 new homes and 45,000sqm of office/business park floorspace at North-East Chelmsford as an extension to Beaulieu and Channels and known as Chelmsford Garden Community. The plan also identified that the wider allocation may have potential for a further 2,500 new homes post-2036 as part of a plan review. This allocation has an approved masterplan and outline planning permissions have now been submitted for 6,250 homes and around 57,000sqm of new employment floorspace – see Location 6. This development will be underpinned by Garden City principles developed by the Town and Country Planning Association (TCPA) (e.g. comprehensively planned, enhance the natural environment and provide high quality homes).

6.42/3.45 Alongside other developments at Great Leighs (Location 7) and North of Broomfield (Location 8), this allocation will help to deliver strategic infrastructure including Section 1a of the Chelmsford North East Bypass.

6.43/3.46 In addition, ~~a small~~ allocations in Boreham and ~~in~~ the Service Settlement of Ford End (Location 14) will help to support the services and facilities in these~~is~~ villages and help to maintain a diverse housing supply.

6.44/3.47 New employment development will also be provided through extensions to the existing Little Boyton Hall Farm Rural Employment Area (Location 15) and Waltham Road Employment Area in Boreham (Location 9a). Expansion of these well-established sites will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.

Growth Area 3

6.45/3.48 This area will see significant change with both one new Garden Community and a strategic employment site alongside an extension to the town of South Woodham Ferrers.

6.46/3.49 A new garden community to the east of Chelmsford based on Garden City Principles will be provided at Hammonds Farm (Location 16a). This site lies adjacent to the A12 and A414 and will create a new sustainable, comprehensively planned, landscape-led garden community of 3,000 new homes and 43,000sqm of new employment floorspace over the Local Plan period. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. The timing and delivery of further development would need to be considered as part of a review of this Local Plan.

6.47.3.50 In addition, a new strategic employment site for around 43,000sqm is proposed at Land adjacent A12 Junction 18 (Location 16b), adjacent to the East Chelmsford Garden Community (Hammonds Farm). This strategic stand-alone employment site will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network. The development will make an important contribution to the delivery of employment and jobs in the City Council's area over the plan-period.

6.48/3.51 ~~Small a~~Allocations in the Key Service Settlements of Bicknacre and Danbury and the Service Settlements of East Hanningfield and Woodham Ferrers will help to support the services and facilities in these villages and help to maintain a diverse housing supply.

6.49/3.52 The Growth Area will also deliver a sustainable new extension to the north of the existing town of South Woodham Ferrers. This will support and strengthen South Woodham Ferrers' important local role and help deliver improvements to the A132 corridor.

Phasing and Delivery of Site Allocations

6.50/3.53 These new developments will be phased according to deliverability and identified need. Development at the North East Chelmsford Garden Community, East Chelmsford Garden Community (Hammonds Farm) and Land adjacent to A12 Junction 18 will accommodate a substantial amount of the housing and employment growth planned for Chelmsford within the Local Plan period and beyond in a sustainable way. ~~It is anticipated that existing commitments will provide the majority of supply in the first five years alongside smaller windfall sites.~~ The delivery and phasing of development sites is set out in the Development Trajectories at Appendix C. ~~The new Local Plan allocations will deliver the majority of new development from 2030 onwards with a five-year land supply maintained before that through existing commitments.~~ Monitoring the delivery of sites against the Development Trajectories will enable the Council to consider whether rephasing is necessary, for example to address under-delivery on specific sites.

6.51/3.54 Housing delivered on windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account in determining the residual housing requirement. The Council will strongly resist development on unallocated greenfield sites where they would conflict with other relevant Local Plan policies.

Other Housing Needs

6.52/3.55 Small-scale developments providing affordable and community-led homes on rural exception sites will be supported where they accord with other relevant Local Plan policies. The Local Plan also includes policies to support the rural economy including tourism related development and farm diversification schemes whilst protecting the countryside.

6.53/3.56 The findings of the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment for Chelmsford that covers the period 2023 to 2041 identifies a requirement for 40 Gypsy and Traveller pitches and 38 Travelling Showpeople plots for households that meet the Planning Policy for Traveller Sites definition to be developed by 2041. The Council will expect to see Gypsy and Traveller and Travelling Showpeople accommodation provided on suitable large-strategic development allocations.

Special Policy Areas

6.54/3.57 Special Policy Areas will be defined within and around existing facilities and institutions to enable their operational and functional requirements to be planned in a strategic and phased manner as they are within locations where policy would ordinarily be one of constraint:

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

6.55/3.58 The Council will consider development proposals within each Special Policy Area in the context of an approved masterplan for each site.

STRATEGIC POLICY S8 – DELIVERING ECONOMIC GROWTH

In determining planning applications, the Council will ensure that development on the flexible and market-responsive employment land allocations will enable balanced job and housing growth and allow further diversification of Chelmsford's economy, in particular nurturing and growing the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, health and care, and professional and support sectors. The Council will encourage links between business and the significant education sector in Chelmsford, in particular the roles of the Anglia Ruskin University as a major economic catalyst for economic growth. The Council will seek to improve local skills and access to employment opportunities through Employment and Skills Plans. The Council will assess development proposals against the following principles:

- **Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by active and sustainable travel modes and existing or planned public transport provision**
- **Existing Employment Areas and Rural Employment Areas identified on the Policies Map will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the allocated employment area being used for that purpose**
- **Support will be given to the sustainable growth and expansion of rural businesses**
- **Support will be given for regional growth sector priorities and clustering of economic activity**
- **Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office (E(g)(i)) and research and development (E(g)(ii)) provision**
- **New employment development will be a key component of growth within specific proposed new Strategic Growth Locations particularly the new Garden Communities in North East and East Chelmsford**
- **Improving local work and training opportunities from major development proposals through Employment and Skills Plans.**

Reasoned Justification

6.56 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity, skills and quality of life of existing and future residents. There is a need to ensure that Chelmsford's businesses thrive, innovate and can be even more productive. The Local Plan will ensure that Chelmsford fosters new economic growth, creates new local employment opportunities to meet forecast local needs and further supports Chelmsford's economic success. The overall approach will promote flexible employment floorspace providing opportunities to support a wide range of businesses and business sizes including start-ups, growing businesses (e.g. through grow-on space) and larger companies. For the purposes of this policy, large new office, industrial and distribution (Use Classes E(g)(i-iii)/B2/B8) development will be developments of 1,000sqm gross floorspace or above.

6.57 To maximise opportunities for economic growth and development, the Council is working closely with the Greater Essex Business Board (GEBB) and the North Essex Economic Board (NEEB). More locally, the Council has also set up an Investors' and Developers' Network. The Council's Economic Strategy and Employment Land Review, alongside Essex County Council's Essex Sector Development Strategy and the Essex, Southend-on-Sea and Thurrock Local Skills Improvement Plan, provides the local evidence to support the relevant Local Plan policies.

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

6.59 Retention of existing employment areas is particularly necessary to enable balanced job and housing growth and to provide choices for businesses looking to expand or relocate. Existing employment areas will be protected through being designated as Employment Areas or Rural Employment Areas. The acceptable uses on these sites will vary depending on their function, context and planning history.

6.60 Other relevant policies of the Local Plan provide the criteria for the detailed implementation of economic growth. These include policies for the protection of existing employment areas, and allocations containing new employment development including a 56,956sqm new office/business park floorspace as part of the new North East Chelmsford Garden Community and 43,000sqm employment floorspace as part of East Chelmsford Garden Community (Hammonds Farm). A further allocation for 43,000sqm of employment floorspace is proposed at Land Adjacent to the A12 Junction 18. Other policies also ensure that new employment developments will be of high quality design and incorporate sustainable design features.

6.61 The Council is seeking to enhance skills and access to new employment by local residents. The Council expects all strategic scale planning applications of 50 or more homes or employment space providing 2,500sqm (GIA) or more floorspace, to enter into an Employment and Skills Plan to provide employment and skills opportunities to benefit the local community. This may include apprenticeships, work experience, volunteering, careers information and training. In line with the ECC Developers Guide to Infrastructure Contributions (2023), the plan must be shared with and agreed by the LPA and ECC ahead of the S106 agreement being signed off. The plan should include options such as the direct delivery or skills and employability programmes, school / college engagement and work experience opportunities, or construction or workplace apprenticeship schemes for local residents. This will support the agenda to reduce skills disparities in Chelmsford. The plans will be secured through S106 agreements and further details will be set out in an updated Planning Contributions SPD. This will include a requirement to cover the Council's costs associated with the monitoring of the plans, with reports provided to the Council by developers for inclusion in the Authority Monitoring Report.

STRATEGIC POLICY S16 - CONNECTIVITY AND TRAVEL

The Council is committed to creating high quality, sustainable places which promote connectivity for all. Providing better access to modes of active and sustainable travel are key and will be achieved in the following ways.

A) New development must be designed to prioritise and maximise opportunities for active and sustainable transport and movement, through strategic and local sustainable measures:

- **Promote ease of movement within the site and improve connectivity to adjoining areas and key destinations**
- **Provide for attractive, safe, convenient, inclusive, high quality and well-designed walking and cycling networks with supporting facilities**
- **Give priority to the needs of pedestrians, cyclists, public transport users, car sharers and users of low and ultra-low emission vehicles**
- **Increase infrastructure to support active travel, including and where relevant in the Green Wedge in accordance with Strategic Policy S11**
- **Increase infrastructure to support the use of public transport and other active and sustainable modes of travel for all**
- **Promote alternatives for commercial vehicles**
- **Promote the use of car clubs**
- **Reduce the reliance on private fossil fuelled vehicles**
- **Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles**
- **Increase infrastructure provision for charging electric vehicles (EV)**
- **Promote innovations in transport including smart technology.**

B) In addition to the above, all new strategic scale development (defined as development for 100 or more units and non-residential development in excess of 1,000 sqm) will be required to demonstrate how they have considered the following in their place making objectives:

- **Achieving a significant modal shift to active and sustainable modes of travel**
- **Ensuring walkable neighbourhood principles within developments are achieved**
- **Provision of mobility hubs of appropriate scale at neighbourhood centres, public transport interchanges, park and ride, or other suitable locations, which are of high quality design and accessible**
- **Supporting technological advances and smarter sustainable transport options, including autonomous vehicles, micromobility (e-bikes, e-scooters), demand responsive public transport and smart EV charging.**

Reasoned Justification

6.62 Reducing the need for journeys should be at the forefront of all development. Designing development with this in mind from the outset should be considered at the earliest of stages in preparing a scheme. Future proofing to take advantage of advances in technology e.g. automated vehicles and smart EV charging should also be considered to achieve the policy objectives.

6.63 Where journeys do need to be made, the provision and promotion of inclusive active and sustainable travel choices for all residents and visitors of Chelmsford is essential to reduce the reliance on fossil fuelled vehicles. This should include removing barriers to travel for the most vulnerable users, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those within society who are disadvantaged.

6.64 Walkable Neighbourhoods are new neighbourhoods and streets designed to include a mix of uses, green spaces and local services and facilities that support the new development, within easy walking or cycling distance of home, reducing the need to travel. Development proposals should have regard to the Walkable Neighbourhood principles contained within the Essex Design Guide and supplementary guidance (A New Development Model for Essex, October 2023), and Sport England's Active Design guidance.

6.65 Links to the existing public transport network and improvements or new public transport provision, including new service provision and supporting infrastructure such as signage and wayfinding, are essential in offering residents and visitors real choices in how they travel, and help reduce reliance on private vehicles.

6.66 Smarter sustainable transport options, such as micromobility (e-bikes, e-scooters), demand responsive public transport and use of electric vehicles offer a further option to those who have limited access to public transport. Supporting technological advances such as autonomous vehicles and smart EV charging should also help reduce the impact of vehicles on pollution and climate change, although the main objective is to reduce the number of trips by all private vehicles and replace these with trips by active and sustainable travel.

6.67 There are opportunities to further enhance active travel routes through Chelmsford, including within its Green Wedge, by creating multifunctional greenways. Their design will depend on their location and function (recreational, commuting), and the need to balance sustainable and active travel movements with biodiversity enhancements.

6.68 Ease of movement within any site and improved connectivity to adjoining areas and key destinations to support daily life is essential in achieving a reduction of private vehicles trips and increased uptake of active and sustainable transport options. For the purposes of this policy key destinations include, but are not limited to, City/Town/Village Centres, transport hubs, schools and post 16 education, medical facilities, shops, community facilities (including sport and leisure services), places of worship and places of work.

6.69 New routes for active travel should be designed with the appropriate surface to suit the needs of users (i.e. commuter or leisure). They should be accessible in all weathers and for people with mobility impairments, those in wheelchairs, use for leisure and fitness pursuits such as skateboarding and rollerblading, for commuting journeys to work and to school and to provide new leisure opportunities from development into the countryside. Where possible these routes should be funded by developers where they directly relate to development.

6.70 The two Garden Communities are required to achieve a 60% modal shift to sustainable and active modes of travel. This percentage or above should be considered as ‘significant’ in respect of this policy.

6.71 Any design of new cycle routes should be consistent with LTN 1/20 – Cycling infrastructure design (2020) or any subsequent guidance. Any new cycle route will need to consider the following key principles in that they are:

- Coherent - allow people to reach day to day destinations easily in a way that is easy to navigate, avoiding arrangements that are unintuitive or taking cyclists away from the obvious route
- Direct – to be as direct, if not more direct, than the routes available to motor vehicles
- Safe - as well as being safe, emphasis is given to the need for infrastructure to feel safe
- Comfortable - quality maintained surfaces, proper widths and favourable gradients are crucial
- Attractive - should contribute positively to the urban realm, and naturally be attractive to use.

6.72 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. Essex County Council has identified new strategic corridors within the Chelmsford LCWIP. These are new strategic routes identified to help make it easier and safer for residents to walk or cycle, reduce traffic congestion, cut air pollution, and improve residents physical and mental wellbeing. New development should look to either provide contributions to deliver sections of these routes if they are in the vicinity, or provide active travel connections to them.

6.73 Alternatives for commercial vehicles may include last mile local deliveries by e-cargo bikes and on foot. The use of parcel lockers, other infrastructure and community mobility hubs help further reduce the need for travel.

6.74 Proposals for local and strategic infrastructure which provide and support the use of active and sustainable modes of transport will be supported. The provision of safe, attractive, and user-friendly routes and supporting facilities, such as secure storage facilities/lockers and changing facilities and other supporting infrastructure, assist in the population making more sustainable travel choices. These can be private, public and business facilities. Where appropriate such facilities will be secured through relevant site allocations.

6.75 The need for electric charging facilities for vehicles will be secured through relevant site allocations and design policies having regard to the 2024 Essex Parking Guidance.

6.76 Placemaking for all development is at the heart of achieving well connected and sustainable communities. Connectivity via active and sustainable travel should be considered at the earliest stages of masterplanning and design codes in strategic scale developments to ensure they complement the objectives of the site. Supporting safe direct active travel routes to schools and promoting public transport hubs at new developments should be considered.

6.77 The adopted Making Places Supplementary Planning Document (SPD) seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes. It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans. It also provides good practice examples on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly development possible.

6.78 The SPD offers further detailed guidance on principles to consider which promote sustainable travel alternatives to the private car as well as detailed guidance on electric charging points and car clubs.

STRATEGIC POLICY S9 – INFRASTRUCTURE REQUIREMENTS

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

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

Transport and Highways

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

- **New Beaulieu Park Rail Station**
- **Chelmsford North East Bypass**
- **An additional new Northern Radial Distributor Road in North East Chelmsford**
- **Safeguarded land for the expansion of Chelmer Valley and Sandon Park and Ride sites**
- **Additional Park and Ride facilities will be considered in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map**
- **Improvements to the Army and Navy Junction and routes connecting to the junction as part of a sustainable transport package**
- **Improvements to A131 (Essex Regiment Way) and A1016 (Essex Regiment Way)**
- **New foot/cycle bridge across A131 (Essex Regiment Way)**
- **Junction improvements on the A12 and other main roads to reduce congestion**
- **Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact**
- **New and improved active and sustainable travel routes and bridges both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas, education and health centres**
- **A new active and sustainable route and bridge over the A12 from East Chelmsford Garden Community to connect close to Sandon Park and Ride**
- **A new multi-modal vehicular bridge over the River Chelmer to connect East Chelmsford Garden Community to Junction 19 of the A12 (Boreham Interchange)**
- **Bus service, bus priority schemes and rapid transit measures**
- **Improvements to inter-urban public transport**

- **Transport links between new neighbourhoods and Chelmsford City Centre and employment areas**
- **Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.**

Flood Risk Management

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

- **Strategic flood defence measures on the Rivers Chelmer, Can and Wid to protect Chelmsford City Centre**
- **Local flood mitigation measures within or as part of development sites including the use of SuDS**
- **Provision of new lock and replacement of weir gates at Chelmer Waterside**

Community Facilities

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

- **Early years, primary and secondary, and post-16 education provision**
- **Essential primary, acute and community healthcare provision**
- **Health and wellbeing facilities and measures**
- **Sport, leisure and recreational facilities**
- **Community buildings and space**
- **Provision of serviced moorings along the River Chelmer**
- **Cultural facilities and public art**
- **Police, ambulance, and fire and rescue facilities**
- **Cemetery space and crematorium provision**
- **Municipal waste/recycling facilities.**

Green Infrastructure and Natural Environment

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

- **Provision of a wide range of open space within development sites to meet amenity, recreational and functional needs**
- **Provision of a multifunctional network of green and blue infrastructure to enhance biodiversity**
- **Provision of areas for nature recovery**
- **Provision of new public realm and enhancements at key centres of activity**

- **Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy**
- **Contributions towards addressing cumulative recreational pressure on SSSIs.**

Historic Environment

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

Utilities

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

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

Reasoned Justification

6.79 New development can place additional demands upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces and education provision. These will be identified by the relevant infrastructure provider for example Essex County Council as Highways and Transportation Authority and lead authority for Education and NHS England and the Mid and South-Essex Integrated Care Board as healthcare providers. Some existing infrastructure in Chelmsford has little or no spare capacity to cope with population growth and new development. Therefore new development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate. Infrastructure improvements can be in the form of new, co-located or expanded facilities. The Council's Infrastructure Delivery Plan (IDP) sits alongside the Local Plan. This assesses the current status of infrastructure across Chelmsford and identifies what new infrastructure investment is required to support the Local Plan growth, when it is needed, and funding sources.

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

6.81 Proposals for new developments or expansion of existing properties should be capable of receiving gigabit speed and reliable 5G mobile and broadband connectivity.

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

6.83 Residential developments proposed within the Local Plan have the potential to result in a significant increase in recreational disturbance to the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). Measures required to mitigate the impacts of recreational disturbance on European Sites will be delivered as detailed in the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).

6.84 Any residential development that is within the Zone of Influence of the Essex coast European Sites, will be required to either contribute financially towards mitigation measures in accordance with the adopted RAMS and Supplementary Planning Document, or subsequent revisions, or in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations. Major developments (defined as sites of 10 or more dwellings) may also be required to provide or contribute towards additional recreational mitigation measures to address alone impacts of the proposal as identified in paragraph 8.139 of DM16. This will be informed by a review of the RAMS and SPD which is expected to be complete in late 2025 and/or project level HRAs.

6.85 The Chelmsford Flood Resilience Partnership will identify strategic flood defence measures required to protect Chelmsford City Centre.

6.86 Residential developments proposed within the Local Plan have the potential to result in increased recreational pressure on SSSIs in their vicinity. Relevant sites will be required to assess, and where appropriate mitigate the impacts of recreational disturbance.

Transport and Highways Infrastructure

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

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

6.89 Given high levels of commuting, the relative prosperity of Chelmsford and ongoing demand for services and facilities, transport infrastructure is already under pressure. A significant change in how people make their journeys towards more active and sustainable travel choices is necessary. The Local Plan seeks to improve transport infrastructure and ensure that new development is accessible by sustainable forms of transport. All major development should also follow the modal hierarchy by providing access as set out in the Spatial Principles.

6.90 The new Beaulieu Park Rail Station is fully funded through the Housing Infrastructure Fund and will provide access to the Great Eastern Main Line (GEML). Trains will be able to pass each other at the new station to make the whole line more reliable. It will relieve crowding at Chelmsford railway station and act as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new Chelmsford Garden Community. Detailed planning permission was granted in June 2022 and construction commenced in early 2023. The target opening date is by the end of 2025.

6.91 Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle and walking routes will also be required to achieve such a change. The use of Travel Plans and Transport Assessments will help identify specific interventions. The Local Plan traffic modelling evidence base is supported by Essex County Council, as Highways and Transportation Authority, and National Highways. The junction modelling report assesses the likely impacts of planned growth on the highway network in the Chelmsford area. This has included a high-level analysis of cross boundary traffic flows on key corridor routes including A12, A130, A131, A414, A1060, B1007 and B1008. 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.

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

6.93 The Chelmsford North East Bypass (CNEB) will be delivered in stages with the first stage (Section 1a) being funded by the Housing Infrastructure Fund (HIF). When complete, Section 1a and 1b of the Chelmsford North East Bypass will provide a new 4.6km single carriageway route between Beaulieu Parkway and the A131 at Chatham Green with the existing A131 becoming dual carriageway to the Deres Bridge junction south of Great Leighs.

6.94 Under the staged approach Section 1a of the single carriageway (the southern section) will be delivered first, connecting with Beaulieu Parkway in the south and providing connectivity to the A12 at Boreham Interchange via the newly opened Generals Lane Connector Bridge. To the north, the CNEB will join with a new east-west link (i.e. the Northern Radial Distributor Road) which is due to be delivered as part of the planned North East Chelmsford Garden Community and will connect through to the Wheelers Hill roundabout on the A131 Essex Regiment Way.

6.95 To the north of Beaulieu Parkway, a new conveyor bridge will allow the existing mineral quarry at Bulls Lodge to continue to operate during construction and operation of the bypass. Once the quarrying is complete, the conveyor bridge will be upgraded by the North East Chelmsford Garden Community developers to provide a new east-west pedestrian, cycle and vehicle route. This will provide connectivity for local residents between the two areas of the Garden Community either side of the CNEB. Section 1a and the Northern Radial Distributor Road are planned to be delivered by March 2026.

6.96 Section 1b of the CNEB will be single carriageway and connect the bypass north to the A131 at Chatham Green, and Section 2 will dual the A131 between Chatham Green and Deres Bridge roundabout. It is anticipated that these sections will be subject to a future round of DfT/Major Road Network funding combined with potential developer contributions and will be delivered at a later date. The safeguarded route for the bypass is shown on the Policies Map.

6.97 The Army and Navy junction in Chelmsford is a key gateway into and out of the city. The junction is operating over capacity during the morning and evening peak times suffering severe congestion and delays for bus passengers, pedestrians, cyclists and drivers. This also results in it being a poor-quality environment for all road users.

6.98 The Army and Navy Sustainable Transport Package was approved by Essex County Council in March 2022. It includes the redesign of the junction in the form of a 'hamburger' roundabout; improved walking and cycling facilities at the junction and on approaches; improved bus priority/bus lanes on Parkway; extension to Essex Yeomanry Way bus lane; and a 350 space expansion of Sandon Park and Ride and 500-spaces at Chelmer Valley Park and Ride. Funding has been agreed in principle through the Government's Major Road Network (MRN) alongside funding from Essex County Council and Chelmsford City Council via CIL.

6.99 Planning applications were submitted in early 2024 and a Final Business Case is anticipated to be submitted to the Department for Transport in late 2024, with construction scheduled to start in Spring 2025 and open to traffic in early 2028.

6.100 Route-based strategies are prepared and delivered by Essex County Council for strategic road corridors, in consultation with local authorities. Route-based strategies have been prepared in Mid Essex for consideration of delivery post 2023/24 for the A414 from Chelmsford to Maldon and the A132 at South Woodham Ferrers. Their key objective is to identify options that will support economic growth. Improvements include short, medium and long term options, but funding to deliver these improvements needs to be secured. Development which will result in increased traffic along these corridors should consider making contributions to improve these key corridors, or delivery of improvements where they directly impact on the corridor.

6.101 Essex County Council's vision is for Chelmsford's Future Transport Network to become 'best in class' offering enhanced connectivity and access to opportunities for residents, commuters, visitors and businesses to support the sustainable economic growth of the City. The overarching approach of Essex County Council is to develop three strategic zonal focuses (see Table 2 below):

Table 2 : Strategic Zonal Focuses

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

6.102 Essex County Council's Local Transport Plan (LTP) sets out a transport policy for Essex, and how Essex County Council will deliver and manage a full range of transport services. LTP4 will reflect and formally incorporate the revised policy framework contained within Net Zero: Making Essex Carbon Neutral (ECAC) and the Transport East: Transport Strategy. These place a greater emphasis upon the provision and use of sustainable transport and the decarbonisation of the transport network. LTP4 will cover the period up to 2050 and be based on the following three strategic themes:

- Supporting People: Health, Wellbeing and Independence
- Creating Sustainable Places and Communities
- Connecting People, Places and Businesses.

6.103 The Council will continue to work with Essex County Council as LTP4 evolves and include any further infrastructure requirements as necessary.

STRATEGIC POLICY S10 – SECURING INFRASTRUCTURE AND IMPACT MITIGATION

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

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

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

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

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

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

In negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability set out in the Local Plan Infrastructure Delivery Plan (IDP) and Local Plan Viability Assessment.

Reasoned Justification

6.104 The new housing, employment and other development proposed in the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health, police and education facilities, and green infrastructure such as open spaces. The Council will work with partners such as the Highways and Transportation Authority, National Highways, the lead authority for Education, the Environment Agency, utility companies, Mid and South Essex Integrated Care System, emergency services and Sport England to bring forward the necessary infrastructure and facilities that are required in order to deliver the Spatial Strategy.

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

6.106 It should be recognised that infrastructure improvements may be provided in various ways including new infrastructure, improvements to existing facilities/services or as co-located or expanded services/facilities. In particular co-located facilities are likely to become a growing trend where there is limited funding available and, in more urban locations such as central Chelmsford, a lack of land to provide all the requirements individually. When infrastructure

cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide the infrastructure elsewhere.

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

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

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

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

6.111 The Council has prepared an Infrastructure Delivery Plan (IDP) to inform the Local Plan which identifies the main items of infrastructure needed to support the planned development. The IDP is a 'living' document, where assessments of costs, funding, delivery, indexation and phasing will continue to be updated, in conjunction with further work being undertaken with site promotors, ECC and funding partners. This ongoing review ensures the best and most up-to-date information is available, particularly to inform the more detailed planning application process. The site allocation policies also identify key pieces of site specific infrastructure needed to support the development. The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the majority of sites and development identified in the Local Plan unviable and therefore undeliverable.

6.112 In addition to developer funding, where necessary the Council will collaborate with partners to lobby central Government and funding partners for additional funding sources for key large strategic infrastructure projects.

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

STRATEGIC POLICY S11 – THE ROLE OF THE COUNTRYSIDE

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

A) Green Belt

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

B) Green Wedge

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

These networks prevent urban sprawl and settlement coalescence and provide for wildlife and nature, flood storage capacity, leisure and recreation, and active travel, which allows for good public access which will be further improved through the requirements of development allocated in the Local Plan. Development which materially harms the role, function and intrinsic character and beauty of the Green Wedge will not be approved.

C) Rural Area

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

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

Reasoned Justification

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

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

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

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

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

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

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

6.121 The Council's Green Infrastructure Strategic Plan provides a framework for the planning and management of Chelmsford's green and blue infrastructure resources including parks, river valleys, green spaces and gardens, some of which are within the countryside. In addition, the Local Nature Recovery Strategy provides priorities and identifies areas for nature recovery in the Green Belt, Green Wedge and Rural Areas within the Council's administrative area, through the creation and improvement of habitats, including provision for biodiversity net-gain.

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

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

Chelmsford City Centre

Chelmsford and in particular the City Centre will be the main focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. Major new retail, office, leisure and cultural facilities will be directed here to build on Chelmsford's past success.

Within the City Centre retail development is concentrated within the Primary Shopping Area. The City Centre and Primary Shopping Centre are defined on the Policies Map.

South Woodham Ferrers Town Centre

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

Within the Town Centre retail development is concentrated within the Primary Shopping Area. The Town Centre and Primary Shopping Area are defined on the Policies Map.

Principal Neighbourhood Centres

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

Local Neighbourhood Centres

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

Retail and leisure development outside Designated Centres

Retail proposals above 500sqm gross floorspace outside of Primary Shopping Areas and leisure proposals above 500sqm gross floorspace outside of City/Town Centre boundaries will be required to undertake an impact assessment in line with the requirements of the NPPF.

Reasoned Justification

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

6.123 Chelmsford City Centre is by far the largest centre in the Council's administrative area, and as such provides a range of functions, services and facilities. The primary shopping area in Chelmsford saw a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace.

6.124 South Woodham Ferrers is the second largest settlement in Chelmsford and its town centre performs an important role providing more local services and facilities. The Chelmsford Retail Capacity Study 2023 did not consider it necessary for the Local Plan to include provision for additional convenience or comparison goods floorspace in Chelmsford or South Woodham Ferrers.

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

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

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

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

6.128 The Chelmsford Retail Capacity Study 2023 found that retail (convenience and comparison) and leisure developments of less than the default national threshold of 2,500sqm could have an impact on existing centres outside Designated Centres and recommends that a 500sqm gross threshold should apply across the whole of the Council's administrative area (for retail proposals outside of designated Primary Shopping Areas and for leisure proposals outside of City/Town Centre boundaries). This threshold is considered necessary as it will enable the Council to monitor and maintain the overall vitality and viability of the centres which are generally more vulnerable to proposals for edge and/or out-of-centre stores.

6.129 The Chelmsford Retail Capacity Study 2023 also concluded that with a trend for the development of smaller discount stores and the rise in popularity for convenience goods stores, even smaller foodstore proposals can have a harmful impact on designated centres, particularly those which are anchored by an existing foodstore. Therefore, a 500sqm gross threshold is also applied to development proposals for convenience goods floorspace over this amount.

6.130 Where retail and leisure proposals are not located within Designated Centres in accordance with policy, an impact assessment will be required. These will be assessed on a case by case basis depending on the scale, location and format of the new retail and leisure development proposals. Applicants will be required to demonstrate how the impact assessment will be addressed and provide justification for the extent of the catchment area for each particular proposal. The Council will be pragmatic as to the level of evidence required in support of such proposals as this should be proportionate to the nature of the proposal under consideration.

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

STRATEGIC POLICY S17 – FUTURE OF CHELMSFORD CITY CENTRE

Development proposals within Chelmsford City Centre that help create a diverse mix of retail, food and drink, leisure and entertainment, cultural, community, business and residential uses will be supported where they positively contribute towards increased footfall, activity and vibrancy and they accord with the Local Plan's Strategic Priorities.

The Council will place significant weight on the contribution that proposals in the City Centre can make to achieving the following key principles:

A. ECONOMY

Proposals which increase footfall and encourage visitors to enjoy the City Centre for longer by visiting a number of venues and events which cater for all their needs will be supported, including growth intended to complement the evening economy with more family friendly venues and activities.

Proposals should:

- **Provide opportunities and a suitable range of venues to support uses which encourage people to visit and to increase dwell-time and spending in the City Centre**
- **Prioritise retaining, reusing and enhancing existing buildings for suitable uses which complement and strengthen their locality**
- **Retain and create active frontages to ground floors in Designated Centres**
- **Make positive use of upper floors of properties, and on underused and vacant space away from commercial frontages**
- **Contribute to the creation of circular routes linking living, shopping and leisure sectors to encourage footfall**
- **Promote innovation and ambition**
- **Encourage business links to the university and wider education sector**

- **Encourage pop-up or temporary uses in advance of more comprehensive redevelopment**
- **Provide and/or secure the future management of free publicly accessible toilets and 'Changing Places' toilets.**

B. CULTURE AND HERITAGE

Proposals which celebrate Chelmsford's rich history will be supported. The City has Roman and medieval origins, expanding as a prosperous market town. The legacy of its historic role as County town of Essex, and granting of City status in 2012, means that Chelmsford is still a key centre for the religious, cultural, and civic life of the City Centre; with strong reminders of its heritage of science and engineering innovation.

Proposals should:

- **Promote opportunities for new functions such as markets, community, cultural or creative activity to broaden the mix of activity in the City Centre, where that is compatible with wider objectives**
- **Ensure improved streetscape, such as through minimising street clutter, use of high-quality materials, well-designed street furniture, public art and interpretation, retention of important gaps and key views, enhancement of street frontages, and use of sympathetic shopfronts and signage.**

C. LIVING IN THE CITY CENTRE

The City Centre offers opportunities for housing development through changes of use, redevelopment of empty buildings and better use of upper floors, or regeneration of wider building clusters. Some sites are allocated in the Local Plan, but proposals for other sites are likely to be welcomed where they contribute to activity, complement surrounding uses, and support the City Centre economy.

Proposals should:

- **Ensure the introduction of residential uses into City Centre in ways that do not harm the wider functions of the area**
- **Ensure the efficient use of urban land is balanced with high-quality place-making**
- **Provide areas of functional open space on major developments**
- **Improve existing green spaces to encourage increased usage by City Centre residents**
- **Demonstrate how active and sustainable travel will be promoted**
- **Demonstrate how public safety has been considered.**

D. CLIMATE AND SUSTAINABILITY

Proposals should contribute towards sustainable options for accessing the City Centre, whether on foot, two wheels, by bus or by rail, reducing reliance on private vehicles to reduce carbon emissions and congestion.

Proposals should:

- **Provide connectivity to the wider City and Urban Area through improved public realm and multifunctional green routes and gateways**
- **Take a balanced approach to car parking provision, that acknowledges the sustainability of the City Centre and its walking, cycling, bus (including Park and Ride) and rail connections**
- **Create new or improve existing multifunctional green infrastructure including tree planting and improved wildlife habitat.**

E. WATERWAYS

Proposals alongside Chelmsford's waterways – the River Can, River Chelmer, and Chelmer and Blackwater Navigation – should seek to provide significant improvements to the environmental quality, attractiveness and recreational potential of the waterways and their associated green spaces.

Proposals should:

- **Capitalise on the waterway network to enhance the visibility, access and recreational use of the rivers and Navigation, as appropriate**
- **Demonstrate innovative and sustainable approaches to dealing with flood defences and flood management, where necessary, whilst protecting biodiversity and the river environment**
- **Complement the river environment through greening and softening of engineered features**
- **Promote development that enhances the habitat, ecology and biodiversity value of the river corridors**
- **Improve active travel movement along river corridors**
- **Consider incorporating green/renewable energy initiatives**
- **Have regard to the Plan for Improving the Rivers and Waterways in and around Chelmsford.**

F. SITE SPECIFIC PRINCIPLES:

The sites listed below will make a key contribution to delivering City Centre vitality, vibrancy and success.

Shire Hall

Shire Hall is a significant landmark, closing views at the top of the High Street and a focus for Tindal Square, which provides a traffic-free setting to the iconic Grade II* listed building. It is uniquely suited for a range of cultural uses. Proposals will be subject to the requirements of Part A and Part B above, and the following additional criteria:

- **Promote public access and a sense of community ownership, where possible**
- **Promote active use which adds to the vitality of the High Street**

- **Deliver the re-use of the building with a range of uses such as community, cultural or other uses, whilst protecting the historic and cultural significance of the building and its setting**
- **Remain sympathetic to the setting of St. Mary's Cathedral.**

Chelmer Waterside

Chelmer Waterside comprises a number of brownfield land parcels between the City Centre and the waterside meadows and is a key regeneration area within the City Centre. Although individual site areas may come forward at different times, they should contribute towards the wider regeneration aims of creating a vibrant and dynamic new quarter for Chelmsford and as such must demonstrate how they have had regard to the adopted Chelmer Waterside Development Framework Document.

Proposals on sites CW1a, CW1c, CW1d, CW1e and CW1f will be subject to Part A to Part E above, and should also meet the requirements of Strategic Growth Site 1a - Chelmer Waterside.

The Meadows

The Meadows under-cover shopping centre opened in 1992, but is now the focus of a significant area of change. A number of shops in the existing shopping centre have closed including an anchor department store which occupied the largest retail space in the centre. There is now potential to re-imagine the centre to secure resilience for the future, through development ranging from small scale reconfiguration of units up to large scale redevelopment for a mixed-use scheme, whilst capitalising on the waterside location.

Proposals on this site will be subject to Part A to Part E above and should also meet the requirements of Strategic Growth Site Policy 1w - Meadows Shopping Centre and Meadows Surface Car Park.

G. OPPORTUNITY CORRIDORS:

Certain areas linking the City Centre to the wider Urban Area are key corridors along which residents and visitors access the City Centre, contributing to how the City Centre is perceived overall, experienced and enjoyed.

In the opportunity corridors listed below and illustrated on Figure 15, the Council will:

- **Encourage proposals which provide an opportunity for improvement in appearance, public realm quality, urban greening and accessibility**
- **Take a flexible approach to changes of use which may otherwise constrain development which creates positive activity and encourages innovation and investment in line with the function of those opportunity corridors.**

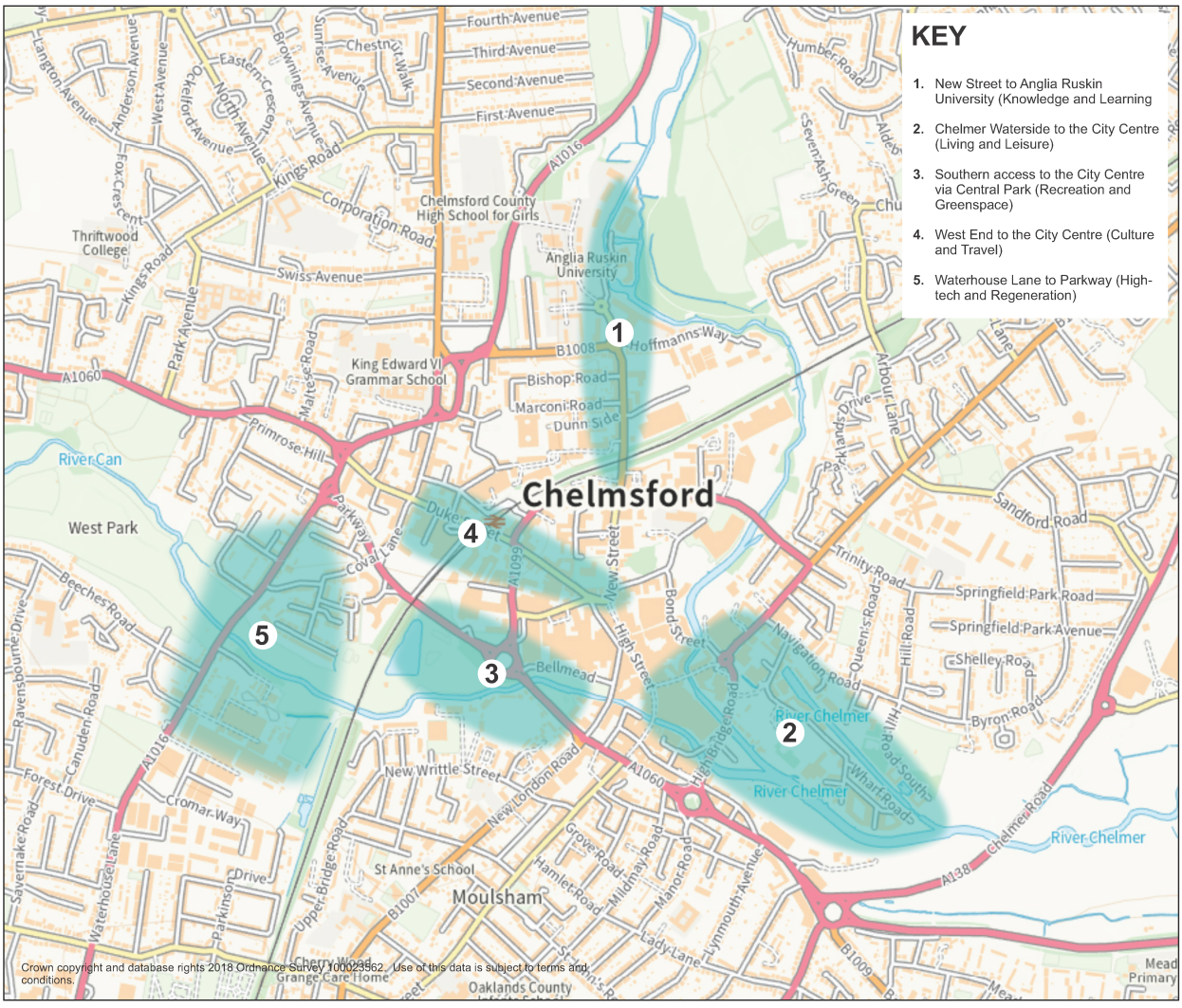
The opportunity corridors are:

- **New Street to Anglia Ruskin University (Knowledge and Learning)**
- **Chelmer Waterside to the City Centre (Living and Leisure)**
- **Southern access to the City Centre via Central Park (Recreation and Greenspace)**

- **West End to the City Centre (Culture and Travel)**
- **Waterhouse Lane to Parkway (High-tech and Regeneration)**

The Council proposes to prepare a detailed City Centre strategy to guide development, informed by consultation and backed by evidence. This will be vital to bring focus to identifying and building opportunities for diversification, start-ups and community activity.

Figure 15 : Opportunity Corridors



Reasoned Justification

6.132 The City Centre is the heart of a thriving community which provides services close to where people live, creating a City-living atmosphere and experience which is also enjoyed by those who work, visit and study here.

6.133 The City Centre is continually adapting, and although there have been changes in retail habits, in part due to the downturn in the economy, the impacts of the Covid-19 pandemic, and the growth in online shopping, retail use will remain a core function of the City Centre alongside complementary uses.

6.134 Some large and small chain operated stores have recently closed, leaving obvious gaps in shopping areas, but retail has remained resilient in Chelmsford despite those losses. The food and drink sector has been affected to a lesser extent, remaining buoyant and reflecting the national trend of centres moving towards a greater focus on leisure and entertainment.

6.135 This provides an opportunity to celebrate the City Centre's success, encourage and support a range of functions to contribute to the existing vibrancy of the City Centre, and to help future-proof it for another generation. Although this will mainly be reliant on private investment, forward-thinking planning policy can be used to create conditions for resilience to future change, and enable evolution and innovation, not only in retail but leisure and entertainment, wider commercial and cultural development too.

6.136 This policy aims to encourage, in appropriate locations, a mixed-use approach for a diverse range of uses, with flexibility for a mix of uses to happen side by side, or at different times of the day.

6.137 One development sector for potential growth is family leisure and entertainment, which would complement both day-time and evening economies, with more family friendly venues and activities to attract and maintain dwell-time in the City Centre, alongside the traditional restaurants and bars. Proposals that provide for events such as markets or cultural activity will also be welcomed to broaden the mix of activity on offer and encourage visitors to enjoy the City Centre for longer by visiting a number of venues which cater for all their needs.

6.138 Proposals for innovative uses will also be welcomed, such as for creative services, design and art studios, software or gaming development, fashion, marketing, entertainment and performance. These sectors have seen a faster recovery post pandemic and can provide invaluable support to other local businesses and contribute towards a circular economy.

6.139 There is a wider priority to encourage development to revitalise cultural places and spaces, and create conditions for a dynamic cultural scene recognising innovation, heritage and sustainability as core values aligned with the Council's vision for Chelmsford. The vision for the cultural future of Chelmsford, which proposals should have regard to, is set out in the Chelmsford Cultural Strategy (March 2023).

6.140 The rivers and navigable waterways generate many of the green spaces in the City Centre and enable active travel routes. Physical changes should work with nature to help minimise the long term impact of climate change, whilst maintaining or strengthening waterside character, improving the connection to river edges and routes, and revealing the watersides as the City's key asset.

6.141 Whilst some City Centre brownfield sites are allocated for residential or mixed-use development, the City Centre still offers many opportunities for new development, changes of use, redevelopment of empty buildings, or regeneration of wider building clusters, including in the opportunity corridors identified. These will come forward at their own pace due to market forces and the time taken to assemble land. They will benefit from greater flexibility of future uses but are less easy to predict, making them unsuitable for allocation in the Plan.

6.142 Improvements along opportunity corridors can reinforce or create character or identity, and by taking a more flexible approach to uses and encouraging investment the Council hopes to achieve a balanced mix of uses whilst improving the surroundings and complementing the core functions of the City Centre. Improvements could include street furniture, public art, and lighting, enhancement of existing buildings or high quality redevelopment, solutions to physical barriers to movement, and enhanced legibility.

6.143 Proposals being assessed against this policy will be expected to comply with requirements of other Local Plan policies, but particular emphasis on place, streetscape, heritage, regeneration and access will be applied through the criteria in this policy.

STRATEGIC POLICY S13 – MONITORING AND REVIEW

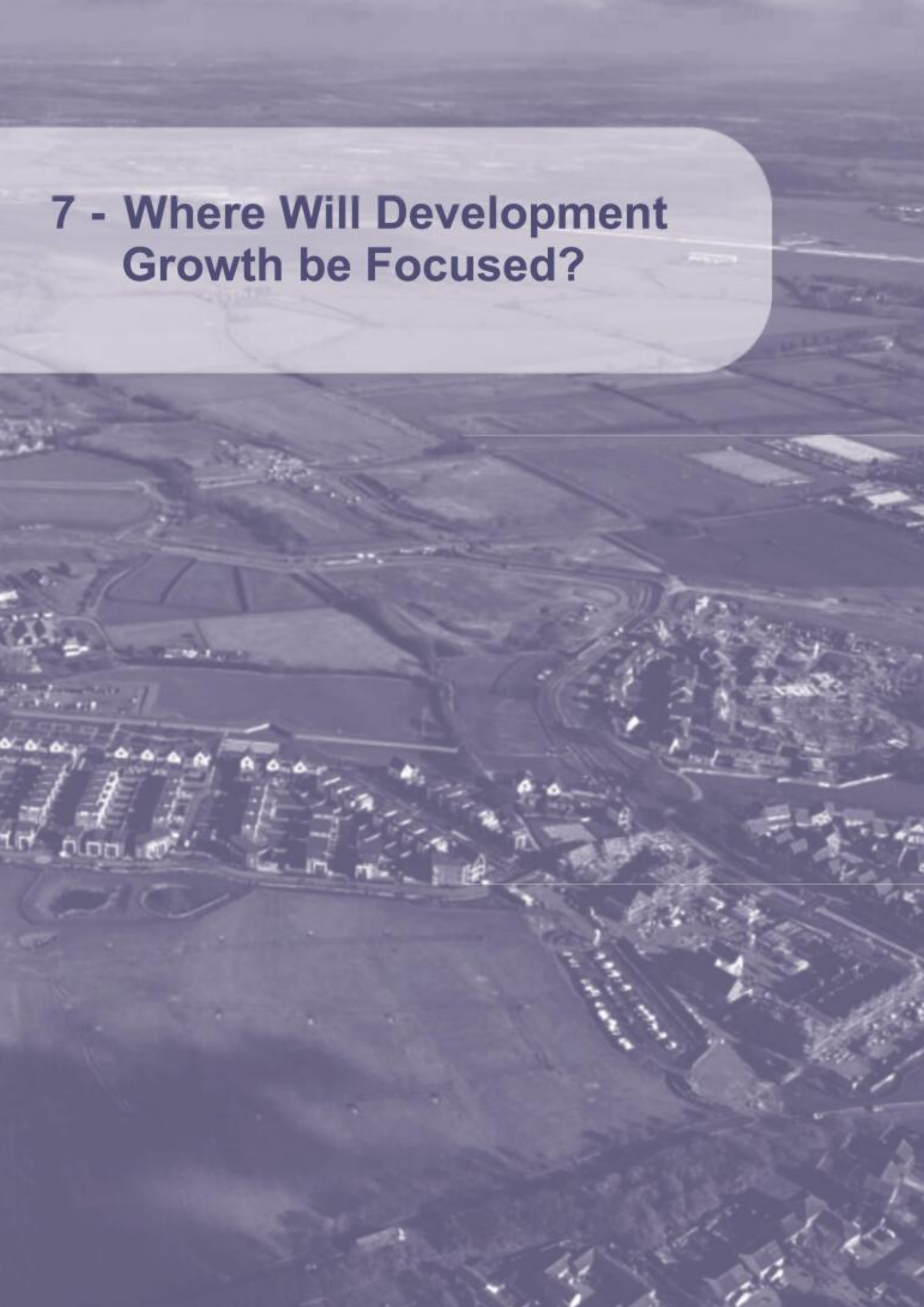
The Council will monitor the implementation of the policies and proposals of the Local Plan using the key indicators and targets set out in the Local Plan Monitoring Framework. A full or focused formal review of the Local Plan will commence two years after its adoption.

Reasoned Justification

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

6.145 The Council will review the Local Plan every five years. On the basis that it takes around three years to formally complete this process, a formal review, including a formal Regulation 18 consultation, will commence two years after the adoption of the Local Plan. This is envisaged to be in 2027/28.

7 - Where Will Development Growth be Focused?



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

7.2 This section provides the site policies for delivering the Spatial Strategy. The sites that are allocated for development in the three Growth Areas vary in scale and type and are categorised as shown in Table 3 below.

Table 3 :Types of Site Allocations

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

7.3 The site policies are set out in the sections dealing with each Growth Area with a policy for each site allocation. These policies set out the amount and type of development expected to be provided within each of the site allocations. They also set out what specific supporting infrastructure, facilities and other requirements are needed for each site. In many cases the Council expects the amount of new homes stated in residential site policy allocations to be a minimum. This is indicated by the use of ‘around’ housing figures in relevant policies and will ensure an adequate supply of land is allocated for residential development to meet local needs and is supported by the Local Plan evidence base. The use of ‘around’ housing figures allows for an appropriate degree of flexibility in provision and also allows higher density development to be brought forward where this conforms with other policies in the Plan as a whole.

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

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

7.6 Within each Growth Area, site policies for the Local Plan allocations appear first, followed by site policies for the 'Special Policy Areas'. These cover specific existing facilities or institutions which are in locations were development would otherwise be constrained. Where new Site Policies have been added they have been shown in the order they will appear, and will be renumbered in the final plan.

Growth Area 1 - Central and Urban Chelmsford

7.7 New development will be focused at multiple locations including Chelmsford Urban Area (Location 1), West Chelmsford (Location 2) and East of Chelmsford (Location 3), Together these allocations will deliver around 4,476 new homes, five Travelling Showpeople plots and 9,000sqm of new employment floorspace.

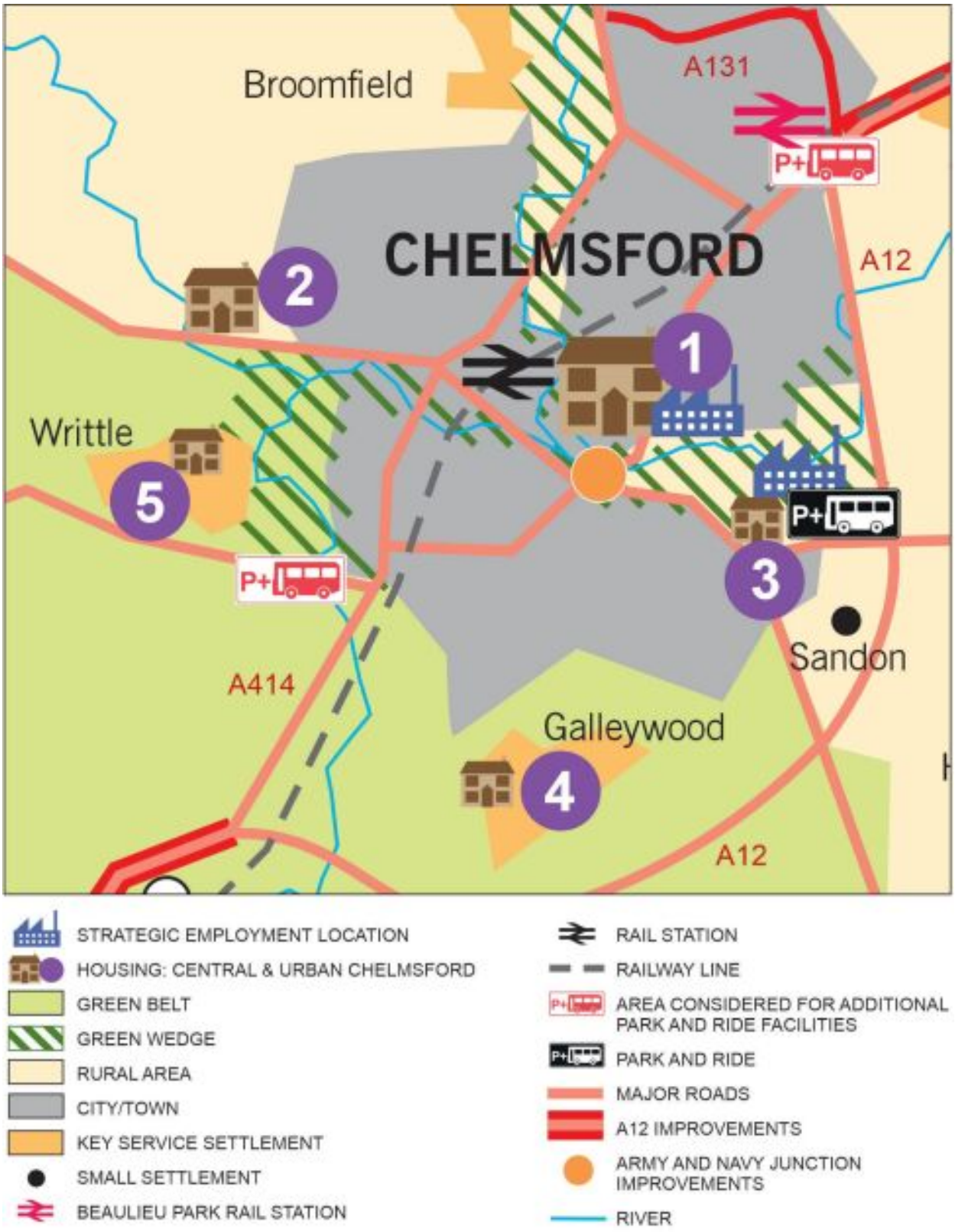
7.8 Development in these areas will deliver a number of benefits including green infrastructure and city greening, new employment, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, enhanced Park and Ride to serve eastern road corridors into the City and improvement to the Army and Navy junction. The sites at West Chelmsford (Location 2) and East of Chelmsford (Location 3) will also maximise opportunities for active travel (cycling and walking) into the City Centre through the Green Wedge. This provides sustainable locations for new development.

7.9 New development on previously developed land within Chelmsford (Location 1 sites 1a-1cc) will also meet the Council's objectives for strengthening and expanding the City as a major residential, employment and retail centre to build upon its past success. The largest of the housing sites and a key driver for City Centre regeneration is Chelmer Waterside (Strategic Growth Site 1a). This will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre.

7.10 West Chelmsford (Location 2) and East of Chelmsford (Location 3) will provide integrated sustainable new residential-led neighbourhoods and a new high-quality business park East of Chelmsford (Site 3b). Provision is also made for five Travelling Showpeople plots in West Chelmsford.

7.11 In addition, smaller development at two sustainable Key Service Settlements of Galleywood and Writtle will provide 24 homes and 25 homes respectively, alongside opportunities to contribute towards and enhance existing facilities and services of the villages.

Figure 16 : Growth Area 1 – Central and Urban Chelmsford



Location 1 – Chelmsford Urban Area

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

STRATEGIC GROWTH SITE POLICY 1a – CHELMER WATERSIDE

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

Amount and type of development:

Strategic Growth Site Policy 1a, as shown on the policies map, comprises five sites (CW1a and CW1c to CW1f) with a potential total residential capacity of around 880 new homes, including affordable housing, along with an element of non-residential development. The final amount of new homes will be confirmed through the planning application process. Sites at Chelmer Waterside have been assessed individually and can come forward independently, as sites become available.

Site 1a – Chelmer Waterside Allocations	Number of homes	Main vehicular access
CW1a Former Gas Works	Around 450	Wharf Road
CW1c Lockside	Around 130	Navigation Road
CW1d Baddow Road Car Park and Land to the East of the Car Park	Around 190	Baddow Road
CW1e Travis Perkins	Around 75	Navigation Road
CW1f Navigation Road Sites	Around 35	Navigation Road/Sandringham Place

Supporting on-site development:

- **New homes of a mixed size and type, including affordable housing**
- **Supporting commercial uses including Use Classes E(a) – E(f), E(g)(i), F1 and F2**
- **Improvements to Chelmer and Blackwater Navigation waterway infrastructure**
- **Site CW1a – Commercial interface with Primary Shopping Area and River Chelmer**
- **Site CW1a – Provide new or improved premises for water-based clubs**
- **Site CW1d – Re-provision of public car parking.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for active and sustainable travel**
- **New or improved pedestrian and cycle connections.**

Historic and natural environment

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

Design and layout

- **Layout which contributes towards the distinct identity of Chelmer Waterside and encourages use of the waterways and their environs**
- **Provide public art which contributes towards place creation**
- **Ensure layout maintains a generous waterside margin free of buildings to create desirable and attractive spaces, active travel routes, enable access to water, and maximise waterway function, recreation and habitat connectivity. Waterside edges will be agreed on an individual site basis with the Local Planning Authority**
- **Ensure existing sites occupied by water users are incorporated or re-provided within development to support those functions and benefit the development and diversity of City Centre uses**
- **Layout to incorporate abundant street and tree planting and other multifunctional green infrastructure to include natural flood risk and surface water management measures**
- **Maintain, enhance and create new landscaped site edges with a network of dense planting belts and buffers to mitigate the visual impact of the development, safeguard the historic environment, and provide suitable wildlife connections.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Enhancement of existing pedestrian and cycle routes within the site including widening and realignment, surfacing, drainage, signage and lighting**
- **Sites CW1a and CW1c to CW1e – Provide a new vehicular access to serve Strategic Growth Site 1a through proportionate contributions. Physical provision of the new vehicular access route shall be delivered through development of sites CW1a and CW1d (both currently Council owned sites)**
- **Site CW1f – Safeguard land for Springfield Road junction improvement**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**

- **Provide, or make financial contributions, to facilitate, sustain and enhance car club facilities for residents and businesses within the site**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities including contributions towards works to improve Hill Road Allotments**
- **Site CW1c – New 56 place stand-alone early years and childcare nursery (Use Class E(f) on 0.13 hectares of suitable land allocated for education and childcare use**
- **Financial contributions to early years, primary and secondary education provision**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provide enhancements to waterways to provide improved access, supporting facilities and services to facilitate more active use of the waterways and navigation, moorings and landings, lighting, and environmental and natural enhancements**
- **Financial contributions towards provision of new lock and replacement of weir gates at Chelmer Waterside.**

Reasoned Justification

7.13 Chelmer Waterside comprises large areas of previously developed land between the River Chelmer and the Chelmer and Blackwater Navigation. These sites will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre. The sites have been grouped together as they provide an opportunity to complete the overall regeneration of this part of the City Centre. They will accommodate higher-density residential development and commercial uses making the most of the waterside setting. Proposals for these sites should have regard to planning guidance contained in the Chelmer Waterside Development Framework (October 2021), which sets out details of how the development requirements may be met.

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

7.15 The Council will take a flexible approach to uses on these sites which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

7.17 Good pedestrian and cycle connections are expected between Strategic Growth Site 1a and nearby shops and bus stops in Navigation Road and Byron Road, the primary school

at Trinity Road, the City Centre, water meadows and the Green Wedge. There should also be good connection between adjacent sites to create strong east-west links.

7.18 Improved accessibility to Chelmer Waterside and the local area is being provided by a wide range of infrastructure across different scales, including the following major schemes:

- Chelmer Waterside new access road and bridge enabling enhanced walking, cycling and restricted vehicle access linking to Wharf Road and Parkway
- Army and Navy Sustainable Transport Package (see paragraphs 6.98 and 6.99)
- Upgrades to the Springfield Road/Navigation Road junction as part of the planning agreement for the Peninsula site.

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

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

7.21 The sites making up Strategic Growth Site 1a are highly-visible and prominent within local streetscape and wider townscape aspect. The development is an extension of the City Centre so must respect the character of Chelmsford, be sympathetic to the character and appearance of the Chelmer and Blackwater Navigation Conservation Area whilst establishing its own legible identity. There are also two Local Wildlife Sites in the area. Development shall make the most of the waterside setting, with buildings presenting active faces and uses to the water and where possible introducing water-related uses to fully integrate development areas and functional use of the water. Development should generally be set in excess of 10 metres from the water's edge to provide opportunity for high quality of placemaking around waterside areas, allow for leisure activity, conserve and enhance habitat connectivity, allow access for maintenance by the Environment Agency and other bodies, and facilitate public access to the water. This access will be managed on a site-by-site basis.

7.22 Site CW1a contains high pressure gas transmission pipelines and a gas pressure reduction compound. These could significantly constrain the amount of development that can be placed on this area. However, proposals are underway to relocate the gas pressure reduction compound and the high pressure gas pipelines, which will increase the site's capacity potential.

7.23 There is a large bore sewer running beneath sites CW1a, CW1c and CW1d which will constrain the amount of development that can be placed on these areas as maintenance easements must be retained along the length of the pipeline.

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

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

7.26 Chelmer Waterside, the adjacent water meadows and the Chelmer and Blackwater Navigation all the way through to Heybridge Basin, have Conservation Area status. In addition,

there are small parts of the allocated sites that fall within the Green Wedge. Development within these areas must ensure land use retains the integrity of the Conservation Area, and the Green Wedge and habitat is protected or enhanced, whilst sustainably utilising the opportunities to deliver City Centre development.

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

STRATEGIC GROWTH SITE POLICY 1w – MEADOWS SHOPPING CENTRE AND MEADOWS SURFACE CAR PARK

Land at the Meadows Shopping Centre and the Meadows Surface Car Park, east of the High Street, as shown on the Policies Map, is allocated for a mixed-use development to regenerate and diversify this existing City Centre site to deliver a rejuvenated City Centre focused development. This site will be used to test the effectiveness, in practice, of greater car-reduction in a volume mixed-use development.

Amount and type of development:

- **Around 757 new homes of a mixed size and type including affordable housing and specialist residential accommodation. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and access

- **Development to prioritise opportunities for active and sustainable travel and provide excellent connectivity with surrounding networks**
- **Reduced on-site parking quantum to be mitigated by appropriate means**
- **Loss of existing City Centre public car parking must demonstrate capacity in existing car parks and sufficient enhancement to alternative sustainable modes of travel to/from the City Centre**
- **Vehicular access to and from the site must be compatible with wider highway network and not undermine active travel or place-making principles**
- **Delivery routes and service provision must be fit for purpose and adhere to place-making principles**
- **Provide three replacement bridges to support cycle connectivity on and off this peninsula site.**

Historic and natural environment

- **Preserve or enhance the character or appearance of the three conservation areas relating to this site and their respective settings**
- **Preserve or enhance the setting of the adjacent designated and non-designated heritage assets**
- **Protect wider historic environment and townscape and important viewpaths**

- **Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside Local Wildlife Site**
- **Development to include abundant street and tree planting and other multifunctional green infrastructure**
- **Provide suitable SuDs and flood risk management.**

Design and layout

- **Design and layout to contribute towards distinct identity and function of the site and its relationship to both Chelmsford City Centre and Chelmer Waterside**
- **Provide open spaces and routes fronted by active and complementary uses at street level**
- **Development design and layout to mitigate the impact of High Bridge Road**
- **Layout, scale, massing and architecture to respond to and respect heritage, contextual townscape and waterside location**
- **Ensure layout maintains a generous waterside edge free of buildings to create desirable places and active travel routes, enable access to water, and maximise waterway function, recreation and habitat connectivity. Waterside edges will be agreed on an individual site basis with the Local Planning Authority**
- **Appropriate safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure**
- **Layout should have regard to a wastewater pumping station within the site boundary**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Enhancement of existing pedestrian and cycle routes within the site including widening and realignment, surfacing, drainage, signage and lighting**
- **Appropriate measures to promote and enhance active and sustainable modes of transport, including provision of a local mobility hub**
- **Enhancement of bus services to support resident, employee and visitor travel without reliance on private vehicles**
- **Financial contributions towards provision of new lock and replacement weir gates at Chelmer Waterside**
- **Financial contributions to early years, primary and secondary education provision**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide on-site local open space**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board, and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.28 The Meadows Shopping Centre and associated Meadows Surface Car Park provide an opportunity to regenerate and diversify the site, as shown on the Policies Map, to provide around 757 new homes and reconfigured City Centre offer between 2029 and 2035.

7.29 The Meadows Shopping Centre is an undercover centre which first opened in 1992. With entrances from the High Street, Backnang Square, Meadows Surface Car Park and Meadows Walk it is an integral part of the City Centre network. A number of shops have closed in this particular shopping centre including an anchor department store, and its offer continues to decline, which is in contrast to wider City Centre retail resilience. This provides an opportunity for an innovative scheme to reimagine the City Centre offer that this site and associated surface car park can make to support and enhance city centre functions and create a new City Centre destination for residents and visitors.

7.30 This development is a stand-alone test case for reviewing the effectiveness of alternative sustainable travel modes and other measures aimed at reducing dependence on car usage in new development in the City Centre. The level of vehicle parking provision that will be considered for this site will not set a precedent for other development in the City Centre or elsewhere, but the Council will use this experience to help review its policies and standards in future Local Plan making. This approach to the redevelopment of this site will only be acceptable where the Council is satisfied that the scheme has sufficient alternative provision to meet occupier demands and that there is adequate resilience to the development proposals to prevent parking overspill from this development site.

7.31 In considering the parking priorities the Council will also take into account:

- The development's approach to reducing greenhouse gas emissions by reducing the need to travel
- Provision of a local mobility hub, improvements to existing foot/cycle connections including at river crossings, increasing foot/cycle connections, improving access to car clubs, introducing new schemes for shared sustainable mobility (e.g. shopmobility, bike and e-scooter hire), active travel, wayfinding and environmental enhancement to sustainable travel corridors
- Resilience measures to ensure the approach to parking is sustainable and will not give rise to issues of overspill parking
- Provision of Travel Plans to ensure active and sustainable means of transport are available to all new residents, to promote the benefits of sustainable travel, to monitor travel needs, reduce the need to travel, and encourage the use of non-car modes
- Commitment to development-wide management of parking controls and advance information for residents on the lack of access to vehicle parking in this development
- Provision of essential parking and servicing.

7.32 Vehicular access to the site for servicing, emergencies and parking shall be integrated into a layout that promotes sustainable travel as a priority. The layout shall deliver a positive destination experience in relation to City Centre functions, waterside interface, and high quality place-making that is compatible with the wider City Centre.

7.33 Development will result in a reduction in the amount of retail-specific floorspace available on this site. The proposals should seek to retain an equivalent amount of commercial floorspace compared to the existing shopping centre within a reconfigured layout, and explore

the potential for providing a range of leisure, entertainment, cultural and social facilities which complement, rather than compete with, the existing City Centre offer. The mix of uses should create a new destination for residents and visitors, including outside of normal business hours. Flexible workspace such as offices and spaces for creative services, should also be provided. The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Strategic Policy S17.

7.34 The development will deliver sustainable housing in the heart of the City Centre. Development should provide a mix of size and types of homes. Affordable, appropriately accessible, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.35 The site is bordered by waterways on two sides, forming a peninsula between the Rivers Can and Chelmer. Development should seize this unique opportunity for waterside-facing development and creation of space for water-based activity, to fully integrate development areas and functional use of the water. Use of the watersides for active travel connections between the site, the High Street, and the wider active travel network is key to ensuring the site is well-connected to the rest of the City Centre and beyond. This will include replacing three existing bridges to bring them up to shared pedestrian and cycle standard, whilst providing enough head height for waterway navigation beneath. Layout should also safeguard suitable access for the maintenance of foul and surface water drainage infrastructure, and have regard to a sewer pumping station which is located within the site boundary.

7.36 The layout, scale, massing and architecture should respond positively to the site's central waterside location, High Street interface, wider townscape and conserve or enhance heritage assets and their settings. The site lies partly within the Chelmer and Blackwater Conservation Area, Chelmsford Central Conservation Area, and the Baddow Road and River Can Conservation Area. There are a number of listed buildings close to the site including the Grade II listed Stone Bridge, 56-59 High Street, buildings at Grays' Brewery Yard, and 37 Baddow Road; and local listed buildings at 1 to 4, and 222 to 225 Moulsham Street, 36 to 38 High Street, and the Springfield Basin Feeder Channel.

7.37 Design and architecture should be of high quality and respond to the significance of the site in delivering a destination role within the City Centre network, without compromising wider City Centre function or character.

7.38 In addition to the policies of the Local Plan, development should have regard to the principles and guidance set out in the Chelmer Waterside Development Framework 2021. In addition, the waterside margins and rivers fall within the Green Wedge and are designated as a local wildlife site (LOWS). Development must ensure that the integrity of the Green Wedge, the LOWS, and their biodiversity and habitat is protected or enhanced. Development should introduce urban greening which creates landscape-led environments and spaces, and promotes natural cooling and general wellbeing.

7.39 The elevated section of High Bridge Road crosses the site creating an artificial boundary, which will need to be carefully incorporated into the site layout with mitigation considered for the support piers and areas of lower height where it meets the ground. Buildings developed near to the bridge structure will need to achieve an acceptable remoteness and relationship for building users and ground level areas beneath and around the bridge.

7.40 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10. Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and Urban Area, which this site could help to provide. Financial contributions may also be required towards strategic open space. Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Provision of facilities and/or financial contributions will be required to meet infrastructure needs generated by new development, including education, health, police, ambulance, and fire and rescue facilities, transport, access and sports/leisure facilities.

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

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

Amount and type of development

- **Around 185 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Non-residential uses of up to 7,500 sqm comprising extra care/independent living accommodation (around 60 units). The final amount will be confirmed through the planning application process**
- **Two new schools providing for Special Needs and Disabilities (SEND).**

Supporting on-site development:

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

Site masterplanning principles:

Movement and access

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

Design and layout

- **Adapt existing buildings for new uses where practicable, and reuse key elements that contribute to character**

- **Adaptable building types which offer opportunities for small workspaces**
- **Landscape focused on a public open space network**
- **Retention and enhancement of existing natural features to create distinctive landscape character, that contributes to the wider green infrastructure and nature recovery networks**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Two new schools providing for Special Needs and Disabilities (SEND) (Use Class F1(a)) located on around 2.9 hectares of suitable land allocated for education and childcare use**
- **Financial contributions to early years, primary and secondary education provision**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provide rationalised/retained formal/informal open space**
- **Provide a play area with particular emphasis on children and teenage users**
- **Provide, or make financial contributions to new or enhanced sport, leisure and recreation facilities.**

Reasoned Justification

7.41 The former St Peter's College is in the Melbourne area of Chelmsford, located north west of the City Centre. The neighbourhood is focused on Melbourne Avenue shops, health facilities and local services. The allocation is for around 185 new homes between 2025 and 2029, along with up to 7,500 sqm non-residential uses comprising extra care/independent living accommodation (around 60 units) and other community facilities to bring significant benefits not only to the site's residents but the wider community. The site has an approved masterplan (21/00002/MAS) and a planning application has been submitted (Ref: 24/00228/OUT) Owing to the timing of the submission of the application and the fact the precise number and type of residential uses is still to be determined through the planning application process, the 60 specialist residential homes are not yet reflected in the April 2024 Housing Site Schedule. The site capacity will be updated in the final version of the Plan. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

7.42 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

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

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

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

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

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

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

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

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

Amount and type of development:

- **Around 150 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Food/drink and/or retail units**
- **Decked car parking.**

Supporting on-site development:

- **Enhanced pedestrian and cycle route links, including contributions towards improvements to Mallard Bridge**
- **Enhancement of existing pedestrian and cycle routes within and adjacent to the site including width and alignment, surfacing, drainage, signage and lighting improvements as appropriate**
- **Integration of flexible workspace facilities.**

Site development principles:

Movement and access

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

Historic and natural environment

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

Design and layout

- **Ensure key public open spaces and routes are fronted by active and complementary uses at street level**
- **Ensure new development makes the most of the waterside location**
- **Layout should have regard to a wastewater pumping station within the development boundary**
- **Appropriate safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions to primary and secondary education provision**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **Financial contribution towards improvements to Mallard Bridge**
- **Financial contributions towards provision of new lock and replacement of weir gates at Chelmer Waterside.**

Reasoned Justification

7.52 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. Redevelopment of the swimming pool site has released former leisure centre land and parking areas for development. It is well-located for a residential development of around 150 new homes between 2026 and 2028.

7.53 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

7.57 Links should be made with pedestrian and cycle routes to/from the site and the University, City Centre, bus and railway stations and the wider cycle/footpath network. There

are also opportunities to enhance access across the River Chelmer, including financial contributions to help secure improvements to the existing Mallard Bridge.

7.58 Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential uses meet the street, units must be designed to offer suitable privacy to those units without harm to the streetscene – potentially through duplex residential or live-work units. The development layout should also have regard to this a wastewater pumping station which is located within the site boundary.

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

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

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

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

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

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**

Supporting on-site development:

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

Site development principles:

Movement and access

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

Historic and natural environment

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

Design and layout

- **Layout to provide appropriate street frontage to Marconi Plaza, Coval Lane and Viaduct Road**
- **Opportunity for landmark buildings**
- **Enhanced landscaping to the site's boundary with Parkway**
- **Appropriate safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions to primary and secondary education provision**
- **Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contribution to facilitate, sustain and enhance car club facilities for scheme occupiers.**

Reasoned Justification

7.62 The site is located south of Duke Street adjacent to the City's transport hub of railway and bus stations, with excellent pedestrian and cycle links to the main shopping and business area, but also close to Central Park and with links to the wider area through the Green Wedge. This justifies intensive use of part of the site for City Centre living at a city scale (i.e. taller, higher-density buildings) for around 100 new homes between 2035 and 2036, while retaining the majority of public car parking on site.

7.63 The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

7.66 Development on the wider site should preserve the setting of the Grade II listed War Memorial on Duke Street, conserve the setting of the locally listed Civic Centre main entrance building, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in 2023. The Council will support development that provides opportunities to enhance the Conservation Area.

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

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

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

7.70 Public realm improvements are expected, particularly to the southern edge of the site where it fronts Parkway, and to extend Marconi Plaza northwards along Fairfield Road to improve the theatre environs. Layout should also safeguard suitable access for the maintenance of foul and surface water drainage infrastructure.

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

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

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

Amount and type of development:

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

Supporting on-site development:

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

Site development principles

Movement and access

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

Historic and natural environment

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

Design and layout

- **Create new built edges to Glebe Road and Marconi Road**
- **Enhance the setting of Eastwood House**
- **Landscape design incorporating tree planting, flood risk and surface water management and other multifunctional green infrastructure, that contributes to the wider green infrastructure and nature recovery networks**
- **Appropriate safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions to primary and secondary education provision**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, Ambulance and fire and rescue facilities**

- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers.**

Reasoned Justification

7.72 Eastwood House is an office building with a large surface parking area and undercroft parking. The surface parking area has full planning permission (Ref: 19/01618/FUL) for 197 homes. Development is expected to be delivered between 2026 and 2027. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

7.73 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

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

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

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

7.80 Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in 2023. The Council will support development that provides opportunities to enhance the Conservation Area.

7.81 The setting of Eastwood House should be enhanced with suitable planting and landscaping to provide a separation between the office building and residential development. Landscaping may also provide an opportunity for surface water management solutions. Layout should also safeguard suitable access for the maintenance of foul and surface water drainage infrastructure.

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

STRATEGIC GROWTH SITE POLICY 1y – LAND BETWEEN HOFFMANNS WAY AND BROOK STREET (MARRIAGE'S MILL)

Land between Hoffmanns Way and Brook Street, as shown on the Policies Map, is suitable for residential development, with supporting commercial uses.

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development

- **Integration of flexible workspace facilities**
- **Equipped play provision for children and teenage users.**

Site development principles

Movement and access

- **Development that maximises opportunities for active and sustainable travel**
- **Main vehicle access will be from Hoffmanns Way**
- **Provide pedestrian and cycle connections to both Hoffmanns Way and Brook Street**
- **Widening of pedestrian/cycle route adjoining the site which links to routes to the east.**

Historic and natural environment

- **Retain and re-use the historic buildings and remove modern buildings**
- **Conserve and where appropriate enhance the setting of the locally listed Chelmer Mill building and retain visual link with the Grade II listed Marconi Building on New Street**
- **Preserve and where appropriate enhance the setting of the former Hoffmann works**
- **Undertake a Mineral Infrastructure Impact Assessment given its proximity to Chelmsford Rail Sidings.**

Design and layout

- **Retain and reuse existing non-designated heritage assets for new uses where practicable, and reuse other key buildings that contribute to character**
- **Landscape design incorporating tree planting, flood risk and surface water management and other multifunctional green infrastructure, that contributes to the wider green infrastructure and nature recovery networks**
- **Retain key views of Chelmer Mill**
- **Layout to provide appropriate street frontage to both Hoffmanns Way and Brook Street**
- **Respect the setting of the adjacent green space and riverside to the north**
- **Provide public art which contributes towards place creation**
- **Financial contributions to Brook Street public realm.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.83 The site lies close to the City Centre, and the railway and bus station transport hubs. As such, it is well located for a residential development of around 100 new homes between 2035 and 2036.

7.84 The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

7.86 Links should be made with active and sustainable travel routes close to the site, particularly with the adjacent Anglia Ruskin University, and towards the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. A residential travel plan will be required to ensure active and sustainable means of travel are available to all new residents to promote the benefits of sustainable travel, reduce the need to travel and encourage the use of non-car modes. Some local improvements are needed to adequately connect this site into the pedestrian and cycle network which this development would need to resolve.

7.87 The site is highly visible and prominent within the local streetscape and from the mainline railway approach to Chelmsford. The development is close to the City Centre in an area of change which has included redevelopment of the former Marconi site, and new university buildings, which have an impact on the future character of this site. The scale, massing and finer design details must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant etc, must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

7.88 The Council requires the protection of the non-designated heritage asset on site, consisting of Chelmer Mill (c.1901) with its distinctive tower, as set out in the *Register of Local Buildings of Value in Chelmsford (2009)*. The Mill should form a central focal feature for the development, and consideration also given to retaining the single storey building range to the southwest of the Mill. This may involve reuse or sympathetic alteration of the buildings in relation to the context, including use of the historic fabric, attention to design detail, and high quality of any new materials. Views towards the Mill from outside the site should also be retained where possible.

7.89 Public realm improvements are expected, particularly to Brook Street, to improve safety and connectivity for cyclists and pedestrians and improve the streetscene.

7.90 Site landscaping should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site. The site lies within a Mineral Consultation Area. The developer will be required to undertake a Mineral Infrastructure Assessment to ensure the proposed development would not compromise the nearby mineral infrastructure site.

7.91 Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and Urban Area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

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

STRATEGIC GROWTH SITE POLICY 1cc – ANDREWS PLACE, LAND WEST OF RAINSFORD LANE

Land at Andrews Place, as shown on the Policies Map, is allocated for residential redevelopment, comprising comprehensive regeneration for 100% affordable housing.

Amount and type of development:

- **Around 250 new affordable homes (183 net new affordable homes) of a mixed size and type to include specialist residential accommodation for older people. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and Access

- **Development to prioritise opportunities for active and sustainable travel and provide excellent connectivity with surrounding networks**
- **Provide active travel infrastructure into Admirals Park and to the City Centre**
- **Main vehicular access will be from Andrews Place via Rainsford Lane**
- **Maintain vehicular and pedestrian access to the allotments west of the site.**

Historic and natural environment

- **Have regard to existing townscape feature and setting of Chelmsford Fire Station tower which is a non-designated heritage asset**
- **Conserve and enhance biodiversity and avoid adverse effects on the Admirals Park Local Nature Reserve**
- **Provide suitable SuDS and flood risk mitigation and management.**

Design and layout

- **Provide a distinctive and high-quality development recognising the site's location as an important gateway into the City Centre**
- **Layout, scale, density and massing of the development to reflect the site's close proximity to the City Centre and Admirals Park**
- **Layout to provide appropriate street frontages to Rainsford Lane and Andrews Place/Cramphorn Walk**

- **Ensure that the continuing use of the existing allotments west of the site are not compromised**
- **Provide public art which contributes towards place creation and celebrates notable past residents.**

Site Infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport including improvement of existing active travel route along the western boundary of the site**
- **Appropriate on-site flood protection, mitigation measures and SuDS**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.93 The site lies close to the City Centre, and the railway and bus transport hubs. As such it is well located for a residential redevelopment of around 250 new affordable homes (183 net new units) for delivery between 2026-2031. The site currently accommodates 69 low density affordable bungalows occupied by older people and is owned and managed by Chelmer Housing Partnership (CHP).

7.94 The redevelopment of the site will provide a significant increase in the number of affordable homes and contribute towards the regeneration of this important corridor into the City Centre as identified in Strategic Policy S17.

7.95 A consultation and engagement exercise has been undertaken by CHP with the existing tenants. This is to ensure that existing residents can help shape the development proposals and their future needs are considered.

7.96 The development should provide a mix of size and type of new affordable homes and accommodate specialist housing for older people.

7.97 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.98 If the site is to gain maximum benefit from its sustainable location, links should be made with active and sustainable travel routes close to the site, particularly towards the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. A residential travel plan will be required to ensure sustainable and active and sustainable means of travel are available to all new residents to promote the benefits of sustainable transport, reduce the need to travel and encourage the use of non-car modes.

7.99 The site is highly visible and prominent within the local streetscape particularly from the south on Waterhouse Lane (A1016) and closer to the site on Rainsford Lane (A1016) which acts a key corridor into the City Centre.

7.100 The site is close to the City Centre in an area of change. The arrangement of routes and blocks within the development should address the site's proximity to the City Centre. Therefore, relationships within the site could have a tighter grain, enabled in part by the highly sustainable location with good links to public transport and the City Centre itself. The scale and massing of the development should address the site's proximity to the City Centre and the opportunities afforded by the southern aspect to Admirals Park and the River Can. Practical design considerations, such as service areas, utility related plant and refuse / recycling storage etc, must be effectively designed to sustain a high-quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

7.101 Although there are no heritage assets on the site, development should have regard to the townscape feature and setting of Chelmsford Fire Station tower, to the south-east of the site, which is a non-designated heritage asset. Within the site, at number 14 Andrews Place, is a blue plaque for Florence Attridge, a former Marconi employee who was awarded the British Empire Medal for her contribution to the World War II effort. The bungalow does not possess sufficient architectural or historic interest to warrant retention, but the blue plaque should be retained and/or Florence Attridge celebrated, such as through public art.

7.102 Public realm improvements will be required, particularly along the Rainsford Lane frontage. The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to avoid adverse impact on the adjacent Admirals Park Local Nature Reserve.

7.103 Due to site's location next to Admirals Park a financial contribution towards the improvement of existing local open space will be appropriate. The layout of the new development should include suitable landscaping and shared circulation spaces between blocks. Financial contributions will be required towards strategic open space.

7.104 Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Provision of facilities or financial contributions will be required to meet infrastructure needs generated by new development, which could include education, health, police, ambulance, and fire and rescue facilities, transport, access and sports/leisure facilities.

STRATEGIC GROWTH SITE POLICY 1dd - LAND AT FORMER KAY-METZELER PREMISES, BROOK STREET

Land at the former factory premises in Brook Street, as shown on the Policies Map, is allocated for residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Vehicular access to the site will be from Brook Street**
- **Development that maximises opportunities for active and sustainable travel**
- **Provide safe and convenient pedestrian and cycle connections including a shared pedestrian and cycle access along Brook Street (south side)**
- **Provide a well-connected and integrated internal road layout.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building and the non-designated heritage assets at Marriage's Mill and its setting, and the former Hoffmans works**
- **Retain and enhance existing natural features and trees along the New Street boundary**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Undertake a Mineral Infrastructure Impact Assessment given its proximity to Chelmsford Rail Sidings.**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Landscape design incorporating tree planting, open space and other multifunctional green infrastructure, that contributes to the wider green infrastructure network**
- **Development to create building frontages which enclose Brook Street and New Street**
- **Development height limited to five-storeys on the western side of the site given immediate context and importance of the adjacent Marconi Building**
- **Retention and enhancement of existing natural features to the New Street boundary to create distinctive landscape character**
- **Provide suitable noise attenuation measures to avoid harm from the adjoining railway line to surrounding residential amenity**

- **Private space primarily provided by balconies and communal gardens**
- **Provide public art which contributes towards place creation**
- **Financial contributions to Brook Street public realm.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, and Public Rights of Way**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.6 The site lies close to the City Centre, and the railway and bus station transport hubs. As such, it is well located for a residential development of around 100 new homes for delivery between 2028 and 2030. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

2.7 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.8 Links should be made with active and sustainable travel routes close to the site, particularly towards Anglia Ruskin University, the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. While there are excellent routes on either side of New Street connecting the University to the City Centre, and a further path at the far eastern end of Brook Street leading to the Riverside network, Brook Street itself has no such facility. Opportunities to create this missing link in the network between New Street and the eastern end of Brook Street cycle path should be explored as part of the development.

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

2.10 The site is highly visible and prominent within the local streetscape and from the mainline railway approach to Chelmsford. The development is close to the City Centre in an area of change which has included redevelopment of the former Marconi site, which has an

impact on the future character of this site. The scale, massing and finer design details must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant etc, must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

2.11 Although there are no heritage assets on the site, development should preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building.

2.12 Public realm improvements will be required, particularly the provision of shared cycle and pedestrian access to the south side of Brook Street, to improve safety and connectivity.

2.13 The development will be expected to provide suitable measures to ensure that the amenity of residents is not adversely affected by the adjoining railway line such as noise attenuation measures and boundary screening.

2.14 Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. Financial contributions may also be required towards strategic open space.

2.15 The site lies within a Mineral Consultation Area. The developer will be required to undertake a Mineral Infrastructure Impact Assessment to ensure the proposed development would not compromise the nearby mineral infrastructure site.

Growth Sites in Chelmsford Urban Area

7.105 Growth Sites 1g to 1bb share common features due to their central position in the urban area and are all subject to Policy GR1 as well as infrastructure requirements in Policy S9. Financial contributions will be sought in accordance with Policy S10. Additional policy requirements and phasing information are listed in individual site-specific policies.

POLICY GR1 – GROWTH SITES IN CHELMSFORD CITY CENTRE/URBAN AREA

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

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

Type of development:

- **New homes of a mixed size and type, including affordable housing, where applicable. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

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

Site development principles:

Movement and access

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

Historic and natural environment

- **Conserve and where appropriate enhance designated and non-designated heritage assets and their settings**
- **Preserve or enhance the character or appearance of Conservation Areas**
- **Provide suitable SuDS and flood risk management.**

Design and layout

- **Ensure design and layout supports commercial function, where applicable**
- **Landscape design incorporating tree planting, flood risk and surface water management and other multifunctional green infrastructure, that contributes to the wider green infrastructure and nature recovery networks.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision**
- **Financial contributions towards provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

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

7.107 Where a site has a planning permission that is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

7.108 Infrastructure requirements for Growth Sites 1g to 1bb are in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10. Further site-specific policy information is set out in the site-specific policies which follow.

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

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

7.111 The Council will take a flexible approach to uses on sites within the Opportunity Corridors which support positive activity and encourage innovation and investment, in accordance with Policy S17. Opportunities to include attractive, flexible use units in developments will be encouraged to enable employment or community uses. Where appropriate, live-work units should be provided to ensure developments are as sustainable as possible. Combining work and home in a single unit will help to reduce the need to travel, reduce traffic levels and related air quality impacts. It will also promote new economic development. Other uses may include retail, hotels, or cultural facilities.

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

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

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

GROWTH SITE POLICY 1g – CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD

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

- **Around 29 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Enhanced route links from Riverside Ice and Leisure to Springfield Road, including financial contributions towards improvements to Mallard Bridge**
- **Main vehicle access will be from Springfield Road**
- **Preserve and where appropriate enhance the setting of nearby Grade II listed buildings at 73-75 and 80 Springfield Road**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity**
- **Ground floor active frontages for residential blocks where appropriate, fronting public routes**
- **New development making the most of the waterside location**
- **Potential to retain community use in new layout.**

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

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

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

GROWTH SITE POLICY 1i – RECTORY LANE CAR PARK WEST

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

- **Around 75 new homes. The final amount of new homes will be confirmed through the planning application process**

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

GROWTH SITE 1z – GRANARY CAR PARK, VICTORIA ROAD

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

- **Around 50 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Main vehicle access will be from Victoria Road**
- **Provide safe and convenient pedestrian and cycle access to Victoria Road**
- **Link to the existing pedestrian and cycle network**
- **Preserve and where appropriate enhance the setting of the adjacent Grade II listed Springfield Water Mill and Springfield Mill House buildings**
- **Retain the former bridge piers and railings currently on Victoria Road, either in situ or relocated elsewhere on site, due to their local heritage value**
- **Layout to provide appropriate street frontage to Victoria Road with this block having an appropriate set back and height to reduce visual impact on the setting of Grade II listed Springfield Water Mill complex of buildings. The built form should be articulated with a variety of high quality materials to break up massing**
- **Development layout should maintain the privacy of existing adjacent homes at Riverside to the east**
- **Protect the purpose of including land within the Green Wedge**
- **Retain or reprovide Public Open Space with equivalent or better**
- **Provide onsite, or make a financial contributions towards, improvements to the pedestrian/cycleway to the east**
- **New development making the most of the waterside location**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity**
- **Retain natural landscaping to enhance the setting**

- **Avoid adverse impacts on the adjacent Chelmer Valley Local Nature Reserve**
- **Drainage and flood risk management to address partial location in Flood Zones 2 and 3.**

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

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

- **This site has a planning application submitted (Ref: 22/02263/FUL) for 41 new homes. This number is reflected in the 5 year Housing Sites Schedule April 2024. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit**
- **Provision of a 3.5m widened cycle/footway along the New Street frontage, in accordance with Local Highways and Transportation Authority requirements**
- **Main vehicle access will be from Brook Street/New Street**
- **Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building, and conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill**
- **Layout to provide appropriate street frontage to both New Street and Brook Street**
- **Ground floor non-residential uses and active frontages for residential blocks, fronting public routes**
- **Financial contributions towards improvements to Brook Street public realm.**

GROWTH SITE 1aa – COVAL LANE CAR PARK

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

- **Around 40 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Main vehicle access will be from Coval Lane**
- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development layout should respect neighbouring rear boundaries**
- **Preserve and where appropriate enhance the setting of the non-designated heritage asset at Chelmsford Fire Station**
- **Retain or reprovide the existing natural landscaping across the site to enhance the setting.**

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

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

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

GROWTH SITE POLICY 1m – RECTORY LANE CAR PARK EAST

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

- **Around 23 new homes. The final amount of new homes will be confirmed through the planning application process**
- **Potential for student accommodation, due to its proximity to Anglia Ruskin University**
- **Main vehicle access to be taken from Chelmer Valley Road**
- **Improved level pedestrian/cycle connection to existing road crossing point to the south**
- **Conserve and where appropriate enhance the setting of the adjacent locally listed Cemetery Gatehouse and Lodge on Rectory Lane**
- **Character and scale determined by adjacent residential development**
- **Layout shaped by utility easements**
- **Enhanced landscaped edge to Rectory Lane and Chelmer Valley Road.**

GROWTH SITE POLICY 1n – WATERHOUSE LANE DEPOT AND NURSERY

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

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

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

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

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

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

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

- **This site has full planning permission (Ref: 23/00116/FUL) for 18 new homes. This number is reflected in the 5 year Housing Sites Schedule April 2024. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit**
- **Main access will be from Beach's Drive**

- **Safe and convenient pedestrian and cycle access should be created into Admirals Park at the south-east of the site to connect to safe pedestrian/cycle routes to the City Centre to the east and wider countryside to the west**
- **Character and scale determined by adjacent residential development**
- **Development layout should respect neighbouring rear boundaries**
- **Layout should have regard to a wastewater pumping station within the development boundary.**

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

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

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

GROWTH SITE POLICY 1bb – GLEBE ROAD CAR PARK

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

- **This site has full planning permission (Ref: 22/02196/FUL) for 12 new homes. This number is reflected in the 5 year Housing Sites Schedule April 2024. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit**
- **Main vehicle access will be from Glebe Road**
- **Conserve and where appropriate enhance the setting of the locally listed buildings at The White Horse PH and 3 – 24a Townfield Street, and preserve or enhance the character or appearance of the West End Conservation Area and its setting**
- **Character, scale and layout to have regard and respond to the site's surrounding context and heritage which is 2-3 storey**
- **Services such as parking, amenity and refuse areas to be screened from the streetscene.**

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

- This site has full planning permission for 6 new homes (Ref: 23/00195/FUL). This number is reflected in the 5 year Housing Sites Schedule April 2024. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit
- Improved main vehicle access will be from Medway Close
- Natural boundaries should be retained as an edge to development
- Character and scale determined by adjacent residential development
- Drainage and flood risk management led by SuDs to address partial location in a Critical Drainage Area.

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

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

- Around 10 new homes. The final amount of new homes will be confirmed through the planning application process
- Main vehicle access will be from Broomfield Road
- Preserve and where appropriate enhance the setting of the Grade II listed Coval Hall to the west, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.

GROWTH SITE POLICY 1v – RAILWAY SIDINGS, BROOK STREET

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

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

Location 2 – West Chelmsford

STRATEGIC GROWTH SITE POLICY 2 – WEST CHELMSFORD

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

Amount and type of development:

- **880 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Travelling Showpeople site for 5 serviced plots.**

Supporting on-site development:

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

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Roxwell Road (A1060)**
- **Provide safe and convenient pedestrian and cycle connections**
- **New dedicated pedestrian and cycle links to the existing urban area**
- **Provide well-connected and integrated internal road layouts which allow good accessibility for bus services.**

Historic and Natural Environment

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

Design and Layout

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

Site infrastructure requirements:

- **A new primary school (Use Class F1(a)) with co-located early years and childcare nursery (Use Class E(f)) on 2.1 hectares of suitable land allocated for education and childcare use**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**

- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Multi-user crossing of Roxwell Road**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority**
- **Financial contributions to, and/or onsite provision of, other community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

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

This site is adjacent to Chelmsford Urban Area and in close proximity to a range of services and facilities in the City Centre and Melbourne. As such it represents an opportunity for a landscape-led sustainable urban extension that maximises opportunities for travel by sustainable modes. The site has an approved masterplan (Ref: 18/00001/MAS) for 800 new homes and outline planning permission submitted for up to 880 new homes (Ref:21/01545/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2024. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2041. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.116 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

7.118 Although the development quantum and extent of the allocation is set out in the Local Plan, the site is located in the Parish of Writtle where there is a 'made' (adopted) Neighbourhood Plan. It is envisaged that the Neighbourhood Plan will help to shape this site allocation. Through the Neighbourhood Plan, Writtle Parish Council will also receive 25% of the CIL receipt for this development and any other in its area.

7.119 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an

appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community facilities and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

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

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

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

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

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

7.125 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and to protect important views into the site from the north and west. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and the nearby Local Wildlife Site. For these reasons, the land to the west of the site is allocated for future recreation use, as shown on the Policies Map.

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

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

Location 3 – East of Chelmsford

7.128 This broad location for growth, as shown on the Key Diagram (Figure 14), comprises the following three Strategic Growth Sites and one Growth Site:

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

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

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

Amount and type of development:

- **360 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- **A new Country Park to be primarily informal and natural in character**
- **New vehicular access road to the Country Park with a new pedestrian and cycle bridge connecting the Country Park to Sandford Mill.**

Site masterplanning principles:

Movement and Access

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

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area**
- **Provide necessary mitigation to address the cumulative recreational pressure on SSSIs in proximity to the site by providing high quality alternative semi-natural greenspace for Location 3 in the form of a Country Park**
- **Protect and where appropriate enhance the nationally significant Bronze Age monument and its setting**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Retain the WWII pillbox in the eastern part of the site and provide interpretation boards**
- **Undertake a Mineral Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

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

Site infrastructure requirements:

- **Provision of a new Country Park with a landscape strategy and a delivery mechanism for long-term management and maintenance**
- **Financial contributions to a new Visitor Centre at Sandford Mill**
- **Heritage interpretation, including information boards and public art**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and sustain travel through active and sustainable transport**
- **Provide new and enhanced cycle routes, footpaths, Public Rights of Way within and between the site and the surrounding area to enable the development to integrate with existing and new development areas and to provide links into City Centre, and the wider countryside beyond**
- **Provision of a new northwest safe and convenient pedestrian/cycle link through the Country Park to provide a connection to future off-site cycle links**
- **Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality**
- **Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South**

Essex Integrated Care Board and Police, ambulance and fire and rescue facilities

- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Contributions towards addressing cumulative recreational pressure on SSSIs in proximity to the site.**

Reasoned Justification

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

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

7.130 The site has an approved masterplan (21/00003/MAS) and planning applications have been submitted (Refs:22/01732/FUL and 22/01732/OUT) for 360 homes. This number is reflected in the 5 Year Housing Site Schedule April 2024. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2035. This location represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It is one of four development sites East of Chelmsford, adjacent to Chelmsford Urban Area and close to local services and facilities in Great Baddow and Sandon.

7.131 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

7.133 The development will provide an opportunity to provide a high-quality residential development and new Country Park to the north of the residential development. It will also provide an opportunity to provide an improved access to Sandford Mill which is an important community asset and a focus for regeneration. This will be provided by a new road through the development to the Country Park and a pedestrian and cycle bridge connecting the Country Park to Sandford Mill. It is envisaged that the new Visitor Centre will be located at Sandford Mill.

7.134 The Country Park will be expected to provide a high quality context for the residential development and protect and enhance the character and appearance of the adjoining Green Wedge and Conservation Area, retain and improve habitats for wildlife and provide new and enhanced recreational opportunities for local people. This will include high quality semi-natural greenspace to be used in conjunction with the existing Public Rights of Way network to provide circular dog-walking routes of at least 2.3km. Natural England must be consulted during the planning application process on the design of the high quality semi-natural

greenspaces, to ensure that these provide an effective alternative space for recreation to the SSSIs. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required. Any further contributions to provide, or make financial contributions towards new or enhanced sport, leisure or recreation facilities will be considered having regard to the provision of the new Country Park.

7.135 Even with onsite provision of the Country Park, the development will have the potential to result in an increase in recreational pressure on Blakes Wood, Danbury Common, and Lingwood Common SSSIs, which are in close proximity to the site. Developers will work closely with relevant local stakeholders, such as Natural England and the SSSI site managers (National Trust and Essex Wildlife Trust) to assess recreational pressure and provide the necessary mitigation measures for the SSSIs. Any costs incurred will be covered by the developers of the site. These measures will be costed over the full lifetime of the development, i.e. in perpetuity (taken to be 80 years), rather than the plan period.

7.136 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape and provides a strong sense of place. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers, restricting dwelling heights to mainly two storeys, protection of key views, promoting non-standard housing types and requiring lower dwelling densities at the most visually sensitive locations. The layout of the development will also need to reflect and incorporate a safeguarded corridor around the high pressure gas line that crosses the eastern part of the site. It is expected that the electricity pylons and lines that also cross the eastern part of the site will be removed and installed underground.

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

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

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

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

7.141 The area has a fragmented bridleway network but there are opportunities within the four site allocations in East Chelmsford to provide bridleway connections within and/or adjacent to the sites and the countryside beyond where safe and appropriate.

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

7.143 The southern part of the site contains the remains of a Bronze Age enclosure, in the area north of the Manor Farm shop. Although the remains are not scheduled, previous excavation has revealed evidence of Bronze Age and later use of the site and its environs. The feature is potentially of national importance and therefore in accordance with the NPPF (2023) it should be treated as if it were a Scheduled Monument. An appropriate buffer will be required around the site and a green link to the river valley maintained, which is fundamental to the setting of the monument. Other significant archaeological remains and their settings should also be identified through an archaeological evaluation, and protected.

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

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

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

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

Amount and type of development:

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

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road**
- **Provide a well-connected internal road network including safeguarding a north-south bus entry and egress through the site**
- **Provide safe and convenient pedestrian and cycle connections including access to the Sandon Park and Ride.**

Historic and Natural Environment

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

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Layout to provide a strategy for responding to the National Grid Electricity Transmission overhead transmission lines present within the site.**

Site infrastructure requirements:

- **New 56 place stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land allocated for education and childcare use**
- **Safeguard land for the future expansion of Sandon Park and Ride site**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and sustain travel through active and sustainable transport.**

Reasoned Justification

7.146 The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 5,000sqm of commercial floorspace and provision of a day care nursery (Ref:22/00916/FUL and 22/0916/OUT). The site is expected to be delivered between 2025 and 2031. As such this allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. It is one of four development sites East of Chelmsford.

7.147 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

7.149 The development should provide a mix of type and range of sizes of Use Class E(g) employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified

in Policy S8. To ensure flexibility and market responsiveness, other complementary B2 and B8 Use Classes may also be appropriate as part of the allocation.

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

7.151 The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density and massing of new development responds positively to the historic and natural environment and works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers to preserve the character or appearance of the Conservation Area. The development is also expected to provide significant new trees in line with Policy DM17.

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

7.153 The development will be required to safeguard land (circa 1.51ha) for the future expansion of Sandon Park and Ride. The land will facilitate an expansion to the west of the existing site, with the area to be agreed through discussions with Essex County Council. The development will be expected to improve routes for cycling and walking including connections into the existing networks and providing links to the City Centre and Chelmer East Green Wedge.

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

7.155 The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development shall provide safe crossing points for links to services.

7.156 Strategic Growth Site 16a, the East Chelmsford Garden Community, is located to the east of the A12 and north of the A414 Maldon Road. This proposed garden community is required to provide new active and sustainable routes that connect with Sandon Park and Ride, the City Centre and growth Location 3 (East of Chelmsford). Given Site 3b's location there is an opportunity to facilitate a bus route through the site to encourage sustainable travel and maximise the benefit of both an important transport hub and links to the City Centre, including the dedicated bus lane on the A1114.

7.157 Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Sandon could help shape this site allocation.

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

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

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

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

Amount and type of development:

- **109 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide a well-connected internal road network**
- **Provide safe and convenient pedestrian and cycle connections which will include access to the Sandon Park and Ride, adjacent developments and The Sandon School**
- **Provide a Pegasus Crossing across Maldon Road.**

Historic and Natural Environment

- **Minimise the impact on Cross Wood, the tree belt that lines the site to the north and north west**
- **Create a network of multifunctional green infrastructure**
- **Mitigate the visual impact of the development including the electricity pylons and the sub-station to the east of the site**
- **Provide suitable SuDs and flood risk management**
- **Provide necessary mitigation to address the cumulative recreational pressure on SSSIs in proximity to the site**
- **Preserve or enhance the character or appearance of the Sandon Conservation Area**
- **Preserve and where appropriate enhance the setting of the Graces Cross listed building**
- **Retain the WWII pillbox to the east of the site and provide interpretation boards**

- **Undertake a Mineral Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

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

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and sustain travel through active and sustainable transport**
- **Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality**
- **Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority**
- **Financial contributions towards and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Contributions towards addressing cumulative recreational pressure on SSSIs in proximity to the site.**

Reasoned Justification

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

- New housing site, and
- Land allocated for future recreation use/or SUDS and/or biodiversity.

7.161 The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 109 new homes (Ref:22/00916/FUL and 22/0916/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2024. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2029. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites East of Chelmsford.

7.162 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

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

7.167 The layout of the proposed development and proposed open space and landscaping should be used to minimise the visual impact of the new development and the electricity pylons to the east of the site. The layout of the development will also need to reflect and incorporate a safeguarded corridor for the high pressure gas line which crosses the site. For these reasons, the land to the east of the site is allocated for future SUDs to serve the site, as shown on the Policies Map.

7.168 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as The Sandon School, Baddow Hall Primary School and the Vineyards Neighbourhood Centre.

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

7.170 The area has a fragmented bridleway network but there are opportunities within the four site allocations in East Chelmsford to provide bridleway connections within and/or adjacent the sites and the countryside beyond where safe and appropriate.

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

7.172 Through the provision of the Country Park at Strategic Growth Site 3a, a high quality semi-natural greenspace will be provided to meet Natural England's 8ha/1000 new population metric and minimum circular dog-walking route on or off site of 2.3km which make use of existing Public Rights of Way and/or highways. The residential developments in East Chelmsford (SGS3a, SGS3c and SGS3d), East Chelmsford Garden Community (SGS16a) and Danbury (SGS13) have the potential to result in an increase in recreational pressure on Blakes Wood, Danbury Common, and Lingwood Common SSSIs, which are in proximity to the site. Developers will work closely with relevant local stakeholders, such as Natural England and the SSSI site managers (National Trust and Essex Wildlife Trust) to assess recreational pressure and provide the necessary mitigation measures for SSSIs. Any costs incurred will be covered by the developers of the site. These measures will be costed over the full lifetime of the development, i.e. in perpetuity (taken to be 80 years), rather than the plan period.

7.173 Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Sandon could help to shape this site allocation.

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

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

GROWTH SITE POLICY 3d – EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD

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

Amount and type of development:

- **65 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

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

Historic and Natural Environment

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

Design and Layout

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

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and sustain travel through active and sustainable transport**
- **Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality**
- **Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority**
- **Financial contributions towards and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Contributions towards addressing cumulative recreational pressure on SSSIs in proximity to the site.**

Reasoned Justification

7.176 The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 65 new homes (Ref:22/00916/FUL and 22/0916/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2024. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2029. This allocation is located to the east of Great Baddow and north of Sandon, close to local services

and facilities in these locations. This allocation is one of four development sites East of Chelmsford.

7.177 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

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

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

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

7.184 The area has a fragmented bridleway network but there are opportunities within the four site allocations in East Chelmsford to provide bridleway connections within and/or adjacent to the sites and the countryside beyond where safe and appropriate.

7.185 Through the provision of the Country Park at Strategic Growth Site 3a, a high quality semi-natural greenspace will be provided to meet Natural England's 8ha/1000 new population metric and minimum circular dog-walking route on or off site of 2.3km which make use of existing Public Rights of Way and/or highways. The residential developments in East

Chelmsford (SGS3a, SGS3c and SGS3d), East Chelmsford Garden Community (SGS16a) and Danbury (SGS13) have the potential to result in an increase in recreational pressure on Blakes Wood, Danbury Common, and Lingwood Common SSSIs, which are in proximity to the site. Developers will work closely with relevant local stakeholders, such as Natural England and the SSSI site managers (National Trust and Essex Wildlife Trust) to assess recreational pressure and provide the necessary mitigation measures for SSSIs. Any costs incurred will be covered by the developers of the site. These measures will be costed over the full lifetime of the development, i.e. in perpetuity (taken to be 80 years), rather than the plan period.

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

7.187 Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Sandon could help to shape this site allocation.

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

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

Location 4 – Galleywood

GROWTH SITE POLICY 4 – LAND NORTH OF GALLEYWOOD RESERVOIR

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

Amount and type of development:

- **24 new affordable homes of mixed size and type. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

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

Site infrastructure requirements:

- **New and enhanced cycle routes and footpaths**
- **On-site provision of new parking spaces that will be lost from Pyms Road**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority**
- **Financial contributions towards provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

Reasoned Justification

7.190 Galleywood is a Key Service Settlement. This allocation is located within Galleywood Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high quality residential development of 24 new affordable new homes expected to be delivered between 2025 and 2026. The site has outline planning permission (Ref: 22/00397/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2024. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its own merit.

7.191 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

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

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

7.197 The development will also be required to relocate the parking provided by existing garages within the development, either through new garages or the space used to provide general public parking.

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

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

Location 5 – Writtle

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

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

Amount and type of development:

- **Around 25 new homes of a mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

- **Vehicular access to the site will be from Ongar Road and/or The Green**
- **Provide safe and convenient pedestrian and cycle connections**
- **Preserve or enhance the character or appearance of the Writtle Conservation Area and its setting**
- **Preserve and where appropriate enhance the setting of the listed buildings at 49 and 57 The Green**
- **Retain existing trees within the development site, unless tree removal can be justified through an arboricultural impact assessment**
- **Provide suitable SuDS and flood risk management**
- **Provide suitable multifunctional Green Infrastructure.**

Site infrastructure requirements:

- **Provide new and enhanced cycle routes and footpaths where appropriate**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority**

- **Financial contributions towards provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

Reasoned Justification

7.200 Writtle is a Key Service Settlement. This allocation is located within Writtle Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 25 new homes expected to be delivered between 2035 and 2036.

7.201 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

7.203 The development could take its main vehicular access from Ongar Road and/or The Green, although access from Ongar Road is narrow in parts and will require careful design. The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. Additional pedestrian and cycle connections should also be provided between the site and the wider area.

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

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

7.206 Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Writtle could help to shape this site allocation.

Location 18 - North West Chelmsford

STRATEGIC GROWTH SITE POLICY 18a – LAND NORTH WEST OF CHELMSFORD (NORTH OF HOLLOW LANE)

Land North West of Chelmsford (North of Hollow Lane), as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Vehicular access to the site will be from Chignal Road**
- **Development that maximises opportunities for active and sustainable travel**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected and integrated internal road layout.**

Historic and Natural Environment

- **Retain and enhance existing natural landscaping and trees in and on the boundary of the site**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Preserve and where appropriate enhance the setting of the listed buildings at Chobbing's Farm and Priors and non-designated heritage assets at Broomwood Lodge and Kilnfield Barns**
- **Undertake a Mineral Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development to create frontage to Hollow Lane.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**

- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Provide, or make financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.18 Land North West of Chelmsford – North of Hollow Lane lies to the north of the urban edge of Chelmsford and will provide a high quality urban extension. Development is expected to be delivered between 2028 and 2030. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements. It is within walking distance of services and facilities including Newlands Spring Primary School, supermarket, doctors, community facilities and open spaces.

2.19 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.20 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be expected to improve connections for cycling and walking within the site, with links into the wider network, including the primary school and other community facilities to the south of the site at Newlands Spring.

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

2.22 A footpath, PROW Broomfield 20, runs along the northern boundary of the site before continuing through the site onto Hollow Lane to the east. This route should be protected to enable access into the wider countryside.

2.23 Whilst there are no heritage assets within the site boundary, there are a number of designated heritage assets close to the site, whose settings would be affected. Development design and layout is expected to preserve the listed buildings and their settings at Chobbing's Farmhouse, granary and barn to the west of the site, as well as Priors to the east. Locally listed Broomwood Lodge is situated to the north of the site. There are non-designated heritage assets to the northwest at Kilnfield Barns. A landscape buffer of approximately 55m should be provided within the site between Chobbing's Farm and the built form in the west corner of the site, and a buffer maintained to the south of Broom Wood. Views of Chobbing's Farm should be framed from the east and the impact of development minimised in views from the west. Scale should be limited to a maximum of 2 storey to the west and northern edges. A buffer of approximately 25m along the entire boundary with Hollow

Lane should be retained to form a soft edge, to reflect the historic character and appearance of the area.

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

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

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

2.27 Part of the site is located in the Parish of Broomfield where a Neighbourhood Plan has been made (adopted). Although the development quantum and extent of the allocation is set out in the Local Plan, development proposals should have regard to the Broomfield Neighbourhood Plan. This Parish will receive 25% of the CIL receipt for this development within their Parish.

Location 19 - Land West of Patching Hall Lane

STRATEGIC GROWTH SITE POLICY 19 – LAND WEST OF PATCHING HALL LANE

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

Amount and type of development:

- **Around 200 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Patching Hall Lane**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide well-connected and integrated internal road layouts.**

Historic and Natural Environment

- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**

- **Ensure appropriate habitat mitigation and creation is provided**
- **Preserve and where appropriate enhance the setting of the listed buildings at Priors and 141 to 145 Patching Hall Lane, and the non-designated assets at 147-149 Patching Hall Lane**
- **Undertake a Mineral Resource Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Character, scale and layout to have regard and respond to the site's surrounding context, including limiting development height to two and a half storeys.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.29 The site lies to north of the urban edge of Chelmsford and will provide a high quality urban extension. It is within walking distance of services and facilities, including Andrews Park to the south, with good access to existing public transport connections.

2.30 The site is expected to deliver around 200 new homes. Development is expected to be delivered between 2028 and 2036. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

2.31 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.32 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be expected to improve connections for cycling and walking within the site, with links into the wider network.

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

2.34 Existing public rights of way, PROWs footpath 21 Broomfield (north/south) and footpath 50 Chelmsford (east/west), run through the site. Consideration should be given to the enhancement of these routes to include cycle routes. Footpath 21 north of the site should remain a footpath with cycle barriers to prevent bikes continuing northwards on the footpath.

2.35 Although there is not currently a PROW running east/west between the southern end of footpath 21 Broomfield and footpath 101 Chelmsford, it is a well-used permissive route and consideration should be given to formalise this with possible connections into a cycle route in the adjoining land to the west.

2.36 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of multifunctional green infrastructure, formal and informal recreation and community spaces. Consideration should be given to external boundary treatments, while providing a clear rounding-off of the urban edge.

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

2.38 Whilst there are no heritage assets within the site boundary, there are a number of designated heritage assets close to the site. Development design and layout is expected to preserve the listed buildings and their settings at Priors to the northwest of the site, and 141 to 145 Patching Hall Lane to the southeast of the site. Development scale should be limited to two and a half storeys. Development to the northern edge should be outward facing with a landscaped edge to filter and soften development in the context of Priors. A buffer of open space should be retained adjacent to 141 to 149 Patching Hall Lane.

2.39 The site is located in the Parish of Broomfield where a Neighbourhood Plan has been made (adopted). Although the development quantum and extent of the allocation is set out in the Local Plan, development proposals should have regard to the Broomfield Neighbourhood Plan. This Parish will receive 25% of the CIL receipt for this development.

Growth Area 2 – North Chelmsford

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

7.208 As shown in Figure 17, this growth area will focus new development growth at four locations – North East Chelmsford (Chelmsford Garden Community) (Location 6), Great Leighs (Location 7), North of Broomfield (Location 8) and North West Chelmsford (Little Boyton Hall Farm Rural employment Area). Together these will deliver around 7,200 new homes and around 66,500sqm of new employment floorspace. Provision is also made for 10 Gypsy and Traveller pitches and five Travelling Showpeople plots. These allocations will deliver a substantial number of new homes and employment over the Local Plan period, underpinned by a comprehensive package of new infrastructure including new schools, early years and childcare provision, green infrastructure and neighbourhood centres. The sites at North East Chelmsford (Chelmsford Garden Community) (Location 6) and North of Broomfield (Location 8) will also maximise opportunities for enjoyment of the Green Wedge and use for sustainable travel into the City Centre (cycling and walking).

7.209 The Council's previously adopted Development Plan Documents focused strategic greenfield growth in North Chelmsford. Further growth of around 5,569 new homes, and around 9ha of dedicated employment land are allocated in North-East Chelmsford (Chelmsford Garden Community) (Location 6) and will be delivered over the Local Plan period. Around 680 further homes will be delivered in the period beyond 2041. This will be a landscape-led development, utilising Garden City principles and well-connected by improved road and public transport links. It will accommodate the most significant amount of new housing and employment growth in the form of attractive well-designed communities, centred around open space/leisure facilities, a new Country Park/Destination Parks and a new Business/Science Park. Provision is made for 10 Gypsy and Traveller pitches.

7.210 Development at Great Leighs (Location 7) will deliver around 1,100 new homes and North of Broomfield (Location 8) will deliver around 500 new homes, along with supporting infrastructure. These allocations will provide opportunities to contribute towards and enhance existing facilities and services in these villages.

7.211 New employment development will be provided through an extension to Little Boyton Hall Farm Rural Employment Area, North West Chelmsford (Location 15) and Waltham Road Employment Area, Boreham (Location 9a). Expansion of these well-established employment sites will provide rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.

7.212 In addition, new homes are allocated at Ford End on a small sites no larger than one hectare in size (Locations 14b). This Service Settlement has a primary school, village hall and sports facilities making it suitable for limited scale development. New development will contribute towards and enhance existing facilities and services of the village.

Figure 17 : Growth Area 2 - North Chelmsford

Location 6 - North East Chelmsford (Chelmsford Garden Community)

STRATEGIC GROWTH SITE POLICY 6 – NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)

Land to the north-east of Chelmsford beyond the existing developments at Beaulieu and Channels including the former Boreham Airfield, as shown on the Policies Map, is allocated for a high-quality comprehensively planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for active and sustainable travel, in a landscaped setting. Development proposals will accord with the Stage 1 Development Framework Document (DFD) Masterplan approved by the Council (Ref: 22/00001/MAS) (or any subsequent approved revised Masterplan) to provide:

Amount and type of development:

- **Around 5,569 new homes of mixed size and type to include affordable housing and specialist residential accommodation in the period to 2041. The allocated site is able provide a further 681 new homes in the period beyond 2041. The final amount of new homes will be confirmed through the planning application process**
- **Around 9ha or 56,946sqm of dedicated employment land**
- **Gypsy and Traveller site for 10 serviced pitches.**

Supporting on-site development:

- **Strategic scale open space including new Country Park/Destination Parks**
- **Safeguarded land for the single carriageway road (Section 1a) of the Chelmsford North East Bypass within the site boundary**
- **A vehicular Northern Radial Distributor Road from Essex Regiment Way to the Chelmsford North East Bypass**
- **Four new mixed use village centres incorporating provision for convenience food retail, community and healthcare provision**
- **Provision of a new all-through school (including primary with co-located early years and childcare nurseries, secondary and potential for a sixth form centre)**
- **Provision of up to three further new primary schools with co-located early years and childcare nurseries**
- **Provision of four new stand-alone early years and childcare nurseries**
- **Appropriate provision of community space and significant new multifunctional green infrastructure.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Essex Regiment Way, a new vehicular Northern Radial Distributor Road, and Beaulieu Parkway (RDR1)**
- **Additional access to the site will be from Chelmsford North East Bypass**

- **Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures**
- **Provide an effective movement strategy within the site**
- **Provide safe and convenient pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in Chelmsford Garden Community, Beaulieu Park Rail Station and associated employment area, new Country Park and Destination Parks and development east of the Chelmsford North East Bypass**
- **Provide a dedicated car club for residents and businesses on site and available to the rest of Chelmsford Garden Community**
- **Provide safe multi-user crossings of the Northern Radial Distributor Road and the Chelmsford North East Bypass**
- **Measures to enable travel by active and sustainable modes and that offer travel choice for people by non-car modes including a network of mobility hubs to enable a 60% share for active and sustainable transport modes**
- **Extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure**
- **Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority.**

Historic and Natural Environment

- **Provide a network of multifunctional green infrastructure to mitigate any potential visual, biodiversity and heritage impacts of the development**
- **Preserve or enhance the character or appearance of the Little Waltham Conservation Area and its setting**
- **Preserve and where appropriate enhance the settings of the following listed buildings including New Hall, Old Lodge, Bulls Lodge, Belsteads Farmhouse and barn, Channels Farmhouse, Mount Maskells, Powers Farmhouse, Peverel's Farmhouse, Shoulderstick Hall, Hobbits, Shuttleworth, Pratts Farmhouse, Pratts Farm Cottages, and New Hall Registered Park and Garden**
- **Provide appropriate mitigation which may include a landscape buffer to mitigate any identified harm through detailed heritage assessments to preserve the settings of nearby designated and non-designated heritage assets including Powers Farm, Peverel's Farm, Park Farm, Channels, Belsteads and those on Wheelers Hill/Cranham Road**
- **Provide suitable SuDs and flood risk management**
- **Appropriate re-phasing of mineral extraction and revisions to the restoration and aftercare scheme, and Mineral Resource Assessment to enable the delivery of the proposed development, to be agreed with the Minerals and Waste Planning Authority**
- **Appropriate habitat mitigation and creation**
- **Undertake an Archaeological Assessment**
- **Provide a minimum of 20% biodiversity net gain above the ecological baseline, or in accordance with the DFD.**

Design and Layout

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character**
- **Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Integrate historic and landscape features into the surrounding rural and urban context**
- **Incorporate appropriate safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure**
- **Two tiers of design guidance will directly inform the preparation of the applications for approval of reserved matters (i) the Site Wide Principles Document (informative) and (ii) the Detailed Design Codes (prescriptive)**
- **The Site Wide Principles Document will describe the aspects of spatial co-ordination between different zones and development parcels and will accompany the outline planning applications**
- **The preparation and submission of Detailed Design Codes for approval will be a condition of each outline planning permission.**

Site infrastructure requirements:

- **A new all-through school (Use Class F1(a)), including secondary, primary and early years, on 12.15 hectares of suitable land allocated for education and early years and childcare use (Use Class E(f)**
- **Three further new primary schools (Use Class F1(a)) each with a co-located early years and childcare nursery (Use Class E(f)) with one site of 2.4 hectares and two of 2.1 hectares of suitable land allocated for education and childcare use**
- **Four new 56 place stand-alone early years and childcare nurseries (Use Class E(f)) on 0.13 hectares of suitable land allocated for education and childcare use**
- **Appropriate improvements to the local and strategic road network to include necessary works to Essex Regiment Way as required by the Local Highways and Transportation Authority**
- **A single carriageway road (Section 1a) of the Chelmsford North East Bypass and a new Northern Radial Distributor Road**
- **Appropriate measures to promote and enhance active and sustainable transport including an extension of Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Financial contributions to the delivery of the Chelmsford North East Bypass (Section 1a) and new rail station**
- **Provide and/or financial contributions towards provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board, and Police, ambulance and fire and rescue facilities**

- **Provision of and financial contribution to facilitate and sustain car club facilities for use by residents and businesses within the site and the wider community**
- **Provide, or make financial contributions to, new or enhanced community space and facilities, sport, leisure and recreation facilities**
- **Provide strategic scale open space including new Country Park/Destination Parks with delivery mechanism to provide for their long-term management and maintenance**
- **New multifunctional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and community gardens and allotments**
- **Safeguarded land for the future extension of Chelmer Valley Park and Ride**
- **Appropriate flood risk management measures and SuDS.**

The Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on this site together with mass waste collection systems where they are deliverable, appropriate and do not give rise to adverse environmental or other amenity impacts.

The masterplan will need to be underpinned by Garden City Principles and address and respond to the protected route corridor of the proposed A131 Chelmsford North East Bypass.

Stewardship

- **Establish a robust and sustainable stewardship structure early on in the planning and delivery process**
- **A Stewardship Statement to accompany the first outline planning application providing full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle**
- **A Stewardship Strategy to be provided as part of the site specific agreement to include a) a robust governance strategy of the chosen stewardship vehicle, b) a full Business Plan for the chosen stewardship vehicle and c) arrangements for maintenance, management and monitoring of public spaces and community assets**
- **Stewardship activities are required to be in place in advance of the first housing occupations to ensure timely delivery of community development activities**
- **The Chelmsford Garden Community Council to have a defined remit in stewardship across the whole garden community area to foster collaboration, create accountability, provide consistency and ensure community engagement**
- **A single not-for-profit stewardship body to work in partnership with the Chelmsford Garden Community Council to provide a coordinating role to**

stewardship, place making and community development and to deliver the garden community's vision

- **The Stewardship Body to make use of funding opportunities including income-generating assets and resident service charges, with the latter to be minimised and capped as appropriate.**

Reasoned Justification

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

- New Garden Community for major housing and employment development
- Proposed Country Park
- Proposed Northern Radial Distributor Road, and
- Existing open space.

7.214 The development will provide a large sustainable urban extension based around Garden City Principles for over 6,000 new homes, around 9ha or 56,946sqm of dedicated employment land, new Country Park/Destination Parks and safeguarded land for a single carriageway road for the new Chelmsford North East Bypass. 5,569 of the new homes will be delivered in the period to 2041. The development has an approved Stage 1 Masterplan (Ref:22/00001/MAS) comprising three independent core documents: the Development Framework Document (DFD), the Infrastructure Delivery Plan (IDP), and the Planning Framework Agreement (PFA), and outline planning applications and a full application for the Northern RDR which have been submitted (Refs:22/01950/FUL, 22/01950/OUT (Zone 1), 23/00124/FUL, 23/00124/OUT (Zone 3), 23/00114/FUL (NRDR) and 23/01751/OUT (Zone 2)).

7.215 This site lies to the north-east of Chelmsford Urban Area, close to services and facilities in the existing and planned developments at Beaulieu and Channels. 6,250 homes is reflected in the 5 Year Housing Site Schedule April 2024. If these proposals are not implemented and new proposals come forward, the site capacity will be considered on its individual merit. The Garden Community is expected to be delivered between 2025 and 2044.

7.216 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.217 The development will provide a high-quality comprehensive garden community development underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing opportunities for employment, encouraging healthy and active lifestyles, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets.

7.218 The establishment of a robust and sustainable stewardship structure early on in the planning and delivery process forms a key requirement of the development establishing a consistent approach to stewardship and place keeping across the Garden Community. The

expectation is that the newly formed Chelmsford Garden Community Council would have a defined remit in stewardship to foster collaboration, create accountability, provide consistency and ensure community engagement. A single not-for-profit Stewardship Body would be formed to work in partnership with the Garden Community Council to provide a co-ordinating role to stewardship, place making and community development and to deliver the vision for the Garden Community. The Stewardship Body could include additional roles for the Garden Community Council and could commission different facilitators to manage and maintain the public spaces and community assets within the Garden Community. The Stewardship Body is expected to be funded through a blend of income generating assets and resident service charges with the latter to be minimised and capped as appropriate. Where appropriate, other means of funding may also be identified.

7.219 A formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are put in place.

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

7.221 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Gypsy and Traveller site for 10 pitches, within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the site will be determined through the masterplanning process. The site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that the site will be delivered through a comprehensive approach, such as with a Registered Housing Provider.

7.222 The development will be required to provide around 9ha of dedicated employment land which could accommodate up to 56,946 sqm of employment floorspace. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses. The new development is expected to deliver two employment hubs with prospects for an Innovation Park of the highest design quality. This will be attractive to leading businesses in the Research and Development and High Technology sectors and could help place Chelmsford at the forefront of 21st century economic development in Essex and beyond. The new employment development will be in addition to existing commitments for significant new office/business floorspace in Chelmsford Garden Community at Beaulieu and Channels including Beaulieu XChange business park.

7.223 A wide range of new community services and facilities including a new all through school (including primary with co-located early years and childcare nurseries, secondary and potentially a sixth form centre), three new primary schools with co-located early years and childcare nurseries and at least four standalone nurseries, open spaces, recreation, sport and play facilities, community facilities and mixed use village centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public

transport to the majority of residents in the development and existing and planned neighbourhoods in Chelmsford Garden Community. The village centres will need to make provision for community and healthcare facilities, as required by the NHS Mid and South Essex Integrated Care Board, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England Active Design guidance. Appropriate contributions will also need to be made for police, ambulance and fire and rescue facilities.

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

7.225 The all through school campus should be provided on a site of around 12 hectares of land. The developer will be expected to provide the education land and total cost of the physical education scheme provision with delivery through the Local Education Authority. Opportunities for dual use sports facilities within the new secondary school form part of the masterplan and will be secured in conjunction with the Local Education Authority through the outline planning application. Consideration should be given to Essex School Organisation Service's 'Garden Communities and Planning School Places' to ensure schools are appropriately planned and laid out to serve the Garden Community.

7.226 The development will take its main vehicular access from Essex Regiment Way, Beaulieu Parkway (RDR1) and a new vehicular access Northern Radial Distributor Road. Additional access to the site will be from Chelmsford North East Bypass. The development will be expected to adequately mitigate its likely proportionate impacts on the performance of the local and strategic road network. These will be expected to include:

- Appropriate improvements at Boreham Interchange, along Essex Regiment Way and other junctions on the A1016 and A131 main road corridors
- A new Northern Radial Distributor Road from the Chelmsford North East Bypass to Essex Regiment Way and to provide direct access into the employment hub.

7.227 The development will also be required to safeguard the preferred route corridor for the Chelmsford North East Bypass, and ensure that development is served with suitable junctions directly from this strategic route.

7.228 The development will be expected to provide additional and improved safe and convenient pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in Chelmsford Garden Community, Beaulieu Park Rail Station and associated employment area, Country Park/Destination Parks and development east of the Chelmsford North East Bypass, City Centre, surrounding countryside and the wider strategic network. Improved access must include safe multi-mode crossing points for Essex Regiment Way and the Chelmsford North East Bypass.

7.229 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices, and demonstrate a 60% modal share for active and sustainable transport. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of active and sustainable transport available to residents to complement it.

7.230 The development will be required to safeguard land for the future expansion of Chelmer Valley Park and Ride and to maximise opportunities for active and sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre. A network of mobility hubs will be provided across the Garden Community; these will allow for the interchange between active modes of travel and bus services and include the provision of cycle storage and facilities which align with non-car living, for example e-scooter hiring / parking / charging, cycle stands and a repair shop, car club parking, EV charging and bus stops.

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

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

7.233 Two tiers of design guidance will directly inform the preparation of any reserved matters the Site Wide Principles Document (informative) and the Detailed Design Codes (prescriptive). The Site Wide Design Principles Document will outline the aspects of spatial co-ordination between the different zones and development parcels and accompany the Strategic Parameter Plans. The preparation and submission of Detailed Design Codes (DDC) for approval will be a condition of each outline planning application. The DDC's will vary in their extent, tailored to the circumstances and scale of change in each place, allowing a suitable degree of variety but will be consistent in their objectives and in how they stipulate design quality, following a consistent structure and format as set out in the Stage 1 Masterplan documents. Development will follow a carefully design coded approach within which context it may be considered appropriate to remove permitted development rights.

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

7.235 The site includes an area of open space originally identified for existing and replacement golf holes. Due to its location, topography and ecology, this area will perform other important open space functions as one of the Destination Parks. It is expected that a significant portion of this area will form open space with the parameters having been decided through the masterplanning process. The site layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

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

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

7.238 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Layout should also safeguard suitable access for the maintenance of foul and surface water drainage infrastructure.

7.239 A significant amount of multifunctional green infrastructure will be required including open spaces, habitat creation, allotments and community growing areas, and sports areas with associated facilities and play facilities. The precise uses of the multifunctional green and blue infrastructure will be defined through the masterplanning process which will include delineating specific areas where wildlife and ecological areas are prioritised. A new Country Park and Destination Parks will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park/Destination Parks will also be required in accordance with the established stewardship arrangements. Given the scale of the Garden Communities, the opportunity exists for these developments to seek to achieve 20% biodiversity net gain subject to site constraints. Development proposals will be considered in line with the DFD.

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

7.241 Given the scale and nature of the development, the Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on the site, especially where there is a strong degree of community benefit, subject to deliverability and other planning considerations such as impacts on residential amenity.

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

7.243 The allocation includes areas which have been consented for long-term mineral extraction. The masterplanned development will require careful phasing together with an application from the mineral operator to modify the phasing programme for mineral extraction, as well as the restoration and aftercare scheme to enable the Garden Community to be developed which would be determined by the Minerals and Waste Planning Authority.

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

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

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

7.247 In the event that the extant planning permission is not implemented in full, any subsequent planning applications will be required to adhere in full to the adopted Landscape Design and Management Plan.

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

Location 7 - Great Leighs

7.249 This broad location for growth, as shown on the Key Diagram (Figure 14), comprises the following Strategic Growth Sites:

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

7.250 Although this location is made up of three separate site allocations, the development across these sites should ensure a comprehensive development at Great Leighs. A comprehensive approach to connections to the sites, both vehicular and public routes will need to be demonstrated for each allocation. In addition, the phasing of all allocations will be interdependent on essential infrastructure coming forward at the appropriate time, especially in respect of the new primary school, neighbourhood centre and other community facilities.

STRATEGIC GROWTH SITE POLICY 7a – GREAT LEIGHS - LAND AT MOULSHAM HALL

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

Amount and type of development:

- **Around 750 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Travelling Showpeople site for 5 serviced plots.**

Supporting on-site development:

- **Neighbourhood Centre**
- **A new primary school (Use Class F1(a)) with co-located early years and childcare nursery (Use Class E(f)) on 2.1 hectares of suitable land allocated for education and child care use**
- **Co-locate the neighbourhood centre and primary school at a location close to existing links across/under the A131 to connect to Great Leighs.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Moulsham Hall Lane**
- **Provide safe and convenient pedestrian and cycle connections to the existing Village of Great Leighs**
- **Provide well-connected and integrated internal road layouts which allows good accessibility for bus services.**

Historic and Natural Environment

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

Design and Layout

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

Site infrastructure requirements:

- **A new primary school (Use Class F1(a)) with co-located early years and childcare nursery (Use Class E(f)) on 2.1 hectares of suitable land allocated for education and childcare use**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass (Section 1a)**
- **Financial contributions to early years and childcare, primary and secondary education as required by the Local Education Authority**
- **Financial contributions to, and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

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

- Site housing site
- Area for conservation/strategic landscape enhancement
- Land allocated for future recreation use/or SUDS and/or biodiversity
- Existing open space
- Local Wildlife Site, and
- New Travelling Showpeople Site.

7.252 This site is to the west of Great Leighs and is expected to be delivered between 2026 and 2035. The site has an approved masterplan (Ref:20/00002/MAS) and planning applications have been submitted for up to 800 new homes (Ref:23/01583/OUT and 23/01583/FUL). Owing to the timing of the submission of these applications this number is not yet reflected in the policy. The site capacity will be updated in the final version of the Plan. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. The development will deliver a landscape-led high-quality sustainable new neighbourhood that maximises opportunities for travel by

sustainable modes. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.253 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

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

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

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

7.258 The development will take its main vehicular access from Moulsham Hall Lane and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads serving new development including Moulsham Hall Lane, Main Road, London Road, the A131 and financial contributions towards the Chelmsford North East Bypass (Section 1a).

7.259 Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional safe and convenient pedestrian and cycle connections should also be provided between the site and the wider area, including Moulsham Hall Lane, School Lane and Dumney Lane to connect to Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.260 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.261 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers adjacent to existing residential properties including those along Dumney Lane, Moulsham Hall Lane and School Lane. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and on-site Local Wildlife Sites.

7.262 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserves, Phyllis Currie/Dumney Lane Woods. This may include financial contributions towards mitigating increased recreational impacts. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.263 An area around the Grade II listed Moulsham Hall is allocated for conservation and strategic landscape enhancement, as shown on the Policies Map. The development is expected to preserve the setting of Moulsham Hall and to create an enhanced parkland setting.

7.264 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of multifunctional green infrastructure, formal and informal recreation and community spaces. For these reasons, the land to the north west of the site is allocated for future recreation use.

7.265 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

7.266 The site lies within a Mineral Safeguarding Area. The developer will be required to undertake a Mineral Resource Assessment to assess if the site contains a viable mineral resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

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

STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD

~~**Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively planned new sustainable extension to the settlement that maximises opportunities for active and sustainable travel, specifically for older persons. Development proposals will accord with a masterplan approved by the Council to provide:**~~

~~**Amount and type of development:**~~

- ~~**Around 250 new specialist residential homes for older persons to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**~~

~~**Site masterplanning principles:**~~

~~**Movement and Access**~~

- ~~**Main vehicular access to the site will be from London Road**~~
- ~~**Provide safe and convenient pedestrian and cycle connections**~~
- ~~**Provide a well-connected internal road layout.**~~

~~**Historic and Natural Environment**~~

- ~~**Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall and North Whitehouse**~~
- ~~**Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**~~
- ~~**Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**~~
- ~~**Mitigate the visual impact of the development**~~
- ~~**Create a network of multifunctional green infrastructure**~~
- ~~**Provide suitable SuDs and flood risk management**~~
- ~~**Ensure appropriate habitat mitigation and creation is provided**~~
- ~~**Undertake a Mineral Resource Assessment**~~
- ~~**Undertake an Archaeological assessment.**~~

Design and Layout

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

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass (Section 1a)**
- **Financial contributions towards and/or on site provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.268 This allocation is to the north of Great Leighs and will provide a high-quality sustainable development for around 250 homes for older persons. Part of the site has outline planning permission submitted for an integrated retirement community comprising 190 units (ref:21/02490/OUT). The remainder of the site is expected to accommodate around another 60 units. These numbers are reflected in the 5 Year Housing Sites Schedule April 2024. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2030. The allocation will provide housing for people over retirement age, including the active, newly retired through to very frail elderly, including affordable housing. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and other specialised housing for those that require care. The specialist residential accommodation on this site does not negate the need for other types of specialist housing to be provided in accordance with the Council's policy requirements for sites 7a and 7c.

7.269 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.270 This part of the overall development at Great Leighs is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is currently a good

~~frequency of bus services connecting into Chelmsford City Centre and Braintree, but any enhancements should be funded by the developer.~~

7.271 ~~The development will take its vehicular access from London Road and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in the Great Leighs location. These will be expected to include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass (Section 1a).~~

7.272 ~~Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional safe and convenient pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.~~

7.273 ~~A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.~~

7.274 ~~Layout should incorporate compensation measures for landscape impact from the development including an appropriate green buffer between the site and the Rural Area beyond. The development will be required to provide appropriate habitat mitigation and creation, incorporate green buffers adjacent to existing residential properties including those along Banters Lane, and appropriate buffers to the adjacent Local Wildlife Site, Bushy Wood.~~

7.275 ~~Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Development design and layout should also take into consideration the setting of other heritage assets, including the nearby listed buildings North Whitehouse and Gubbions Hall and the Schedule Monument at Gubbions Hall and its setting. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.~~

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

7.277 ~~The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community.~~

7.278 ~~The site lies within a Mineral Safeguarding Area. The developer will be required to undertake a Mineral Resource Assessment to assess if the site contains a viable mineral resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.~~

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

7.280 ~~Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.~~

STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively planned new sustainable extension to the settlement that maximises opportunities for active and sustainable travel, specifically for older persons. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 390 new homes of mixed size and type to include affordable housing, 190 of which to be specialist residential homes for older persons. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from London Road**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall and North Whitehouse**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**

- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Mineral Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

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

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass (Section 1a)**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions towards and/or on site provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.41 This allocation is to the north of Great Leighs and will provide a high-quality sustainable development for around 390 homes, 190 of which will be for older persons. The northern part of the site has outline planning permission submitted for an integrated retirement community comprising 190 units (ref:21/02490/OUT). If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. The remainder of the site is expected to accommodate around another 200 homes. Development is expected to be delivered from 2027 onwards. Part of the allocation will provide housing for people over retirement age, including the active, newly retired through to very frail elderly, including affordable housing. This housing need can encompass accessible,

adaptable general needs housing for those looking to downsize from family housing and other specialised housing for those that require care. The specialist residential accommodation on this site does not negate the need for other types of specialist housing to be provided in accordance with the Council's policy requirements for strategic growth sites 7a and 7c.

2.42 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.43 This part of the overall development at Great Leighs is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is currently a good frequency of bus services connecting into Chelmsford City Centre and Braintree, but any enhancements should be funded by the developer. Given the scale of the development, a range of new community services and facilities including open spaces and recreation facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

2.44 Great Leighs Primary School does not currently have capacity to accommodate future pupil forecasts from this development. The scale of development proposed across Strategic Growth Location 7 will likely require a new two-form entry primary school with co-located 56 place early years and childcare nursery. The new school is proposed to be located on Site 7a: Great Leighs – Land at Moulsham Hall and Sites 7b and 7c will contribute proportionately towards its provision. Whilst Site 7b may come forward prior to Site 7a in the event of there being sufficient capacity at Great Leighs Primary School and/or White Court Primary School to the north, commencement of both Sites 7a and 7b or 7c should otherwise be coincident to ensure viability of the primary school programmed to receive the pupils from both sites. However, in the event that Site 7a does not proceed on programme, as set out in the housing trajectory and Infrastructure Delivery Plan, and there remains insufficient places at Great Leighs Primary School, the developer of Site 7b will need to work with Essex County Council to agree an alternative strategy to mitigate the impact of their development on the availability of school places. Any such alternative strategy should not undermine the ability to deliver new primary school provision in respect of Site 7a. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Therefore, as part of site infrastructure requirements there is a need to provide connections from the site to the surrounding footpath and cycleway network to ensure safe and direct walking and cycling routes between Great Leighs and Notley High School and White Court Primary School in Braintree.

2.45 The development will take its main vehicular access from London Road and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in the Great Leighs location. These will be expected to include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass (Section 1a).

2.46 Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional safe and convenient pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

2.47 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

2.48 Layout should incorporate compensation measures for landscape impact from the development including an appropriate green buffer between the site and the Rural Area beyond. The development will be required to provide appropriate habitat mitigation and creation, incorporate green buffers adjacent to existing residential properties including those along Banters Lane, and appropriate buffers to the adjacent Local Wildlife Site, Bushy Wood.

2.49 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Development design and layout should also take into consideration the setting of other heritage assets, including the nearby listed buildings North Whitehouse and Gubbions Hall and the Scheduled Monument at Gubbions Hall and its setting. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

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

2.51 The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community. This will be informed by robust evidence on existing provision and consultation with NHS Mid and South Essex Integrated Care Board.

2.52 The site lies within a Mineral Safeguarding Area. The developer will be required to undertake a Mineral Resource Assessment to assess if the site contains a viable mineral resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

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

2.54 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new

development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions, subject to the necessary environmental permitting processes.

STRATEGIC GROWTH SITE POLICY 7c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE

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

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a combination of entry points**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall, Blue Barnes Farm, The Cottage, Jasmine Cottage, Millers Cottage and Rose Cottage**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable SuDS and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Mineral Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

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

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass (Section 1a)**
- **Financial contributions to early years and childcare, primary and secondary education as required by the Local Education Authority**
- **Financial contributions to, and/or onsite provision of, community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.281 This allocation will provide a high quality sustainable extension to Great Leighs for around 100 homes expected to be delivered between 2025 and 2028. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.282 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.283 This part of the overall development is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is currently a good frequency of bus services connecting into Chelmsford City Centre and Braintree, but any enhancements should be funded by the developer.

7.284 Given the scale of the development, a range of new community services and facilities including open spaces and recreation facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

7.285 Great Leighs Primary School does not currently have capacity to accommodate future pupil forecasts from this development. The scale of development proposed across Strategic Growth Location 7 will require a new two-form entry primary school with co-located 56 place early years and childcare nursery. The new school is proposed to be located on Site 7a: Great Leighs – Land at Moulsham Hall and Site 7c will contribute proportionately towards its provision. Whilst Site 7c may come forward prior to Site 7a in the event of there being sufficient capacity at Great Leighs Primary School and/or White Court Primary School to the north, commencement of both Sites 7a and 7c should otherwise be coincident to ensure viability of the primary school programmed to receive the pupils from both sites. However, in the event that Site 7a does not proceed on programme, as set out in the housing trajectory and Infrastructure Delivery Plan, and there remains insufficient places at Great Leighs Primary School, the developer of Site 7c will need to work with Essex County Council to agree an alternative strategy to mitigate the impact of their development on the availability of school places. Any such alternative strategy should not undermine the ability to deliver on new primary school provision in respect of Site 7a. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Therefore, as part of site infrastructure requirements there is a need to provide connections from the site to the surrounding footpath and cycleway network to ensure safe and direct walking and cycling routes between Great Leighs and Notley High School and White Court Primary School in Braintree.

7.286 The development will take its vehicular access from a combination of entry points, and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass (Section 1a).

7.287 Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional safe and convenient pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.288 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within surrounding area.

7.289 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, and appropriate tree and hedge planting along countryside edges. Development design and layout should also take into consideration the setting of nearby heritage assets. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

7.290 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserve, Sandylay/Moat Woods. This may include financial contributions towards mitigating increased recreational impacts.

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

7.292 The site lies within a Mineral Safeguarding Area. The developer will be required to undertake a Mineral Resource Assessment to assess if the site contains a viable mineral resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

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

7.294 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

Location 8 - North of Broomfield

STRATEGIC GROWTH SITE POLICY 8 – NORTH OF BROOMFIELD

Land to the north of Woodhouse Lane and west of Blasford Hill, as shown on the Policies Map, is allocated for a high quality landscape-led development that maximises opportunities for active and sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **512 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- **Neighbourhood Centre, including a safeguarded area for a new healthcare facility**
- **Provision of a new stand-alone early years and childcare nursery located in the southern portion of the site.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Blasford Hill (B1008)**
- **Provide appropriate downgrading of Woodhouse Lane**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide well-connected and integrated internal road layouts which allows good accessibility for bus services.**

Historic and Natural Environment

- **Conserve and where appropriate enhance the setting of the listed buildings on Blasford Hill and the non-designated assets Wood House, the Coach House and Wood House Lodge adjoining the site**
- **Protect and where appropriate enhance the setting of the nearby Scheduled Monument to the north of the site**
- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable SuDS and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Mineral Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

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

Site infrastructure requirements:

- **New 56 place stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land allocated for education and childcare use**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass (Section 1a), primary and secondary education as required by the Local Education Authority**
- **Financial contributions to, and/or onsite provision of, other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.295 The development will provide a high quality sustainable urban extension. The site has an approved masterplan (Ref:20/0001/MAS) for around 450 new homes and outline planning permission submitted for 512 new homes (Ref:20/02064/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2024. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2035. This site is to the north of Broomfield and well-located in relation to existing community and educational facilities and areas of employment. Main Road (B1008) Broomfield is also a 'quality' bus corridor with a very good frequency of services connecting into Chelmsford City Centre. As such the allocation represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes.

7.296 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.297 The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing as well as other types of specialist housing should be provided in accordance with the Council's policy requirements. The capacity of the site and mix of housing will need to reflect the available primary school places within the admissions area.

7.298 There is an emerging Neighbourhood Plan being prepared in Broomfield which it is envisaged will help shape this site allocation. However, it is considered that the development quantum and extent should be allocated through the Local Plan as a strategic site delivering a significant new neighbourhood. The site straddles the parish boundary shared between Broomfield and Little Waltham. Broomfield Parish Council will also receive 25% of the CIL

receipt for this development (and any other) in its area when the Broomfield Neighbourhood Plan is made (approved). Otherwise the rate will be 15%.

7.299 Given the scale of the development, a wide range of new community services and facilities including a new nursery, open spaces, recreation facilities and neighbourhood centre (including a safeguarded area for a new healthcare facility) are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and the wider area, reflecting the fact that this development is an extension of the existing village rather than a stand-alone settlement. The neighbourhood centre will need to make provision for community and health care. The health care facility should be an area safeguarded of sufficient size to mitigate the impact of the development proposed on this site and be sustainable as a practice.

7.300 The downgrading of Woodhouse Lane should be provided to manage local traffic flows and enhanced walking and cycling options.

7.301 The development will be expected to adequately mitigate its impacts on the performance of the local and strategic road network including appropriate road and junction alterations, improvements along the B1008 and Woodhouse Lane, and financial contributions towards the Chelmsford North East Bypass (Section 1a). The rural lane network to the south of the site is unfit for heavy traffic and measures to prevent intensification of use must be delivered as part of the development.

7.302 Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and connecting to places such as Broomfield Hospital, Chelmer Valley High School, Little Waltham Primary School, Broomfield Primary School, City Centre, the Green Wedge, and surrounding countryside.

7.303 A residential travel plan will be required for the development to include a package of measures to ensure active and sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.304 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers. Green buffers will be required to protect the amenities of neighbours including adjoining residential properties, Farleigh Hospice and King Edwards Grammar School (KEGS) playing field. The nature conservation value of Puddings Wood Local Wildlife Site to the south of the development must be considered and form part of a strategic approach to conserving the natural environment and mitigating the impacts of development. The western boundary of the site should include a woodland buffer to provide habitat connection between Puddings Wood and Sparrowhawk Wood.

7.305 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and on-site and nearby Local Wildlife Sites.

7.306 A Critical Drainage Area (CDA) has been identified in the Broomfield area. This site may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

7.307 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of multifunctional green infrastructure, formal and informal recreation and community spaces. The development is an extension of the existing village of Broomfield so must remain sympathetic to the character of that settlement and respond to its direct abutment to the open countryside.

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

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

Location 9 - Boreham

GROWTH SITE POLICY 9a – WALTHAM ROAD EMPLOYMENT AREA

~~**Land to the north of Waltham Road Employment Area as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:**~~

~~**Amount and type of development:**~~

- ~~**Around 3,500sqm (net) new Use Class B2 and B8 floorspace along with other appropriate ancillary employment generating uses.**~~

~~**Site development principles:**~~

~~**Movement and Access**~~

- ~~**Vehicular access will be from the existing employment area access from Waltham Road**~~
- ~~**Provide a well-connected internal road layout**~~
- ~~**Maximise opportunities for the provision of public transport and supporting infrastructure**~~
- ~~**Provide safe and convenient pedestrian and cycle connections including to Boreham Village.**~~

~~**Historic and Natural Environment**~~

- ~~**Provide a robust landscape buffer along the northern and eastern boundaries of the site**~~
- ~~**Provide suitable SuDS and flood risk management**~~

- ~~Undertake a Mineral Infrastructure Impact Assessment given its proximity to Bulls Lodge Quarry~~
- ~~Undertake an Archaeological Assessment.~~

~~Design and Layout~~

- ~~Ensure no adverse impact on the living conditions of existing adjoining residential development~~
- ~~Retain and enhance existing boundary treatments including provision of new trees~~
- ~~Landscape led approach to site layout which retains and enhances trees~~
- ~~Make appropriate provision for parking and safe access~~
- ~~Mitigate the visual impact of the development~~
- ~~Conserve and enhance local landscape character~~
- ~~Provide for a mix of building sizes and styles including building design measures to soften visual impact~~
- ~~Provide new and accessible open space within the site.~~

~~Site infrastructure requirements:~~

- ~~Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority~~
- ~~Provide safe and convenient pedestrian and cycle links.~~

~~Reasoned Justification~~

7.310 ~~This site allocation will provide employment development of around 3,500sqm of new general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of an extension to the existing Waltham Road Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing new employment floorspace and jobs.~~

7.311 ~~Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.~~

7.312 ~~The development of the site will be subject of a masterplan agreed with the Council prior to the determination of a planning application.~~

7.313 ~~The site is close to the existing Key Service Settlement of Boreham with good access to the strategic road network via the A12. The development should provide a mix of type and range of sizes of Use Class B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.~~

7.314 ~~The development will be expected to enhance existing connections for cycling and walking, including connections to Boreham and improvements to nearby bus stops/shelters where appropriate. A travel plan will be required to encourage the use of active and sustainable~~

~~means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes.~~

7.315 ~~The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, capacity, traffic management and to enable safe access to the site by active and sustainable travel modes.~~

7.316 ~~The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large scale buildings near to the northern boundary of the site and be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.~~

7.317 ~~The design and layout of proposals will also need to incorporate structural and buffer landscaping along the northern and western boundaries and provide landscape compensation measures. Landscape buffers should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site, Boreham Road Gravel Pits, to the west of the site.~~

7.318 ~~A significant amount of new trees to be planted in line with Policy DM17. The local wildlife site, Boreham Road Gravel Pits, to the west of the site shall be protected.~~

7.319 ~~Some residential development lies to the north and east of the site. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.~~

7.320 ~~New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multifunctional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.~~

7.321 ~~The site lies within a Mineral Consultation Area. The developer will be required to undertake a Mineral Infrastructure Impact Assessment to ensure the proposed development would not prevent or compromise the possibility of mineral resources being extracted in the future from land within the nearby mineral extraction site at Bulls Lodge Quarry.~~

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

7.323 ~~The site is located in the Parish of Boreham where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan could help shape this site allocation.~~

STRATEGIC GROWTH SITE POLICY 9a – WALTHAM ROAD EMPLOYMENT AREA, BOREHAM

Land to the north of Waltham Road Employment Area as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 14,000sqm (net) new Use Class E(g)(iii), B2 and B8 floorspace along with other appropriate ancillary employment generating uses.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from the existing employment area access from Waltham Road**
- **Development that maximises opportunities for active and sustainable travel**
- **Maximise opportunities for the provision of public transport and supporting infrastructure**
- **Provide safe and convenient pedestrian and cycle connections including to Boreham village**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the non-designated asset of Chantry Farm**
- **Provide a robust landscape buffer along the northern and eastern boundaries of the site**
- **Retain and enhance existing natural landscaping, trees and hedgerows on the boundary of the site**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Undertake a Mineral Infrastructure Impact Assessment**
- **Undertake a Waste Infrastructure Impact Assessment**
- **Undertake an Archaeological Assessment.**

Design and layout

- **Ensure no adverse impact on the living conditions of existing adjoining residential development**
- **Landscape led approach to site layout which retains and enhances trees**
- **Make appropriate provision for parking and safe access**
- **Mitigate the visual impact of the development**
- **Limit light spill from the site**
- **Conserve and enhance local landscape character**
- **Provide for a mix of building sizes and styles including building design measures to soften visual impact**

- **Provide new and accessible open space within the site**
- **Provide suitable noise attenuation measures to avoid harm to nearby residential amenity.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**.

Reasoned Justification

2.57 This site allocation will provide employment development of around 14,000sqm of new industrial processes which can be carried out in a residential area without detriment to its amenity (Use Class E(g)(iii)), general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of an extension to the existing Waltham Road Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by the mid-2030s and will support Chelmsford's economic growth by providing new employment floorspace and jobs.

2.58 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.59 The site is close to the existing Key Service Settlement of Boreham with good access to the strategic road network via the A12. The development should provide a mix of type and range of sizes of Use Class E(g)(iii), B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

2.60 The development will be expected to enhance existing connections for cycling and walking, including connections to Boreham and improvements to nearby bus stops/shelters where appropriate. A travel plan will be required to encourage the use of active and sustainable means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes.

2.61 The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, capacity, traffic management and to enable safe access to the site by active and sustainable travel modes.

2.62 The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large scale buildings near to the northern boundary of the site and be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.

2.63 The design and layout of proposals will also need to incorporate structural and buffer landscaping along the northern and western boundaries and provide landscape compensation measures. Landscape buffers should incorporate hedgerow strengthening and tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site, Boreham Road Gravel Pits, to the west of the site.

2.64 Whilst there are no heritage assets within the site boundary, there is a non-designated heritage asset, Chantry Farm, to the northeast of the site. Additional landscaping and limiting of light spill could mitigate any impacts.

2.65 A significant amount of new trees to be planted in line with Policy DM17. The local wildlife site, Boreham Road Gravel Pits, to the west of the site shall be protected.

2.66 Some residential development lies to the north and east of the site. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.

2.67 New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multifunctional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.

2.68 The site lies within a Mineral Consultation Area. The developer will be required to undertake a Mineral Infrastructure Impact Assessment to ensure the proposed development would not prevent or compromise the possibility of mineral resources being extracted in the future from land within the nearby mineral extraction site at Bulls Lodge Quarry. As a metal recycling business operates on the site, a Waste Infrastructure Impact Assessment should also be undertaken.

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

2.70 The site is located in the Parish of Boreham where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) Boreham Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise, the rate will be 15%.

GROWTH SITE POLICY 9b – LAND TO THE EAST OF 118 TO 124 PLANTATION ROAD, BOREHAM

Land to the East of 118 to 124 Plantation Road, as shown on the Policies Map, is allocated for a specialist residential development. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 60 new homes for older people to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Plantation Road**
- **Development that maximises opportunities for active and sustainable travel**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Roman Road/Plantation Road Conservation Area and its setting**
- **Preserve and where appropriate enhance the settings of listed buildings Chestnuts, Six Bells Public House and 1, 2 and 3 Maltings Cottages**
- **Retain and enhance existing natural landscaping and trees in and on the boundary of the site where appropriate**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Undertake an Archaeological Assessment.**

Design and layout:

- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.76 Land to the East of 118 to 124 Plantation Road is located on the eastern edge of the Defined Settlement of Boreham. Development is expected to be delivered between 2028-2030. It is within walking distance of shops, recreation ground, existing public transport connections, and other facilities in the village. The allocation will provide age restricted housing for older people. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family housing or other specialised housing for those that require care.

2.77 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.78 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

2.79 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network. New and enhanced pedestrian and cycle connections should be provided within the site and to Site GS9c.

2.80 Existing public rights of way, PROWs footpaths 39 and 38 Boreham, run along the eastern and southern boundaries of the site. These routes should be retained, with green buffers to minimise impacts on the views from the public rights of way.

2.81 The development will be required to incorporate green buffers to respect the amenities of adjoining residential properties along the western and southern site boundaries and to minimise its visual impact. The development should also provide a settlement edge to the eastern boundary which is softened and integrated into the countryside beyond.

2.82 The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community. This will be informed by robust evidence on existing provision and consultation with NHS Mid and South Essex Integrated Care Board.

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

2.84 The site is located in the Parish of Boreham where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) Boreham Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise, the rate will be 15%.

GROWTH SITE POLICY 9c – SOUTH OF MAIN ROAD AND DUKES WOOD CLOSE, BOREHAM

Land to the South of Main Road and Dukes Wood Close, as shown on the Policies Map, is allocated for a specialist residential development for older persons. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 22 new homes for older people to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Main Road**
- **Development that maximises opportunities for active and sustainable travel**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Preserve or enhance the character or appearance of the Roman Road/Plantation Road Conservation Area and its setting**
- **Preserve and where appropriate enhance the settings of listed buildings Chestnuts, Six Bells Public House and 1, 2 and 3 Maltings Cottages**
- **Retain and enhance existing natural landscaping and trees in and on the boundary of the site**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Undertake a Mineral Infrastructure Impact Assessment**
- **Undertake an Archaeological Assessment.**

Design and layout:

- **Character, scale and layout to have regard and respond to the site's surrounding context, including limiting development height to mainly single-storey.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**

- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.88 Land to the South of Main Road and Dukes Wood Close is located on the eastern edge of the Defined Settlement of Boreham. Development is expected to be delivered between 2028-2029. It is within walking distance of shops, recreation ground, existing public transport connections, and other facilities in the village. The allocation will provide age restricted housing for older people. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family housing or other specialised housing for those that require care.

2.89 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.90 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

2.91 Whilst there are no heritage assets within the site boundary, there are a number of listed buildings and a non-designated heritage asset around the site. Development design and layout is expected to preserve or enhance the character or appearance of the Roman Road/Plantation Road Conservation Area which lies partly within the site. There are also a number of listed buildings around the site. Development of this site will need to mitigate any impact on these buildings and their settings, including providing a village green setting adjacent to Chestnuts and the Conservation Area, and preserving glimpsed views to the rural landscape to the southeast. Development scale should mainly be single-storey.

2.92 An existing public right of way, PROW footpath 39 Boreham, runs along the eastern boundary of the site. This route should be retained, with green buffers to minimise impacts on the views from the public right of way.

2.93 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network. New and enhanced pedestrian and cycle connections should be provided within the site and to Site GS9b.

2.94 The development will be required to incorporate green buffers to respect the amenities of adjoining residential properties along the western site boundary and to minimise its visual impact. The development should also provide a settlement edge to the eastern boundary which is softened and integrated into the countryside beyond.

2.95 The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community. This will be informed by robust evidence on existing provision and consultation with NHS Mid and South Essex Integrated Care Board.

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

2.97 A small area of the site lies within a Mineral Consultation Area. The developer will be required to undertake a Mineral Infrastructure Impact Assessment to ensure the proposed development would not prevent or compromise the possibility of mineral resources being extracted in the future from land within the nearby mineral extraction site at Bulls Lodge Quarry.

2.98 The site is located in the Parish of Boreham where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) Boreham Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise, the rate will be 15%.

Location 14 – Ford End

GROWTH SITE POLICY 14b – LAND SOUTH OF FORD END PRIMARY SCHOOL

~~**Land south of Ford End Primary School, as shown on the Policies Map, is allocated for a residential development.**~~

~~**Amount and type of development:**~~

- ~~**Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process**~~
- ~~**Provision of off-road parking area for use by Ford End Primary School.**~~

~~**Site development principles:**~~

~~**Movement and Access**~~

- ~~**Vehicular access to the site will be from the B1008**~~
- ~~**Provide safe and convenient pedestrian and cycle connections**~~
- ~~**Ensure access to the school is maintained and enhanced**~~
- ~~**Provide a well connected internal road layout.**~~

~~**Historic and Natural Environment**~~

- ~~**Preserve the setting of Ford End Primary School by setting development back from Main Road (B1008) and restricting height of new development to two-storey**~~
- ~~**Retain existing trees on the boundary of the site**~~
- ~~**Ensure a defensible landscape buffer on the sites boundaries**~~
- ~~**Provide suitable multifunctional Green Infrastructure**~~
- ~~**Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**~~

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

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

- New housing site, and
- Area for Existing School, Further/Higher Education Establishment.

7.325 Land south of Ford End Primary School is adjacent to the Defined Settlement of Ford End. Development is expected to be delivered from 2030/2031 onwards. It is immediately adjacent to the primary school, and within walking distance of the recreation ground and existing public transport connections.

7.326 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.327 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. The changes in levels between the site and the B1008 needs to be given careful attention to ensure the development is not overbearing on the character of the area. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.328 Ford End Primary School was designed by local architect Frank Whitmore and built in 1873, comprising a school room and masters house, with a small tower, originally with a spire. The building has architectural interest and community value and is therefore considered to be a non-designated heritage asset. Development should avoid harm to its setting.

7.329 A clear and defensible landscaped site boundary should be provided to the south and west boundary.

7.330 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school. There is limited parking

~~and drop-off at the primary school and future access arrangements into the development site could exacerbate this issue. Therefore, a small area of parking should be made available for the primary school's use adjacent to the site allocation. For these reasons, the land to the north of the site is allocated for new school parking to serve the site, as shown on the Policies Map. Speeding by vehicles on Main Road (B1008) is an issue, therefore traffic calming should be provided as part of the development including speed reduction measures.~~

GROWTH SITE POLICY 14b – LAND SOUTH OF FORD END PRIMARY SCHOOL

Land South of Ford End Primary School, as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 75 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Provision of off-road parking area for use by staff of Ford End Primary School.**

Supporting on-site development:

- **A new community/village hall.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from the B1008**
- **Provide safe and convenient pedestrian and cycle connections**
- **Ensure access to the school is maintained and enhanced**
- **Provide a well-connected internal road layout**
- **Development that maximises opportunities for active and sustainable travel**
- **Appropriate speed reduction measures on the B1008.**

Historic and Natural Environment

- **Preserve the setting of Ford End Primary School by setting development back from Main Road (B1008) and limiting height of new development to one and a half storey near the school**
- **Retain and enhance existing trees and hedgerows on the boundary of the site**
- **Ensure a defensible landscape buffer on the site's boundaries**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Provision of a new community/village hall**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

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

- New housing site, and
- Area for Existing School, Further/Higher Education Establishment.

2.104 Land south of Ford End Primary School is adjacent to the southeast of the settlement of Ford End. The site is expected to deliver around 75 new homes between 2029 and 2031. It is immediately adjacent to the primary school, and within walking distance of the recreation ground and existing public transport connections.

2.105 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.106 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

2.107 Consideration should be given to the provision of a new village hall on site. The existing village hall in Ford End is a valuable asset, as identified in the Council's Indoor Sports Needs Assessment (December 2024). The site provides the opportunity to consider the replacement of the existing village hall. The precise specification will be considered as part of the site planning brief process.

2.108 The development is expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape and settlement pattern. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers to the south and west boundaries. The change

in levels between the site and the B1008 needs to be given careful attention to ensure the development is not overbearing on the character of the area.

2.109 Ford End Primary School was designed by local architect Frank Whitmore and built in 1873, comprising a school room and masters house, with a small tower, originally with a spire. The building has architectural interest and community value and is therefore considered to be a non designated heritage asset. Development should avoid harm to its setting by limiting height to one and half storeys near the school.

2.110 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school. There is limited parking and drop-off at the primary school and future access arrangements into the development site could exacerbate this issue. Therefore, an area of land for parking should be made available for the primary school's use adjacent to the site allocation. This should be funded by the development and used for staff parking only. The Essex Parking Standards for Schools provides details of the relevant requirements for such parking. For these reasons, the land to the north of the site is allocated for school use, as shown on the Policies Map.

2.111 Speeding by vehicles on Main Road (B1008) is an issue, therefore traffic calming should be provided as part of the development including speed reduction measures such as average speed cameras.

2.112 Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth in Ford End. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions, subject to the necessary environmental permitting processes.

Location 15 – North West Chelmsford

STRATEGIC GROWTH SITE POLICY 15 – LITTLE BOYTON HALL FARM EMPLOYMENT AREA

Land to the north of Little Boyton Hall Farm Rural Employment Area as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 6,000sqm (net) new Use Class B2 and B8 floorspace along with other appropriate ancillary employment generating uses.**

Site development principles:

Movement and Access

- **Vehicular access will be via the existing site access road off the A1060**
- **Provide safe and convenient pedestrian and cycle connections**
- **Maximise opportunities for the provision of public transport and supporting infrastructure**

Design and Layout

- **Retain and enhance existing boundary treatments including provision of new trees**
- **Landscape led approach to site layout which retains and enhances trees**
- **Provision of structural landscaping to the perimeter of the site**
- **Make appropriate provision for parking and safe access**
- **Conserve and enhance local landscape character**
- **Mitigate the visual impact of the development**
- **Provide for a mix of building sizes and styles including building design measures to soften visual impact**
- **Provide new and accessible open space within the site.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of designated heritage assets Little Boyton Hall Grade II listed building**
- **Provide suitable SuDS and flood risk management**
- **Provide a robust landscape buffer along the boundaries of the site**
- **Create a network of multifunctional green infrastructure.**

Site infrastructure requirements:

- **New and enhanced pedestrian and cycle routes**
- **Provide appropriate improvements, as necessary, to the existing site access road and network, local and strategic road network as required by the Local Highways and Transportation Authority.**

Reasoned Justification

7.331 This site allocation will provide employment development of around 6,000sqm of new general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of an extension to the existing Little Boyton Hall Farm Rural Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing new employment floorspace and jobs.

7.332 The development of the site will be subject of a masterplan agreed with the Council prior to the determination of a planning application.

7.333 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.334 The development will provide a mix of type and range of sizes of Use Class B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic

development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

7.335 The development will be expected to improve connections for cycling and walking, including connections to the existing networks and providing links to the A1060 to the south.

7.336 The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate works and contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, traffic management and to enable access to the site by sustainable and active travel modes. Suitable traffic control and calming measures will be required on the internal road network in particular where these are also public rights of way.

7.337 The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density, and massing of new development works in sympathy with the local landscape. The design and layout of proposals will need to incorporate structural and buffer landscape compensation measures including the provision of suitable buffers along the site boundaries to help soften its visual impact on the local landscape and the setting of the listed building at Little Boyton Hall. The buffer should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site and ancient woodland (Nightingale Wood). The layout and position of buildings must be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.

7.338 Significant new trees planted in line with Policy DM17. The local wildlife site and Ancient Woodland (Nightingale Wood) shall be protected.

7.339 New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multifunctional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.

Growth Area 3 - South and East Chelmsford

7.340 This Growth Area (see Figure 18) will deliver a high quality and comprehensively planned new Garden Community to the East of Chelmsford at Hammonds Farm (Location 16a). Alongside this will be further employment space at Land adjacent to A12 at Junction 18 (Location 16b) and a sustainable extension to the existing town at South Woodham Ferrers (Location 10). Development is also proposed on small sites around Bicknacre and East Hanningfield. Overall this Growth Area will deliver over 4,400 new homes, 87,200sqm of new employment floorspace, 18 Travelling Showpeople plots and 20 Gypsy and Traveller pitches.

7.341 A new Garden Community to the East of Chelmsford based on Garden City Principles will be provided at Hammonds Farm. This development, east of the A12 and north of the A414 will create a sustainable new neighbourhood of 3,000 new homes and 43,000sqm of new employment floorspace to be delivered in the Local Plan period. This will be a comprehensively planned, landscape-led development centred around distinctive neighbourhoods supported by transport, new schools and early years and childcare provision, health care, utility services and multifunctional green infrastructure together with retail, community, employment and leisure uses. Provision is also made for 20 Gypsy and Traveller pitches and 18 Travelling Showpeople plots. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. The timing and delivery of further development would need to be considered as part of a review of this Local Plan.

7.342 A new strategic employment site of around 43,000sqm is allocated at Land adjacent to A12 Junction 18, south of East Chelmsford Garden Community (Hammonds Farm). This will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network. The development will make an important contribution to the delivery of employment land and jobs in the City Council's area over the Local Plan period.

7.343 The Garden Community at Hammonds Farm and Land adjacent to A12 Junction 18 will also maximise opportunities for enjoyment of the Green Wedge and active travel in the City Centre (cycling and walking). They will also provide new and enhanced bus services, enhanced connection to Sandon Park and Ride to serve eastern road corridors into the City and improvements to the Army and Navy junction.

7.344 The Growth Area will also deliver a sustainable new development for the existing town of South Woodham Ferrers which has a good range of services and facilities, and at the Key Service Settlements of Danbury and Bicknacre, both of which have a good level of services including primary schools, early years and childcare provision, convenience shopping facilities and primary healthcare facilities. It will also deliver sustainable new development on small sites in the Service Settlement of East Hanningfield which has a primary school, employment site and community facilities making it suitable for limited scale development.

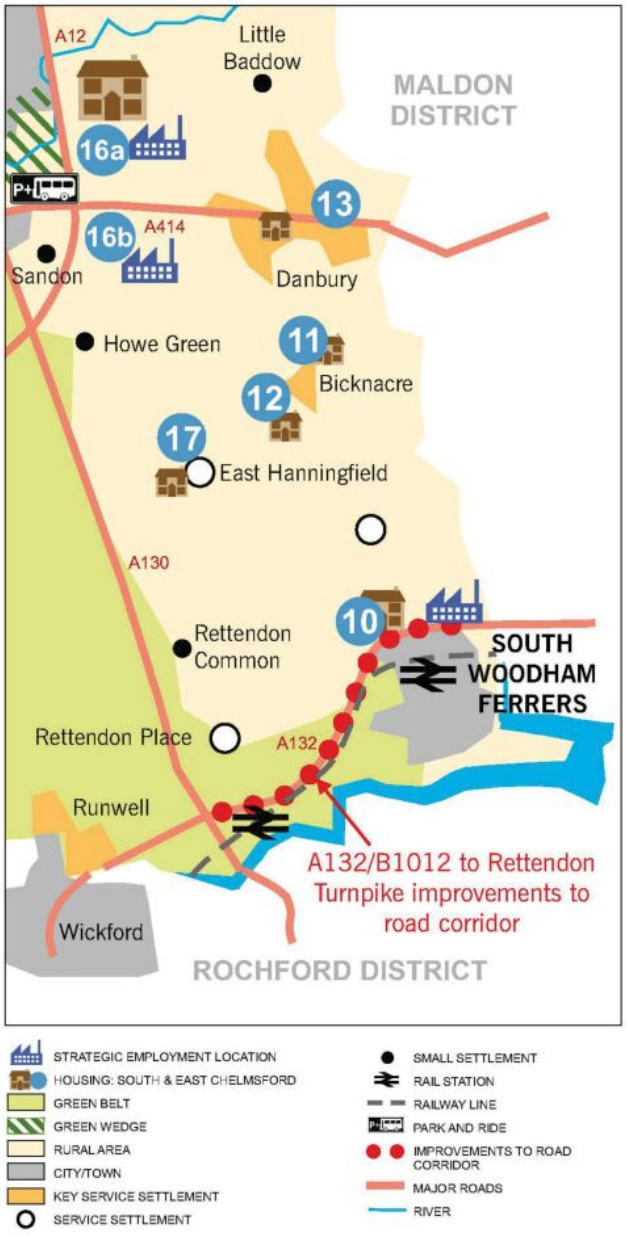
7.345 These developments will provide opportunities to contribute to and enhance existing facilities and services. Development at South Woodham Ferrers will also offer wider benefits to the community by helping to deliver road improvements including to the A132/B1012 to the Rettendon Turnpike Junction.

7.346 Two sites in Bicknacre (Locations 11b and 11c) and both sites in East Hanningfield (Locations 17a and 17b) will be provided on small sites no larger than one hectare in size. Location 12 will deliver around 100 new homes within Danbury through the emerging Danbury

Neighbourhood Plan. Developments in these areas will provide opportunities to contribute towards and enhance existing facilities and services of the villages.

7.347 The Council's previously adopted Site Allocations Development Plan Document allocated the former Runwell Hospital as a Major Developed Site for housing-led development in the Green Belt (in accordance with Annex C of Planning Policy Guidance Note 2 at the time). Planning permission was granted in 2013 and the development (called St Luke's Park) is now nearly complete. The Area for the Former Runwell Hospital Major Developed Site is brought forward onto the Local Plan Policies Map.

Figure 18 : Growth Area 3 - South and East Chelmsford



Location 16 – East Chelmsford

7.348 This broad location for growth, as shown on the Key Diagram (Figure 14), comprises the following two Strategic Growth Sites:

- 16a: East Chelmsford Garden Community (Hammonds Farm)
- 16b: Land adjacent to A12 Junction 18 (Employment Site)

STRATEGIC GROWTH SITE POLICY 16a – EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)

East Chelmsford Garden Community comprises of land at Hammonds Farm. It is located to the east of the A12, north of the A414 Maldon Road, as shown on the Policies Map. The site is allocated for a high quality comprehensively planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for active and sustainable travel, in a landscape-led setting following TCPA Garden City Principles. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation in the period to 2041. The allocated site is able provide a further 1,500 new homes in the period beyond 2041. The final amount of new homes will be confirmed through the masterplanning and planning application process**
- **Around 43,000 sqm of dedicated employment floorspace**
- **Two Gypsy and Traveller sites, each for 10 serviced pitches**
- **Travelling Showpeople site for 13 serviced plots.**

Supporting on-site development:

- **A new Country Park to be primarily informal and natural in character**
- **New mixed use centres incorporating provision for convenience food and other retail, community uses, flexible employment and healthcare provision and opportunities for similar small non-residential uses throughout the development**
- **Provision of a co-located primary and secondary school with early years and childcare nursery (with potential for a sixth form)**
- **Provision of two further new primary schools with co-located early years and childcare nurseries**
- **Provision of three new stand-alone early years and childcare nurseries**
- **Appropriate provision of community space and significant new multifunctional green infrastructure.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction on the A414 Maldon Road which will need to take account of new access to the employment site 16b - Land Adjacent to Junction 18 of the A12**
- **Additional access to the site will be from Junction 19 of the A12 (Boreham Interchange), to include a new multi-modal vehicular bridge over the River Chelmer with measures to deter use as a through-route**
- **Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures**
- **Provide an effective movement strategy for all users within the site and beyond**
- **Provide and enhance pedestrian, cycle and where appropriate bridleway connections within the site including links to the River Chelmer Navigation and to the wider area including the Chelmer East Green Wedge, existing education locations, Chelmsford City Centre, Danbury, Little Baddow, Great Baddow and Sandon, Beaulieu Park Rail Station, and existing and proposed employment locations including SGS16b**
- **Provide a car club for residents and businesses on site**
- **Provide safe multi-user access routes under and over the A12 to connect to existing routes**
- **Provide a new active and sustainable route and bridge over the A12 to connect close to Sandon Park and Ride**
- **Measures to enable travel by active and sustainable modes that offer travel choice for people by non-car modes including a network of mobility hubs, to enable a 60% share for active and sustainable transport modes**
- **Provide Bus Based Rapid Transit infrastructure**
- **Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways to include necessary improvements to Junctions 18 and 19 of the A12, A414 and route enhancements to A1060 (Maldon Road) and A1114 (Essex Yeomanry Way)**
- **Traffic calming measures to deter traffic on local roads including Church Road, Plantation Road and Main Road in Boreham.**

Historic and Natural Environment

- **Provide a network of multifunctional green and blue infrastructure and reinstate historic landscape features to mitigate the visual, biodiversity and heritage impacts of the development**
- **Prepare a detailed Heritage Impact Assessment**
- **Preserve or enhance the character or appearance of the Chelmer and Blackwater Navigation Conservation Area and its setting, including landscape enhancement works and sensitively designed new bridge to mitigate harm**
- **Preserve or enhance the setting of Boreham and Danbury Conservation Areas**
- **Preserve and where appropriate enhance the listed buildings and structures and their settings including Cuton, Stonhams and Little Baddow Locks, Hammonds Farmhouse, Phillows Farmhouse, The Congregational Chapel and Manse, Yew Tree Cottage, St Mary's Church, Little Baddow Hall, Boreham**

House, Generals, Water Hall, St Johns the Baptist Church Danbury, Little Graces, and Great Graces group of listed buildings. The Hammonds, Phillows and Rumbolds farmsteads which are within the site (the latter farmhouse being a non-designated heritage asset) should be provided with appropriate landscape buffers within the site to protect their settings

- Protect the setting of Danbury Park, Riffhams and Boreham Houses Registered Park and Gardens
- Protect and celebrate landmark views, including those to Danbury, Boreham, Little Baddow and Sandon Churches
- Retain the significance of Church Lane, Chapel Lane and New Lodge Chase Protected Lanes
- Retain the significance of Hurrells Protected Lane and Graces Walk which both go through the site by providing substantial linear landscape buffers
- The area to the east of Sandon Brook notated on the Policies Map for Future Recreation/SuDS/Biodiversity should focus on informal recreation, natural and semi natural green infrastructure uses rather than formal sports recreation requiring floodlighting or significant servicing
- Provide necessary mitigation to address the cumulative recreational pressure on SSSIs in proximity to the site
- Conserve and enhance biodiversity and avoid adverse effects on the River Chelmer, and Old Hare Wood local wildlife sites, Waterhall Meadows Essex Wildlife Trust Nature Reserve, and Long Spring Wood and Hall Wood ancient woodlands, and Blakes Wood, Danbury Common, and Lingwood Common SSSI
- Deliver heritage and ecological trails incorporating interpretation, public art, play trails and viewing corridors to recognise and celebrate the site's rich historic, social and natural history
- Provide suitable SuDs and flood risk management
- Undertake a Mineral Resource Assessment
- Undertake a Waste Infrastructure Impact Assessment
- Appropriate habitat mitigation and creation
- Undertake an Archaeological Assessment and conserve existing archaeological features
- Provide visual and acoustic screening to the A12 and minimise the impact of lighting in particular within the employment areas
- Provide a minimum of 20% biodiversity net gain above the ecological baseline in accordance with Policy DM16.

Design and Layout

- Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct and varied character
- Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Development on the eastern and northern margins of the site should be lower density and landscaped to reflect a transition to the open countryside beyond
- Provide public art which contributes towards place creation and celebrates the historic, social and environmental context of the site and the local area

- **Integrate existing archaeological, historic and landscape features into development and reinstate lost historic features**
- **Site-wide design principles to be approved through the masterplanning process, followed by the preparation and submission of Detailed Design Codes for approval through the planning application process**
- **Layout to provide a strategy for responding to the National Grid Electricity Transmission overhead transmission lines present within the site**
- **Incorporate appropriate safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure.**

Site infrastructure requirements:

- **A new secondary school (Use Class F1(a)) on 10.1 hectares co-located with primary school (Use Class F1(a)) and early years and childcare nursery (Use Class E(f)) on 2.1 hectares of suitable land allocated for education and childcare use**
- **Two new primary schools (Use Class F1(a)) with co-located early years and childcare nursery (Use Class E(f)) each on 2.1 hectares of suitable land allocated for education and childcare use**
- **Three new 56 place stand-alone early years and childcare nurseries (Use Class E(f) each on 0.13 hectares of suitable land allocated for education and childcare use**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport including Bus Based Rapid Transit infrastructure, safe multi-user access routes under and over the A12 to connect to existing routes, and a new active and sustainable route and bridge over the A12 to connect close to Sandon Park and Ride**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide and/or financial contributions towards provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance**
- **New multifunctional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments**
- **Appropriate flood risk management measures and SuDS**
- **Contributions towards addressing cumulative recreational pressure on SSSIs in proximity to the site.**

The Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on this site together with mass waste collection systems where they are deliverable, appropriate, and do not give rise to adverse environmental or other amenity impacts.

Stewardship:

- **Establish a robust and sustainable site-wide stewardship vehicle and governance early on in the planning and delivery process**
- **A Stewardship Statement to accompany the Masterplan providing full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle**
- **A Stewardship Strategy to be provided as part of the planning application process to include a) a robust governance strategy of the chosen stewardship vehicle, b) a full Business Plan for the chosen stewardship vehicle and c) arrangements for maintenance, management and monitoring of public spaces and community assets**
- **Stewardship activities are required to be in place in advance of the first housing occupations to ensure timely delivery of community development activities.**

Reasoned Justification

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

- New Garden Community for major housing and employment development
- Proposed Country Park
- Areas allocated for future recreation use/or SUDS and/or biodiversity
- New bridges, and
- Area for Conservation/Strategic Landscape Enhancement.

7.350 The site lies around 4km to the east of Chelmsford City Centre with new infrastructure proposed to provide opportunities to increase connectivity through active and sustainable modes of transport to provide safe and convenient routes to key destinations by maximising the use of the Chelmer East Green Wedge.

7.351 The development will provide a large sustainable community for around 4,500 new homes and 43,000 sqm of dedicated employment floorspace, and a new Country Park. 3,000 of the new homes will be delivered in the period to 2041. The total extent of the site allocated is shown on the Policies Map and the entire development is expected to be delivered between 2030 and 2048.

7.352 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.353 The development will provide a high quality comprehensive garden community development underpinned by a series of interrelated principles set out in the Town and

Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing opportunities for employment, encouraging healthy and active lifestyles, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets.

7.354 The site allocation is to be planned comprehensively in accordance with a masterplan approved by the City Council. This will include community and stakeholder involvement in the formulation of the masterplan, which will be required to set out how the TCPA Garden City Principles are to be achieved, and adapted for the special characteristics and features of this particular site.

7.355 The establishment of a robust and sustainable stewardship structure early in the planning and delivery process forms a key requirement of the development establishing a consistent approach to stewardship and place keeping across this new Garden Community. The expectation is that the local community would have a defined remit in stewardship across the whole Garden Community area to foster collaboration, create accountability, provide consistency and ensure community engagement. A single not-for-profit site-wide Stewardship Body would be formed to work in partnership with the community to provide a co-ordinating role to stewardship, place making and community development and to deliver the vision for the Garden Community. The Stewardship Body activities is expected to be funded through a blend of income generating assets and endowment. If resident service charges are required these should be minimised and capped.

7.356 A formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are put in place.

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

7.358 As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide two Gypsy and Traveller sites, each for 10 pitches, and a Travelling Showpeople site for 13 serviced plots within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the sites will be determined through the masterplanning process. These sites will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that the Gypsy and Traveller sites will be delivered through a comprehensive approach, such as with a Registered Housing Provider. It is expected that 0.2 hectares per plot should be provided for each Travelling Showpersons plot. Easy and convenient access to the site for heavy goods vehicles is essential for the Travelling Showpersons site.

7.359 The development will be required to provide around 43,000 sqm of dedicated employment. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses. It is expected that for every new home a new job should be created on site.

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

7.361 A wide range of new community services and facilities including a new co-located school (including primary with co-located early years and childcare nurseries, secondary and potentially a sixth form centre), two new primary schools with co-located early years and childcare nurseries and three standalone nurseries, open spaces, recreation, sport and play facilities, community facilities and mixed use centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in the East Chelmsford Garden Community. The centres will need to make provision for community and healthcare facilities, as required by the NHS Mid and South Essex Integrated Care Board, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyles, in line with Sport England and Public Health England's Active Design guidance. Appropriate contributions will also need to be made for police, ambulance, and fire and rescue facilities.

7.362 The co-located primary and secondary school should be provided on a site of around 12 hectares of land. The developer will be expected to provide the education land and a financial contribution. Opportunities for dual use sports facilities within the new secondary school will be considered through the masterplan and planning application process. Consideration should be given to Essex School Organisation Service's 'Garden Communities and Planning School Places' to ensure schools are appropriately planned and laid out to serve the Garden Community.

7.363 The development will take its main vehicular access from the A414 Maldon Road. Additional access to the site will be from Junction 19 Boreham Interchange. This is expected to be primarily for active and sustainable travel connections. The Council will, in conjunction with the Highway and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, capacity and traffic management and to enable safe access to the site by active and sustainable modes. As a minimum these will be expected to include:

- Bus Based Rapid Transit infrastructure
- Safe multi-user access routes under and over the A12 to connect to existing routes
- A new active and sustainable route and bridge over the A12 to connect close to Sandon Park and Ride.

7.364 The development will be expected to provide additional and improved safe and convenient pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer East Green Wedge, existing education locations, Chelmsford City Centre, Danbury, Sandon, Little Baddow, Great Baddow, Beaulieu Park Rail Station, existing and proposed employment locations, new Country Park, surrounding countryside and wider strategic network.

7.365 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices, and demonstrate a 60% modal share for active and sustainable transport. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of active and sustainable transport available to residents to complement it.

7.366 The development will be required to maximise opportunities for active and sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre. A network of mobility hubs will be provided across the Garden Community; these will allow for the interchange between active modes of travel and bus services and include the provision of cycle storage and facilities which align with non-car living, for example, e-scooter hiring / parking / charging, cycle stands and a repair shop, car club parking, EV charging and bus stops.

7.367 The development will also be required to provide an appropriate Bus Based Rapid Transit. This should be a direct, frequent bus service that will connect the new development with the City Centre and Chelmsford and Beaulieu Park Rail Stations. It is critical for enabling local, frequent travel without reliance on the private car. The masterplan should provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, employment areas, Beaulieu Park Rail Station and Chelmsford City Centre. Essex County Council will work with the developers to determine a preferred-route corridor through the development to serve residents and key locations.

7.368 The site will provide a high quality development in a landscaped setting which works in sympathy with the local landscape and heritage assets. This should be informed by landscape and heritage evidence, including the 2017 Landscape Sensitivity and Capacity Assessment and the Historic Environment Characterisation Project. The development must promote the highest standards of design and provide high quality and inclusively designed buildings and public and private spaces planned around a coherent framework of routes, blocks and spaces.

7.369 Two tiers of design guidance will be expected to be followed - Site Wide Principles Document (informative) and the Detailed Design Codes (prescriptive). The Site Wide Design Principles Document will outline the aspects of spatial co-ordination between the different zones and development parcels and accompany the Strategic Parameter Plans which should

accompany the Masterplan. The preparation and submission of Detailed Design Codes (DDC) for approval will be a condition of subsequent planning applications. The DDC's will vary in their extent, tailored to the circumstances and scale of change in each place, allowing a suitable degree of variety but will be consistent in their objectives and in how they stipulate design quality, following a consistent structure and format as set out in the Masterplan documents. Development will follow a carefully design coded approach, as such it may be considered appropriate to remove permitted development rights.

7.370 Layout should incorporate compensation measures for impacts from the development on the landscape, preserve the setting of heritage assets and create a distinct new place. Compensation measures will include appropriate landscaped edges, tree and hedge planting along countryside edges and green buffers to respect the amenities of adjoining residential properties. The site plays an important role in the rural setting to a number of designated and non-designated heritage assets in the wider area. There are also significant views to Danbury and Little Baddow Churches. It will be important to ensure the impacts on heritage setting are adequately mitigated, which will include extensive landscape buffers in appropriate locations. This should include the creation of viewing corridors to historic landmarks. Historic lanes, field boundaries and the Graces Walk avenue are important features of this context, which should be retained and enhanced. There will be impacts to the setting of the Chelmer and Blackwater Navigation due to the change from a rural to urban context. It will be important to mitigate these impacts and provide landscape enhancement as part of a scheme of compensatory measures. This should include buffer zones alongside rivers, reserved as public space. Heritage, social history and natural environment celebration and interpretation should play a positive role in reinforcing local character and promote heritage and understanding such as the works of renowned local nature writer J. A. Baker who has connections with this area.

7.371 Being a large strategic allocation, the wider site includes an area of flood risk. As shown on the Policies Map, development will only be located in areas at least risk of flooding. The areas at higher risk of flooding will form the country park, which will largely be natural in character, and other open space. The site layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

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

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

7.374 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Layout should also safeguard suitable access for the maintenance of foul and surface water drainage infrastructure.

7.375 At least half the gross site area is expected to be multifunctional green or blue infrastructure. This will include open spaces, habitat creation, allotments or community growing areas and sports areas with associated facilities and play facilities, as well as maximising opportunities for river use in accordance with the Council's Waterways Strategy. This should include foot and cycle bridges over the river to create connectivity each side of the river. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities, including the waterways. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required. Given the scale of the Garden Communities, the opportunity exists for these developments to achieve 20% biodiversity net gain subject to site constraints. Development proposals will be considered in line with DM16. The area to the east of Sandon Brook notated on the Policies Map for Future Recreation/SuDS/Biodiversity should, due to its location, focus on informal recreation, natural and semi-natural green infrastructure uses rather than formal sports recreation requiring floodlighting or significant servicing, or SUDS.

7.376 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to avoid adverse impact on the adjacent local wildlife sites River Chelmer and Old Hare Wood, Waterhall Meadows Essex Wildlife Trust Nature Reserve, the ancient woodlands of Long Spring Wood and Hall Wood, and Blakes Wood, Danbury Common, and Lingwood Common SSSI, which lie within or immediately adjacent to the site. Developers will work closely with relevant local stakeholders, such as Natural England and the SSSI site managers (National Trust and Essex Wildlife Trust) to assess recreational pressure and provide the necessary mitigation measures for SSSIs. Any costs incurred will be covered by the developers of the site. These measures will be costed over the full lifetime of the development, i.e. in perpetuity (taken to be 80 years), rather than the plan period. Natural England must be consulted at the pre-application stage on the design of the high quality semi-natural greenspaces, to ensure that these provide an effective alternative space for recreation to the SSSIs.

7.377 Through the provision of the Country Park and the series of green spaces throughout the development, high quality semi-natural greenspace of at least 12ha each will be provided to meet Natural England's 8ha/1000 new population metric and minimum circular dog-walking route on or off site of 2.3km which make use of existing Public Rights of Way and/or highways. The precise uses of the multifunctional green and blue infrastructure will be defined through the masterplanning process which will include delineating specific areas where wildlife and ecological networks are prioritised.

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

7.379 Given the scale and nature of the development, the Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on the site, especially where there is a strong degree of community benefit and subject to deliverability, and other planning considerations such as impacts upon residential amenity. This may include a district energy plant and/or a Combined Heat and Power Plant. Early engagement with the Council is recommended to help support this.

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

7.381 The site lies within a Mineral Safeguarding Area. In line with the Minerals Planning Authority, the developer will be required to undertake a Mineral Resource Assessment to assess if further areas of the site contain a viable mineral resource that would require extraction prior to development. Whilst it is acknowledged that working of the full mineral deposit would not be compatible with the proposed non-mineral development, the Mineral Resource Assessment would indicate that there is a workable mineral resource that would be sterilised by the non-mineral development and thus the supporting statement to the application needs to demonstrate that the need for the built development is such that it outweighs the sterilisation of the mineral resource. The Local Planning Authority will need to consider this balance in taking a decision on any planning application.

7.382 The site is in close proximity to the Chelmsford Waste Water Treatment plant where odour may impact part of the site area. As a result, a Waste Infrastructure Impact Assessment should be undertaken.

7.383 There are pylons running through the west of the site. The development will need to follow National Grid Electricity Transmission (NGET) site-specific criteria for responding to the NGET overhead transmission lines present within the site. It will need to be demonstrated how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design.

7.384 The site may contain archaeological deposits which will need to be considered by future development proposals, through an archaeological evaluation. Of particular interest, land to the north of Rumbolds Farm, Hammonds Road contains a significant number and configuration of crop marks requiring further investigation. Other significant archaeological remains and their settings should also be identified and protected. The archaeological evaluation should include appropriate trial trenches. Once complete the evaluation will inform the location of development parcels and open space within the masterplan.

7.385 The site is located partly in the Parishes of Sandon and Little Baddow. Each Parish has a ‘made’ (adopted) Neighbourhood Plan. Development proposals should have regard to the Sandon Neighbourhood Plan and Little Baddow Neighbourhood Plan. Each Parish will receive 25% of the CIL receipt for the portion of the allocation and any other development in its area.

STRATEGIC GROWTH SITE 16b – LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA

Land adjacent to A12 Junction 18 as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 43,000sqm (net) for a mix of employment Use Classes E(g)(i-iii), B2 and B8 along with other appropriate ancillary employment generating uses.**

Site masterplanning principles:

Movement and access

- **Main vehicular access to the site will be from a new junction at Maldon Road**
- **Provide access to the site in a manner that complements and does not prejudice access to East Chelmsford Garden Community (Hammonds Farm)**
- **A Movement Strategy outlining the necessary transport interventions**
- **Provide well-connected and integrated internal road layouts which allow good accessibility for bus services and bus priority measures**
- **Provide safe and convenient pedestrian and cycle connections within the site and to the wider area including to local bus stops, Sandon Park and Ride, Woodhill Road, routes associated with the East of Chelmsford allocations including East Chelmsford Garden Community (Hammonds Farm) and Danbury and the east of the site**
- **Maximise the use of public transport within the site and to key destinations**
- **Provide safe multi-user crossings of the A414.**

Historic and natural environment

- **Preserve or enhance the character or appearance of Danbury Conservation Area**
- **Preserve and where appropriate enhance the setting of designated heritage assets including St John the Baptist, Danbury Registered Park and Garden, Sandon Lodge, Bridge Farmhouse, and the Bridge over Sandon Brook**
- **Avoid harm to non-designated heritage assets including Sandon Brook Place**
- **Protect important views into and through the site from across the Chelmer Valley and Danbury Ridge**
- **Create a network of multifunctional green infrastructure including provision of new trees**
- **Mitigate the visual impact of the development including lighting**
- **Provide an extensive and robust landscape buffer along the boundaries of the site**
- **Retain and enhance boundary trees as part of a detailed landscaping scheme, except where there is a need to provide the main site access from Maldon Road**
- **Provide suitable SuDs and flood risk management**
- **Undertake a Mineral Resource Assessment.**

Design and layout

- **Avoid ecological impacts and provide on site ecological mitigation, compensation and enhancement measures**
- **Landscape led approach to site layout which retains and enhances trees, both within the site and along its boundaries**
- **Ensure no adverse impact on the living conditions of existing adjoining residential development**
- **Provide suitable noise attenuation measures to avoid harm to surrounding residential amenity**
- **Make appropriate provision for parking and access**
- **Conserve and enhance local landscape character**
- **Provide for a mix of building sizes and styles including building design measures to include the consideration of layout, scale, massing and materials to soften visual impact**
- **Provide a coherent network of new and accessible open space within the site**
- **Provide new sport, leisure and recreation facilities within the site.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways**
- **Flood Risk Assessment.**

Reasoned Justification

7.386 This site allocation will provide a strategic development of around 43,000sqm of mixed employment floorspace in Use Classes E(g)(i-iii), B2 and B8. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing significant new employment floorspace and jobs.

7.387 The development of the site will be subject of a masterplan agreed with the Council prior to the determination of a planning application.

7.388 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.389 The site lies just east of Junction 18 of the A12 and to the south of Maldon Road. It will be located adjacent to the proposed East Chelmsford Garden Community (Hammonds Farm) and close to the existing Urban Area of Chelmsford. It has good access to the strategic road network via the A414 to the A12 and is close to the Sandon Park & Ride.

7.390 The development will provide a mix of type and range of sizes of office, storage, and distribution floorspace in Use Classes E(g)(i-iii), B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary employment generating uses and services may also be appropriate as part of the allocation, such as co-working space/café, small retail use and roadside facilities within a landscaped and attractive setting. These uses

must be ancillary to the main employment use of the site and not destination locations in their own right.

7.391 The development will be expected to improve connections for sustainable transport, cycling and walking, including connections into the existing networks and links to Sandon Park & Ride, Sandon Village, Chelmsford Urban Area and Danbury. The development will be expected to provide suitable safe vehicular access and active and sustainable transport, including pedestrian and cycle provision to link the site to new developments East of Chelmsford including East Chelmsford Garden Community (Hammonds Farm).

7.392 A business travel plan will be required to encourage the use of active and sustainable means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes. Consideration should be given to a reduction in staff parking, against measures that promote more sustainable travel and the proximity of the Park & Ride. Onsite parking should be appropriately integrated into the site and balanced with robust landscaping.

7.393 The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.394 The Council will, in conjunction with the Local Highway and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, capacity and traffic management and to enable safe access to the site by active and sustainable modes.

7.395 The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large-scale buildings near to the southern and south-eastern parts of the site and be set back from landscape buffers to ensure that there is no unacceptable visual, landscape and heritage impact and to ensure no impact upon tree buffers.

7.396 The design and layout of proposals will also need to incorporate structural and buffer landscaping throughout the site and to its boundaries, ensure the retention and enhancement of existing vegetation within the site and provide landscape compensation measures. Landscape buffers should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife sites to the south and east.

7.397 The site lies within the wider setting of a number of heritage assets. The rural character of the context contributes to their settings and it is essential that impacts on key views are avoided or mitigated, including towards St Johns Church and from Danbury Registered Park and Garden. Extensive structural landscaping will be required to the mitigate the impact on setting to the south and southeastern parts of the site.

7.398 Ecological assets on the site shall be maintained and enhanced and significant new trees planted in line with Policy DM17. The existing tree belts on the northern and western boundaries shall be maintained and enhanced, except where there is a need to provide the main site access from Maldon Road. Trees which need to be removed to enable access to be provided, shall be kept to the minimum needed to provide necessary visibility, and will be required to be replaced on-site. The local wildlife sites Old Hare Wood to the north east and

Sandon Pit to the south shall be protected. The design scheme should enhance and protect Sandon Brook, which runs along the eastern boundary of the site, and which is important for biodiversity.

7.399 An authorised caravan site lies directly to the east of the site and a small enclave of development sits on the north side of the road. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.

7.400 New open space, sports, leisure and recreation facilities to serve the employment site will be expected to be provided on-site. Open space should be provided in an integrated and coherent manner, provide a positive contribution to the quality and character of the development and be accessible to site employees. Open space must also be multifunctional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage. Requirements for on-site sport, leisure and recreation facilities for employees will be informed by the latest Chelmsford Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy at the time of application.

7.401 Part of the site is located within Flood Zone 2 and 3 and as such a flood risk assessment will be required and SuDs provided in accordance with Policy DM18.

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

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

7.404 The site is located in the Parish of Sandon where a Neighbourhood Plan has been made (adopted). Development proposals should have regard to the Sandon Neighbourhood Plan. This Parish will receive 25% of the CIL receipt for this development.

Location 10 - North of South Woodham Ferrers

STRATEGIC GROWTH SITE POLICY 10 – NORTH OF SOUTH WOODHAM FERRERS

Land to the north of Burnham Road (B1012) and east and west of the B1418, as shown on the Policies Map, is allocated for a high quality comprehensively planned sustainable extension to the existing town, that maximises opportunities for active and sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **1,220 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots**
- **Around 1,200sqm of business floorspace.**

Supporting on-site development:

- **Potential co-location of a new primary school with an early years and childcare nursery, and one stand-alone early years and childcare nursery; or two new stand-alone early years and childcare nurseries**
- **Neighbourhood Centre incorporating community facilities and flexible neighbourhood scale business**
- **Integration of flexible workspace facilities.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for active and sustainable travel**
- **Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highways and Transportation Authority**
- **Vehicular access to the eastern parcel will be from Burnham Road and/or Woodham Road**
- **Provide a well-connected internal road layout which allows good accessibility for bus services and bus priority measures**
- **Provide new public transport routes/services**
- **Provide an effective movement strategy within the site**
- **Provide additional and/or improved safe and convenient pedestrian and cycle connections to the Town Centre and railway station**
- **Provide high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary**
- **Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers**
- **Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority.**

Historic and natural environment

- **Preserve and where appropriate enhance the setting of the listed buildings at Edwins Hall, Shaws Farmhouse, Tabrums, Wellington Farmhouse and Barn and Ilgars and the non-designated asset Hambert's Farm**
- **An appropriate landscaped setting for development consisting of sufficiently dense planting belts and natural buffers to development edges and Local Wildlife Sites, to provide a network of multifunctional green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development**
- **Mitigate potential effects due to recreational pressure on nearby designated European sites**
- **Provide areas for natural SuDS and flood risk management**
- **Undertake an Archaeological Assessment.**

Design and layout

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character**
- **Development shall predominantly be defined by and seek to retain the existing pattern of historic and landscape features**
- **Layout to be defined by a coherent network of wide green spaces to include formal and informal sport, recreation and community space that is well-connected to Public Rights of Way**
- **Layout to provide a strategy for responding to the National Grid Electricity Transmission overhead transmission lines present within the site and other utility easements, such as the gas main.**

Site infrastructure requirements:

- **Potential co-location of a new primary school (Use Class F1(a)) with an early years and childcare nursery (Use Class E(f)) on 2.1 ha of suitable land, and one stand-alone early years and childcare nursery (Use Class E(f)) on 0.13 hectares of suitable land; or two new stand-alone early years and childcare nurseries (Use Class E(f)) each on 0.13 hectares of suitable land allocated for education and childcare use. The developer(s) will be expected to provide the land and a proportionate financial contribution to the physical scheme**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Improvements to the A132 junctions between South Woodham Ferrers and Rettendon Turnpike to increase capacity**
- **Multi-user crossings of the B1012 in South Woodham Ferrers**
- **Appropriate flood risk management measures and SuDS**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Undertake a project-level Habitats Regulations Assessment to address the impacts of the scheme**
- **Provision of and financial contribution to facilitate and sustain car club facilities for use by residents and businesses within the site and the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board, and police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.405 This development to the north of South Woodham Ferrers will provide a sustainable extension. The site has resolution to grant planning permission subject to a S106 Agreement for 1,220 new homes across two parcels (Ref: 21/01961/OUT and 22/00311/OUT) along with a neighbourhood centre, around 1,200sqm of business floorspace, primary school and early years provision, and five Travelling Showpeople's plots. This number is reflected in the 5 year Housing Sites Schedule April 2024. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2026 and 2035. The allocation represents a logical area of expansion to South Woodham Ferrers and is less constrained than other land around the existing settlement where the River Crouch and its protection areas, flood risk and Green Belt considerations would prevent a similar approach to development. It will maximise opportunities for active and sustainable travel in a landscaped setting.

7.406 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.407 Planning permission for a supermarket and healthcare facility to the north of South Woodham Ferrers has been granted and implemented. As such there is no need for any further large-scale retail development, but further consideration would need to be given to local healthcare provision.

7.408 Although the development quantum and extent of the allocation is set out in the Local Plan, the adopted Neighbourhood Plan for South Woodham Ferrers will help to shape this site allocation. Through the 'made' (adopted) Neighbourhood Plan, South Woodham Ferrers Town Council will also receive 25% of the CIL receipt for this development and any others in its area.

7.409 Affordable, self-build, custom-build housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements, to meet local needs and create a mixed and inclusive community. This could include accommodation for frail elderly and homes for those with a disability or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.410 In order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Travelling Showpeople site will be addressed through the wider masterplanning process for the site.

7.411 A range of new community services and facilities including a potential new primary school, two early years and childcare nurseries, healthcare, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing neighbourhood. Appropriate contributions will also need to be made for police, ambulance and fire and rescue facilities.

7.412 Locations for business, retail and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining town. The planning and design of development is required to encourage healthy and active lifestyles, in line with Sport England and Public Health England's Active Design guidance.

7.413 The land to the north of the town is predominantly open, save for field boundaries, and offers views across an undulating landscape form. The development extents should be limited to areas within the site with lower topography and/or where excessive visibility can be mitigated. Given the open context, the character of the development must exhibit a sufficiently open and green character, with greenways and open spaces within the layout and appropriate buffer and strategic landscaping to the outer margins, to respect the historic landscape character. The development must seek to preserve key wildlife connections and offer sufficient density and connectivity of green infrastructure to provide protection for wildlife and where necessary compensate for the impact on wildlife that occurs from development. This will include offering adequate protection of the Local Wildlife Site at Bushy Hill and other sensitive areas within and outside the site. The site will provide a high quality development in a landscaped setting.

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

7.415 The southern edge of the site is around 500m from South Woodham Ferrers railway station and associated businesses, and just over 1km from the town centre and secondary school. South Woodham Ferrers has a wide range of facilities including medical, leisure, retail, library and business areas spread throughout the town area.

7.416 The development must provide access by walking, cycling and public transport to facilities and services within the development itself and the wider area including the railway station, town centre, and schools. This must include safe crossing points at Burnham Road to enable seamless integration with the existing settlement.

7.417 There will be no vehicular access from the site to Edwins Hall Road due to the characteristics and attributes of that route. Due to existing features such as roads and land topography, it is likely that development will come forward within western, central and eastern parcels. Each parcel must benefit from suitable foot, cycle, public transport and private vehicle access to the existing public network and an appropriate interconnectivity between parcels must be achieved. This is expected to include new north/south – east/west cycle routing through the overall site. Bus stop infrastructure should be provided, along with bus priority measures within and related to the site to provide and maintain quick and convenient local bus services to the wider area including Wickford Town Centre/Railway Station and Chelmsford City Centre.

7.418 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make active and sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking.

The existing neighbourhood provides a wider customer base for a sustainable car club operation.

7.419 Impacts from development on the local and strategic road network must be mitigated, and may include appropriate highway improvements along Burnham Road, the roundabout junctions at the B1418, Ferrers Road and Rettendon Turnpike, and the A132 and local junctions between the town and the A130, in line with Local Highways and Transportation Authority requirements. Impacts of development from within and to the adjoining areas including Basildon, Rochford and Maldon District will be part of this consideration.

7.420 Any improvements to the existing highway required to mitigate the impact of development from this Strategic Growth Site, will be primarily focused on junction enhancements, such as to the A132/B1012 Rettendon Turnpike, in order to improve the flow of traffic onto the strategic road network. These should not encourage through-traffic movements to use the local road network through neighbouring settlements such as Runwell and Wickford. The road network to the south of the Council's area is also proposed for improvement by the Local Highways and Transportation Authority including the A130, A127 and A13 corridors. These include the A127/A130 Fairglen Interchange improvement scheme. Where appropriate, off-site mitigation of this Strategic Growth Site should complement other relevant Local Highways and Transportation Authority schemes to help ensure the strategic road network provides the most attractive route for through-traffic.

7.421 This site is near the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest which lie to the south of the town. These sites are particularly sensitive to increased visitor pressure, which may be caused by residential development in the surrounding area including to the north of the Town, so measures that increase the recreation choice for residents away from the estuary, or which help mitigate impacts where the estuary is used for recreation, must form an integral part of the development proposals. Impacts of development in the adjoining Maldon District and other areas also need to be part of this consideration.

7.422 Due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address all impacts of the scheme taken alone or in combination.

7.423 Whilst there are no heritage assets within the site boundary, there are a number of listed buildings and a non-designated heritage asset around the site. Development of this site will need to mitigate any impact on these buildings and their settings.

7.424 The development must provide a high quality, connected layout and building design that reflects a strong sense of place, high quality streetscape and comfortable living environment, which works in sympathy with the local landscape. Key views and utility easements including overhead powerlines and a high-pressure gas main (if remaining) will be likely to influence the location of green spaces and routes, and create the layout framework for buildings.

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

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

Location 11 - Bicknacre

GROWTH SITE POLICY 11b – LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE

Land at Kingsgate, Bicknacre Road, Bicknacre, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Bicknacre Road**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Retain and enhance existing natural landscaping and trees in and on the boundary of the site**
- **Provide suitable multifunctional Green Infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Undertake an archaeological assessment**
- **Assess, and where appropriate mitigate, the potential cumulative effect on the designated features of Thrift Wood SSSI.**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development to create frontage to Bicknacre Road.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**

- **Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

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

- New housing site, and
- Land allocated for future recreation use/or SUDS and/or biodiversity.

7.428 Land at Kingsgate, Bicknacre Road is adjacent to the Defined Settlement of Bicknacre. Development is expected to be delivered from 2030/2031 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.429 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.430 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.431 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

7.432 The development will be required to assess, and where appropriate mitigate, the potential cumulative effect from sites 11b and 11c on the designated features of Thrift Wood SSSI.

7.433 Land to the west of the site is allocated for future SUDs/biodiversity to serve the site, as shown on the Policies Map.

GROWTH SITE POLICY 11c – LAND WEST OF BARBROOK WAY, BICKNACRE

~~**Land west of Barbrook Way, as shown on the Policies Map, is allocated for a residential development.**~~

~~**Amount and type of development:**~~

- ~~**Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.**~~

~~**Site development principles:**~~

~~**Movement and Access**~~

- ~~**Vehicular access to the site will be from Barbrook Way**~~
- ~~**Provide safe and convenient pedestrian and cycle connections**~~
- ~~**Provide a well-connected internal road layout.**~~

~~**Historic and Natural Environment**~~

- ~~**Retain existing natural landscaping and trees on the boundary of the site**~~
- ~~**Ensure a defensible landscape buffer on the sites boundaries**~~
- ~~**Provide suitable multifunctional Green Infrastructure**~~
- ~~**Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**~~
- ~~**Assess, and where appropriate mitigate, the potential cumulative effect on the designated features of Thrift Wood SSSI.**~~

~~**Design and layout**~~

- ~~**Character, scale and layout to have regard and respond to the site's surrounding context**~~
- ~~**Development on western edge should front onto open countryside.**~~

~~**Site infrastructure requirements:**~~

- ~~**Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**~~
- ~~**Appropriate measures to promote and enhance active and sustainable modes of transport**~~
- ~~**Financial contributions to new or enhanced sport, leisure and recreation facilities**~~
- ~~**Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**~~
- ~~**Financial contributions towards other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**~~

~~**Reasoned Justification**~~

7.434 ~~Land west of Barbrook Way is adjacent to the Defined Settlement of Bicknacre. Development is expected to be delivered from 2030/2031 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.~~

7.435 ~~Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.~~

7.436 ~~The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.~~

7.437 ~~Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.~~

7.438 ~~The development will be required to assess, and where appropriate mitigate, the potential cumulative effect from sites 11b and 11c on the designated features of Thrift Wood SSSI.~~

STRATEGIC GROWTH SITE POLICY 11c – LAND WEST OF BARBROOK WAY, BICKNACRE

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

Amount and type of development:

- **Around 250 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- **Community facility**
- **Stand-alone early years and childcare nursery (Use Class E(f)).**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Barbrook Way and/or Priory Road**
- **Provide safe and convenient pedestrian and cycle connections**
- **New dedicated pedestrian and cycle links to Barbrook Way**
- **Provide well-connected and integrated internal road layouts.**

Historic and Natural Environment

- **Retain existing natural landscaping and trees within and on the boundary of the site**
- **Ensure a defensible landscape buffer on the site boundaries**
- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Assess, and where appropriate mitigate, the potential cumulative effect on the designated features of Thrift Wood SSSI.**

Design and Layout

- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development on the western edge should front onto open countryside**
- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Multi-user crossing of Priory Road**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **New 56 place stand-alone early years and childcare nursery (Use Class (E(f)) on 0.13 hectares of suitable land allocated for education and childcare use**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities.**

Reasoned Justification

2.117 Land west of Barbrook Way is located on the south eastern edge of the Defined Settlement of Bicknacre. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village. Development is expected to be delivered from 2027 onwards.

2.118 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

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

2.120 To serve the proposed new residential developments in East Hanningfield and Bicknacre, including SGS17c-d and GS17e, a new stand-alone early years and childcare nursery should form part of the development proposals. The developer will be required to provide the land and a proportionate contribution with the other development sites in East Hanningfield being required to make a proportionate contribution. The nursery accommodation could be built by ECC, the developer or a private early year's nursery operator. This will be considered, alongside the selection of early years provider at site masterplanning and planning application stages in consultation with ECC. Given the scale of development, a new community facility is also required, located where it will be easily accessible by walking and cycling.

2.121 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car are prioritised. The development will be expected to improve connections for cycling, walking and horse riding within the site, with links into the wider network.

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

2.123 An existing public right of way, PROW bridleway 2 Woodham Ferrers and Bicknacre runs adjacent to the east of site. Consideration should be given to the enhancement of the northern part of this route to include a cycle route.

2.124 The development is expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers. On Moor Hall Lane, to the immediate northwest, there is a collection of non-designated heritage assets. The provision of open space on the west and northwest parts of the site would help to mitigate the impact of development on their settings.

2.125 The development will be required to assess, and where appropriate mitigate, the potential cumulative effect from sites 11b and 11c on the designated features of Thrift Wood SSSI.

Location 12 – St Giles, Bicknacre

GROWTH SITE POLICY 12 - ST GILES, MOOR HALL LANE, BICKNACRE

St Giles, Moor Hall Lane as shown on the Policies Map, is allocated for specialist residential accommodation development. Development will be expected to provide:

Amount and type of development:

- **Around 32 new units for specialist residential accommodation (SRA) that responds positively to the local context. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

- **Vehicular access to the site will be from Moor Hall Lane**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide suitable flood risk management and Sustainable Draining Systems (SuDS)**
- **Protect existing trees within the development site**
- **Create a network of multifunctional green infrastructure.**

Site infrastructure requirements:

- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions towards other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.439 St Giles Estate is close to the village boundary of Bicknacre. Development is expected to be delivered from 2030/2031 onwards. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults with learning difficulties and mental health problems.

7.440 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.441 Development would need to consider the need for additional primary health care provision informed by robust evidence on existing provision and consultation with NHS Mid and South Essex Integrated Care Board. Further development of specialist residential housing should complement the existing provision available at this location.

Location 13 - Danbury

STRATEGIC GROWTH SITE POLICY 13 – DANBURY

An allocation of around 100 new homes to be accommodated within or adjoining the Defined Settlement Boundary of Danbury. The sites to accommodate this allocation are allocated through the 'made' Danbury Neighbourhood Plan. Allocations are required to meet the following site development principles, along with the site specific policies within the Danbury Neighbourhood Plan Document.

Amount and type of development:

- **In total around 100 new homes of mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and Access

- **Provide safe and convenient pedestrian and cycle connections.**

Historic and Natural Environment

- **Conserve and enhance the Sites of Special Scientific Interest (SSSI) in and around Danbury (Blake's Wood and Lingwood Common SSSI, Woodham Walter Common SSSI and Danbury Common SSSI) ensuring any new development avoids direct impacts and mitigates indirect impacts (i.e. recreational damage) as a priority and provides any required mitigation measures where necessary (including those set within any emerging visitor impact studies / strategic solutions).**

Site Infrastructure Requirements:

- **Contributions towards addressing cumulative recreational pressure on SSSIs in proximity to the site.**

Reasoned Justification

7.442 Danbury is a Key Service Settlement located outside of the Green Belt with a good range of local services and facilities.

7.443 The Danbury Neighbourhood Plan was 'made' (adopted) on 20 December 2024. It makes the following site allocations, as shown on the Policies Map:

DNP1-A Land at Sandpit Field, East of Little Fields
DNP1-B Land at Tyndales Farm West
DNP1-C Ex Play Area, South of Jubilee Rise
DNP1-D Danecroft, Woodhill Road
DNP1-E Land at Mayes Lane

7.444 Infrastructure required for this location would need to accord with the relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.445 There are significant tracts of protected woodland and commons in and around the Danbury Ridge which represent important valued landscapes. These include a cluster of protected Sites of Special Scientific Interest (SSSI) which are Danbury Common, Blake's Wood and Lingwood Common, and Woodham Walter Common. These SSSIs receive high levels of recreational pressure and future development in Danbury will need to consider the need for mitigation measures as part of future development proposals. Developers will work closely with relevant local stakeholders, such as Natural England and the SSSI site managers (National Trust and Essex Wildlife Trust) to assess recreational pressure and provide the necessary mitigation measures for SSSIs. Any costs incurred will be covered by the developers of the site. These measures will be costed over the full lifetime of the development, i.e. in perpetuity (taken to be 80 years), rather than the plan period.

7.446 There are a number of heritage assets in and around Danbury which may need to be considered by future development proposals. These include Danbury Conservation Area, two Registered Parks and Gardens, Danbury Hill Fort Scheduled Monument and a variety of listed buildings.

7.447 There are archaeological deposits in and around Danbury which may need to be considered by future development proposals, through an archaeological evaluation.

7.448 The A414 is a busy road connecting Chelmsford with Maldon which bisects the village. Pre-signals have been installed at the A414/Little Baddow Road/Mayes Lane (Eves Corner) junction to assist in the peak time operation of this junction.

7.449 Taking the above constraints and opportunities into account, the Spatial Strategy makes provision for an allocation of around 100 homes in total, with site selection through the 'made' Danbury Neighbourhood Plan, expected to be delivered during the Local Plan period. Owing to the timing of the Danbury Neighbourhood Plan being 'made', the site allocations in the Neighbourhood Plan are not yet reflected in the April 2024 Housing Site Schedule. This will be updated in the final version of the plan. Parish Council will also receive 25% of the CIL receipt for all new qualifying developments in its area.

Location 17 – East Hanningfield

GROWTH SITE POLICY 17a – LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD

Land north of Abbey Fields, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Up to 1 hectare of land to accommodate around 11 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Abbey Fields**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Retain existing natural landscaping and trees in and on the boundary of the site**
- **Provide suitable multifunctional Green Infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Provide appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

7.450 Land north of Abbey Fields is partially within and partially adjacent to the Defined Settlement of East Hanningfield. Development is expected to be delivered from 2030/2031 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.451 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.452 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.453 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

7.454 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise the rate will be 15%.

GROWTH SITE POLICY 17b – LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD

Land east of Highfields Mead, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Bicknacre Road**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

Historic and Natural Environment

- **Retain as much existing natural landscaping and trees on the boundary of the site as possible taking into account the need for a safe vehicular entrance**
- **Provide suitable multifunctional Green Infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and Police, ambulance and fire and rescue facilities.**

Reasoned Justification

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

- New housing site, and
- Land allocated for future recreation use/or SUDS and/or biodiversity.

7.456 Land east of Highfields Mead is partially within and partially adjacent to the Defined Settlement of East Hanningfield. Development is expected to be delivered from 2030/2031 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

7.457 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

7.458 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.459 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

7.460 The area to the north-east of the site is allocated for biodiversity to serve the site, as shown on the Policies Map.

7.461 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise the rate will be 15%.

STRATEGIC GROWTH SITE POLICY 17c – LAND SOUTH OF ROUGH HILL COMPLEX, THE TYE, EAST HANNINGFIELD

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

Amount and type of development:

- **Around 115 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Main Road**
- **New dedicated pedestrian and cycle links to The Tye**
- **Provide a well-connected internal road network.**

Historic and Natural Environment

- **Retain and enhance existing natural landscaping, trees and hedgerows in and on the boundary of the site**
- **Preserve or enhance the character or appearance of the East Hanningfield The Tye Conservation Area**
- **Preserve and where appropriate enhance the settings of nearby listed buildings including Willis Farm, Rails Farm, The Old Forge, and K6 Telephone Box**
- **Provide a robust landscape buffer to the site boundary east of Willis Farm**
- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Ensure appropriate habitat mitigation and creation is provided.**

Design and Layout

- **Character, scale and layout to have regard and respond to the site's surrounding context, including limiting development height to two storeys on the western edge**
- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Layout to provide a strategy for responding to the gas pipeline present within the site.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

2.129 Land south of the Rough Hill Complex lies south of the village and will provide a high quality extension to East Hanningfield. It is within walking distance of the primary school, recreation ground, existing public transport connections, and other facilities in the village.

2.130 Development is expected to be delivered between 2028 and 2031. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

2.131 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.132 To serve the proposed new residential developments in East Hanningfield and Bicknacre, including SGS17c-d and GS17e, a new stand-alone early years and childcare nursery should form part of the development proposals for SGS11c. The developer will be required to provide a proportionate contribution along with the other development sites in East Hanningfield.

2.133 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car are prioritised. The development will be expected to improve connections for cycling and walking within the site, with links into the wider network. When producing the masterplan, regard shall be had to Site 17d to ensure design continuity.

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

2.135 An existing public right of way, PROW footpath 11 East Hanningfield (east-west) runs through the site. Consideration should be given to the enhancement of this route to include a cycle route.

2.136 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of multifunctional green infrastructure, formal and informal recreation and community spaces. The layout of the development will also need to reflect and incorporate a safeguarded corridor around the gas pipeline that crosses the site.

2.137 Whilst there are no heritage assets within the site boundary, there are a number of designated heritage assets close to the site. Development design and layout is expected to preserve or enhance the character or appearance of the East Hanningfield The Tye Conservation Area and preserve the listed buildings close to the site, including a landscape buffer of around 20m to the site boundary east of Willis Farm, and limiting development scale to two storeys on the western edge of the site.

2.138 South Woodham Ferrers Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at East Hanningfield. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing South Woodham Ferrers WRC and/or on-site wastewater treatment systems solutions.

2.139 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise, the rate will be 15%.

STRATEGIC GROWTH SITE POLICY 17d – LAND SOUTH AND SOUTH EAST OF EAST HANNINGFIELD VILLAGE

Land South and South East of East Hanningfield Village, as shown on the Policies Map, is allocated for residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 150 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Old Church Road**
- **New dedicated pedestrian and cycle links to Old Church Road/Main Road**
- **Provide well-connected and integrated internal road layouts.**

Historic and Natural Environment

- **Retain and enhance existing natural landscaping, trees and hedgerows in and on the boundary of the site**
- **Preserve or enhance the character or appearance of the East Hanningfield The Tye Conservation Area**
- **Preserve and where appropriate enhance the settings of nearby listed buildings including Willis Farm, Rails Farm and Paprills Farm, and the non-designated asset of Shepherds Cottage**
- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Ensure appropriate habitat mitigation and creation is provided.**

Design and Layout

- **Character, scale and layout to have regard and respond to the site's surrounding context, including limiting development height to two storeys on the eastern edge**
- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Layout to provide a strategy for responding to a high pressure gas pipeline present within the site.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

2.141 The site lies to the south and south east of the village and will provide a high quality extension to East Hanningfield. It is within walking distance of the primary school, recreation ground, existing public transport connections, and other facilities in the village.

2.142 Development is expected to be delivered between 2028 and 2031. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

2.143 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.144 To serve the proposed new residential developments in East Hanningfield and Bicknacre, including SGS17c-d and GS17e, a new stand-alone early years and childcare nursery should form part of the development proposals for SGS11c. The developer will be required to provide a proportionate contribution along with the other development sites in East Hanningfield.

2.145 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car are prioritised. The development will be expected to improve connections for cycling and walking within the site, with links into the wider network. When producing the masterplan, regard shall be had to Strategic Growth Site SGS17c to ensure design continuity.

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

2.147 An existing public right of way, PROW footpath 16 East Hanningfield (north-south) runs through the site. Consideration should be given to the enhancement of this route to include a cycle route.

2.148 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of multifunctional green infrastructure, formal and informal recreation and community spaces. Development should be set back from sensitive edges to the northwest and east of the site.

2.149 The layout of the development will also need to reflect and incorporate a safeguarded corridor around the high pressure gas pipeline that crosses the centre of the site.

2.150 Whilst there are no heritage assets within the site boundary, there are a number of designated heritage assets close to the site. Development design and layout is expected to preserve or enhance the character or appearance of the east Hanningfield The Tye Conservation Area and preserve the listed buildings close to the site, and limiting development scale to two storeys on the eastern edge of the site.

2.151 South Woodham Ferrers Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at East Hanningfield. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing South Woodham Ferrers WRC and/or on-site wastewater treatment systems solutions.

2.152 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise, the rate will be 15%.

GROWTH SITE POLICY 17e – LAND SOUTH OF WINDMILL FARM, BACK LANE, EAST HANNINGFIELD

Land South of Windmill Farm as shown on the Policies Map, is allocated for residential development. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 40 new homes including affordable housing. The final amount of new homes will be confirmed though the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Old Church Road**
- **Provide safe and convenient pedestrian and cycle connections.**

Historic and Natural Environment

- **Preserve and where appropriate enhance the setting of the nearby listed building Huntingdons Farm and the non-designated assets of Windmill Farm and Shepherds Cottage**
- **Retain and enhance existing natural landscaping, trees and hedgerows in and on the boundary of the site**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Ensure appropriate habitat mitigation and creation is provided.**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context, including limiting development height to two-storeys**
- **Development to create frontage to Old Church Road**
- **Layout to provide a strategy for responding to a high pressure gas pipeline present within the site.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

2.154 The site lies to the west of the village and will provide a high quality extension to East Hanningfield. It is within walking distance of the primary school, recreation ground, existing public transport connections, and other facilities in the village.

2.155 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.156 Development is expected to be delivered between 2027 and 2028. The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

2.157 To serve the proposed new residential developments in East Hanningfield and Bicknacre, including SGS17c-d and GS17e, a new stand-alone early years and childcare nursery should form part of the development proposals for SGS11c. The developer will be required to provide a proportionate contribution along with the other development sites in East Hanningfield.

2.158 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including to the primary school.

2.158 The layout of the development will also need to reflect and incorporate a safeguarded corridor around the high pressure gas pipeline that crosses the east of the site.

2.159 Whilst there are no heritage assets within the site boundary, there are heritage assets close to the site. Development design and layout is expected to preserve the listed building close to the site, including retaining an open setting, landscape buffer and low-density edge adjacent to Huntingdons Farm to retain a sense of the rural setting. Development should also be set back from sensitive edges to the southwest and northwest of the site, and scale should be limited to two-storeys across the site.

2.160 South Woodham Ferrers Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at East Hanningfield. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing South Woodham Ferrers WRC and/or on-site wastewater treatment systems solutions.

2.161 The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise, the rate will be 15%.

Location 20 - Rettendon Place

STRATEGIC GROWTH SITE POLICY 20 – LAND TO EAST AND NORTH OF RETTENDON PLACE

Land to East and North of Rettendon Place, as shown on the Policies Map, is allocated for residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 350 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Supporting on-site development:

- **Expansion of existing primary school (Use Class (F1(a))**
- **Expansion of existing or new stand-alone early years and childcare nursery (Use Class E(f))**
- **Small-scale convenience retail.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Main Road**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide well-connected and integrated internal road layouts.**

Historic and Natural Environment

- **Mitigate the visual impact of the development**
- **Create a network of multifunctional green infrastructure**
- **Retain and strengthen existing landscaping, trees and hedgerows in and on the boundary of the site**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Mitigate potential effects due to recreational pressure on nearby designated European sites**
- **Preserve and where appropriate enhance the setting of the listed building Rettendon Old Hall and the non-designated asset Rettendon Primary School**
- **Protect long distance views of All Saints Church, Rettendon.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Character, scale and layout to have regard and respond to the site's surrounding context.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**
- **0.36ha of land for expansion of existing primary school (Use Class (F1(a))**

- **Expansion of existing nursery, or new 30 place stand-alone early years and childcare nursery (Use Class (E(f)) on 0.11 hectares of suitable land allocated for education and childcare use**
- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

2.164 The site lies to east of Rettendon Place and will provide a high quality extension to the settlement. It is adjacent to the existing primary school and within walking distance of the village hall, cricket ground and existing open spaces, with good access to existing public transport connections.

2.165 The site is expected to deliver around 350 new homes. Development is expected to be delivered between 2028 and 2036. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

2.166 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.167 As part of the development there is an opportunity for a small convenience retail unit to be provided on site to serve this locality.

2.168 The primary school adjacent to the site is at capacity so an additional 0.36ha of land will be required to enable the expansion of the school.

2.169 To serve the proposed new residential development an extension of the existing nursery or a new stand-alone early years and childcare nursery should form part of the development proposals. The nursery accommodation could be built by ECC, the developer or a private early years nursery operator. This will be considered, alongside the selection of early years provider at site masterplanning and planning application stages in consultation with ECC.

2.170 Opportunities for active and sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be expected to improve connections for cycling and walking within the site, with links into the wider network.

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

2.172 Any improvements to the existing highway required to mitigate the impact of development from this Strategic Growth Site, will be primarily focused on contributions towards any necessary junction enhancements, such as to the A132/B1012 Rettendon Turnpike, in order to improve the flow of traffic onto the strategic road network.

2.173 An existing public right of way, PROWs footpath 19 Rettendon, runs along the southern boundary of the site, linking into PROWs footpath 42 Rettendon which runs north/south along the eastern site boundary. These routes should be retained, with green buffers to minimise impacts on the views from the public rights of way, and enhanced to enable access into the countryside beyond. Development should respond to the landscape sensitivities associated with the more elevated eastern parts of the area to avoid visual intrusion of built development in the surrounding area.

2.174 The development should provide a settlement edge to the northern and eastern boundaries which is softened and integrated into the countryside beyond.

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

2.176 New Hall Fruit Farm Priority Habitat lies partially within the site to the north. Appropriate protection and mitigation should be provided to protect this habitat.

2.177 Due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address all impacts of the scheme taken alone or in combination.

2.178 Whilst there are no heritage assets within the site boundary, there are a number of designated heritage assets close to the site. Development design and layout is expected to preserve the listed building and its setting at Rettendon Old Hall to the northwest of the site and locally listed Rettendon Primary School which is adjacent to the site, and protect long distance views of All Saints Church, Rettendon.

2.179 South Woodham Ferrers Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Rettendon Place. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing South Woodham Ferrers WRC and/or on-site wastewater treatment systems solutions.

Location 21 - Woodham Ferrers

GROWTH SITE POLICY 21a – LAND NORTH OF OLD RECTORY LODGE, MAIN ROAD, WOODHAM FERRERS

Land North of Old Rectory Lodge, as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 15 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Main Road**
- **Development that maximises opportunities for active and sustainable travel**
- **Provide safe and convenient pedestrian and cycle connections.**

Historic and Natural Environment

- **Retain and enhance existing natural landscaping, trees and hedgerows in and on the boundary of the site**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Mitigate potential effects due to recreational pressure on nearby designated European sites.**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development to create frontage to Main Road.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**

- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

2.182 Land North of Old Rectory Lodge is a gap in the ribbon development along Main Road. Development is expected to be delivered between 2027-2028. It is within walking distance of the primary school, recreation ground, existing public transport connections, and other facilities in the village.

2.183 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.184 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

2.185 Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

2.186 Due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address all impacts of the development taken alone or in combination with other development including Land North of the Congregational Church (GS21b).

2.187 South Woodham Ferrers Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Woodham Ferrers. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing South Woodham Ferrers WRC and/or on-site wastewater treatment systems solutions.

2.188 Development will be expected to deliver a remediation strategy to address any outstanding contamination on site to enable development.

GROWTH SITE POLICY 21b – LAND NORTH OF CONGREGATIONAL CHURCH, MAIN ROAD, WOODHAM FERRERS

Land North of the Congregational Church, as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a Planning Brief produced by the Council to provide:

Amount and type of development:

- **Around 15 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

Site development principles:

Movement and Access

- **Vehicular access to the site will be from Main Road**
- **Development that maximises opportunities for active and sustainable travel**
- **Provide safe and convenient pedestrian and cycle connections.**

Historic and Natural Environment

- **Retain and enhance existing natural landscaping, trees and hedgerows in and on the boundary of the site**
- **Preserve and where appropriate enhance the setting of the non-designated heritage assets of the Congregational Church, 4 and 5 Chapel Row, Penny Piece Cottage, and Anchor House**
- **Provide suitable multifunctional green infrastructure**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS)**
- **Mitigate potential effects due to recreational pressure on nearby designated European sites.**

Design and layout

- **Character, scale and layout to have regard and respond to the site's surrounding context**
- **Development to create frontage to Main Road**
- **Layout to provide a strategy for responding to the National Grid Electricity Transmission overhead transmission lines present within the site.**

Site infrastructure requirements:

- **Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **Financial contributions to new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to primary, secondary, early years education and childcare, as required by the Local Education Authority**

- **Financial contributions and/or onsite provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board and police, ambulance and fire and rescue facilities**
- **Demonstrate that there is sufficient capacity for waste water treatment and disposal to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.**

Reasoned Justification

2.191 Land north of the Congregational Church is a gap in the ribbon development along Main Road. Development is expected to be delivered between 2027-2028. It is within walking distance of the primary school, recreation ground, existing public transport connections, and other facilities in the village.

2.192 Infrastructure required for this site is in addition to relevant requirements of Policy S9. Financial contributions will be sought in accordance with Policy S10.

2.193 The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character including affordable housing. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

2.194 Appropriate active and sustainable travel connections should be provided into the wider network, including to the primary school.

2.195 Whilst there are no heritage assets within the site boundary, there are a number of non-designated heritage assets close to the site. Development of this site will need to mitigate any impact on these buildings and their settings.

2.196 Due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address all impacts of the scheme taken alone or in combination with other development including Land North of Old Rectory Lodge (GS21a).

2.197 There are pylons running through the site. The development will need to follow National Grid Electricity Transmission (NGET) site-specific criteria for responding to the NGET overhead transmission lines present within the site. It will need to be demonstrated how the NGET Design Guide and Principles have been applied at the planning application stage and how the impact of the assets has been reduced through good design.

2.198 South Woodham Ferrers Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Woodham Ferrers. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing South Woodham Ferrers WRC and/or on-site wastewater treatment systems solutions.

Special Policy Areas

7.462 The six designated Special Policy Areas (SPA) lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. The SPA sites are shown on the Policies Map.

7.463 The key objectives are to:

- Enable Special Policy Areas to be planned in a strategic and phased manner
- Ensure future development reflects the operational and functional requirements of the Special Policy Areas
- Ensure future development minimises the impact of development on their surroundings, sites important for nature conservation, wildlife and heritage assets
- Strengthen access to the sites by sustainable modes of transport and minimise traffic pressures on local roads
- Achieve high quality design.

POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA

The Council will support health related proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow buses, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport and active travel modes; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience; concentrating buildings of scale and mass within the central core of the estate; limiting the scale and mass of buildings at the edge of the estate; ensuring a phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures; protecting and enhancing woodland, parkland, trees and hedgerows; minimising environmental impacts including in respect of ecology and water quality, and creating high quality public spaces.

Reasoned Justification

7.464 Broomfield Hospital is an important regional medical facility located to the north of Broomfield and Urban Chelmsford. It comprises clinical and ancillary buildings, car parking, hospital-related housing, a Local Wildlife Site/woodland and open space. Two water courses also pass through the site.

7.465 The Special Policy Area shown on the Policies Map has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.

POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA

Development will be permitted for proposals which provide ancillary functions to support the operation of the Racecourse, subject to good design quality; promoting active and sustainable means of transport to the site and reducing use of individual trips by car; protecting and enhancing existing trees and hedgerows; preserving nearby listed buildings and their setting; minimising the impact of floodlighting; minimising environmental impacts including in respect of ecology and landscape; and ensuring the full restoration of the existing mineral site.

Reasoned Justification

7.466 Chelmsford City Racecourse is located at the former Essex County Showground. It has been revived as a major new racecourse and equestrian centre with supporting entertainment facilities.

7.467 Development opportunities will need to be balanced with the environmental impacts of this large site, especially regarding transport and the impact on the countryside, landscape and ecology (including the Local Wildlife Site). Further development related to the racecourse and equestrian centre may be appropriate within the Special Policy Area, where sensitively designed and having regard to the surrounding area including nearby residential properties, wildlife and heritage assets. The Council will not support residential development within the Special Policy Area which is unrelated to the primary use as a racecourse and equestrian centre.

7.468 The Special Policy Area boundary shown on the Policies Map includes the areas covered by the existing built development and areas with approved planning permission for future development.

POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework.

Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include proposals for water infrastructure and ancillary development where there is a demonstrable need and directly associated with the role, function and operation of the Hanningfield Reservoir Treatment Works Site.

Subject to national policy on Green Belt, development proposals should optimise opportunities for active and sustainable modes of transport to the site and reduce individual trips by car; provide high quality buildings; focus built form around existing buildings; protect and enhance trees and hedgerows; avoid adverse impacts in respect of biodiversity and landscape; and promote the nature conservation and ecological interests and recreational uses of the reservoir without impact upon the nature conservation interests of Hanningfield Reservoir SSSI through recreational disturbance. Development proposals are also expected to provide suitable SuDS and flood risk management.

Reasoned Justification

7.469 Hanningfield Reservoir Treatment Works is an important site for water treatment and ancillary activities serving Chelmsford and other parts of Essex. Its Green Belt location requires careful consideration when deciding on the type and extent of any new development.

7.470 The Special Policy Area boundary shown on the Policies Map includes the main campus of existing treatment buildings, stores building and staff offices. The site also includes two Local Wildlife Sites. Any further extension of the Special Policy Area would result in visually intrusive development and a resultant negative impact upon landscape character in the area including the Site of Special Scientific Interest (SSSI). These areas are essentially open in character and existing road access is poor.

7.471 This Special Policy Area provides access to part of the wider open countryside and the area's green infrastructure network.

POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA

Development will be permitted for proposals which promote the continued role of these nationally important gardens. This could include the provision of sensitively designed accommodation for education and employment needs; improved range of visitor facilities and services; promoting the continued use of existing buildings; and protecting and enhancing trees and hedgerows and other existing site and landscape features of value. Proposals should promote active and sustainable modes of transport to the site and reduce use of individual trips by car, minimise conflict between pedestrian routes and vehicle movement around the site, and enable full disabled access throughout. Proposals should protect and enhance the historic environment.

Reasoned Justification

7.472 The Royal Horticultural Society (RHS) gardens at Hyde Hall are located to the south east of Chelmsford in close proximity to the villages of East Hanningfield and Rettendon Common. It is a site which occupies 136 hectares of land, dominated by attractive hills, fields, pastures and woodland. The visitor site itself lies in a site of 10 hectares which contains controlled gardens and visitor facilities.

7.473 The Special Policy Area boundary is shown on the Policies Map. The Special Policy Area for Hyde Hall recognises its potential to develop as a destination garden of both national and regional significance. It will provide a clear basis for the determination of future planning applications, which may result in diversification of site usage, some intensification and increased visitor numbers.

7.474 The inclusion of the site as a Special Policy Area does not mean that all development proposals within Hyde Hall would be acceptable. The Special Policy Area is tightly drawn around existing buildings and the main developed part of the site. Areas outside of the designation can be appropriate for horticulture or garden related uses of land, but new operational buildings should be confined to the Special Policy Area. Any new access arrangements need to be considered carefully, having regard to the character of the area and highway safety. Any new development must also take into account the need to protect and enhance nearby heritage assets.

POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA

Development will be permitted for proposals for a mix of uses to support Sandford Mill's cultural, leisure and recreational focus which improve the access into and within the Special Policy Area; promote active and sustainable means of transport to the site; provide suitable facilities for visitors; mitigate adverse impacts on cultural heritage or landscape; and increase access to the waterways. New development proposals to the south of Sandford Mill will allow the provision of a new vehicular access to Maldon Road (A414).

Reasoned Justification

7.475 Sandford Mill lies within the Rural Area to the east of Chelmsford which is designated as Green Wedge and the Chelmer and Blackwater Navigation Conservation Area. The Green Wedge provides a key part of Chelmsford's green infrastructure network. Sandford Mill comprises a collection of buildings, mill pond and filter beds that formed part of the original water treatment works that served Chelmsford. Sandford Bridge, Sandford Lock and Brook End Bridge, which are Grade II listed, lie adjacent to the site.

7.476 The site was last used as a museum related to the story of Chelmsford's unique industrial heritage. It is recognised as an opportunity for an appropriate mixed use development linked to the Chelmer and Blackwater Navigation. Re-use and restoration of existing buildings should be the focus for any redevelopment.

7.477 The previous museum offers the opportunity to promote a mixed use development. Proposals should firstly look towards re-use and restoration of existing buildings, to be accompanied by improvements to access into and within the site.

7.478 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development.

7.479 Its location within the floodplain, Conservation Area and Green Wedge will need careful consideration when deciding on the type and extent of any new development. Furthermore, development within the Special Policy Area will be expected to mitigate potential effects on the nature conservation downstream.

7.480 Vehicular access is achieved from Chelmsford via Brook End Road. There is an opportunity for this access to be improved. New connections are proposed between the new development proposals to the south and Sandford Mill. There is also an opportunity to promote more sustainable modes of transport, such as use of the Chelmer and Blackwater Navigation to link to the City Centre. Additional moorings may also be appropriate in order to increase access to the waterways.

7.481 Development within the Special Policy Area will be expected to mitigate potential effect on European protected sites downstream.

POLICY SPA6 – ARU WRITTLE SPECIAL POLICY AREA

Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework. Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include development directly associated with the role, function and operation of ARU Writtle and there is a demonstrable need.

Subject to national policy on Green Belt, development proposals should look for opportunities to improve circulation through and links with existing ARU Writtle buildings; promote active and sustainable means of transport to the site and reduce individual trips by car; and improve the facilities of ARU Writtle. This includes replacing existing buildings or structures of poor design quality and materials with well-designed high quality buildings and structures that would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The SPA masterplan should include proposals to maintain National Cycle Route 1 which runs through the site.

Reasoned Justification

7.482 ARU Writtle was created following the merger of Anglia Ruskin University (ARU) and Writtle University College in 2023. Located on the outskirts of Chelmsford it offers postgraduate, undergraduate, further education and short courses in the areas of agriculture and animal sciences. It has also developed a range of degree programmes in applied life sciences, sport and health subjects. ARU Writtle is seeking to expand and broaden its educational facilities and opportunities, and is a key employer in Chelmsford. ARU Writtle's Green Belt location between Chelmsford and Writtle is a constraining issue, requiring careful consideration when deciding on the type and extent of any new development in the future.

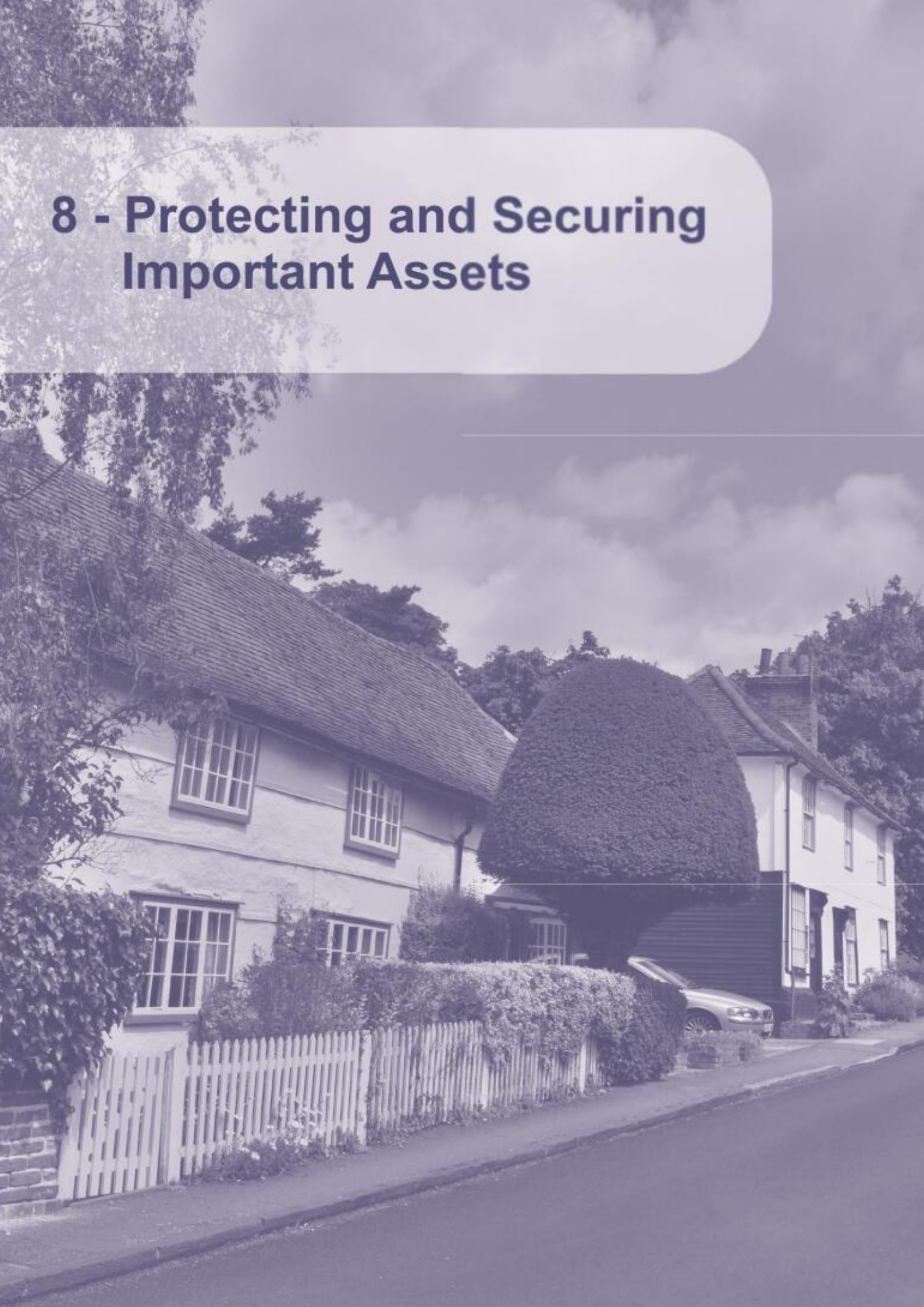
New development proposals to the north of the site at West Chelmsford (Warren Farm) will provide improved safe and convenient cycling and walking connectivity.

7.483 The Special Policy Area is divided into three sections. The Eastern boundary at Lordship Road encompasses the main operational and functional requirements of the site including the further and higher education campuses, administration blocks, halls of residence, children's nursery, sports hall site and the proposed new campus redevelopment. It also includes the Titchmarsh campus small animal centre along Cow Watering Lane. This section of the SPA will protect the potential coalescence of the ARU Writtle with Writtle Village.

7.484 The western sections of the Special Policy Area are the locations for the Rural Education and Training Centre and Centre for Livestock Studies at Sturgeons Farm .

7.485 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of ARU Writtle whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development. This includes the surrounding Green Wedge which provides a key part of Chelmsford's green infrastructure network.

8 - Protecting and Securing Important Assets



8.1 This Section provides other non-strategic policies of the Local Plan that will shape Chelmsford's development opportunities whilst protecting its important physical attributes. In particular, they will also contribute to delivering the Council's response to the declared climate and ecological emergency, focus on health and wellbeing, and secure the enhancement and extension of the City's Green Infrastructure Resource.

Securing the right type of Homes

POLICY DM1 - SIZE AND TYPE OF HOUSING

The Council will protect existing housing from redevelopment to other uses.

A) Within all developments of 10 or more dwellings the Council will require:

i **the provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities; and**

ii **50% of new dwellings to be constructed to meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4 (2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) , or subsequent government standard.**

B) Within all developments of 30 or more dwellings the Council will require A)i and A)ii above, and:

i **5% of new affordable dwellings should be built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended), or subsequent government standard.**

C) Within all developments of more than 100 dwellings the Council will require A)i, A)ii and B)i above, and:

i **5% self-build homes which can include custom housebuilding. At the time an application is submitted, the Council will review this percentage against the latest local housing need requirement for self-build/custom build homes; and**

ii **provision of Specialist Residential Accommodation (including Gypsy and Traveller needs) taking account of local housing needs.**

D) Within all greenfield developments of more than 500 dwellings the Council will require A)i, A)ii, B)i and C)i and C)ii above, and:

i **10% of market housing to be provided for Older Persons.**

Reasoned Justification

8.2 The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. To ensure that market housing provision meets the needs of all sectors, it

is important that a range of house types and sizes are provided as part of new residential developments. The size, type and cost of affordable housing is covered by Policy DM2.

8.3 The Council's latest Strategic Housing Needs Assessment (SHNA) (2023), including the 2024 addendum report, indicates that the greatest need for market homes is two and three bedroom units. Table 4 below provides the future market mix required taking into account demographic change, including potential changes to the number of family households and the ageing of the population. It will be used as a monitoring tool on threshold sites to ensure that future delivery is not unbalanced when compared with the likely requirements as driven by demographic changes in the area. Site location and area character are also relevant considerations and the final mix of housing/types will be subject to negotiation with the applicant on individual development sites.

Table 4 :Size and mix for new market homes

Size of new market accommodation required in Chelmsford	
Dwelling Size	**Mix Required**
One Bedroom	5–10%
Two Bedroom	30-35%
Three Bedroom	35-40%
Four or more bedrooms	20-25%
Total	**100%**

Source: SHNA Addendum Report 2024

8.4 50% of new dwellings on major residential schemes should achieve requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) to create sustainable developments for the future. Flexibility will be applied to dwellings that cannot meet this requirement where there are other overriding considerations that mean the requirement cannot be met, for example a conversion from another type of building to a residential dwelling or heritage considerations.

8.5 The SHNA 2023, including the 2024 addendum report, does not estimate the need for additional private rented housing as it is likely that the decision of households as to whether to buy or rent a home in the open market is dependent on several factors including mortgage lending practices and the availability of Housing Benefit that will fluctuate over time. The housing mix section of the SHNA (2023), including the 2024 addendum report, did not specifically look at this sector, however the analysis of affordable home ownership was based on the profile of households living in private rented accommodation and so the conclusions for that tenure are considered a reasonable starting point for considering mix.

8.6 National Planning Practice Guidance specifically anticipates that the viability of Build to Rent schemes will be considered at the development management stage. However, a flatted and a housing Build to Rent scheme were tested and the results showed flatted development of this type is unlikely to be viable even without affordable housing, but Build to Rent housing is likely to be viable and deliverable with capacity to bear more than the 20% affordable private rent housing referenced as a suitable benchmark in National Planning

Practice Guidance. Further guidance on Affordable Private Rent housing is provided in Policy DM2 and the Planning Obligations SPD.

8.7 To support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of **all** new affordable homes on larger development sites to be wheelchair accessible by meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended).

8.8 Wheelchair user dwellings should be provided as affordable housing for rent that the local authority is responsible for allocating or nominating a person to live in.

8.9 Where the 5% requirement does not result in whole numbers of units, the number of affordable dwellings meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended), will be rounded up.

8.10 Wheelchair user dwellings will need to be provided at a range of sizes which is summarised in a Wheelchair Accessible Homes Planning Advice Note and updated annually.

8.11 The development of self-build/custom build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing, and provide a more diverse housing stock. Self-build and custom housebuilding means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person. Based on Chelmsford's current self-build and custom build register of around 46 new applications each year projected to 2041, 5% of new homes on larger housing schemes should include an element of self-build/custom build plots, to provide for this demand. Where the 5% requirement does not result in whole numbers of unit, the number will be rounded up. Self-build/custom build homes will need to be provided at a range of costs, sizes and types in accordance with the identified need, which is summarised in a Self-Build and Custom Build Planning Advice Note and updated annually.

8.12 A Community Led Housing Planning Advice Note promotes greater understanding of Community Led Housing and shows the enhanced role that communities can have in influencing increased provision of Community Led Housing. It also summaries some of the different approaches in which a community group or organisation can own, manage, or steward homes.

8.13 A Self-Build and Custom Build Design Code Template has been published for sites with multiple serviced plots or other forms of self-build and custom housebuilding provision, as they will need to be supported by a Design Code at outline planning stage.

8.14 Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Further information on the implementation of Policy DM1 C)i is set out in the Planning Obligations Supplementary Planning Document.

8.15 There are certain groups of people within the community that need Specialist Residential Accommodation that caters for their specific needs. Specialist Residential Accommodation includes housing for older people such as Independent Living schemes for the frail elderly, student accommodation, homes for those with disabilities and support needs, residential institutions and also Gypsy and Travellers who, for cultural reasons, choose to live in caravans.

8.16 The Council will refer to the latest assessments of housing need and will work with Essex County Council to identify the housing need for, and to secure provision of, suitable sites for Specialist Residential Accommodation. Such assessments include the Joint Strategic Needs Assessment (JSNA), the SHNA, the GTAA as well as housing need evidenced in the latest published City Council Housing Strategy.

8.17 Specialist Residential Accommodation will need to be provided at a range of costs in accordance with the identified need. A commuted sum in lieu of on-site Specialist Residential Accommodation will be considered on a site-by-site basis as it provides a flexible way of meeting the variety of needs identified. Specialist Residential Accommodation will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Specialist Residential Accommodation that constitutes a residential unit will be included in the baseline from which the requirements of Policies DM1 A)i, DM1 A)ii, DM1 C)i and DM1 C)ii and DM2 A are calculated. Further information on the implementation of Policy DM1 C)ii is set out in the Planning Obligations Supplementary Planning Document.

8.18 On greenfield sites of more than 500 dwellings, 10% of market housing will be required to meet the housing needs of older people. The SHNA points to a need for around 10% of the annual supply of housing to be provided for older people, the majority of which should be as market housing. The provision of a choice of attractive housing options to older households is a component of achieving a good housing mix across the whole site as well as within the older person provision. The 10% of total residential dwellings applies on sites of more than 500 dwellings to ensure a critical mass of Specialist Residential Housing can be achieved if that form of housing is needed.

POLICY DM2 – AFFORDABLE HOUSING AND EXCEPTION SITES

A) Affordable Housing

The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites which:

i **comprise of 10 or more residential units or a site area of 0.5 hectares or more.**

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

ii **the mix, size, type and cost of affordable homes will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Strategic Housing Needs Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and**

iii **the affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and designed in such a way as to aid seamless integration between market and affordable elements of a scheme; and**

iv **developers and owners enter into planning obligations in order to provide the affordable housing and to ensure it remains at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.**

For Build to Rent housing, the Council will require Affordable Private Rent housing that meets priority housing needs.

When particular circumstances justify the need for a viability assessment at planning application stage or in circumstances where a formal amendment is sought, and the Council is satisfied that a development proposal cannot be fully compliant and remain financially viable, comprehensive review mechanisms will be applied through planning obligation agreements to schemes that do not meet, in full, the requirements of Policy DM2 A in order to ensure that affordable housing contributions are improved if viability improves over time.

Proposals that would sub-divide or under-develop sites in order to avoid making the affordable housing contribution will be refused.

B) Rural Exception Sites

Planning permission will be granted for affordable housing on small sites within Designated Rural Areas, which would not otherwise be released for housing, in order to meet local rural housing need where:

i **the Council is satisfied that there is clear evidence, supplied by the applicant, of need for the number and type of housing proposed within the Parish; and**

ii **the site is adjacent to a Defined Settlement Boundary and it is accessible to local services and facilities; and**

iii **the appropriate legal agreements are entered into for the affordable housing with the Council, to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured; and**

iv **the site is not subject to any other overriding environmental or other planning constraints.**

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of affordable housing on rural exception sites:

v **the proportion of market housing must not exceed 50%; and**

vi **the market and affordable housing must not be distinguishable in design quality and standards.**

C) First Homes Exception Sites

Planning permission will be granted for First Homes Exception Sites in the Rural Area and Green Wedge where:

i **the site is adjacent to an existing Defined Settlement or Urban Area; and**
ii **the total size of the proposed development area is not greater than whichever is the lesser of either 1 hectare or 5% of the measurement (in hectares) of the adjacent area within the existing settlement's Defined Settlement Boundary; and**
iii **at least 25% of the total housing on First Homes Exception Sites meet the needs of households on the Council's Housing Register through the provision of affordable housing for rent.**
iv **the appropriate legal agreements are entered into for the First Homes with the Council, to ensure that all dwellings will remain available as First Homes in perpetuity.**

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of First Homes on First Homes exception sites:

v **the proportion of market housing must not exceed 20% of the total number of homes; and**
vi **the market and affordable housing must not be distinguishable in design quality and standards.**

D) Community-led Exception Sites

Planning permission will be granted for Community-led Exception Sites in non-Designated Rural Areas and Green Wedge where:

i **the site is adjacent to an existing Defined Settlement or Urban Area; and**
ii **the total size of the proposed development area is not greater than whichever is the lesser of either 1 hectare or 5% of the measurement (in hectares) of the adjacent area within the existing settlement's Defined Settlement Boundary; and**
iii **comprise community-led development that includes one or more types of affordable housing.**
iv **the appropriate legal agreements are entered into for the community-led affordable housing with the Council, to ensure that all dwellings will remain available as community-led and affordable housing where relevant in perpetuity.**

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of community-led development on Community-led Exception Sites:

v **the proportion of market housing must not exceed 20% of the total number of homes; and**
vi **the market and affordable housing must not be distinguishable in design quality and standards.**

Reasoned Justification

A) Affordable Housing

8.19 The provision of affordable housing to meet identified need is a significant objective of the Local Plan. To assess this need, the Council commissioned consultants to produce a Strategic Housing Needs Assessment (SHNA), which was published in 2023. This replaced the previous Strategic Housing Market Assessment (2015) and uses national Planning Practice Guidance to calculate the level of affordable housing need. An addendum to the 2023 report was published in November 2024. The addendum note was prepared as a partial update to the 2023 SHNA to assess the implications of moving from housing delivery using a Standard Method output of 955 dwellings per year up to a figure of 1,206 dwellings per year. The 2024 addendum report identified a total affordable housing need in Chelmsford of 966 affordable dwellings for rent per-annum, which is notionally 79% of the local housing need calculated using a figure of 1,206 dwellings per year. The SHNA (2023) considers this figure and notes that interpreting the affordable need figure in the context of the local housing need calculated using the Standard Method is not possible as the two do not measure the same thing. Many households already live in housing and do not therefore generate an overall net need for an additional home. When those already in housing are excluded from the affordable housing need calculation, the affordable need falls to 602 per annum.

8.20 The SHNA (2023), including the 2024 addendum report, concludes that whilst there is no direct link between the affordable need and the overall housing need, the need for affordable housing is notable across the Council area and the amount of affordable housing delivered will be limited to the amount that can viably be provided.

8.21 The SHNA (2023), including the 2024 addendum report, reviews a range of affordable housing products available to meet housing need. It concludes that provision of around 70% of rented housing at social rent could be justified, albeit this will need to be considered alongside viability evidence. The analysis did not identify any significant need for affordable home ownership although the report acknowledges that some delivery might help where viability is an issue or to diversify stock in some locations.

8.22 The SHNA (2023), including the 2024 addendum report, concludes that 25% of affordable housing should not be provided as First Homes given the price caps mean any First Homes are unlikely to come forward other than as a one bedroom homes and therefore a reasonable mix of this tenure would not be possible. The report does not evidence a need for First Homes or discounted market housing more generally but states that shared ownership is likely to be suitable for households with more marginal affordability as it has the advantage of a lower deposit and subsidised rent. Where major development involving the provision of housing is proposed, national planning policy (NPPF 2023) requires (with some exceptions) at least 10% of homes to be available for affordable home ownership.

8.23 The Local Plan Viability Update (2023) incorporated four sets of appraisals based on 30%, 35%, 40% and 45% affordable housing with sensitivity testing in relation to costs and values as well as variations in environmental and accessibility standards. The Update found that should the Council seek all affordable housing for rent as social rent, this would reduce the scope for affordable housing provision by 5%.

8.24 Recognising the Council has declared a climate and a housing emergency, and the need to demonstrate that the cumulative impact of policies in the Local Plan cannot put

development at serious risk, the Council will seek the following affordable housing obligations on threshold site – 35% of affordable housing consisting of 70% affordable housing for rent capped at Local Housing Allowance levels, and 30% as shared ownership housing. This equates on a whole site basis to 24.5% affordable rent and 10.5% shared ownership housing.

8.25 The SHNA (2023), including the 2024 addendum report, indicates there is a clear need for a range of different size affordable homes taking into account demographic change. Based on the range recommended in the Assessment, including the addendum report, and considering the role the delivery of larger affordable homes for rent can play in releasing a supply of smaller properties for other households, the following mix is considered appropriate:

Table 5 : Affordable rent mix

	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Affordable homes for rent	25%	35%	30%	10%

8.26 The Council will closely monitor the mix of affordable housing for rent provided. In applying the mix to individual development sites, regard will be had to the nature of the site and character of the area, as well as up-to-date evidence of need and turnover of existing affordable housing for rent.

8.27 The Housing Additionality calculation set out in the Planning Obligations Supplementary Planning Document will apply when the quantum of residential accommodation sought is above the level identified in the Local Plan and there is a shortfall in the supply of new three-bedroom or four-bedroom affordable homes to rent, as recorded through the monitoring of planning permissions in the Annual Monitoring Report.

8.28 Affordable housing is an integral element of any market-led residential or mixed-use development and is expected to be provided in-kind and on-site. The Council may consider a financial contribution in lieu of on-site provision of broadly equivalent value on development sites which comprise between 10 and 15 residential units, to improve the provision of temporary accommodation for homeless households. Full details of circumstances in which this may be considered can be found in the Planning Obligations Supplementary Planning Document (SPD).

8.29 Residential schemes should be designed to maximise tenure integration to achieve mixed, inclusive and sustainable communities. To achieve this, affordable housing should:

i be provided in more than one single parcel except in schemes where the overall number of residential dwellings is below 15 units;

ii on sites incorporating 30 or more residential dwellings, affordable housing should be provided in groups of no more than 15% of the total number of dwellings being provided or 25 affordable dwellings, whichever is the lesser.

8.30 The Council expects the same level and type of parking provision to apply to market and affordable housing. Affordable housing dwellings should have the same external appearance and entrance arrangements as market housing.

8.31 Residential proposals should be designed to maximise tenure integration within the affordable housing on whole sites of affordable housing and market-led housing proposals, as well as between the affordable and market housing.

8.32 On flatted developments, separate single tenure blocks will not be acceptable. The only circumstances where this might be reconsidered relates to management or maintenance matters where affordable housing dwellings are arranged around stairwells within blocks of flats that include a range of tenures.

8.33 The SHNA Addendum Report (2024) clearly sets out how the private rented sector has been playing a role in meeting the needs of households who require financial support in meeting their housing need and legislation through the 2011 Localism Action allows Councils to discharge their "homelessness duty" through providing an offer of a suitable property in the Private Rented Sector.

8.34 Given the notable need for affordable housing set out in the SHNA (2023) and SHNA Addendum Report (2024), where Built to Rent housing is proposed the Council will seek 24.5% of the total Build to Rent units to be provided as affordable private rent homes capped at Local Housing Allowance levels.

8.35 When the Council is satisfied that a viability assessment is justified, and also satisfied that a development proposal cannot be fully compliant with Policy DM2 A and remain financially viable, the Council will require the following:

- An early stage review when an agreed level of progress on implementation is not made within two years of the permission being granted
- A late stage review which is triggered when 80 per cent of dwellings are occupied
- Mid term reviews prior to implementation of phases for development proposals of more than 500 dwellings in total

8.36 When a viability assessment is submitted, the assessment should be on an open book basis and undertaken in line with the Planning Obligations SPD.

B) Rural Exception Sites

8.37 For the application of this policy, Designated Rural Areas are the Parishes of Bicknacre; East Hanningfield; Good Easter; Great Leighs; Great Waltham; Highwood; Little Baddow; Little Waltham; Margaretting; Mashbury; Rettendon; Roxwell; Sandon; South Hanningfield; Stock; West Hanningfield; and Woodham Ferrers.

8.38 In certain circumstances, small, predominantly affordable housing developments to meet Parish-wide need will be permitted outside but adjacent to Defined Settlement Boundaries where ordinarily there is a policy constraining new housing development. To enable this exception, it needs to be demonstrated that there is a proven need for the number and type of dwellings proposed, and the Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity. When considering the suitability of rural exception sites it should be demonstrated to the satisfaction of the Council that there are no suitable and deliverable previously developed sites that could comply with the policy before consideration is given to the release of a greenfield site.

8.39 The Council expects all rural affordable housing proposals submitted under this policy to be accompanied by a local housing need survey conducted at a Parish-wide level. This will provide information on the number of households that are currently and likely to be in housing need in the next five years, their incomes and the type of accommodation required to meet the housing need. When a proportion of market housing is also proposed, the local housing needs survey must identify the type of market housing that is required. If a survey of local housing need supporting an application has been conducted more than four years prior to a planning application being submitted, the Council will require the housing need and affordability data to be updated.

8.40 Any proposal that includes market housing must include a robust, independently-prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the affordable housing on the site without requiring additional public subsidy, must be clearly set out.

C) First Homes Exception Sites

8.41 This policy cannot be applied in the Green Belt and only applies to housing development that comes forward outside of local or neighbourhood plan allocations.

8.42 To enable this exception, it needs to be demonstrated that the First Homes meet the qualifying criteria set out in National Planning Policy Guidance.

8.43 National Planning Policy Guidance allows for one or more other forms of affordable housing on a proposed First Homes exception sites where local evidence suggests a significant local need exists. The SHNA (2023), including the addendum report, demonstrates a significant need for affordable housing for rent in the Council area therefore at least 25% of homes provided on First Homes exception sites are required to be provided as affordable housing for rent to meet the most acute housing needs on the Council's Housing Register at the time a planning application is submitted. The remaining affordable homes must be provided as First Homes.

8.44 Any proposal that includes market housing must include a robust, independently prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund a 30% discount from market value for the First Homes, without requiring additional public subsidy, must be clearly set out.

D) Community-led Exception Sites

8.45 This policy cannot be applied in the Green Belt or in areas listed in the Reasoned Justification for Rural Exception Sites and only applies to housing development that comes forward outside of local or neighbourhood plan allocations.

8.46 To enable this exception, it needs to be demonstrated that the community-led development meets the definition of community-led development and provides one or more form of affordable housing, as set out for both in Annex 2 of the National Planning Policy Framework.

8.47 Any proposal that includes market housing must include a robust, independently prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating addition scheme revenue that can fund the community-led development, without requiring additional public subsidy, must be clearly set out.

8.48 Further information on the implementation of Policy DM2 is set out in the Planning Obligations Supplementary Planning Document.

POLICY DM3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople, who meet the national Planning Policy for Traveller Sites (PPTS) definition, through allocated sites within the Local Plan.

In determining all planning applications, only those who meet the PPTS definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.

A) New sites

When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:

i **the site is not in the Green Belt, unless there are very special circumstances; and**
ii **the site is not in the Green Wedge, unless it can be demonstrated that the development would not adversely impact on the role, function, character and appearance of the Green Wedge as set out in Strategic Policy S11, and**
iii **adequate community services and facilities are within reasonable travelling distance; and**
iv **the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; and**
v **there is no significant adverse impact on the intrinsic character and beauty of the countryside; and**
vi **the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets; and**
vii **there is no significant risk of land contamination or unacceptable risk of flooding; and**

viii **the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents; and**
ix **safe and convenient vehicular access to the local highway network can be provided; and**
x **essential services (water, electricity and foul drainage) are available on-site or can be made available on-site; and**
xi **plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.**

B) Sub-division of pitches or plots

The sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites will also be permitted provided that the following criteria are met:

i **the site is not within the Green Belt unless there are very special circumstances; and**
ii **the living environment of residents on the proposed site and neighbouring land is protected; and**
iii **sites are of a suitable size to enable the creation of additional pitches or plots; and**
iv **there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent; and**
v **there is no significant adverse impact on the intrinsic character and beauty of the countryside and;**
vi **there is no adverse impact in terms of highways access and vehicle movement.**

C) Change of use and redevelopment

Planning permission will be refused for the change of use or redevelopment of all lawful Gypsy and Traveller pitches or Travelling Showpeople plots unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.

Reasoned Justification

8.49 Ensuring that the right type of residential accommodation is planned for in the right locations for all the community is an important element of the Local Plan.

8.50 This policy applies to both allocated and non-allocated sites which may come forward in built-up areas and the countryside. Planning permission will not be granted for a site that would be detrimental to the character and appearance of the countryside and where it would adversely affect the amenities of existing residents or result in unacceptable future living conditions for occupiers of the proposal. New Gypsy and Traveller and Travelling Showpeople sites are not considered appropriate within the Green Belt or Green Wedge and would also be judged against the appropriate policies within the Local Plan for these areas.

8.51 New Gypsy and Traveller and Travelling Showpeople sites are likely to have an adverse impact on the rural area, therefore Policy DM3 seeks to ensure that this impact is not significant on the intrinsic character and beauty of the countryside.

8.52 The sub-division of existing sites to provide more pitches or plots could be a suitable way to increase provision within existing lawful sites, but it should be tested against relevant criteria to ascertain its suitability.

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

8.54 Where an unmet need for Gypsy and Traveller or Travelling Showpeople accommodation is identified and evidenced within the Council's area and allocated sites have not yet been developed or available for occupation, the Council may grant temporary planning permission as an interim measure.

8.55 Further information on the implementation of Policy DM3 is set out in the Planning Obligations Supplementary Planning Document.

Securing Economic Growth

POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS

Within the Employment Areas, Rural Employment Areas and new employment site allocations, as shown on the Policies Map, the Council will seek to provide and retain Class E(g), B2 and B8 Use Classes or other 'sui generis' uses of a similar employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes.

Where planning permission is required, proposals for the redevelopment or change of use from E(g), B2 and B8 Use Classes will be granted where:

i **the premises or application site cannot be readily used for, or converted to, another Class E(g), B2, B8 or other 'sui generis' Use Class of a similar employment nature, and**
ii **the proposed use is of limited small-scale and ancillary to existing uses at the application site; and**
iii **the proposed use provides employment at the application site; and**
iv **the proposed use will not adversely impact upon the operation and function of the Employment Area or Rural Employment Area or introduce unacceptable conflict between neighbouring uses; and**
v **the proposed use is appropriate to the location of the site and its relationship to the local transport network.**

Proposals will be expected to consider opportunities to promote appropriate infrastructure improvements in the designated employment area, including multifunctional green infrastructure, and measures to promote active and sustainable travel opportunities to and within the designated employment area.

Reasoned Justification

8.56 The Employment Areas, Rural Employment Areas and new allocations for employment identified on the Policies Map, make an important contribution to the Chelmsford economy and their future function. Creating thriving business locations is a key element of the Council's local planning and economic strategies but these must relate to sustainable patterns of development across Chelmsford.

8.57 Traditionally, designated employment areas have focused on providing a range of premises that meet the needs of the E(g), B2 and B8 Use Classes and this will continue to be the focus in the defined Employment Areas and Rural Employment Areas. Therefore, in the Employment Areas and Rural Employment Areas, the Council will seek to retain these uses as defined by the Use Classes Order 1987 (as amended) or other 'sui generis' uses of a similar employment nature.

8.58 To enable flexibility, it is recognised that non Class E(g), B2 and B8 uses can sometimes be appropriate in Employment Areas and Rural Employment Areas and can provide employment, adding to the character, mix and vitality of the area. Proposals will need to be accompanied by evidence to show that there is no reasonable prospect for the site to be used for, or converted, to another employment use within Class E(g), B2 or B8 uses. The evidence required will depend upon the scale and location of the proposal and include a comprehensive marketing campaign over a period of at least 12 months before the planning application is submitted. A judgement will be made on a case by case basis. Some uses may not be acceptable where they can either individually, or collectively, harm other policy objectives of the Local Plan. The form and nature of new employment allocations and acceptable uses are set out in the relevant site allocation policy.

8.59 The protection of the City Centre and other designated centres for their retail function is a key objective of the Local Plan. A proliferation of Class E(a) uses in the Employment Areas could be harmful to this objective and will be resisted, with the exception of small scale proposals (in terms of floorspace) and it being ancillary in nature by supplementing the predominant employment offering within the Employment Area.

8.60 Where the Council receives an application for redevelopment or change of use, proposals should demonstrate their continued employment function and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

8.61 The impacts generated by new uses will need to be assessed in particular to their impact on neighbouring occupiers within the Employment Area and Rural Employment Area. Any use should not give rise to unacceptable conflict between uses, traffic generation, vehicle parking, noise or smells. Such impacts can adversely affect the day-to-day operation of the Employment Area and Rural Employment Area and their existing businesses.

8.62 The function of the Employment Areas and Rural Employment Areas in Chelmsford varies from location to location and the Local Plan recognises that businesses need sufficient flexibility to enable them to function in today's economic environment. The Employment Land Review 2023 highlights some existing employment areas as being somewhat dated and that modernisation should be encouraged if opportunities arise through reuse or expansion proposals.

8.63 Measures to improve the ongoing function and general sustainability of existing employment areas so they can continue to meet needs over the Plan period and beyond may include local transport measures or other accessibility improvements that promote a choice of modes, provision for micro-energy generation where appropriate to enhance future environmental and building standards, and provision of on-site facilities and amenities to meet the needs of businesses and workforce where these are proportionate and complementary to the primary employment functions of the site. Support will also be given to appropriate measures which promote improved provision of active and sustainable travel measures to designated employment areas.

POLICY DM5 – DESIGNATED CENTRES

A) Primary Shopping Areas

Primary Shopping Areas are defined for Chelmsford City Centre, South Woodham Ferrers Town Centre and The Vineyards Principal Neighbourhood Centre as set out on the Policies Map. Retail, other main town centre uses, and commercial, business and service uses falling within Use Class E will be supported in Primary Shopping Areas, where proposals:

i **Sustain and enhance the vitality of the centre;**
ii **Attract vibrancy, activity and generate pedestrian footfall to the centre;**
iii **Are compatible with surrounding uses;**
iv **Do not result in adverse amenity impacts;**
v **Provide an active frontage at ground floor level;**
vi **Are readily accessible by the public from the front;**
vii **Make a positive contribution to the townscape of the centre;**
viii **Would not create small token units through sub-division; and**
ix **Do not harm the character and function of the centre.**

In addition, proposals within Chelmsford City Centre Primary Shopping Area should contribute towards the objectives of Strategic Policy S17 Future of Chelmsford City Centre.

On upper floors, proposals for separate units of retail, other main town centre uses, commercial, business and service uses falling within Use Class E, and residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the viability of the ground floor use.

Changes of use to residential will not be permitted on the ground floor within Primary Shopping Areas.

B) Chelmsford City Centre and South Woodham Ferrers Town Centre

Within the Chelmsford City Centre area and South Woodham Ferrers Town Centre area outside of Primary Shopping Areas, as defined by the centre boundaries on the Policies Map, the Council will support a more diverse range of uses, including main town centre uses, commercial, business and service uses falling within Use Class E, residential, employment, education and community uses, where proposals:

i **Complement the character and function of the centre;**
ii **Make a positive contribution to improving the vitality and viability of the centre;**
iii **Encourage a diversity of uses in the centre; and**
iv **Support a high-quality and accessible environment in the centre.**

C) Principal Neighbourhood Centres and Local Neighbourhood Centres

Within Principal Neighbourhood Centres and Local Neighbourhood Centres outside of Primary Shopping Areas (PSAs), as shown on the Policies Map, proposals will be supported which enhance their retail offer and service role in providing for the day to day needs of the area, and improve the centre's vitality and viability.

On upper floors, proposals for separate units of retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the viability of the ground floor use.

Changes of use to residential will not be permitted on the ground floor.

Reasoned Justification

Primary Shopping Areas

8.64 Town and city centres will continue to evolve to meet the needs and demands of their changing populations and customers over the plan period. Alongside the ongoing growth of online shopping, the impact of the Covid 19 pandemic has resulted in a shift in footfall alongside spending habits. A wider range of uses will therefore be encouraged including leisure, culture, entertainment and retail uses in order to maintain the attractiveness of our town and city centres and enhance the range of services they offer.

8.65 The Council recognises that permitted development rights allow some Class E Uses (such as small shops, restaurants, offices and gyms) to convert to residential and other uses without requiring full planning permission. This involves a 'prior approval' process, and the Local Planning Authority can consider impacts of the proposed change and may resist proposals which would result in adverse impacts upon town or city centre environments or other areas. Where full planning permission is required, development proposals will need to demonstrate how they address the criteria within this policy and other relevant policies in the Plan including Strategic Policy S17 for proposals within Chelmsford City Centre.

8.66 The Policies Map defines the extent of the Chelmsford City Centre and South Woodham Ferrers Town Centre as well as all the designations covered by this policy.

8.67 The Primary Shopping Areas of Chelmsford City Centre, South Woodham Ferrers Town Centre and The Vineyards Principal Neighbourhood Centre are intended primarily for retail, commercial, business and services falling within Use Class E, and other main town centre uses such as leisure, cultural, entertainment, pubs and restaurants. These uses are important for community needs and local economic vitality. The policy seeks to support a diversity of uses within Primary Shopping Areas which strengthen a centre's vitality and viability and increase a competitive and attractive offer that will appeal to a range of users including shoppers, visitors and workers.

8.68 Within Primary Shopping Areas residential development will be supported at first floor level and above, as such uses can play an important role in ensuring the vitality and viability of centres, bringing people into the town or area at different times of the day, increasing footfall and supporting a more vibrant evening and night-time economy. Provided residential uses do not detract from the function of a Primary Shopping Area, inclusion or introduction of residential uses to upper floors also gives communities easier access to a range of services and facilities. Development proposals will be supported where they can be independently accessed from the ground floor, and they would not prejudice the uses below.

8.69 Residential uses at ground floor level within Primary Shopping Areas would be harmful to the overall vitality of the centres, both in terms of fragmenting retail and commercial uses, and also by creating incompatible living conditions for potential occupiers. The Council will therefore not support proposals for change of use of ground floor premises to residential within the Primary Shopping Areas.

Chelmsford City Centre and South Woodham Ferrers Town Centre

8.70 Outside of Primary Shopping Areas, including areas within the town or city centre areas, a more flexible approach to proposals will be taken to support a broader range of uses including residential and community uses (such as libraries, public halls, places of worship and law courts) to enhance their long term vitality and viability. This will also help to enhance the attractiveness of centres, contribute to the overall diversity of the centre offer, extend their life into the evening and provide a broader range of services for local people. These uses must be compatible with the area into which they are being introduced and must be complementary to the function of the wider area.

8.71 The Principal Neighbourhood and Local Neighbourhood Centres are shown on the Policies Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs. Sometimes units in a Local Neighbourhood Centres are not co-terminus but split over a larger area. Not all residents live within easy reach of the main centres of Chelmsford and South Woodham Ferrers and rely on the services and facilities that are provided in these centres. The Council will seek to retain the retail function of these frontages, whilst also accepting that other uses may provide a balanced offer to the community they serve and ensure the continued viability and vitality of the frontage as a whole. This may include evening uses which contribute to a positive mix of uses to serve the community.

8.72 The productive use of upper floors, including residential, is encouraged in order to make best use of Principal Neighbourhood Centres and Local Neighbourhood Centres. Proposals will be supported where they can be independently accessed from the ground floor and they would not prejudice the uses below.

All Designated Centres

8.73 The 2023 Retail Capacity Study Update identifies opportunities for new investment in designated centres through the amalgamation or sub-division of existing units and workspaces. This can help to attract new operators and formats, and support the vitality and viability of centres. Any such development proposal should not result in an adverse loss of overall floorspace or create small token units which may not offer sufficient retail floor space, staff facilities or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to the wider retail market.

8.74 The 2023 Retail Capacity Study Update also identifies development opportunities within designated centres for complementary initiatives and meanwhile uses. Meanwhile or temporary uses in long-term vacant and underutilised units or workspaces (defined as being vacant for 18 months or longer) can be used by occupiers to test out new uses and to reduce costs. They can also provide flexible, low-cost space for business start-ups, small and medium sized enterprises (SMEs), and community groups. As such, meanwhile uses provide an opportunity to fill vacant units and premises over a short duration, and have the potential to diversify and reinvigorate centres. The Council will consider the suitability of meanwhile or temporary uses against the tests of Policy DM5 and Strategic Policy S17.

8.75 Long term vacant or underutilised units and workspaces are considered more suitable for meanwhile uses, as other short term vacant spaces can be part of the normal churn of the centres and re-occupied by new businesses on standard leases relatively quickly. Meanwhile uses will be secured by planning condition and would not constitute a use that would re-start the clock on the requirement for an 18 month vacancy period, in order to ensure that property owners are not discouraged from exploring such uses.

8.76 Proposals for complementary initiatives in designated centres, such as the construction of click and collect ‘hubs’ or lockers and the use of outdoor space for public events, will be supported where it can be demonstrated that they will enhance the vitality and viability of the centre and not give rise to unacceptable impacts on residential amenity and the transport network, or restrict accessibility.

Protecting the Countryside

8.77 For the purposes of all relevant policies of the Local Plan, the term Countryside includes the Green Belt, the Green Wedge and the Rural Area. All of these designations are defined on the Policies Map. The Green Wedge overlays both the Green Belt and the Rural Area.

POLICY DM6 – NEW DEVELOPMENT IN THE GREEN BELT

Within the Green Belt, inappropriate development will not be approved except in very special circumstances.

A) New buildings

Planning permission will be granted for the following exceptions to inappropriate development:

i **buildings for agriculture and forestry;**
ii **provision of appropriate facilities for outdoor sport, outdoor recreation and cemeteries as long as it preserves the openness of the Green Belt;**
iii **limited infilling in villages in accordance with Policy DM9;**
iv **limited affordable housing for local needs in accordance with Policy DM2;**
v **extensions or alterations to buildings in accordance with Policy DM11;**
vi **redevelopment of previously developed land in accordance with Part B of this Policy;**
vii **replacement buildings in accordance with Part C of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Where the proposal would contribute to meeting an identified affordable housing need, planning permission will be granted where the proposed development does not cause substantial harm to the openness of the Green Belt.

For all other proposals, planning permission will be granted where the proposed development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use and/or development. The Council will assess the development based on the following:

i **the size, scale, massing and spread of the new development compared to the existing; and**
ii **the visual impact of the development compared to the existing; and**
iii **the activities/use of the new development compared to the existing; and**
iv **the location of the site is sustainable and appropriate to the type of development proposed.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i **the existing building being replaced is of permanent and substantial construction; and**

ii **the new building is in the same use as the existing; and**
iii **the new building is not materially larger than the one it replaces; and**
iv **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.**

D) Local transport infrastructure

Planning permission will be granted for local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes.

Reasoned Justification

8.78 Over one third of the Council's area falls within the Green Belt, which has checked the unrestricted growth of London. In addition, the Green Belt has also prevented the expansion of urban Chelmsford towards the south west. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

8.79 Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

8.80 New buildings in the Green Belt will be strictly controlled. The NPPF outlines the types of development that are not inappropriate and this includes agricultural or forestry buildings. In the assessment of these types of buildings, the Council will ensure that they are proportionate in size and scale in relation to their intended use, and evidence may need to be provided in order to demonstrate the needs of the agricultural holding for the development proposed. Local transport infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, such as a Park and Ride facility or new roads and bridges.

8.81 Buildings for outdoor sport and outdoor recreation will include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, can also be exceptions to inappropriate development. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to.

8.82 The Council acknowledges that due to the extent of the Green Belt in Chelmsford, there may be instances where new buildings related to community or educational uses may be proposed such as a new village hall, or new ancillary buildings related to an existing school. In accordance with the NPPF, these types of uses will be considered inappropriate development. However, the locational need for these types of uses will be given appropriate weight when considering whether there are very special circumstances that weigh in favour of the proposals.

8.83 In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it meets the Green Belt test of openness. For example, housing developments in isolated locations

are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, and access to public transport and footpath links.

8.84 Replacement buildings may not be inappropriate development but, amongst other matters, the original building must be lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

8.85 Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

8.86 When considering the replacement of buildings, a replacement ancillary residential outbuilding will be treated as such and will not be considered in use as a dwellinghouse itself.

POLICY DM7 – NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE

A) New buildings and structures

Planning permission will be granted for new buildings and structures where the development does not conflict with the purposes of the Green Wedge, and is for:

i **a local community facility where there is a demonstrated need; or**
ii **a local community facility that supports the role and function of the Green Wedge; or**
iii **agriculture and forestry or where it supports the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
iv **local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure where the Green Wedge location is appropriate and the benefits of which override the impact on the designation; or**
v **appropriate facilities or infrastructure to support active and sustainable travel; or**
vi **appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
vii **a rural worker's dwelling in accordance with Policy DM12; or**
viii **infilling in accordance with Policy DM9; or**
ix **limited affordable housing for local needs in accordance with Policy DM2; or**
x **extensions or alterations to buildings in accordance with Policy DM11; or**
xi **redevelopment of previously developed land in accordance with Part B of this Policy; or**

xii **replacement buildings in accordance with Part C of this Policy; or**
xiii **residential outbuildings in accordance with Part D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Planning permission will only be granted where the role and function of the Green Wedge, in maintaining open land between built-up areas, protecting biodiversity and promoting recreation, would not be materially harmed, and where the development would have no greater impact on the character and appearance of the area than the existing use and/or development. The Council will assess the development based on the following:

i **the size, scale, massing and spread of the new development compared to the existing; and**
ii **the visual impact of the development compared to the existing; and**
iii **the impact of the activities/use of the new development compared to the existing.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i **the existing building being replaced is of permanent and substantial construction; and**
ii **the new building is in the same use as the existing; and**
iii **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm; and**
iv **the new building is not materially larger than the one it replaces.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new outbuilding:

i **is located within the curtilage of the dwelling; and**
ii **is ancillary in size, scale and appearance to the host dwelling; and**
iii **is not self-contained independent habitable accommodation; and**
iv **is well designed and in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.87 The Green Wedge is a local landscape designation that recognises the crucial role of the main river valleys in providing important open green networks for wildlife, flood storage capacity, leisure and recreation and sustainable means of transport. It also has an important role in preventing settlement coalescence and maintaining a sense of place and identity for neighbourhoods. New buildings within the Green Wedge will be restricted to ensure that the openness, role and function of these landscapes are not adversely affected.

8.88 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use. In some circumstances, such as proposals

for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.89 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override the impact of the designation such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed such as a Park and Ride facility, new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.90 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Wedge.

8.91 Any proposals for a residential 'annex' building will need to be ancillary and proportionate in its scale to the host dwelling in terms of its use and not an independent dwelling in its own right. Such ancillary buildings will be expected to share facilities such as gardens, driveway and parking with the host dwelling. Careful consideration will be given to the proposed internal and external layout and facilities proposed to be provided.

8.92 The Council supports, in principle, the provision of new buildings for community use including educational facilities that can demonstrate a requirement for a Green Wedge location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Wedge.

8.93 Economic growth in the Green Wedge is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable rural business. The need for the Green Wedge location would need to be justified. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses will not be permitted in the Green Wedge. This is to avoid the proliferation of new buildings which are unconnected to existing sites and uses and may result in harm to the openness and landscape character of the river valleys.

8.94 Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the characteristics and attractiveness of the landscape and the purpose of including land within the Green Wedge than the existing development and also represents sustainable development.

8.95 Where a replacement buildings complies with Part C) of the policy, they will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

POLICY DM8 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA

A) New buildings and structures

Planning permission will be granted for new buildings and structures in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for:

i **a local community facility where there is a demonstrated need; or**
ii **agriculture and forestry or the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
iii **local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure; or**
iv **appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
v **a rural worker's dwelling in accordance with Policy DM12; or**
vi **housing which secures the optimal viable use of a heritage asset or enabling development to secure the future of a heritage asset; or**
vii **housing which includes the re-use of redundant or disused buildings which leads to an enhancement to the immediate setting; or**
viii **an isolated dwelling which is of exceptional design quality; or**
ix **infilling in accordance with Policy DM9; or**
x **limited affordable housing for local needs in accordance with Policy DM2; or**
xi **extensions or alterations to buildings in accordance with Policy DM11; or**
xii **redevelopment of previously developed land in accordance with Part B of this Policy; or**
xiii **replacement buildings in accordance with Part C of this Policy; or**
xiv **residential outbuildings in accordance with Part D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary buildings)

Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

i **the size, scale, massing and spread of the new development compared to the existing; and**

ii **the visual impact of the development compared to the existing; and**
iii **the impact of the activities/use of the new development compared to the existing; and**
iv **the location of the site is appropriate to the type of development proposed.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i **the existing building being replaced is of permanent and substantial construction; and**
ii **the new building is in the same use as the existing; and**
iii **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new outbuilding:

i **is located within the curtilage of the dwelling; and**
ii **is ancillary in size, scale, and appearance to the host dwelling; and**
iii **is not self-contained independent habitable accommodation; and**
iv **is well designed and in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.96 The majority of the Council's area falls outside the Urban Areas and Defined Settlements, and where it is not Green Belt it is defined on the Policies Map as Rural Area.

8.97 The Council will ensure that the intrinsic character and beauty of the Rural Area is recognised, assessed and, where there is material harm arising from new development it is protected.

8.98 This policy provides some flexibility to allow rural communities and economies to thrive and prosper. This includes the sustainable growth and expansion of rural businesses and enterprises, including local shops and community facilities and services which support the rural community and serve their day-to-day needs.

8.99 Proposals for new buildings and structures will be assessed to ensure that they are proportionate in size and scale in relation to their intended use. In some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.100 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override any adverse impacts on the intrinsic character and beauty of the countryside such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must

be situated in the location proposed, such as a Park and Ride facility, or new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.101 Buildings and structures for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a case-by-case basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site.

8.102 Any proposals for a residential 'annex' building will need to be ancillary and proportionate in its scale to the host dwelling in terms of its use and not an independent dwelling in its own right. Such ancillary buildings will be expected to share facilities such as gardens, driveway and parking with the host dwelling. Careful consideration will be given to the proposed internal and external layout and facilities proposed to be provided.

8.103 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Rural Area location. This is likely to be due to the location of the community or facility in which it serves. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town. These types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports venues (indoor and outdoor) cultural buildings, public houses and places of worship.

8.104 Economic growth in the Rural Area is encouraged but new buildings and structures will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable business. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses should be closely associated with groups of existing buildings.

8.105 Redevelopment of previously developed land will be permitted where the development would not adversely impact upon the recognised character of the area. In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it does not harm the intrinsic character and beauty of the countryside. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

8.106 Where a replacement building complies with Part C) of the policy, they will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks,

caravans, railway carriages or other structures which, through the passage of time have blended into the landscape. The proposed replacement or rebuild must be acceptable in its setting by virtue of its siting, volume, form and scale.

8.107 Exceptional design quality is defined as a dwelling which is truly outstanding, reflecting the highest standards in architecture; help to raise standards of design more generally in rural areas; would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

POLICY DM9 – INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA

A) Green Belt

Planning permission will be granted for limited infilling in the Green Belt provided that:

i **the site is within a village; and**
ii **the site is a small gap in an otherwise built-up frontage; and**
iii **the infilling is limited so as not to impact unacceptably on the function and purpose of the Green Belt; and**
iv **the development does not detract from the existing character or appearance of the area.**

B) Green Wedge or Rural Area

Planning permission will be granted for infilling in the Green Wedge or Rural Area provided that:

i **the site is a small gap in an otherwise built-up frontage; and**
ii **the development does not detract from the existing character or appearance of the area, and would not unacceptably impact on the function and objectives of the designation.**

Reasoned Justification

8.108 Infilling is defined as filling the small gaps within existing groups of dwellings or buildings. For the purposes of this policy, a gap is normally regarded as 'small' if it is capable of accommodating no more than one property or building. In some circumstances, the context and character of the development pattern of the immediate area will allow for more than one property, or building, within these gaps. Each site will be assessed on a case-by-case basis.

8.109 The Council will carefully assess the impact of any proposals for residential infilling to ensure that gaps in the development pattern which positively contribute to the existing setting of a hamlet or group of dwellings are not lost. Within the Green Belt, the proposal must be within a village in order to be consistent with the NPPF. The site context may only be considered as a village where there is a consolidated group of residential properties and not a dispersed settlement pattern. It will usually, although not exclusively, include some form of community facility or focus such as a church, village hall, shop, public house or post office. Whether or not a site is located within a village will be assessed on a site by site basis.

8.110 A judgement needs to be made as to whether a new building would be in character with its surroundings. Buildings that are substantial in size and scale in relation to the neighbouring units either side, and would detract from the existing character of the area, will not be supported.

POLICY DM10 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS

A) Green Belt

Planning permission will be granted for the change of use of buildings in the Green Belt where:

i **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii **the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and**
iii **the use of land within the curtilage of the building, and which is to be used in association with that building, would not result in harm to the openness of the Green Belt; and**
iv **where the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations and material changes in the use of land will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land in the Green Belt, and do not harm the character and appearance of the area.

B) Green Wedge

Planning permission will be granted for the change of use of buildings in the Green Wedge where:

i **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii **the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and**
iii **the use of any land within the curtilage of the building, and which is to be used in association with that building, would not conflict with the purposes of the Green Wedge designation; and**
iv **the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Changes of use of land and engineering operations, including proposals which enhance the role of the Green Wedge as an active travel corridor, will be permitted where the development would not adversely impact on the role, function, character and appearance of the Green Wedge as set out in Strategic Policy S11.

C) Rural Area

Planning permission will be granted for the change of use of land or buildings in the Rural Area where:

i **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii **the building is in keeping with its surroundings, and any alterations or extensions do not harm its original character; and**
iii **it does not adversely impact on the identified intrinsic character, appearance and beauty of the Rural Area; and**
iv **the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.

Reasoned Justification

8.111 The Council recognises that the re-use and adaptation of existing buildings in the countryside can provide opportunities for residential, commercial and industrial development. In order to avoid abuse of this policy, the building/s should be permanent and not require substantial reconstruction. A structural survey will be required to be provided in order to demonstrate that the structure is capable of conversion without rebuild or creation of new structural elements.

8.112 Within the Green Belt and Green Wedge, any alteration or extension included as part of a change of use will require careful scrutiny in order to ensure that it is not disproportionate in relation to the existing building. Proportionate should be assessed in the context of footprint, height and volume.

8.113 Buildings will normally have an identified curtilage. It is important to consider how the curtilage may alter as part of the change of use to the host building; for example, through storage or domestication. In the Green Belt, the Council will be mindful about the impact on openness. In the Green Wedge, the ancillary use of the land should not conflict with the purpose of the designation. In the Rural Area, the critical aspect will be identifying the intrinsic character and making a judgement as to whether an adverse impact would result.

8.114 The 10 year period for conversions to dwellings is included in order to prevent misuse of the policy. The building must have been originally constructed and used for the purpose intended and not with a view of re-using it in the future for another use.

8.115 Development which supports the role of the Green Wedge as an active travel corridor includes proposals which facilitate greater use of all other active modes of travel, including leisure travel and horseback, through the Green Wedge.

POLICY DM11 – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA

A) Green Belt

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Belt and the extension or alteration would not:

i **result in disproportionate additions over and above the size and scale of the original building; and**
ii **be out of keeping with its context and surroundings or result in any other harm.**

B) Green Wedge

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Wedge and the extension or alteration would not:

i **be disproportionate in size and scale in relation to the existing building; and**
ii **be out of keeping with its context and surroundings or result in any other unacceptable harm; and**
iii **conflict with the purposes of the Green Wedge designation.**

C) Rural Area

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

i **be out of keeping with its context and surroundings and does not result in any other unacceptable harm; and**
ii **adversely impact on the identified intrinsic character and beauty of the Rural Area.**

Reasoned Justification

8.116 Extensions and alterations to buildings can result in significant changes to their appearance and the impact they have on the surrounding countryside. An alteration may include changes to fenestration, materials and external features. For the avoidance of doubt, buildings include residential dwellings, and all buildings must be substantially intact and have a reasonable remaining life.

8.117 Other harm can include, but is not limited to: visual intrusion, noise, activity, light pollution and use.

A) Green Belt

8.118 The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Whilst extensions or alterations to buildings within the Green Belt are not inappropriate development, this is subject to meeting the objectives of Green Belt policy.

8.119 Extensions or alterations must not result in disproportionate additions over and above the size of the original building. Original building means that as built at 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

8.120 Detached outbuildings in close proximity to the host dwelling may in some cases be considered as extensions where the property may currently be deficient in an outbuilding to serve its domestic needs, for example - a detached garage. When determining whether an outbuilding in the Green Belt can be considered as an extension, matters for consideration will include its use, siting, form, size, scale, and proximity to the host dwelling.

B) Green Wedge

8.121 The role of the main river valleys will be protected and enhanced as a multi-faceted landscape for its openness and preventing settlement coalescence and its function as an important green network for wildlife, leisure and recreation. Some parts of the Green Wedge may also fall within the Green Belt. In these cases, the objectives and purpose of the Green Belt will still apply; Green Belt is a national designation, subject to national policies and will still be given full weight in planning decisions. The Green Wedge also covers parts of the designated Rural Area and in these cases the proposal will need to conform with both Parts B and C of the policy.

C) Rural Area

8.122 Much of the Council's area falls within the Rural Area which is very attractive and has a traditional rural appearance with long unbroken views. In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. The Council will support rural communities. This includes the sustainable growth and expansion of existing and authorised rural businesses, such as shops, public houses and restaurants, tourist attractions, agriculture and diversification, offices and community uses where that expansion would not adversely impact on the identified character and beauty of the area.

POLICY DM12 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS

Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and there are very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.

Planning permission will be granted for a new dwelling or caravan in the Green Wedge or Rural Area where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.

A) Temporary accommodation

For applications for temporary accommodation, the following criteria must be met:

i **it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and**

ii **it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and**

iii **the need cannot be met by re-using, extending or adapting an existing building on the holding; and**

iv **the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and**

v **the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.**

B) Permanent accommodation

In addition to compliance with the above Part A) permanent accommodation will only be permitted where the unit and the agricultural/rural business have been established for at least 3 years, it can be demonstrated that the business has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so.

In all cases, (temporary and permanent accommodation) conditions will be attached to any permission removing permitted development rights and limiting the occupancy to that required for the business concerned.

C) Removal of Occupancy conditions on existing dwellings

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

i **comprehensive evidence has been submitted to show that the property, including all of its land and buildings that form part of the holding, has been marketed for sale or rent for a minimum period of 12 months at a market price to reflect the occupancy condition, and confirmation of a lack of interest; and**

ii **it is evidenced that there is no long-term need for an agricultural/rural workers dwelling in the locality; and**

iii **the dwelling was not constructed or converted for the purposes of an agricultural or rural worker less than 10 years prior to the submission of the application to remove the occupancy condition.**

Reasoned Justification

8.123 One of the few circumstances where a new dwelling within the countryside may be justified is when accommodation is required to enable agricultural or rural workers to live at, or in the immediate vicinity of, their place of work. Such a need must be essential, and to prevent the misuse of this policy the Council requires any proposal for a new agricultural/rural workers dwelling to meet all the criteria set out within the policy.

8.124 Where possible, development on the best and most versatile agricultural land should be avoided. The re-use of existing buildings or building on previously developed land within a site should be prioritised before considering the loss of Grade 2 and Grade 3 agricultural land. Grade 3b agricultural land should be prioritised for development over higher grade land wherever possible.

8.125 In the case of a new start-up business, the Council will only allow the provision of temporary accommodation for use by a rural or agricultural worker for a temporary period of up to 3 years. This would normally take the form of a caravan/mobile home. This is to enable sufficient time for the business to be able to demonstrate that it is viable and profitable. If after a period of 3 years this cannot be demonstrated, permission will not be granted for either an extension to the temporary period or for a permanent dwelling.

8.126 If the business is able to demonstrate an essential need for a permanent dwelling in accordance with all of the criteria of the policy, the size and scale of the dwelling shall be related to the needs of the employee based upon their existing domestic circumstances. If in the future the circumstances of the occupier change, the Council will assess the need for any adaptation or extension of the dwelling on its individual merits.

8.127 When considering planning applications to remove restrictive occupancy conditions, the Council recognises that changes in the scale and character of a business may affect the longer-term requirement for dwellings in the countryside for their original purpose. The Council also recognises that it would fulfil no purpose to keep such dwellings vacant, or that existing occupiers should be obliged to remain in occupation simply by virtue of a planning condition that has outlived its usefulness. The Council will expect applications for the removal of an occupancy condition to demonstrate that there is no long-term need for an agricultural dwelling in the locality.

8.128 The Council will also bear in mind that such dwellings could be used by agricultural and forestry or rural workers seeking accommodation within the wider surrounding area. It must be demonstrated to the Council's satisfaction the availability of a dwelling subject to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no interest has been shown regarding purchase or occupation of the dwelling by those working in the local agricultural community. The Council will make a judgement on the adequacy of the marketing exercise on a case-by-case basis.

Protecting the Historic Environment

8.129 This Section provides policies which cover the historic environment. Policy S3 outlines the strategic approach to the historic environment. Relevant policies of the Local Plan are separated into designated and non-designated assets, to represent the distinction within the NPPF.

POLICY DM13 – DESIGNATED HERITAGE ASSETS

A) The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. Where there is substantial harm or total loss of significance of the designated heritage asset, consent will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss; or all of the following apply:

i **the nature of the heritage asset prevents all reasonable uses of the site; and**
ii **use of the asset is not viable in itself in the medium term, or not demonstrably possible in terms of grant funding; and**
iii **the harm or loss is outweighed by bringing the site back into use.**

Where there is less than substantial harm to the heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset.

The Council will take account of the desirability of sustaining and enhancing the significance of heritage assets and the positive contribution that conservation of heritage assets can make to sustainable communities, local character and distinctiveness.

B) Listed Buildings

In addition to Part A) the Council will preserve Listed Buildings and will permit proposals where:

i **any extension/alteration would not adversely affect its significance as a building of special architectural or historic interest, both internally and externally; and**
ii **development within the setting of a listed building would not adversely affect the significance of the listed building, including views to and from the building, landscape or townscape character, land use and historic associations; and**
iii **any change of use would preserve its significance as a building of special architectural or historic interest and ensure its continued use.**

C) Conservation Areas

In addition to Part A) development will be permitted in Conservation Areas where:

i **the siting, design and scale would preserve or enhance the character or appearance of the area; and**
ii **building materials and finishes are appropriate to the local context; and**
iii **features which contribute to the character of the area are retained; and**
iv **important views are preserved.**

Development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

v **the structure to be demolished makes no contribution to the special character or appearance of the area; or**
vi **it can be demonstrated that the structure is beyond repair or incapable of beneficial use; or**
vii **the substantial public benefit would outweigh the harm; or**
viii **it can be demonstrated that the removal of the structure would lead to the enhancement of the Conservation Area.**

D) Registered Parks and Gardens

Development proposals should protect Registered Parks and Gardens and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

E) Scheduled Monuments

Development proposals should protect Scheduled Monuments and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

Reasoned Justification

8.130 When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is a clear presumption against proposals for the total or substantial demolition of any listed building, or for any alteration or extension that would adversely affect its special architectural or historic character. Proposals which affect the setting of a listed building will also be critically assessed. Any harm to a designated heritage asset will require clear and convincing justification. Any loss of the whole or part of the heritage asset will not be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. The setting of a building and its contribution to a local scene may be very important; for example, where it forms an element in a group, park or garden or other townscape, or where it shares particular architectural forms or details with other buildings nearby.

8.131 The best use for an historic building is the use for which it was designed. Wherever possible, this should continue particularly if it is residential use. However, there may be occasions when this is no longer a practical proposition. The Council will consider the introduction of appropriate alternative uses for redundant listed buildings as an exception to other planning policies, provided it is the only way to preserve or enhance the special architectural and historic character or structure of the building and its setting, and it does not adversely affect amenities, highway safety, etc. In this context, a change of use can adversely affect the setting of a building through the extra activity it generates; for instance, through increased on-site car parking, even if it does not affect the external appearance of the building itself. It will not be sufficient to justify such a development merely on the basis that the proposed use will generate a higher property value or increased revenues.

8.132 The character of an area derives from a number of elements; these can include the siting and design of its buildings, open spaces, views and features such as walls, landscape, materials and the activities that take place there. Careful consideration of the setting within Conservation Areas includes judging the acceptability of materials and finishes to either

respect or complement the area. The very designation of the Conservation Area denotes architectural or historic interest; it is therefore justified that as many as possible important features remain. The most important views in a Conservation Area are those within the designated area, but proposals should also respect how the area is viewed from outside of the designated area. An incremental adverse change to the Conservation Area could result in a reduction in the designated area.

8.133 Development affecting areas designated as Registered Parks and Gardens will be assessed against the likely impact of such development on their visual character and setting.

8.134 The Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Monument.

POLICY DM14 – NON-DESIGNATED HERITAGE ASSETS

Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Where proposals would lead to harm to the significance of a non-designated heritage asset or its loss, proposals should demonstrate that:

i **the level of harm or loss is justified following a balanced judgement of harm and the significance of the asset; and**
ii **harm is minimised through retention of features of significance and/or good design and/or mitigation measures.**

Reasoned Justification

8.135 The focus of the policy is based on the protection and retention of non-designated heritage assets, as identified on the Council's Buildings of Local Value List, Inventory of Landscape of Local Interest and Protected Lanes Studies. The aim is to avoid or minimise harm and weigh up any harm against the loss of significance. Where harm is justifiably unavoidable in most cases it should be possible to retain some aspect of significance. The Council may also have regard to whether a building, monument, site, place, area or landscape should be identified as a non-designated heritage asset for the purposes of a planning decision. This consideration would be based upon guidance in the PPG and NPPF.

POLICY DM15 – ARCHAEOLOGY

Planning permission will be granted for development affecting archaeological sites that are of sufficient significance as to warrant preservation in situ, providing it protects, enhances or preserves the sites of archaeological interest and the contribution made by their settings to their significance. Where development would harm the significance of archaeological sites, they will be subject to consideration under Policy DM13 A) or DM14, dependent on their level of significance.

Applications shall have assessed the archaeological potential of the site in consultation with the Historic Environment Record and taken account of the archaeological significance of any importance of those remains, the need for the development, the likely extent of any harm, and, in instances where archaeological remain do not warrant preservation in situ, the likelihood of the proposal successfully preserving the archaeological interest of the site by record.

Reasoned Justification

8.136 Chelmsford contains numerous sites of archaeological significance. There are 2,503 archaeological sites detailed in the Essex Historic Environment Record, maintained by Essex County Council. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. Many locations have sites that may have archaeological potential but have no statutory protection. They rely on the sympathetic application of planning and management policies for their survival and protection.

8.137 When new sites of archaeological significance are identified, the Council will ensure that they are afforded appropriate protection and, where possible, retained in situ. Where retention is not possible or where the archaeological remains do not warrant preservation in situ, clear justification will be required through archaeological investigation and recording either through conditions or as part of a planning obligation. Fieldwork must be undertaken by a suitably qualified contractor. Where a non-designated archaeological site is of similar national significance to a Scheduled Monument, Policy DM13 will apply.

Protecting the Natural Environment

POLICY DM16 - PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY

A) Internationally Designated Sites

Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.

Where appropriate, contributions from qualifying residential developments within the Zones of Influence as defined in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) will be secured towards mitigation measures identified in the RAMS.

B) Nationally Designated Sites

Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

C) Locally Designated Sites

Development likely to adversely affect locally designated sites, their features or their function as part of the ecological network, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

D) Biodiversity and Geodiversity in Development

Development proposals should:

i **Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status and give appropriate weight to their importance; and**

ii **Incorporate measures and features into the design of new buildings, extensions or renovations to increase biodiversity; and**

iii **Avoid negative impacts on biodiversity and geodiversity, adequately mitigate unavoidable impacts and as a last resort compensate for residual impacts; and**

iv **Unless exempt, must provide a minimum 10% biodiversity net gain (20% on Chelmsford Garden Community and East Chelmsford Garden Community) above the existing ecological baseline value of the site, or subsequent government standard, to be calculated and reported in accordance with local and national best practice guidance prevailing at the time of the application, and to be secured for a minimum of 30 years after completion.**

Applications for engineering and other operations, and change of use in order to create biodiversity sites in appropriate locations, including sites associated with the Local Nature Recovery Strategy, will be supported.

Reasoned Justification

8.138 The presence of protected species is a material consideration when the Council is considering a development proposal which, if carried out, would be likely to result in harm to the species or its habitat. When considering planning applications it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted.

8.139 Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for and benefits of the development in that location clearly outweigh the loss, or appropriate mitigation measures can be put in place. On Internationally Designated Sites mitigation may involve providing or contributing towards a combination of the following measures:

- Access and visitor management measures within a site
- Improvement of existing greenspace and recreational routes
- Provision of suitable alternative natural greenspace (SANG) in accordance with Natural England SANG standards which includes 8ha/1000 new population
- Provision of high quality semi-natural accessible greenspace in accordance with Natural England standards which includes 8ha/1000 new population

- Provision of recreational routes
- Monitoring of the impacts of new development on the site to inform the necessary mitigation requirements and future refinement of any mitigation measures
- Insert other potential mitigation measures to address air pollution impacts e.g. emission reduction measures and on site management measures.

8.140 The Essex Recreational disturbance Avoidance and Mitigation Strategy Document (RAMS) was adopted in 2019 and the SPD was adopted in 2020. The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitats sites from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all qualifying residential development within the Zones of Influence as defined in the adopted RAMS. Major developments (defined as sites of 10 or more dwellings) may also be required to provide or contribute towards additional recreational mitigation measures to address alone impacts of the proposal as identified in paragraph 8.139 of DM16. This will be informed by a review of the RAMS and SPD which is expected to be complete in late 2025 and/or project level HRAs.

8.141 For development effecting Nationally Designated Sites, proposals will need to take account of the Chelmsford Green Infrastructure Strategic Plan, Local Nature Recovery Strategy (LNRS), and the Essex Green Infrastructure Strategy. Where necessary, appropriate mitigation measures may include new residential development contributing towards implementation of the objectives and targets in these documents.

8.142 The NPPF states that plans should promote enhancement of ecological networks and recovery of priority species. Priority habitats and species are those listed under the Natural Environment and Rural Communities Act 2006, or any subsequent amendment to this Act and include priority bird species, bats and reptiles.

8.143 The design of a development will be expected to incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, swift, bat and bee bricks, green roofs, passageways to prevent access to roadways, wildlife kerbs, and gaps in bases of garden fences to facilitate the movement of native wildlife or the creation and connection of wildlife corridors through landscaping or other means. Where possible, landscaping should comprise of native species only. New water features such as attenuation ponds that can provide new wetland areas, and removal of redundant in-channel structures and culverts, can also create and restore wildlife habitats. Developments adjacent to main rivers should take opportunities to retain riparian corridors as public open space over private gardens, improve water related biodiversity though a variety of initiatives including buffer strips, riparian tree planting, alien species removal and increasing in-channel morphology diversity. The location and specification of biodiversity features should be designed with input from a qualified ecologist and be integrated within the fabric of the building to ensure longevity.

8.144 Relevant development proposals will be required to complete the Council's Biodiversity Checklist. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey shall be undertaken by a suitably qualified ecologist. The development proposal should be informed by the results of the checklist, any relevant survey and apply the mitigation hierarchy and have regard to the Council's Green Infrastructure Strategic Plan and the Essex Green Infrastructure Strategy.

8.145 In line with the Environment Act 2021, all development proposals (except where exemptions apply) will be required to provide a minimum of 10% biodiversity net gain above the ecological baseline for the application site. This is to ensure that the environment is left in a better state than before the development. However, where it is possible to achieve, the Council will encourage the delivery of a greater than 10% biodiversity net gain. In line with Policies SGS6 and SGS16a, a minimum of 20% biodiversity net gain will be required for Chelmsford Garden Community and East Chelmsford Garden Community, subject to site constraints.

8.146 Proposals for biodiversity net gain must be acceptable to the Council in terms of design and location, take into account local priorities set out in the LNRS which guides the delivery of biodiversity net gain projects in Essex, the Essex Green Infrastructure Strategy and the Chelmsford Green Infrastructure Action Plan, and be informed by a comprehensive understanding of habitats and species associated with the site.

8.147 Planning applications must be supported by a Biodiversity Net Gain Plan and supporting reports with information to demonstrate how a minimum of 10% biodiversity net gain (or 20% for sites SGS6 and SGS16a) will be achieved, implemented, managed and maintained. These should be carried out by suitably qualified professionals and use the most up-to-date Department of Environment, Farming and Rural Affairs (DEFRA) Biodiversity Metric Calculators, in order for the level of biodiversity value before and after a development takes place to be clearly measured. All development proposals, including those for biodiversity enhancements, will be required to demonstrate the application of the mitigation hierarchy to ensure harm is avoided in the first instance. Loss or damage to irreplaceable habitats cannot be offset to achieve a net gain. Public open space requirements or the provision of SANGs are separate to biodiversity net gain and will not be considered as an alternative to or a replacement for net gain provisions. Where possible, the provision of both on site should be segregated to ensure the quality of the habitat for wildlife is maximised.

8.148 The Biodiversity Net Gain Plan must include a costed long-term management and maintenance plan to include enough funding to last for a minimum period of 30 years after completion of the development. However, the Council will aim, where possible, to secure biodiversity net gain for the life-time of the development. This is in recognition of the climate and ecological emergency and of the wider long-term benefits that biodiversity net gain provides on improving health and well-being of local communities and improving the natural environment of the Council's administrative area.

8.149 The Council expects the requirements for biodiversity net gain to be provided within the application site boundary to ensure biodiversity in new development and to prevent the removal of biodiversity in developed areas. The Council will only consider off-site provision, or the purchase of off-site biodiversity units, if it can clearly be demonstrated that biodiversity net gain cannot be adequately achieved on-site. The purchase of statutory Biodiversity Credits as a mechanism to achieve biodiversity net gain will only be considered as a last resort. Off-site measures will be expected to be in reasonable proximity to the development, strategically located for nature conservation and be informed by local and national guidance and data including the LNRS, the Essex Infrastructure Strategy and Chelmsford Green Infrastructure Action Plan. This is to ensure that habitats do not become fragmented and the users of the new development are able to benefit from being close to nature. Off-site provision should be discussed in advance with the Council and where appropriate with the Essex Local Nature Partnership.

8.150 Biodiversity net gain proposals will be secured by condition and/or legal agreement. This will include a requirement to cover the Council's costs associated with the long-term monitoring of the biodiversity net gain proposals, with reports provided to the Council by developers for inclusion in the Authority Monitoring Report and BNG reporting.

8.151 Further information on the implementation of biodiversity net gain will be set out in a Biodiversity Net Gain Planning Advice Note. Ahead of this the Council will refer to the latest national best practice guidance including 'Biodiversity Net Gain – Good Practice principles for development, a practical guide' (CIEEM, CIRIA, IEMA, 2019) and British Standard BS42020 'Biodiversity-Code of Practice for Planning and Development', or subsequent revisions.

POLICY DM17 –TREES, WOODLAND AND LANDSCAPE FEATURES

A) Protected Trees and Woodland

Planning permission will be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Consideration will also be given to the impact of a development on aged or veteran trees found outside ancient woodlands, both now and in the future.

Development proposals that have the potential to affect preserved trees, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands must set out measures to secure their protection.

In exceptional circumstances there may be overriding public benefits arising from the development that could justify the removal of a preserved tree or trees. In such circumstances, a replacement tree, or trees, shall be provided of a size and type suitable for its location.

B) Other Landscape Features

Planning permission will be granted for development proposals that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area. Harm or loss of these features will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where there are overriding public benefits arising from the development.

C) New Trees

Three new trees per net new dwelling are required to be planted for all new housing development.

All new strategic scale employment and infrastructure development (defined as development in excess of 1,000 sqm or 0.1 hectares) will be required to plant a significant number of new trees as part of landscaping requirements.

Reasoned Justification

8.152 Trees and woodland provide a vital benefit, and help to improve the wellbeing of the public and the environment. Some of their many benefits include the provision of shelter and shade, stabilisation of soil, filtering air pollution, reducing noise, improving and softening the landscape, and creating and connecting wildlife habitats.

8.153 Planning permission will only be granted where the development proposal would not conflict with the purposes of the preservation order of the tree or woodland unless there is a substantiated justification. Harm to protected trees may include, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree.

8.154 Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled. Examples include over-shadowing of garden areas, leaf litter, detritus and bird droppings over roofs, guttering or car parking areas. In decision making, account also needs to be taken of the incremental growth of a preserved tree.

8.155 Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Any impact on irreplaceable habitats should be fully considered under policy DM16.

8.156 Landscape features in the countryside, suburban and urban environments play an important part in shaping the character and appearance of an area. They can include, but are not limited to, trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national or local designations. Each application will be assessed on a case-by-case basis on the importance and contribution that the existing landscape features make to the appearance of the locality.

8.157 The Council has declared a Climate and Ecological Emergency to focus attention on reducing carbon and greenhouse gas emissions in the area and to plan for a more sustainable future.

8.158 The Council's Climate and Ecological Emergency Action Plan includes undertaking a greening programme to significantly increase to amount of woodland and the proportion of tree cover in Chelmsford.

8.159 The Council has an ambition to plant at least one tree for every existing resident and at least three new trees planted for every net new home in Chelmsford to assist in the Climate and Ecological Emergency. All new housing development is therefore required to plant three trees per net new dwelling, in addition to any compensatory tree planting, in accordance with the requirements set out in the Planning Obligations SPD.

8.160 Where possible the Council will expect tree planting to take place on development sites as part of the approved landscaping scheme, including through the creation of tree-lined streets. The appropriate trees for on-site planting will be determined by the size, position, and type of location available. Council officers will assess proposed planting schemes and provide advice where necessary. Drawings accompanying planning applications should clearly demonstrate how the requirement of three trees per dwelling is being accommodated on site.

8.161 All development proposals for major new employment and infrastructure (such as new schools, neighbourhood centres and strategic green infrastructure) must demonstrate that provision has been made for the incorporation of a significant number of new trees on

site as part of landscaping requirements. Trees can be provided on site in a variety of ways including as part of the landscaping, public realm and amenity proposals. This will enhance tree coverage across the Council's administrative area in line with Council ambitions. It will also help to deliver environmental, biodiversity and amenity benefits to the city and users of the new development. A judgement will be made on a case by case basis over what will be considered 'significant' taking into account the nature, scale and size of the development, the site and immediate locality with more guidance to be set out in the Making Places SPD.

8.162 Where on-site planting is impractical, a commuted sum will be sought to pay for planting on Council owned land or other sites agreed by the Council. Further guidance is provided in our Tree Planting Planning Advice Note and the Planning Obligations SPD.

POLICY DM18 – FLOODING/SUDS

A) Planning permission for all types of development will only be granted where:

i **it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through flood risk management from the development, now and for the lifetime of the development; and**
ii **it does not worsen flood risk elsewhere.**

B) In addition to above Part A) development within areas of flood risk will be required to:

i **provide a safe dry refuge and a safe means of escape or suitably manage risk through some other means; and**
ii **manage surface water run-off so that the discharge rate will not exceed the equivalent 1 in 1 greenfield rate, unless there are overriding reasons for not doing so; and**
iii **locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so; and**
iv **provide wider sustainability benefits to the community that mitigate flood risk.**

C) All major development will be required to incorporate integrated water management measures such as rainwater/stormwater harvesting to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS). As well as providing appropriate water management measures, where possible SuDS should be multifunctional to deliver amenity, recreational and biodiversity benefit for the built, natural (including green infrastructure) and historic environment.

D) Surface water connections should follow the sustainable drainage hierarchy with connection to the public sewerage network only made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users. Surface water connections to the foul sewer will not be permitted, and only to a combined sewer in exceptional circumstances.

Reasoned justification

8.163 Areas of flood risk include risk from all sources of flooding including from rivers and the sea, directly from rainfall onto the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other water bodies.

8.164 In considering proposals for development, the Council will follow a sequential risk-based approach, including the application of the 'exception test' where some continuing development is necessary for wider sustainable reasons.

8.165 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk taking into consideration the lifespan of a development. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

8.166 The Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from new development. SuDS should be the principal, but may not be the only method. SuDs are often most viable when considered early in the design process so developers are encouraged to engage in pre-application discussions with Essex County Council (as Lead Local SuDS Authority), and refer to ECC's SUDS Design Guide, and any future updates, when preparing applications incorporating SuDS schemes SuDS Design Guide (essex.gov.uk).

8.167 SuDS can help make space for water to accommodate climate change as well as delivering other benefits to the natural environment. They can also promote biodiversity and habitat improvements. Relevant developments should consider Countryside Stewardship schemes to help prevent soil loss and to reduce runoff from agricultural land. Where development is located within a Critical Drainage Area (CDA) it may have the potential to impact on the CDA in respect of surface water flooding. Such sites are likely to require an individually designed mitigation scheme to address this issue.

8.168 Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

POLICY DM19 – RENEWABLE AND LOW CARBON ENERGY

Planning permission will be granted for renewable or low carbon energy developments provided that they:

i **do not cause demonstrable harm to residential living environment; and**
ii **avoid or minimise impacts on the historic environment; and**
iii **can demonstrate no adverse effect on the natural environment including designated sites; and**
iv **do not have an unacceptable visual impact which would be harmful to the character of the area; and**
v **will not have a detrimental impact on highway safety.**

Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.

For major renewable and low carbon energy proposals, a package of community benefits should be delivered to ensure a positive community legacy.

Reasoned Justification

8.169 The Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste to help mitigate climate change. Renewable and low carbon energy schemes have a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Council will encourage the provision of such projects and will balance the immediate impact of renewable and low carbon energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

8.170 For the purposes of the policy, the means of generating renewable or low carbon energy include (but are not restricted to) onshore wind generation, photovoltaic cells, passive solar heating systems, combined heat and power, biomass and air/ground source heat pumps.

8.171 Impacts on the natural and historic environment include, but are not limited to, water and air quality, flood risk, designated and non-designated heritage assets. Assessing the impacts of development on these assets are covered by Policies DM13, DM14, DM15 and DM16. The assessment of the visual impact of the development will take into consideration the cumulative landscape impact of the proposal.

8.172 Major solar farm proposals are those with a site area of 1 hectare or above, as defined in the Town and Country Planning (Development Management Procedure) England Order 2010. Such proposals should deliver community benefits and a positive community legacy from development in accordance with the guidance set out in the Solar Farm Development SPD.

8.173 The Council's Solar Farm Development SPD provides further detailed guidance on major solar farm development proposals. The Council's Making Places SPD provides further planning advice for smaller building mounted solar energy systems.

Delivering and protecting Community Facilities

8.174 This Section focuses on providing and protecting assets within our communities that influence our quality of life.

POLICY DM20 - DELIVERING COMMUNITY FACILITIES

Planning permission will be granted for new, or extensions to existing, facilities and services which support the local community where:

i **there is access to adequate public transport, cycling and walking links for the benefit of non-car users; and**

ii **vehicle access and on-site vehicle parking would be provided to an appropriate standard commensurate to the scale of the development; and**
iii **the development would be compatible with its surroundings; and**
iv **there would be no unacceptable impact on the character, appearance or local environment; and**
v **adequate access to and between the facilities and/or services would be provided for people with disabilities commensurate to the scale of the development; and**
vi **buildings are flexible and sited to maximise shared use of the facility.**

Where the proposal falls outside of main Urban Areas and Defined Settlements, it must also comply with the relevant policies for its location, taking account of the planning policy objectives for that area.

Reasoned Justification

8.175 This policy applies to all proposed community facilities, whether as part of larger schemes or submitted separately. New facilities and services should support the local community where they are to be situated. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town. These types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor), cultural buildings, public houses, places of worship, burial space and crematoriums.

8.176 New community facilities should be accessible by active and sustainable modes of transport. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency will be supported.

8.177 New development should be physically compatible in form and appearance with its surroundings. It should not adversely impact the local environment of the area by reason of impact on residential neighbours, noise, pollution, biodiversity, air or water quality.

8.178 Developments should respect the fact that a multitude of users will be using them, so they should provide safe and secure access, and cater for people with disabilities. Proposals should also be flexible in design and sited to maximise the potential for the shared use of a facility.

8.179 The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town and city centre locations and the public realm.

POLICY DM21 – PROTECTING COMMUNITY FACILITIES

A) The change of use of premises or redevelopment of sites that would result in the loss of valued community facilities or services will only be permitted where:

i **the premises or site cannot be readily used for, or converted to, any other community facility; and**

ii **the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality or settlement concerned which shall be equivalent to or better than the facility that is being lost in terms of both quantity and quality.**

In relation to the loss of a locally valued community facility that is commercial in nature, such as public houses, livery yards and private healthcare, evidence will need to be submitted to demonstrate that the use is not economically viable and that it is no longer required to meet the needs of the local community.

B) The change of use of premises or redevelopment of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:

i **an assessment has been undertaken which clearly shows the facility is surplus to requirements; or**

ii **the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**

iii **the development is for alternative provision, the needs of which clearly outweigh the loss.**

Reasoned Justification

8.180 Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor, including allotments), tourism attractions, cultural buildings, public houses and places of worship. Tourist attractions would include uses such as museums, other buildings and uses of land used for cultural or other leisure purposes. In the case of open space these are shown on the Policies Map. However, other valued facilities also include show centres, livery yards or riding schools, that provide a facility for the equestrian community.

8.181 Since 2020 dog ownership has increased in the UK from nine million to 13 million. Around three million households purchased pets since the start of the Covid-19 pandemic in 2020. The majority of pets were dogs and cats. As a consequence of increased ownership and the reduction in the number of people working from home on a full time basis there is an increasing reliance on facilities and services such as catteries and dog day care.

8.182 The existing facilities are assets which serve the communities in which they are located or in some instances wider areas. This importance can relate not only to their function but also to what they offer to the wider area.

8.183 An analysis of the need for the community facility will be undertaken on a case-by-case basis, taking account of the type of asset and any existing provisions. Similarly, the context of the site and the function and purpose of the use will determine the extent of the local community that the use serves. The term "local" will differ between circumstances; for example, the local community of a single public house in a village would likely be the residents of that village. For a children's home, "local" could be more wide-reaching, covering the catchment area that the children's home would serve.

8.184 The retention of all community facilities, including existing sport and leisure facilities, tourist attractions and places of recreation, public open spaces and playing fields, is paramount unless a case can be made that alternative provision will be provided in an acceptable and timely manner. If no alternative provision is to be provided, permission will only be granted where an assessment, which may include details of marketing, has been undertaken which has clearly shown the facility is inappropriate for alternative community uses or is surplus to requirements.

8.185 Proposals for the change of use of public houses will need to be accompanied by evidence to show that its existing use as a public house is not economically viable and is no longer required to meet the needs of the local community. This evidence shall include:

- a comprehensive and sustained marketing campaign (agreed in advance by the Council) has been undertaken, offering the public house for sale as a going concern and using an agreed realistic valuation of the premises;
- the marketing campaign has run for a period of at least twelve months before the planning application is submitted;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the Council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business;
- the location of alternative licensed premises and their distance to the public house subject to the application;
- any such alternative premises which offer similar facilities and a similar community environment to the public house which is the subject of the application;
- the approaches and attempts to transfer from a chain of tied pubs to a free house.

8.186 Proposals for the change of use of livery yards will need to be accompanied by evidence to show that its existing use as a livery yard is not economically viable, and it can be demonstrated that the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality. As a minimum this evidence shall include:

- A list of alternative local liveries and their vacancy levels to show that the losses could be met elsewhere. This should include the same type of livery/service and facilities offered e.g, Full or DIY livery
- In considering the locality of alternative liveries, an assessment of the catchment area for the users of the existing site should be compared to the proposed alternatives considered
- A comprehensive set of figures for the business (for at least the last 5 years) covering all costs and incomes broken down and vacancy rates.

8.187 In the case of open spaces, they offer amenity value and contribute to the character of an area in general, and can provide a 'green lung' and visual break in the built environment on a wider scale. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses it can be extremely difficult to find alternative locations, particularly as open land is scarce and therefore at a premium.

8.188 Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space or facility as defined by the latest Chelmsford Open Space, Recreational Facilities Study and Sports Facilities Strategy at the time of application, providing there is not a deficiency in that type of open space in the locality. An alternative and improved sports and recreational provision may be acceptable in some cases where the needs for which clearly outweigh the loss.

POLICY DM22 - EDUCATION ESTABLISHMENTS

The change of use or redevelopment of educational establishments identified on the Policies Map will only be permitted if they are surplus to educational requirements.

The extension or expansion of existing educational facilities will be supported subject to their accordance with the criteria of other relevant policies within the Local Plan. Proposals for the expansion of Anglia Ruskin University will be considered in the context of agreed masterplans.

Reasoned Justification

8.189 The retention of existing education facilities is an important objective of the Local Plan. The University, colleges, schools and early years provision provide education provision to the whole community and contribute significantly to the local economy.

8.190 Essex County Council (ECC) as Education Authority has the responsibility for early years and school place planning. Through this process ECC identifies the need for early years and school places and identifies surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2020-2029. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.

8.191 The further and higher education establishments in Chelmsford have an important place in the local economy as employers, providing skills, education and research. Anglia Ruskin University has ambitious plans to continue the development of its Rivermead Campus within Chelmsford Urban Area.

8.192 ARU Writtle was created following the merger of Anglia Ruskin University (ARU) and Writtle University College in 2023. Located on the outskirts of Chelmsford, it offers postgraduate, undergraduate, further education and short courses in the areas of agriculture and animal sciences. It has also developed a range of degree programmes in applied life sciences, sport, and health subjects.

9 - Making High Quality Places

9.1 This Section provides the basis for promotion of Chelmsford as a high-quality place to live, work, visit and study in.

9.2 High quality design is essential to making places more attractive, locally-distinctive, sustainable and safe. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles and create safer and more accessible places for people to live in or use. New Policy DM31 has been added. It has been shown in the order it will appear, and will be renumbered in the final plan.

Making Places

POLICY DM23 - HIGH QUALITY AND INCLUSIVE DESIGN

A) Responding to Context

Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be well-designed to ensure it is compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments, landscape and function.

B) Design of all new buildings and extensions

Planning permission will be granted for new buildings and extensions and alterations to existing buildings that:

i **are of a high quality design; and**
ii **are compatible with the character and appearance of the area, and also where relevant the host building, in terms of their siting, scale, form, massing, materials and detailing; and**
iii **are well-proportioned; and**
iv **have visually coherent elevations; and**
v **have active elevations where the building or extension is visible from public vantage points; and**
vi **create safe, accessible, inclusive and clutter free environments; and**
vii **minimise the use of natural resources in accordance with Policy DM25.**

Reasoned Justification

9.3 Good design is a key aspect of sustainable development and should contribute positively to making places better for people. Good design rests upon analysis of the character of the area to create coherent and interesting places rather than imposing arbitrary density requirements. It should respond to local character and history while not preventing or discouraging appropriate innovation. By encouraging good design, new developments can also help to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

9.4 New buildings, and extensions or alterations to buildings, should be proportionate in size and scale in relation to existing development or the host building. All development, including boundary treatments and other building operations must be designed so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene or the wider character and appearance of the area.

9.5 The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors are all important considerations to creating well-designed buildings, extensions and places.

9.6 The layout and design of a development are important in creating a safe environment where people are comfortable to live, work, visit and study in.

9.7 Large-volume buildings such as industrial, warehouses, retail superstores and agricultural sheds have seriously damaged the visual quality of large parts of the urban areas and some rural areas, even where the development brings economic benefits. The Council will apply the principles set out in Part B of this policy to avoid anonymous and solely functional development.

9.8 Car parks and service bays should be hidden from street views. Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal. Street clutter should be avoided, for example extraneous signage and supporting structures. Street furniture when considered necessary should positively contribute to the context and function of the space where it is located, without compromising accessibility and movement.

9.9 Applicants should have regard to the Council's Making Places SPD, the Essex Design Guide, and, where appropriate, Neighbourhood Development Plans for detailed design guidance.

POLICY DM24 – DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS

The Council will require all new major development to be of high quality built form and urban design, which should reflect the following principles:

- **Respect the historic and natural environment of biodiversity and amenity interests through the provision of a range of green spaces**
- **Respond positively to local character and context to preserve and enhance the quality of existing communities**
- **Provide buildings that exhibit architectural quality**
- **Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car**
- **Where possible, provide a mix of land uses and densities with well-defined public and private spaces**
- **Encourage site design and individual building design that minimises energy consumption, utilises integrated water management techniques and provides resilience to a changing climate**

- **Create attractive, multifunctional, inclusive, overlooked and well-maintained public realm, and enhance the setting of existing public realm**
- **Embed public art as an integral part of proposals**
- **Provide streets and spaces that are overlooked, active and promote inclusive access**
- **Include parking facilities that are well integrated as part of the overall design**
- **Provide public open space and contribute to multi-functional green infrastructure**
- **Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting**
- **Provide opportunities to promote healthy living and to improve health and wellbeing.**

The Council will require the use of masterplans by developers and will implement Design Codes where appropriate for strategic scale developments. The Council will consider the use of Planning Briefs and Design Codes on other development sites.

Where relevant, new residential development must be in accordance with the standards as set out in Appendix B, unless it can be fully demonstrated that the specific site circumstances require a different design approach resulting in a departure from standard.

Reasoned Justification

9.10 Major new development must reflect a high quality of urban and architectural design. It must also be functional and viable. Major development is defined as sites over 1 hectare, 10 or more dwellings or more than 1000sqm of floorspace. Developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high quality design will apply to public and private buildings across all scales of development, as well as to infrastructure projects.

9.11 The National Design Guide provides an overarching framework for design, with detailed guidance provided in the accompanying National Model Design Code. These illustrate how well-designed places that are 'beautiful, enduring and successful' can be achieved in practice. Significant weight will be given to development which reflects this Government guidance and which promotes high levels of sustainability or which helps to raise the standard of design more generally. The Council also encourage developers to have regard to local design principles set out in the Essex Design Guide, and the Council's Making Places SPD. The Council will also consider the use of design codes and respond to national requirements where appropriate.

9.12 The Council will encourage developers to incorporate water management techniques in schemes to reduce water stress. This may include site or development wide rainwater recovery systems.

9.13 Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new developments. Strategic scale and more local multi-functional green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

9.14 Trees can deliver economic, social and environmental benefits. In urban areas they are particularly important for improving air quality and providing important habitats for wildlife. Trees can reduce the landscape impact on new development and they will also help mitigate, and adapt to, climate change. This is because trees remove carbon dioxide from the atmosphere and provide shade, shelter and alleviate flooding. This includes existing and newly planted trees within sites, and as part of the wider public realm. Proposals should have regard to the Council's Tree Planting Planning Advice Note (November 2022).

9.15 Chelmsford benefits from a range of publicly-sited works of art and interpretation boards. Both make an important contribution to the character and visual quality of Chelmsford. Art is frequently integrated into buildings, where development schemes present opportunities. The Council is committed to the provision of public art and, where appropriate to the site, interpretation boards within developments and in the public realm.

9.16 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of active travel and provision of open space, as set out in further detail in Sport England's 'Active Design'. Larger development proposals (50 or more dwellings, Use Class C2 (Residential Institutions) or more than 1,000sqm of non-residential development) will be required to demonstrate how new development would make a positive contribution to the health and wellbeing of different groups in the population, particularly those who may be more susceptible to poorer health outcomes, through submission of a Health Impact Assessment. Where applicable, development proposals are also encouraged to seek accreditation through the Council's Livewell Accreditation Scheme.

9.17 The Council encourages developments to take account of all users, and is committed to enhancing safety for girls and women in new development. Where major development proposals are providing or improving parks and public spaces, regard should be had to design advice and resources provided by Make Space for Girls (www.makespaceforgirls.co.uk).

9.18 The Council will require masterplans to be formulated to shape new strategic development allocations. The Council may also produce area based strategies to guide new development in the existing built-up areas.

9.19 All new residential development will be required to comply with the development standards within Appendix B. Applicants should have regard to the Council's Making Places SPD and, where appropriate, Neighbourhood Development Plans, for detailed design guidance.

POLICY DM25 – SUSTAINABLE BUILDINGS

The Council will expect all new buildings to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources, as follows:

A) Water efficiency

All new dwellings are required to:

- **Achieve a water efficiency standard of 90 litres/person/day**
- **Provide integrated water management techniques, including use of specific roof pitch, to optimise rainwater harvesting on site to minimise overall water consumption and maximise its reuse.**

B) Electric Vehicle charging point infrastructure

The Council will have regard to the standards set out in the Essex Part 1 Parking Guidance when determining planning applications.

New buildings shall provide convenient access to Electric Vehicle (EV) charging point infrastructure as follows:

- **Residential development shall provide 1 active charging point for each dwelling with allocated parking**
- **On-street, shared or visitor spaces for residential development shall require 1 active EV charging point for every 5 spaces**
- **Non-residential development shall provide active and passive charging points for a proportion of the total number of parking spaces**
- **Remaining spaces for residential development shall include passive provision of cable routes and power supply to install additional charging points when demand arises**
- **All charging points shall use specialised charging infrastructure with a charging capacity appropriate to their use**
- **Public charging points shall be located in highly visible, accessible locations close to building entrances.**

C) BREEAM rating

All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good' and achieve at least three credits under the Wat 01 Water Consumption measure.

Reasoned Justification

9.20 Essex has been identified as a large area of water stress by the Environment Agency. The anticipated increase in population in Chelmsford and Essex as a whole during the Local Plan period means the demand for water will continue to grow. Chelmsford City Council's Water Cycle Study (February 2024) recommends the use of integrated water management techniques to address the challenge of water stress in the Council's administrative area.

9.21 Part G of Building Regulations were changed in 2015 to include an optional requirement for water efficiency i.e. new homes should be designed to use no more than 110 litres of water/person/day. The mandatory standard is 125 litres/person/day. The tighter standard of 90 litres/person/day is in line with the Government's Environment Improvement Plan and Plan for Water and would be controlled by means of a planning condition. Detailed guidance will be set out in the updated Making Places SPD.

9.22 The Council will encourage developers to incorporate water management techniques in schemes to reduce water stress. This may include site or development wide rainwater recovery systems or the use of specific roof pitch within a development to optimise rainwater harvesting.

9.23 A rainwater collection and re-use system can contribute towards a reduction in non-potable (non-drinkable) water consumption, and is required for all new residential development due to wider considerations of water scarcity and to ensure the sustainable use of water. Recovered water can be used for tasks such as flushing toilets, washing laundry and watering gardens and plants. Site layouts will need to make the necessary space available to accommodate rainwater collection/reuse systems. Further guidance will be set out in the updated Making Places SPD.

9.24 The Council supports a transition to electric vehicles and requires access to EV charging point infrastructure to be provided in new development. The standards for electrical vehicle charging points for new development are contained in the Essex Part 1 Parking Guidance (subject to confirmation). It is considered that these standards are appropriate for Chelmsford. The standards set out details for the level of provision, types of charging infrastructure, and design guidelines. This includes a range of charging capacities for different settings, and ranges of provision applicable to different types of non-residential uses.

9.25 An active charging point has a minimum power rating output of 7kw, delivered through specialised charging infrastructure. Passive provision of cable routes and power supply is required in some cases to enable future connection when demand arises.

9.26 BREEAM is an environmental assessment method that assesses the environmental performance of non-residential buildings across ten categories with minimum standards being required in key areas such as energy, water and waste. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants. The requirement for at least three BREEAM water credits will promote water efficiency in non-residential buildings. The 500sqm threshold is intended to take account of economy of scale, and to avoid imposing the requirement on modest structures.

9.27 Proposals for strategic sites should have regard to industry best practice in relation to commitments required for sustainable design and construction, which may be demonstrated through design and access statements and/or a Construction Environmental Management Plan where appropriate.

POLICY DM31 – NET ZERO CARBON DEVELOPMENT (IN OPERATION)

A) New build development (residential and non-residential)

All new buildings must be designed and built to be Net Zero Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match predicted annual energy use.

All new buildings (1 dwelling and above for residential; 100m^2 floorspace and above for non-residential) are required to comply with Requirements 1 to 5 as set out below:

Requirement 1: Space heating demand limits

i **Residential buildings (apart from bungalows) and non-residential buildings must achieve a space heating demand of 15 kWh/m^2 GIA (gross internal floor area)/year or less**

ii **Bungalows must achieve a space heating demand of 20 kWh/m^2 GIA/year or less.**

Requirement 2: Fossil fuel free

i **No new buildings shall be connected to the gas grid; and**

ii **Fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking.**

Requirement 3: Energy Use Intensity (EUI) limits

i **Residential buildings (Use Class C3 and C4) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m^2 GIA/year**

ii **The following non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:**

- **Offices 70 kWh/m^2 GIA/year**
- **Schools - 65 kWh/m^2 GIA/year**
- **Light Industrial 35 kWh/m^2 GIA/year**

iii **For other residential and non-residential buildings, that are not covered by (i) and (ii) above, applicants should report their energy use intensity but are not required to comply with a certain limit.**

Requirement 4: On-site renewable energy generation

Renewable energy must be generated on-site for all new developments by whichever of the following results in the greater amount of roof top solar PV energy (electricity) generation:

i **The amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. renewable energy generation (kWh/m^2/year) = or > predicted annual energy use (kWh/m^2/year)*; or**

ii **The amount of energy generated in a year is:**

- **at least 80 kWh/m^2 building footprint per year* for all building types; and**
- **at least 120 kWh/m^2 building footprint per year* for industrial buildings.**

***For development proposals where it is demonstrated to the satisfaction of the Local Planning Authority that meeting Requirement 4 is not technically feasible then renewable energy generation on-site should be maximised and the residual amount of renewable energy generation (equivalent to the shortfall in meeting the annual energy use of the building in kWh/year) must be offset by a financial contribution (to cover the administration, purchasing and installation of a solar PV renewable energy (electricity) system elsewhere in the plan area or County, which is able to generate a similar amount of energy) and be paid into the Council's offset fund.**

The offset price is set at £1.35 per kWh or the most recent updated version and the contribution shall be calculated at the time of planning application determination.

Requirement 5: As-built performance confirmation and in-use monitoring

i **All developments must submit as-built performance information at completion and prior to occupation; and**

ii **In-use energy monitoring is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, for the first 5 years of operation.**

Alternative routes to meeting policy requirements

Proposals that are built and certified to the Passivhaus Classic or higher Passivhaus standard are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5 must also be met to achieve policy compliance.

B) Extensions and Conversions

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings) are encouraged to meet the minimum standards approach fabric specifications set out in Table 7 and maximise renewable energy generation technology where practical and feasible.

Reasoned Justification

9.28 The policy requirements under Part A apply to new build residential (1 dwelling and above) and non-residential development (100m^2 floorspace and above). For the purposes of the policy 'residential buildings' means dwellinghouses and flats (C3), houses in multiple occupation (C4), and developments of self-contained residential units such as extra-care (C3). This also includes the residential element of any new mixed use buildings. Non-residential buildings include Use Classes C1 (Hotels), C2 (/C2A (Residential Institutions) and those falling within use classes B, E, F and Sui Generis. For any other residential and non-residential buildings the policy should be applied in a proportionate manner where relevant and appropriate through the Development Management process.

9.29 To meet the Requirements 1- 5, developments will need to be designed in a way that prioritises a fabric first approach to building design and embeds the energy hierarchy. This means improving building fabric standards and energy efficiency to ensure energy demand is minimised, and then installing renewable energy generation capacity to meet or exceed demand where possible, followed by offsetting residual energy (if required) as a last resort.

9.30 Designing new development to be net zero carbon in operation needs to be addressed at both building level and site level and at the earliest possible stage so that factors such as the orientation, built form, building fabric, site layout and landscaping measures can be taken into account to minimise energy demand. These factors also influence the renewable energy generation potential of a site and through good design, can help make a development more resilient to a changing climate, for example, through using landscaping measures and green/blue infrastructure to mitigate potential overheating risk to the comfort and well-being of occupants. It is important that designing for 'net zero' is done in a holistic manner at an early stage of the design process, and in a way that considers wider sustainability objectives and issues. *Report 2: Essex Net Zero Policy – Summary of Policy, Evidence and Validation Requirements (July 2023)* contains a 1 page high level design guide for a terrace block and low rise apartment block. Also the Essex Design Guide (EDG) contains practical advice on good solar design which focuses on balancing the needs of daylighting, useful solar gain and mitigating overheating risk. To support delivery, the Essex Net Zero Specifications Guide provides technical information and outline 'packaged solutions' which meet the policy requirements.

Requirement 1 – Space heating demand

9.31 The space heating demand is the amount of heat energy needed to heat a home or building over a year and is expressed in kWh/m^2/year. It is a measure of the thermal efficiency of the building elements. Various design and specification decisions affect space heating demand including building form and orientation, insulation, air-tightness, windows and doors and the type of ventilation system.

9.32 Reducing space heating demand to the target levels identified is necessary to achieve a net zero carbon (in operation) building and aligns with recommendations from the Climate Change Committee, Royal Institute of British Architects (RIBA), Low Energy Transformation Initiative (LETI) and the UK Green Building Council (UKGBC). It is also beneficial to residents and building users as it directly reduces energy costs.

9.33 Space heating demand in all buildings of major development proposals should be demonstrated using predictive energy modelling, for example Passivhaus Planning Package (PHPP) or the Chartered Institute of Building Services Engineers (CIBSE) TM54. The space heating demand figure is an output of the modelling software once all data has been input.

9.34 The space heating target applies to all residential and non-residential buildings designed to be used by people (i.e. not agricultural buildings).

Requirement 2 – Fossil fuel free

9.35 New buildings must not burn fossil fuels for heating, hot water and cooking if Essex, and the UK, is to stay within carbon budgets. Alternatives are available. For example, heat pumps can provide both space heating (and cooling) and hot water and can serve individual homes or communal heating systems. They use renewable heat sources such as air, ground

or water. The key benefit of heat pumps is their efficiency. Efficiencies vary but are typically around 250-400% for an Air Source Heat Pump. Direct electric heating systems are less efficient, typically 100%, and are therefore more expensive to run. Solar thermal panels, which turn solar energy into heat can help with space and water heating too.

9.36 Heating provided through wood burners and biomass boilers has a negative impact on air quality and are therefore discouraged.

Requirement 3 – Energy Use Intensity

9.37 Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a home or building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m^2/year). Reducing total energy use of buildings to the target level identified is necessary to align with climate targets. It is also beneficial to residents and building users as it would directly reduce energy costs.

9.38 Energy Use Intensity in all buildings of major development proposals should be demonstrated using predictive energy modelling.

9.39 The EUI of a building covers all energy uses (regulated and unregulated): space heating, domestic hot water, ventilation, lighting, cooking and plug-in loads e.g. appliances, computers etc. However, electricity used for electric vehicle charging is excluded from the calculation. Whether the energy is sourced from the electricity grid or from onsite renewables does not affect the calculation.

9.40 The EUI target set in the policy for dwellings is based on modelling undertaken in the technical evidence base *(Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023)* and includes both regulated and unregulated energy uses. For clarity, the EUI target set out in 3i) applies to residential uses which include: dwellinghouses, flats, self-contained residential units (C3) and houses of multiple occupation (C4).

9.41 For non-residential buildings, the EUI's for the uses listed (office, school and light industrial) are based on gross internal floor areas (GIA) and include regulated and unregulated energy loads. Buildings which represent these generic typologies have been modelled in the evidence *(Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023)* and appropriate EUIs limits identified.

9.42 For other residential and non-residential typologies (that are not covered under 3i or 3ii), applicants are expected to comply with all other policy requirements, except Requirement 3: Energy Use Intensity limits. Instead, applicants are expected to only report their energy use intensity. However, applicants are recommended to seek to meet the limits being developed by the UK Net Zero Carbon Building Standard initiative.

District Heat Networks

9.43 Developments connected to a district heat network are expected to meet the proposed EUI limits. The limits set for EUI for each building should be the same irrespective of the heating system that is proposed, to allow a fair comparison between different heating options. The EUI calculations for a scheme connected to a district heat network would have to include the energy consumption of the district heating heat generation plant. This means that the EUI includes the heat losses of the district heating system.

Requirement 4 – On-site renewable energy generation

9.44 New development presents opportunities for integrating renewable energy technology into a proposal, including renewable electricity generation. The evidence recommends that in Essex currently the most suitable and cost effective technology is rooftop solar photovoltaic (PV) panels.

9.45 Evidence *(Report 1: Essex Net Zero Policy – Technical Evidence Base (July 2023))* shows that it is technically feasible for a building to generate sufficient renewable energy to match or exceed its predicted annual total energy use and thereby achieve an operational energy balance on-site. For clarity, the predicted annual total energy consumption of a building includes both regulated and unregulated energy uses, but excludes energy used for electric vehicle charging.

9.46 The policy sets out two routes for calculating the renewable energy provision required from a development to be policy compliant. Route i) requires renewable energy generation to match the predicted annual energy use of a building. Route ii) sets a minimum amount of renewable energy generation to be achieved in a year based on the building footprint (thereby ensuring that opportunities are taken for rooftop solar PV on large buildings e.g. warehouses). Whichever calculation results in the greater amount of solar PV renewable electricity generation is the route that must be achieved.

9.47 The *Report 1: Essex Net Zero Policy – Technical Evidence Base July 2023* sets out some worked examples, and guidance on roof design and orientation is provided in Appendix 2 of that report, which will help applicants maximise renewable energy generation. The renewable energy generation output should be calculated following the Microgeneration Certification Scheme (MCS) guidance[4] method including the impact of shading.

9.48 Matching or exceeding predicted total annual energy use on site with renewable energy generation achieves an on-site energy balance and hence a net zero carbon development in operation from the outset. As well as helping progress towards climate targets, there are other benefits for ensuring new build development maximises renewable energy generation. For example, it would generate 'free' electricity close to its point of use and help deliver significant energy cost savings for residents and building users. It would also aid the transition to a more sustainable energy system by contributing to the significant increase in renewable energy generation required between now and 2050 in the UK and make efficient use of land and resources.

Renewable Energy Offsetting Mechanism

9.49 There may be circumstances where it is not technically possible to match on-site renewable energy generation with annual average energy demand. An offsetting mechanism is therefore provided to enable these developments achieve policy compliance.

9.50 For the offset mechanism to be triggered, the applicant must justify and demonstrate, to the satisfaction of the Local Planning Authority (LPA), why it is not technically possible for the development to achieve policy compliance with Requirement 4. To do this, applicants should refer to, and meet, the minimum information requirements for policy compliance set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation*

4 https://mcscertified.com/standards-tools-library/

Requirements (July 2023). The information will be critically reviewed by the LPA, particularly as evidence shows that it is technically possible to achieve all the policy requirements and at a reasonable cost in most development typologies. It is generally only high rise blocks of flats that would likely need to use the offsetting mechanism.

9.51 If the offsetting mechanism is justifiably triggered by non-compliance with Requirement 4, then the development proposal must still meet the other Policy requirements 1, 2, 3 and 5, and maximise on-site renewable energy generation.

9.52 The offset mechanism is expressed as a renewable energy offset and the price is set in £/kWh, which will be reviewed at least every 3 years and updated for Essex. The price (as of July 2023) is set at £1.35 per kWh (published in the *Report 1: Essex Net Zero* Policy – *Technical Evidence Base, July 2023*) and has been calculated using a robust methodology based on the cost of providing roof top solar PV in Essex and incorporating an allowance for maintenance and administration. The calculation of the contribution required will be made at the point a planning application is determined using the most up to date offset price (£/kWh) for Essex.

9.53 The offset contribution will be used to fund additional renewable energy capacity elsewhere in the plan area or County. The aim is to make up for the shortfall in renewable energy that cannot be generated on-site. The offset mechanism is purposely limited in role and scope and is only intended for use as a last resort.

9.54 The offsetting mechanism meets the legal tests for Section 106 in that it is: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; (iii) fairly and reasonably related in scale and kind to the development.

9.55 Further information on how the offsetting mechanism will operate will be available in the Renewable Energy Offsetting Framework document that is in preparation and will be published on the Essex Design Guide (EDG). Current proposals are for a countywide funding mechanism to be administered by ECC. The Offset tariff will be collected as a single payment (via a direct payment / Section 106 / Unilateral Undertaking). It is initially envisaged that the payments will be used to provide roof top solar PV on public amenity facilities (to be determined). Spending of the offset fund is preferred to be within reasonable distance of the original development, and within the plan area as the development. However, pooling may be necessary to enable installation of sufficient scale schemes.

Other roof top uses

9.56 There may be certain circumstances where it is considered more appropriate for uses other than solar PV on rooftops to be delivered. Consideration should be given to the co-benefits of this on a case by case basis in accordance with wider sustainability objectives, but it is envisaged to likely be only in exceptional circumstances.

Requirement 5 – As-built performance confirmation and in-use monitoring

9.57 In order for the Net Zero Carbon buildings policy to be effective, it is important that new buildings deliver their intended performance.

9.58 Using predictive energy modelling, such as Passivhaus Planning Package or the Chartered Institution of Building Services Engineers (CIBSE) TM54, (which is a requirement for major applications), will help improve accuracy of energy performance assessments and

reduce the potential gap between the design and actual in-use energy. Also, excellent detailed design needs to be matched by high quality construction and commissioning in order for the 'energy performance gap' to be minimised.

9.59 The information that must be submitted at completion stage of a development (prior to occupation) to demonstrate to the satisfaction of the LPA that the building / development has been built to the approved design and energy standards, is set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)* and includes the indicators listed in the table below:

Table 6 : As-built stage performance indicators (required to be submitted at completion, prior to occupation)

1	**Update parameters** • Use or typology • GIA (m^2) • Energy supply (fossil fuel free)
2	**Update performance modelling** • Space heat demand using predictive energy model (kWh/m^2/year) • Energy Use Intensity using predictive energy model (kWh/m^2/year) • As built stage EPCs (U-values and airtightness check) • Draft DEC for non residential (regardless of user)
3	**Confirm renewable energy installation** • Installed solar PV (kW) • Any other installed renewable (i.e. solar thermal)
4	**Update offset contribution** • Assess energy balance based on data supplied and confirm whether any offset payment is required, and how much
5	**Confirm process for collecting 'in-use' data** • Confirm if in-use monitoring and reporting will be carried out • If yes, state what monitoring strategy is in place and confirm how data collected will be published

9.60 Note that for performance modelling (indicator 2), Minor applications following the "minimum standards approach" (without an energy model), do not have to report their space heat demand, energy use intensity and offset contribution at as-built stage. Applications instead need to re-confirm the specifications to which the development has been built to. Further guidance is provided below under 'Reporting and Modelling'.

9.61 In-use energy monitoring (also known as post occupancy evaluation) is recommended to be carried out on new developments so that a building can be evaluated to ascertain whether the energy targets aimed for in the design have been met in practice.

9.62 For residential development proposals of 100 dwellings or more, the Council requires in-use energy monitoring to be undertaken on a representative sample of at least 10% of homes for a period of 5 years. The information must be evaluated to understand how buildings

are performing, minimise the performance gap, and to aid the learning, innovation and skills development in the design and construction industry. Qualitative feedback from building users via occupant satisfaction questionnaires should also be undertaken to assess performance post occupation. This information can be used to enhance the training and advice given to residents / occupiers of new homes and buildings.

Reporting and Modelling

9.63 Policy compliance will need to be demonstrated through the submission of an appropriate energy assessment, which for major development proposals should be in the form of an Energy Strategy and for minor development proposals the applicable 'net zero spreadsheet' (which will be available to download from EDG). Minimum information requirements and checklists for Major and Minor development proposals at each stage of the planning process are set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)*, along with the template spreadsheet.

For the purpose of this policy:

Major Development proposals are:

- Housing development of 10 or more homes, or the site has an area of 0.5 hectares or more.
- Non-residential development with an additional floorspace of 1,000m^2 or more, or a site of 1 hectare of more.

Minor Development is less than 10 dwellings or less than 1,000m^2 of additional floorspace.

9.64 With regards major development proposals, predictive energy modelling, such as Passivhaus Planning Package (PHPP) or CIBSE TM54, should be used. This will provide the necessary assurance to the LPA of the accuracy of the energy assessment information and will help reduce any potential energy performance gap issues, which is where in-use energy does not match the design standard.

9.65 To support the transition of small / medium developers who may have not yet invested in predictive energy modelling software, the Essex Energy Tool has been developed as an interim measure. This tool can accommodate the outputs of the Building Regulations compliance software (known as SAP – Standard Assessment Procedure) and turn them into an appropriate format to indicate whether compliance with the policy requirements has been achieved. It will be available to download from the Essex Design Guide (EDG).

9.66 With regards minor development proposals, applicants may use predictive energy modelling, or the Essex Energy Tool as outlined above, or follow a 'minimum standards approach' which sets out the specifications that the development must be designed and built to. These fabric and systems specifications are presented in Appendix C of *Report 2: Essex Net Zero Policy – Summary of Policy, evidence and validation requirements (July 2023).* By following this approach (i.e. without an energy model), minor applications do not have to report the space heating demand, energy use intensity and offset contribution, but they do need to re-confirm on completion the specifications that the development has been built to and the solar PV system installed.

Alternative routes to policy compliance

Passivhaus

9.67 Passivhaus[5] is an international energy standard for buildings. It sets stringent standards on energy consumption for heating and overall energy demand and design requirements to control the quality of the internal environment.

9.68 In recognition of the high sustainability standards required to achieve a Certified Passivhaus Classic standard (or higher) scheme and the rigorous quality assurance process that must be followed to achieve certification, Passivhaus is considered an acceptable alternative route to compliance with policy requirements 1 and 3.

9.69 Proposals seeking to follow this route will be required to provide evidence from an accredited Passivhaus Certifier that the proposed design would be capable of and is expected to achieve the full certified Passivhaus Classic standard (or higher). The proposals would still be required to meet policy requirements 2, 4 and 5.

BREEAM

9.70 The use of BREEAM[6] is encouraged in terms of addressing broader sustainability objectives and providing a level of independent quality assurance for development. However, the use of BREEAM as an alternative approach to policy compliance will not be accepted.

Extensions and Conversions affecting Existing Buildings (except Listed Buildings)

9.71 Development proposals involving existing buildings offer an opportunity for measures to be taken to reduce energy use and carbon emissions, and also to generate renewable energy.

9.72 Encouraging proposals for extensions and conversions to be built to the minimum fabric standards (residential) set out in Table 7 (below), will improve the energy efficiency of the existing building and contribute to meeting climate targets. Incorporating and maximising renewable energy generation technology will enhance this further. However, there may be some circumstances where this is not practical and/or feasible, such as a small extension or where the building is overshadowed.

5 https://www.passivhaustrust.org.uk/what_is_passivhaus.php

6 https://bregroup.com/products/breeam/

Table 7 : Minimum Standards Approach Fabric Specifications (Domestic)

Residential Developments		Block of Flats Low rise	Detached/Terrace/ Semi-Detached House	Bungalow
Fabric	Floor U-value	0.08-0.10	0.08-0.10	0.08-0.10
	External Wall U-value	0.10-0.14	0.10-0.13	0.09-0.12
	Roof U-value	0.09-0.11	0.09-0.11	0.09-0.10
	Window U-value	0.80-0.90	0.80-0.90	0.80-0.90
	Windows G-value	0.45-0.55	0.45-0.55	0.45-0.55
	External doors U-value	-	0.90-1.2	0.90-1.2
	Thermal bridging	0.04 W/m^{2}K	0.04 W/m^{2}K	0.04 W/m^{2}K
	Air permeability	<1m^3/m^{2}h@50 pascals	<1m^3/m^{2}h@50 pascals	<1m^3/m^{2}h@50 pascals

Source: Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)

Heritage Assets

9.73 Retaining, reusing, refurbishing and retrofitting historic buildings can contribute to meeting climate targets. There are sensitive issues that need to be addressed when it comes to improving the energy efficiency and climate resilience of heritage assets, including potential impact on their setting. Any schemes should have regard to the specific advice and guidance provided in the Essex Design Guide - Climate Change and the Historic Environment | Essex Design Guide .

Monitoring and Implementation

9.74 To support the implementation of this policy in Greater Essex, ECC will publish via the Essex Design Guide (EDG) a 'Net Zero (in operation) Implementation and Monitoring Guide' which will include simple proformas and templates for applicants to use when submitting their energy information. The guide will help ensure that meeting the requirements of the policy is demonstrated efficiently, effectively and consistently. The Climate and Planning Unit at ECC is available as a consultee to provide support with implementing the policy. Arrangements for monitoring compliance of permissions granted will also be published, to give confidence that new homes and other buildings are built to the standards granted consent.

9.75 As a minimum, the following indicators will be monitored on new development proposals:

- Space Heating Demand – has the limit been met? (Policy Requirement 1)
- Fossil fuel – is the development fossil fuel free? (Policy Requirement 2)
- Energy Use Intensity – has the limit been met? (Policy Requirement 3)
- Renewable energy generation – is it maximised? And does it at least match predicted annual energy demand? (Policy Requirement 4)

- Renewable energy offsetting mechanism – is this being used to achieve policy compliance? And has this been justifiably triggered?
- In-use energy monitoring – is this being carried out? What percentage of homes and for how long?

9.76 The use of assured performance standards (e.g. Passivhaus) that are accredited and certified independently will also be monitored.

Mitigating Overheating Risk

9.77 When designing new buildings, national planning policy also requires the potential for overheating risk from a changing climate, and the impact this has on the comfort, health and wellbeing of occupiers to be considered.

9.78 Overheating risk in new residential buildings has partly been addressed by amendment to the Building Regulations in June 2022 (Part O: Overheating Mitigation). Since the compliance tools for Building Regulations are not intended to accurately evaluate overheating, major development proposals are encouraged to use the CIBSE (Chartered Institute of Building Service Engineers) standards TM52 for non-residential development and TM59 for residential development.

9.79 Measures to mitigate overheating risk from both current and future climate should be incorporated into the design of the development to help ensure the future comfort, well-being and health of occupiers. Further advice and guidance on good solar design is provided on the Essex Design Guide[7].

POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS

A) All new dwellings (including flats) and extensions shall comply with all of the following:

i **Achieve suitable privacy and living environment for residential occupiers; and**
ii **Achieve sufficient private amenity space; and**
iii **Achieve appropriate internal space through adherence to the Nationally Described Space Standards; and**
iv **Provide appropriate and well-designed recycling and waste storage.**

The above must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances allow for a lower provision.

B) All new dwellings (including flats) shall comply with A) i and ii in addition to:

i **Achieving appropriate internal space through adherence to the Nationally Described Space Standards; and**
ii **Providing appropriate and well-designed recycling and waste storage.**

7 Solar orientation | Essex Design Guide

C) All large houses in multiple occupation (accommodating 7 or more people) shall:

i **Achieve sufficient communal garden space; and**
ii **Provide cycle storage for one cycle per bedroom, within the plot of the building in which the property is located; and**
iii **Provide appropriate and well-designed recycling and waste storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property; and**
iv **Provide off-street parking at a ratio of one space per bedroom unless the site is located within the City Centre in a sustainable location.**

The above must be in accordance with the relevant development standards within the Local Plan.

Reasoned Justification

9.80 This policy is intended to provide developers with a checklist of requirements for new dwellings. All new dwellings (including flats) will be required to comply with the development standards within Appendix B. Consideration should be given to the detailed guidance contained within the Council's Making Places SPD.

9.81 Where buildings perform a clear beneficial role in the layout (by turning corners, acting as a vista stop or where infill restores urban form), the application of the development standards may be applied more flexibly only where the Council is satisfied that it would not be detrimental to the overall quality of the development. Garden areas would normally be expected to be at the rear of properties, enclosed and private. The Council will not accept exposed areas of land to be part of the calculation for garden sizes.

9.82 In considering applications for change of use to a house in multiple occupation, the Council will consider the number of likely occupants of a property by taking into account both the number and size of bedrooms proposed.

POLICY DM27 - PARKING STANDARDS

The Council will have regard to the vehicle parking standards set out in the 2024 Essex Parking Guidance when determining planning applications.

Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.

Reasoned Justification

9.83 The 2024 Essex Parking Guidance Part 1 sets out vehicle parking standards for Essex. It is considered that these parking standards are appropriate within Chelmsford, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments in order to encourage more active and sustainable transport modes.

9.84 For sites located in the City Centre, close to public transport, services and facilities, a reduction and/or no parking provision may be acceptable. This will be determined on a site-by-site basis.

9.85 Separate bespoke parking standards have been developed for provision at Beaulieu and Channels, and for Chelmsford Garden Community, due to their integral role in prioritising sustainable travel modes. These standards will be published as part of the Local Plan Evidence Base. The 2024 Essex Parking Guidance Part 2 includes additional considerations for Garden Communities and large scale development.

POLICY DM28 – TALL BUILDINGS

The Council will permit proposals for buildings above 5 storeys or above 16m high in the City Centre, provided:

i **the location is suitable for higher-intensity development in terms of its immediate and wider context; and**
ii **the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and**
iii **the building's visibility from adjoining spaces contributes to townscape; and**
iv **the building exhibits individual architectural quality; and**
v **the building's visibility from longer-range views contributes towards the skyline and provides a positive addition to views into and around the city; and**
vi **the building does not detract from the context of existing historic City Centre assets or wider historic environment; and**
vii **the building does not create an adverse microclimate or environmental impact such as sunlight, daylight, overshadowing and wind; and**
viii **the building complements and enhances the public realm and surrounding urban context at ground level; and**
ix **secure and accessible space is provided within the building for sufficient bin and cycle storage, services and plant equipment, without compromising the external quality of elevations or roofscape.**

Reasoned Justification

9.86 For the purposes of this policy, tall buildings means above 5 storeys or 16 metres high. This is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height.

9.87 When considering any new buildings, the surrounding context is key to achieving coherent, compatible and interesting character; it determines acceptable siting, scale, form and appearance. Taller buildings will not always be acceptable in the City Centre unless their context is compatible with the desired scale. Appropriate design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details, and exploiting opportunities to improve quality of place. The quality of materials and attention to detail is of great importance.

9.88 Tall buildings may be appropriate where their setting is sufficient to accommodate their height, where they contribute to a cohesive skyline and where they will form part of the positive reshaping and enhancement of the City Centre from all vantage points. Taller buildings should always be designed with the assumption of a 360° viewpath, so all sides of the building must exhibit a high quality of architecture. In order not to diminish cultural, civic or public buildings or spaces, tall buildings may not be appropriate where they would have a significant or adverse impact upon designated and non-designated heritage assets. Suitable locations for tall buildings may be areas that are the most well-connected by public transport whilst providing opportunities to make the most efficient use of land; and around large public spaces where tall structures are able to make a positive contribution to the existing character and context of an area subject to all of the above justifications. Tall buildings will not be acceptable on constrained sites where an appropriate setting cannot be achieved.

9.89 Designated and non-designated heritage assets should not be harmed by the siting, use or physical attributes of tall buildings, either individually or in combination with other buildings. The presence of existing tall buildings will not necessarily be accepted as justification for proposals for new or replacement tall buildings. Regard should be had to the detailed guidance contained within the Council's Making Places SPD which sets out a suitable height range across City Centre locations; and Historic England's Advice Note 4: Tall Buildings.

Protecting Living and Working Environments

9.90 An essential part of high-quality design should be the safeguarding of the living and working environments of existing and future residents.

POLICY DM29 - PROTECTING LIVING AND WORKING ENVIRONMENTS

Planning permission will be granted for development proposals provided the development:

i **safeguards the living environment of the occupiers of any adjacent and nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing; and**

ii **does not result in excessive noise, activity or vehicle movements; and**

iii **is compatible with neighbouring or existing uses in the vicinity of the development by ensuring that the development avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless it can be demonstrated that appropriate mitigation measures can be put in place and permanently maintained.**

Reasoned Justification

9.91 High-quality development by definition should not result in adverse impact on the amenities of occupiers of adjacent or nearby residential properties. This includes the protection of existing living environments by ensuring there is not excessive noise or unacceptable overlooking created by new development. The physical built form of the development must not have an oppressive or overbearing effect or result in a harmful loss of light. This applies equally to loss of light or overshadowing of existing renewable energy equipment.

9.92 The planning system has an important role to play in protecting the environment, biodiversity, local residents, businesses and the public in general from all forms of development that could give rise to pollution. Pollution can be in many forms and includes all solid, liquid and gaseous emissions to air, land and water (including groundwater) from all types of development. Pollution includes noise, light, vibration, smell, smoke and fumes, soot, ash, dust or grit which has a damaging effect on the environment and the public's enjoyment, health or amenity.

9.93 When considering amenities of a development proposal, the impact on the continued operation of existing nearby uses should also be evaluated when looking at the acceptability of the proposal.

POLICY DM30 – CONTAMINATION AND POLLUTION

A) Hazardous Substance Sites or Land

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

- **there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and**
- **there will be no adverse impact on the quality of local groundwater or surface water.**

B) Air Quality Management Area

For developments in or adjacent to an Air Quality Management Area, or where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable impact on air quality and the health and wellbeing of people.

Reasoned Justification

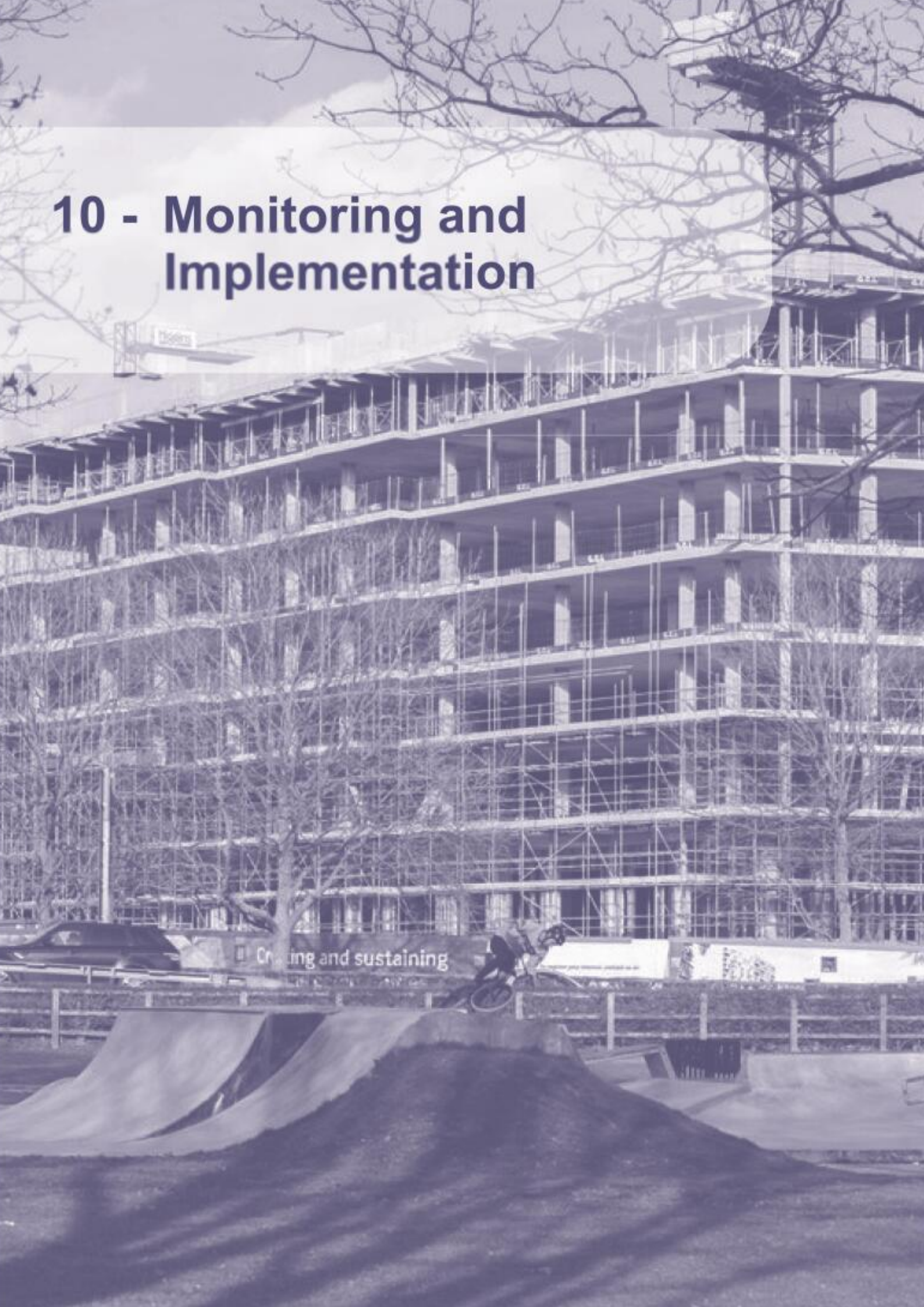
9.94 The Council recognises that all development has some environmental impact; however, development should minimise any negative impact. The Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment,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

9.95 When considering development proposals the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on greenfield sites and it can arise from natural sources as well as from human activities. Developers should undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.

9.96 The Council has no Air Quality Management Areas (AQMA) following the de-designation of AQMAs around the Army & Navy roundabout and a small section of the A414 in Danbury in 2024. Therefore, this policy would apply to any AQMA designated during the life of the Local Plan. The Council will consider each development application within or outside a designated AQMA on a site-by-site basis taking into account its effect on the AQMA and its objectives, and/or whether the development would cause unacceptable harm to the air quality of the area.

9.97 It would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety. It would also be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would also harm public safety. Developments should accord with latest technical guidance, or as updated and amended, including 'The Land Contamination Technical Guidance' and the Environment Agency's 'Land Contamination Risk Management' (LCRM) guidance.

10 - Monitoring and Implementation



Monitoring Framework

10.1 This Section deals with how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the Strategic Priorities (Section 3) to ensure that it is effective in delivering the objectives of the Local Plan.

10.2 This will be done through the monitoring of the indicators set out in the tables below on an annual basis which will be published through the Authority's Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Local Plan.

10.3 In respect to Key Indicator 'Appeal Decisions', the Council will monitor appeal decisions from the Planning Inspectorate and use these to monitor the effectiveness of Local Plan policies in accordance with the relevant triggers for action.

Table 8 : Monitoring Framework

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S1 – Spatial Principles	All	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S2 – Addressing Climate Change and Flood Risk	1, 3	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S3 - Conserving and Enhancing the Historic Environment	1, 3	Number of Conservation Area Appraisals and Management Plans completed	Completion of one Conservation Area Appraisal and Management Plan per year	(1) Failure to complete one Conservation Area Appraisal and Management Plan each year	(1) Consider how the Council can contribute to measures to improve the protection and enhancement of the character and setting of Conservation Areas (1) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Strategic Policy S4 - Conserving and Enhancing the Natural	1, 3, 4	Covered by other indicators within the monitoring	-	-	-

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Environment		framework			
Strategic Policy S5 - Protecting and Enhancing Community Assets	7	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S6 - Housing and Employment Requirements	4, 5, 6	Number of net new dwellings Number of net new Gypsy and Traveller pitches Number of net new Travelling Showpeople plots Net additional employment floorspace completed including by type	1,210 net new dwellings per annum 22,990 net new dwellings by 2041 30 net new Gypsy and Traveller pitches by 2041 28 net new Travelling Showpeople plots by 2041 173,146 ~~162,646~~sqm of net new employment floorspace by 2041	(1) Failure to deliver 95% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test (2) Failure to deliver 85% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test (3) Failure to deliver 75% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test	(1 & 2) Publish an Action Plan setting out key reasons for the situation and actions the Council and other parties need to take (2) Plan for a 20% buffer on the Council's five year housing land supply, if necessary by bringing additional sites forward into the supply (3) Instigate a full or focused formal review of the Local Plan (4) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers (5) Refreshing the SHELAA to identify potentially suitable and

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				(4) Failure to deliver the 30 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory (5) Failure to deliver 28 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory (6) Failure to deliver 173,146 ~~162,646~~ sqm of net new employment floorspace	available plots for Travelling Showpeople (6) Refreshing the SHELAA to identify potentially suitable and available employment floorspace (2 - 6) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Strategic Policy S7 - The Spatial Strategy	All	Number of Masterplans approved by the Council Planning Permissions granted for Strategic Growth Sites Planning permissions for windfall sites where part of the site is Grade 3a	**Growth Area 1**: Net new homes – 4,535~~476~~ Travelling Showpeople Plots – 5 Mixed employment sqm - 9,000 **Growth Area 2**: Net new homes – 7,5~~2~~01 Travelling Showpeople Plots -5 Gypsy and Traveller Pitches – 10	(1) Growth Area 1 is not delivering net new homes, Travelling Showpeople plots, employment floorspace as set out in the Local Plan Trajectory (2) Growth Area 2 is not delivering net new homes, Travelling Showpeople plots, Gypsy and Traveller Pitches and employment floorspace as set out in the Local Plan Trajectory (3) Growth Area 3 is not delivering net new homes, Travelling Showpeople plots, Gypsy and	(1, 2 & 3) Consider the reasons for any imbalance in delivery compared to the targets and whether there are any obstacles to delivery affecting sites and / or particular forms of development on particular sites in particular locations (1, 2 & 3) Consider whether the Policy

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		or above and is in agricultural use Area of Grade 3a or above agricultural land lost to agricultural use as a result of all development	Mixed employment sqm – 76,946~~64,446~~ **Growth Area 3**: Net new homes – 5,357~~4,423~~ Travelling Showpeople Plots – 18 Gypsy and Traveller Pitches - 20 Mixed employment sqm – 87,200 **Growth Areas 1 – 3:** Windfall Allowance 2028~~7~~-2041 – 2,362~~12,373~~	Traveller Pitches and employment floorspace as set out in the Local Plan Trajectory (4) Windfall allowance for years 1 – 5 in Local Plan Trajectory falls below 1980~~0~~ dwellings in any given year	requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13 (4) Review the Windfall Allowance from 2022 (1 - 5) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Strategic Policy S8 - Delivering Economic Growth	4, 6	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S9 - Infrastructure Requirements	1, 2, 4, 5, 6, 8, 9	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S10 - Securing Infrastructure and Impact Mitigation	1, 2,, 5, 6, 8, 9	Infrastructure phasing for the Strategic Growth Sites in the IDP	(1) Strategic Growth Sites 1 Previously developed sites in Chelmsford Urban Area	(1) Strategic Growth Sites 1 Previously developed sites in Chelmsford Urban Area Amount, type and phasing of key infrastructure in adopted	(1 - 11) Consider the reasons for any imbalance in the type and timing of key infrastructure delivery

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		Key infrastructure identified in adopted Masterplans on Strategic Growth Sites Planning Permissions granted on Strategic Growth Sites Key infrastructure secured through Planning Obligations on Strategic Growth sites	Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements. (2) Strategic Growth Site 2 West Chelmsford Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (3) Strategic Growth Site 3 East of Chelmsford (includes site 3a Manor Farm, 3b Land North of Maldon Road and 3c Land North of Maldon Road) Amount, type and phasing of key	Masterplans and planning obligations do not match the requirements in the IDP (2) Strategic Growth Site 2 West Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (3) Strategic Growth Sites 3 East of Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (4) Strategic) Strategic Growth Site 16a East Chelmsford Garden Community (Hammonds Farm) Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (5) Strategic Growth Site 6 Chelmsford Garden Community (North East Chelmsford) Amount, type and phasing of key infrastructure in adopted Masterplans and planning	and whether there are any obstacles to delivery of infrastructure requirement on particular sites / in particular locations (1 - 11) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (4) Strategic Growth Site 16a East Chelmsford Garden Community (Hammonds Farm) Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (5) Strategic Growth Site 6 Chelmsford Garden Community (North East of Chelmsford) Amount, type and phasing of key infrastructure in the IDP	obligations do not match the requirements in the IDP (6) Strategic Growth Sites 7 Great Leighs Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (7) Strategic Growth Site 8 North of Broomfield Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (8) Strategic Growth Site 10 North of South Woodham Ferrers Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (9) Strategic Growth Site 13 Danbury Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (6) Strategic Growth Site 7 Great Leighs (includes 7a Land at Moulsham Hall, 7b Land East of London Road and 7c Land North and South of Banters Lane) Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (7) Strategic Growth Site 8 North of Broomfield Amount, type and phasing of key infrastructure in the IDP	(10) Strategic Growth Site 15 Little Boyton Hall Farm Rural Employment Area Amount, type and phasing of key infrastructure in adopted Masterplan and planning obligations do not match the requirements in the IDP (11) Strategic Growth Site 16b Land Adjacent to A12 Junction 18 Employment Area Amount, type and phasing of key infrastructure in adopted Masterplan and planning obligations do not match the requirements in the IDP	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (8) Strategic Growth Site 10 North of South Woodham Ferrers Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements (9) Strategic Growth Site 13 Danbury Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured		

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			through section 106 agreements (10) Strategic Growth Site 15 Little Boyton Hall Farm Rural Employment Area Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplan and planning obligations secured through section 106 agreements (11) Strategic Growth Site 16b Land Adjacent to A12 Junction 18 Employment Area Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplan and planning obligations secured through section 106 agreements		

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S11 - The Role of the Countryside	1, 3, 4	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S12 - Role of City, Town and Neighbourhood Centres	4, 6, 9	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S13 - Monitoring and Review	All	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S14 – Health and Wellbeing	1, 2, 7	Number of Health Impact Assessments on development for 50 or more dwellings and non-residential development in excess of 1,000 m²	For all large-scale developments a Health Impact Assessment will be required	(1) Health Impact Assessment is not submitted on one or more development for 50 or more dwellings and one or more non-residential development in excess of 1,000 m²	(1) Consider the reasons for the failure to secure Livewell Development Accreditation Scheme and submission of a Health Impact Assessment in particular locations (1) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
					Plan set out in Policy S13
Strategic Policy S15 – Creating Successful Places	3, 4, 7	Covered by other indicators within the monitoring framework			
Strategic Policy S16 – Connectivity and Travel	1, 2, 7, 8	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S17 – Future of Chelmsford City Centre	2, 4, 5, 6, 7, 8, 9	Covered by other indicators within the monitoring framework	-	-	-
Policy DM1 - Size and Type of Housing	5, 7	Net additional dwellings completed by size and type Number of new dwellings on developments of 10 or more dwellings achieving Part M, Category 2 (Accessible and adaptable dwellings) M4(2)	Within all developments of 10 or more dwellings, provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities Within all developments of 10 or more dwellings, 50% of the dwellings to be constructed to meet	(1) Cumulative mix of dwelling types and sizes on developments of 10 or more dwellings varies by more than 10% for each size range set out in the Reasoned Justification for Policy DM1 (2) 20% of all dwellings on developments of 10 or more dwellings do not meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)	(1 – 6) Consider the circumstances of the permissions that have led to the trigger (1 - 6) Identify any consistent factors contributing towards triggers and consider if these can be overcome (1 - 6) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) Number and type of market housing for Older Persons Number of new affordable dwellings on developments of 30 or more dwellings achieving Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) Number of self-build homes achieved on developments of more than 100 dwellings	requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) On greenfield developments of more than 500 dwellings, 10% of market housing for Older Persons On developments of 30 or more dwellings, 5% of new affordable dwellings should be built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) On developments of more than 100 dwellings, 5% self-build homes to be delivered On developments of more than 100	(3) Less than 3% of new affordable dwellings on developments of 30 or more dwellings are being built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) (4) Less than 3% of self-build homes are being delivered on developments of more than 100 dwellings (5) On more than 5 (cumulative) developments of more than 100 dwellings there is no provision of Specialist Residential Accommodation (6) On more than 3 (cumulative) greenfield developments of more than 500 dwellings there is not 10% market housing for Older Persons.	review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		Number and type of Specialist Residential Accommodation achieved on developments of more than 100 dwellings	dwellings, an appropriate provisions of Specialist Residential Accommodation to be achieved		
Policy DM2 – Affordable Housing and Rural Exception Sites	5, 7	The number of affordable housing planning permissions on threshold sites The number of market housing planning permissions on rural exception sites The number of market housing planning permissions on Community-led Exception Sites The number of affordable housing for rent planning permissions on	To require the provision of 35% affordable homes on threshold sites Not to exceed 50% of market housing on rural exception sites Not to exceed 20% market homes on Community-led Exception Sites To require the provision of at least 25% of the total housing on First Homes Exception Sites as affordable housing for rent Not to exceed 20% market homes on First Homes Exception Sites	(1) 20% of planning permissions on threshold sites are achieving less than 35% affordable homes (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural exception sites containing more than 50% market housing (3) 20% of planning permissions on First Homes Exceptions Sites are not achieving at least 25% of the total housing as affordable housing for rent (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the First Homes Exception Sites containing more than 20% market homes (5) 2 decisions allowed on appeal where the Council originally	(1 – 5) Consider the circumstances of the permissions that have led to the trigger (1 - 5) Identify any consistent factors contributing towards triggers and consider if these can be overcome (1 – 5) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		First Homes Exception Sites The number of market housing planning permissions on First Homes Exception Sites Appeal Decisions		refused to grant planning permission for the Community-led Exception Sites containing more than 20% market homes	
Policy DM3 - Gypsy, Traveller and Travelling Showpeople Sites	5, 7	Number of new Gypsy, Traveller and Travelling Showpeople pitches and plots approved and completed Number of existing Gypsy, Traveller and Travelling Showpeople pitches and plots approved for a change of use to other uses or redevelopment	To achieve 30 new Gypsy and Traveller pitches and 28 new Travelling Showpeople plots by 2041 No net loss of pitches or plots	(1) Failure to deliver 30 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory (2) Failure to deliver 28 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory (3) Net loss of pitches or plots	(1) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers (2) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople (1 – 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM4 - Employment	4, 6, 8	Appeal Decisions	All permissions granted for Employment Areas	(1) 2 decisions allowed on appeal where the Council originally	(1) Consider the circumstances of the

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Areas and Rural Employment Areas			and Rural Employment Areas are in accordance with the Policy	refused to grant planning permission for the redevelopment or changes of use from E(g), B2 and B8 in Employment Areas, Rural Employment Areas and new employment allocations	permissions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM5 - Designated Centres	6, 9	Number of changes of use to residential development on the ground floor within Primary Shopping Areas, Principal Neighbourhood Centres and Local Centres Appeal Decisions	Changes of use to residential will not be permitted on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres and Local Centres All permissions granted for Designated Centres are in accordance with the Policy	(1) Any changes of use to residential on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use to residential on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use to the upper floors within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres	(1 - 3) Consider the circumstances of the permissions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM6 – New Development in the Green Belt	3, 4	Appeal Decisions	All permissions granted for new buildings in the Green Belt are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings in the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Green Belt (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Belt (4) 2 decisions allowed on appeal whether the Council originally refused to grant planning permission for local transport infrastructure in the Green Belt	(1 - 4) Consider the circumstances of the permissions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM7 – New Buildings and Structures in the Green Wedge	3, 4	Appeal Decision	All permissions granted for new buildings in the Green Wedge are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings and structures in the Green Wedge (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment	(1 - 4) Consider the circumstances of the decisions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				of previously developed land in the Green Wedge (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Wedge (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in the Green Wedge	review of the Local Plan set out in Policy S13
Policy DM8 – New Buildings and Structures in the Rural Area	3, 4	Appeal Decisions	All permissions granted for new buildings in the Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for new buildings and structures in the Rural Area (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Rural Area (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings and structures in the Rural Area	(1 - 4) Consider the circumstances of the decisions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in the Rural Area	
Policy DM9 – Infilling in the Green Belt, Green Wedge and Rural Area	3, 4	Appeal Decisions	All permissions granted for infill dwellings in the Green Belt, Green Wedge and Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Wedge or Rural Area	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM10 – Change of Use (Land and Buildings) and Engineering Operations	3, 4	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green belt, Green Wedge and Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Wedge	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Rural Area	
Policy DM11 – Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area	3, 4	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green Belt, Green Wedge and Rural Area are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within the Green Belt (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within Green Wedge (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for extensions to existing buildings within the Rural Area	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM12 – Rural and Agricultural/ Forestry Workers' Dwellings	4, 5	Appeal Decisions	All permissions granted for rural and agricultural/ forestry workers' dwellings are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker's temporary accommodation	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker's permanent accommodation (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the removal of occupancy conditions on rural and agricultural/ forestry worker's accommodation	requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM13 – Designated Heritage Assets	3	Appeal Decisions	All permissions granted which affect a designated heritage asset are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that causes unacceptable harm to Listed Buildings (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm in Conservation Areas (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable	(1 - 4) Consider the circumstances of the decisions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				harm to the character or setting of Registered Parks or Gardens (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to adversely affect a Scheduled Monument	
Policy DM14 – Non-Designated Heritage Assets	3	Appeal Decisions	All permissions granted which affect a non-designated heritage asset are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for development that is deemed to cause unacceptable harm to non-designated heritage assets	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM15 – Archaeology	3	Appeal Decisions	All permissions granted affecting archaeological sites are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed not to provide adequate protection or preservation and does not enhance sites of archaeological interest and their settings	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM16 – Protection and promotion of Ecology, Nature and Biodiversity	1, 3, 7	Number of development proposals that include a biodiversity net gain above the existing ecological baseline value of the site over a minimum 30 years after completion Appeal Decisions	Unless exempt, all the development proposals should provide a minimum 10% biodiversity net gain (20% on Chelmsford Garden Community and East Chelmsford Garden Community) above the existing ecological baseline of the site over a minimum 30 years after completion All permissions granted affecting ecology and biodiversity are in accordance with the Policy	(1) 20% of development proposals are not achieving the target biodiversity net gain above the existing ecological baseline value of the site over a minimum 30 years after completion (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that that has an adverse impact on Internationally, Nationally or Locally Designated Sites (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not adequately avoid or mitigate impacts on biodiversity and geodiversity	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM17 – Trees, Woodland and Landscape Features	1, 2, 7	Number of new trees per net new dwellings Number of net new trees per net new strategic scale employment and infrastructure development in excess of 1,000	Three new trees per net new dwelling All permissions granted which affect protected trees and woodland, and non-protected landscape features are in accordance with the Policy	(1) 20% of net new dwellings do not provide three new trees (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable harm to preserved trees or woodland (3) 2 decisions allowed on appeal where the Council originally	(1 - 4) Consider the circumstances of the decisions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		sqm or 0.1 hectares Appeal Decisions		refused to grant planning permission for development that results in unacceptable harm to natural landscape features (4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new strategic scale employment and infrastructure development because it did not plant a significant number of new trees as part of landscaping requirements	Plan set out in Policy S13
Policy DM18 – Flooding/SuDS	1, 3, 7, 8	Appeal Decisions	All permissions granted are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable flood risk or provide inadequate water management measures	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM19 – Renewable and Low Carbon Energy	1, 3, 4,	Appeal Decisions	All permissions granted for non-householder renewable and low carbon energy development are in	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for renewable and low carbon energy development	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			accordance with the Policy		need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM20 – Delivering Community Facilities	4, 7, 8	Appeal Decisions	All permissions granted for new community facilities are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new or extended community facilities	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM21 – Protecting Community Facilities	4, 7, 8	Appeal Decisions	All permissions granted for the change of use of existing community facilities are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for the change of use or redevelopment of community facilities (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the extension or expansion of existing community facilities	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM22 – Education Establishments	4, 7, 8	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use or redevelopment of educational facilities (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission or the extension or expansion of existing educational facilities	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 – 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM23 – High Quality and Inclusive Design	1, 2, 4, 5, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for developments that do not provide high quality and inclusive design	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM24 – Design and Place Shaping Principles in Major Developments	1, 2, 4, 7, 9	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for major development that does not meet adequate design and place shaping principles	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
					part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM25 – Sustainable Buildings	1, 5, 7	Number of new non-residential buildings with a floor area in excess of 500sqm achieving a minimum BREEAM rating (or its successor) of 'Very Good' and achieving at least three credits under the WAT 01 Water Consumption measure Number of dwellings achieving a water efficiency standard of 90 litres/ person/day Number of new dwellings providing	All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good' and achieving at least three credits under the WAT 01 Water Consumption measure All new dwellings meeting the requirement for water efficiency of 90 litres/person/day All new dwellings provide rainwater harvesting on site Residential development shall provide 1 active charging point for each dwelling Allocated parking and on-street, shared or	(1) 20% of new non-residential buildings with a floor area in excess of 500sqm are not achieving a BREEAM rating of 'Very Good' and/or are not achieving at least three credits under the WAT 01 Water Consumption measure (2) 20% of new dwellings are not meeting the requirement for water efficiency of 90 litres/ person/day (3) 20% of new dwellings are not providing rainwater harvesting on-site (4) 20% of new residential dwellings are not meeting the EV charging point requirements (5) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for non-residential development because it does not provide active and passive charging points for a proportion of the total number of parking spaces	(1 - 5) Consider the circumstances of the permissions that have led to the trigger (1 - 5) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		rainwater harvesting on site Number of new residential dwellings with EV charging point The percentage of EV charging points for non-residential buildings	visitor spaces for residential development shall require 1 active EV charging point for every 5 spaces		
Policy DM26 – Design Specification for Dwellings	1, 5, 7	Number of dwellings (including flats) achieving the Nationally Described Space Standards Appeal Decisions	All new dwellings (including flats) achieve the Nationally Described Space Standards All permissions for new development are in accordance with the Policy	(1) 20% of all new dwellings (including flats) do not achieve the Nationally Described Space standards (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings including flats because they do not achieve suitable privacy and living environment (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings including flats because they do not achieve suitable private amenity space	(1 - 7) Consider the circumstances of the permissions and decisions that have led to the trigger (1 - 7) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings including flats and large houses in multiple occupation because they do not achieve appropriate and well-designed recycling and waste storage (5) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for large houses in multiple occupation because they do not provide sufficient cycle storage (6) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for large houses in multiple occupation because they do not provide sufficient off-street parking (7) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for large houses in multiple occupation because they do not provide sufficient communal garden space	

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM27 – Parking Standards	2, 5, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for all development that do not meet adequate parking standards	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM28 – Tall Buildings	5, 7	Appeal Decisions	All permissions granted for new buildings above 5 storeys or above 16m high are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for tall buildings that do not meet the tall buildings policy	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM29 – Protecting Living and Working Environments	5, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not safeguard the amenities of occupiers of nearby residential property or is not compatible with neighbouring uses	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
					formal review of the Local Plan set out in Policy S13
Policy DM30 – Contamination and Pollution	1, 2, 3, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for hazardous substance sites or land which is considered a threat to the health or safety of future users and/or has an adverse impact on the quality of local groundwater or surface water (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development in an Air Quality Management Area which has an unacceptable impact on air quality and wellbeing of people	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM31 – Net Zero Carbon Development (In Operation)	1, 2, 3, 4, 5, 7	Number of residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand	All residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of less than 15 kWh/m²/yr All new build bungalows achieve a space	(1) 20% of residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of more than 15 kWh/m²/yr (2) 20% of new build bungalows achieving a space heating demand of more than 20 kWh/m²/yr	(1- 17) Consider the circumstances of the decisions that have led to the trigger (1 – 17) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal

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Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		of less than 15 kWh/m²/yr Number of bungalows achieving a space heating demand of less than 20 kWh/m²/yr Number of new buildings connected to the gas grid Number of new buildings using fossil fuels on-site to provide space heating, domestic hot water or cooking Number of new buildings using space heating and domestic hot water using low carbon fuels Number of new build dwellings achieving an Energy Use Intensity (EUI) of	heating demand of less than 20 kWh/m²/yr No new buildings shall be connected to the gas grid No new buildings using fossil fuels on-site to provide space heating, domestic hot water or cooking All new buildings must use low carbon fuels to provide space heating and domestic hot water All new build dwellings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr All new build offices achieving an Energy Use Intensity (EUI) of no more than 70 kWh/m² GIA/yr All new build schools achieving an Energy Use Intensity (EUI) of no more than 65 kWh/m² GIA/yr All new build light industrial buildings	(3) 20% of new buildings are connect to the gas grid (4) 20% of new buildings are using fossil fuels on-site to provide space heating, domestic hot water or cooking (5) 20% of new buildings are not using low carbon fuels to provide space heating and domestic hot water (6) 20% of new build dwellings achieve an Energy Use Intensity (EUI) of more than 35 kWh/m² GIA/yr (7) 20% of all new build offices achieve an Energy Use Intensity (EUI) of no more than 70 kWh/m² GIA/yr (8) Any all new build schools achieve an Energy Use Intensity (EUI) of no more than 65 kWh/m² GIA/yr (9) 20% of any new build light industrial buildings achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr (10) 20% of all new builds are not achieving at least 80 kWh/m² building footprint generated on-site through renewable energy	review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		no more than 35 kWh/m² GIA/yr Number of new build offices achieving an Energy Use Intensity (EUI) of no more than 70 kWh/m² GIA/yr Number of new build schools achieving an Energy Use Intensity (EUI) of no more than 65 kWh/m² GIA/yr Number of new build light industrial buildings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr The amount of renewable energy generated on-site for all new buildings	achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr At least 80 kWh/m² building footprint for all new buildings is generated on-site by renewable energy At least 120 kWh/m² building footprint for all new industrial buildings is generated on-site by renewable energy On development proposals of 100 or more dwellings, 10% of dwellings are required to have in-use energy monitoring for the first 5 years	(11) 20% of all new industrial buildings are not achieving at least 120 kWh/m² building footprint through renewable energy (12) 20% of dwellings on development proposals of 100 or more dwellings are not achieving the 10% requirement to have in-use energy monitoring for the first 5 years (13) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 1 (14) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 2 (15) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 3 (16) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 4	

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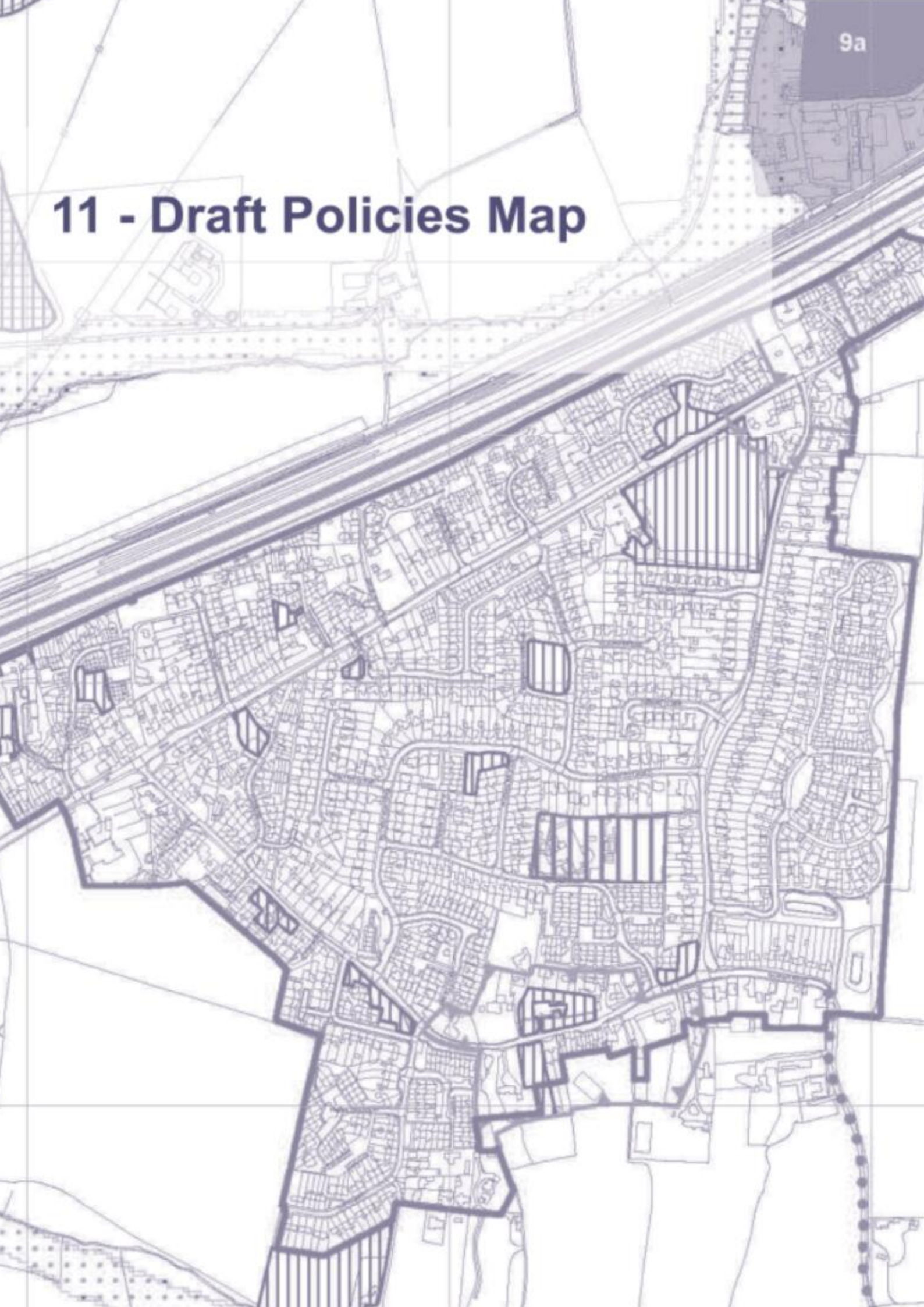
Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		The amount of renewable energy generated on-site for all new industrial buildings On development proposals of 100 or more dwellings, the number of dwellings where in-use energy monitoring will take place for the first 5 years Number of dwellings built to Passivhaus Classic standard Number of dwellings built to higher than Passivhaus Classic standard Appeal decisions		(17) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential extensions and conversions (excluding listed buildings) that do not meet the minimum standard approach to fabric specifications set out in Table 2 and incorporate renewable energy generation technology where deemed feasible	

11 - Draft Policies Map



11 - Draft Policies Map

This composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

- Pre-Submission (Regulation 19) Local Plan, 2025 (Pre-Submission Plan for short)
- Focused Additional Sites (Regulation 19) Document, 2025 (Additional Sites Document for short).

It includes the Pre-Submission Plan Draft Policies Map with the changes shown on the Additional Sites Document Draft Policies Map Inset Maps.

It has been prepared to support the examination of the Chelmsford Local Plan but is not an Examination Document.

11.1 This Section includes the Draft Policies Map for the Local Plan. This covers the whole of the Chelmsford area and its purpose is to illustrate sites for development or protection within the Local Plan.

11.2 Most notations on the Draft Policies Map are defined by the Council including open spaces, Employment Areas and Settlement Boundaries. A number of evidence base studies have been used to inform the notations on the Draft Policies Map. These include an Urban Area and Defined Settlement Boundary Review 2024 and an Open Space Assessment 2024. All these evidence base studies can be found on the Council's website.

11.3 The table below sets out which areas are covered by which part or inset of the Draft Policies Map. The notations on the Draft Policies Map are shown on the Key found after the following table. An illustrative map showing the current Designated Neighbourhood Plan Areas is included within the mapping for information.

Map Number	Area Covered
1	Chelmsford North
2	Chelmsford South
3	Chelmsford Urban Area
4	Chelmsford City Centre
5	South Woodham Ferrers
6	South Woodham Ferrers Town Centre
7	Battlesbridge (Rettendon Parish)
8	Bicknacre (Woodham Ferrers and Bicknacre Parish)
9	Boreham
10	Broomfield
11	Chatham Green (Little Waltham Parish)
12	Danbury
13	East Hanningfield
14	Edney Common (Highwood Parish)

Map Number	Area Covered
15	Ford End (Great Waltham Parish)
16	Galleywood
17	Good Easter
18	Great Leighs (Great and Little Leighs Parish)
19	Great Waltham and Howe Street
20	Highwood (Loves Green)
21	Howe Green (Sandon Parish)
22	Little Baddow
23	Little Waltham
24	Margaretting
25	Pleshey
26	Ramsden Heath (South Hanningfield Parish)
27	Rettendon Common
28	Rettendon Place
29	Roxwell
30	Runwell
31	Sandon
32	Stock
33	St. Luke's Park (Rettendon and Runwell Parishes)
34	Temple Farm and Temple Wood (West Hanningfield and Stock Parishes)
35	West Hanningfield and Hanningfield Reservoir Treatment Works
36	Woodham Ferrers (Woodham Ferrers and Bicknacre Parish)
37	Writtle
Rural Employment Areas	
38	Bolding Hatch (Roxwell Parish)
39	Old Park Farm (Great Waltham Parish)
40	Warner's Farm (Great Waltham Parish)
41	Woodlands (South Hanningfield Parish)
42	Oaklands (Stock Parish)

Map Number	Area Covered
Other Maps	
43	Mineral Safeguarding Areas
44	Made (adopted) Neighbourhood Plan Areas
Information only	Designated Neighbourhood Plan Areas

Chelmsford Local Plan

Legend for Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

Relevant Key Policy References are shown in brackets

- Chelmsford City Council Area
- Inset
- Chelmsford and South Woodham Ferrers Urban Areas (S7)
- Chelmsford City Centre (S1, S8, S12, S17, DM5)
- South Woodham Ferrers Town Centre (S12, DM5)
- Defined Settlement Boundary (S7, DM2)
- Area for the former Runwell Hospital Major Developed Site
- Boundary of Site Allocations 2, 3a, 3c, 6, 7a, 11b, 14b, 16a and 17b
- New Housing Site (S7 and Relevant Growth Site or Strategic Growth Site Policies)+
- New Garden Community for Major Housing and Employment Development (SGS6, SGS16a)
- S — Specialist Residential Accommodation (SGS7b, GS12)
- TSP — New Travelling Showpeople Site (SGS7a)
- Proposed Employment Area (S6, S7, S8, GS9a, SGS6, SGS16a, SGS16b, SGS3b, DM4)
- Existing Employment Area (S8, DM4)
- Rural Employment Area (S8, DM4)
- Proposed Rural Employment Area (SGS15, S6, S8, DM4)
- Green Belt (S11, DM6, DM9, DM10, DM11, DM12)
- Special Area of Conservation (SAC) (S4, S9, DM16)*
- Special Protection Area and Ramsar Site (S4, S9, DM16)*
- Marine Conservation Zone (S2)*
- Site of Special Scientific Interest (SSSI) (S4, DM16)*
- Scheduled Monument (S3, DM13)*
- Registered Park and Garden of Special Historic Interest (S3, DM13)*
- Local Nature Reserve (S4, DM16)*
- Local Wildlife Site (LoWS) (S4, DM16)
- EWT — Essex Wildlife Trust Nature Reserve (S4, DM16)*
- Green Wedge (S11, DM7, DM9, DM10, DM11, DM12)
- Protected Lane (S3, DM14)
- Conservation Area (S3, DM13)
- Area for Conservation/Strategic Landscape Enhancement (SGS7a, SGS16a)
- Country Park*
- Proposed Country Park (SGS3, SGS6, SGS16a)
- Land Allocated for Future Recreation Use and/or SUDS and/or Biodiversity (S4, SGS2, SGS3c, SGS7a, GS11b, SGS16a, GS17b)
- Open Space (S11, DM21)
- New Railway Station (S9)
- Railway Station Access Road (S9)
- Radial Distributor Road (RDR1) (S9)
- Proposed Northern RDR Detailed Design with New Garden Community Masterplan Area (S9,SGS6)
- Proposed Link Road (SGS3a)
- Route Capacity Improvement (S9, SGS10)
- Proposed Cycle Route*
- Proposed Bridge (S9, SGS1a, SGS1w, SGS3a, SGS6, SGS16a)
- Existing Park and Ride
- Area Considered for additional Park and Ride Facilities (S9)
- Proposed Chelmsford North East Bypass - Detailed Design within Masterplan Area (S9, SGS6)*
- Proposed Chelmsford North East Bypass - Safeguarded Corridor (S9, SGS6)*
- Route Based Strategy (S9)
- Strategic Trunk Route
- Strategic Non-Trunk Route
- Regional Route
- Location for Primary School
- Existing School, Further / Higher Education Establishment (DM22)
- Primary Shopping Area (S12, DM5)
- Principal Neighbourhood Centre (S12, DM5)
- Local Neighbourhood Centres (S12, DM5)
- SPA — Special Policy Area (S7, SPA1-SPA6)
- Hazardous Substance Site Safeguarding Zone (DM30)*
- Flood Zone 2 (S2, DM18)*
- Flood Zone 3 (S2, DM18)*

+New Housing Site
Please note that site policies are abbreviated to the site number

*These notations are designated by third parties not Chelmsford City Council and are subject to change

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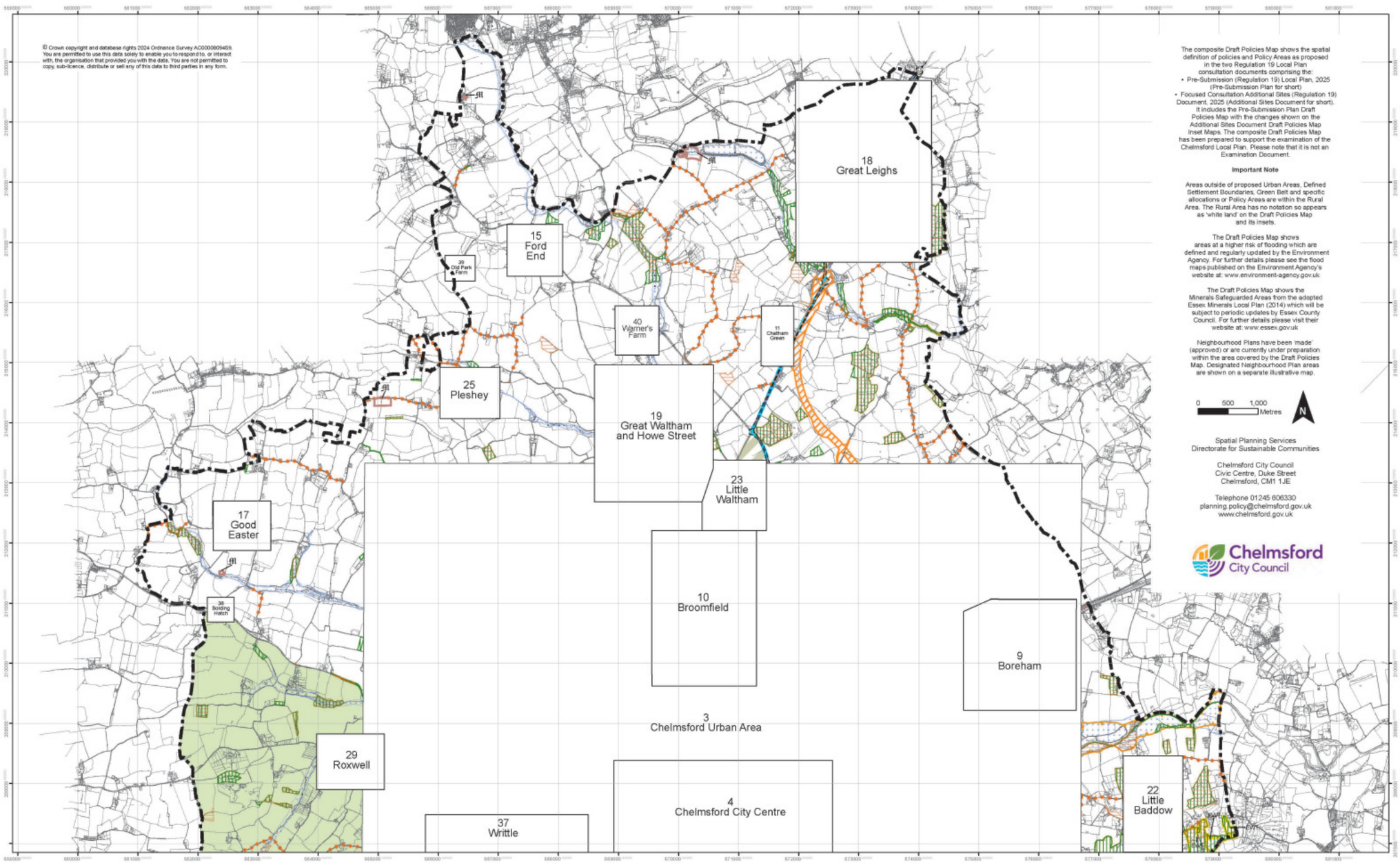
Map 1

Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

1 Chelmsford North

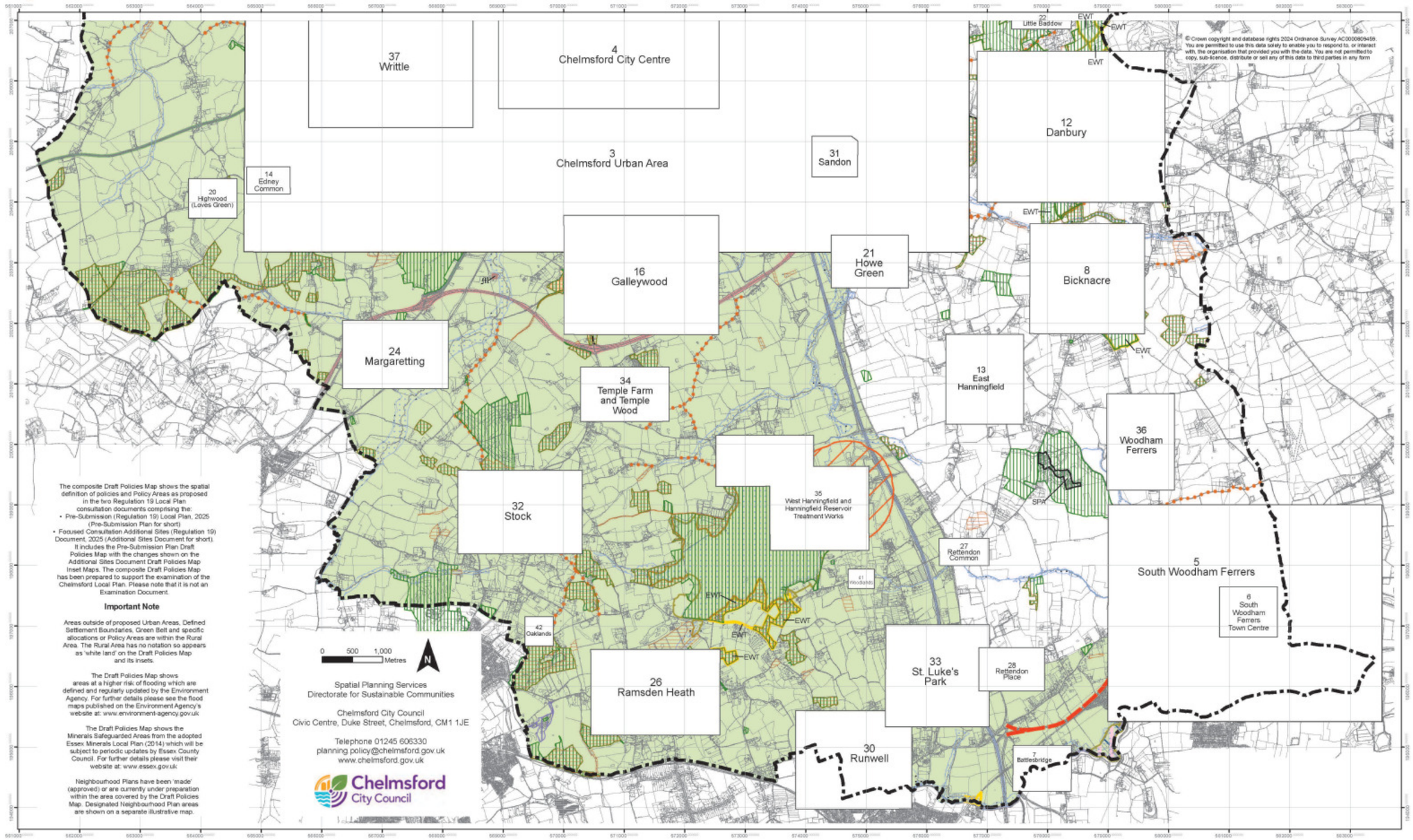


Map 2

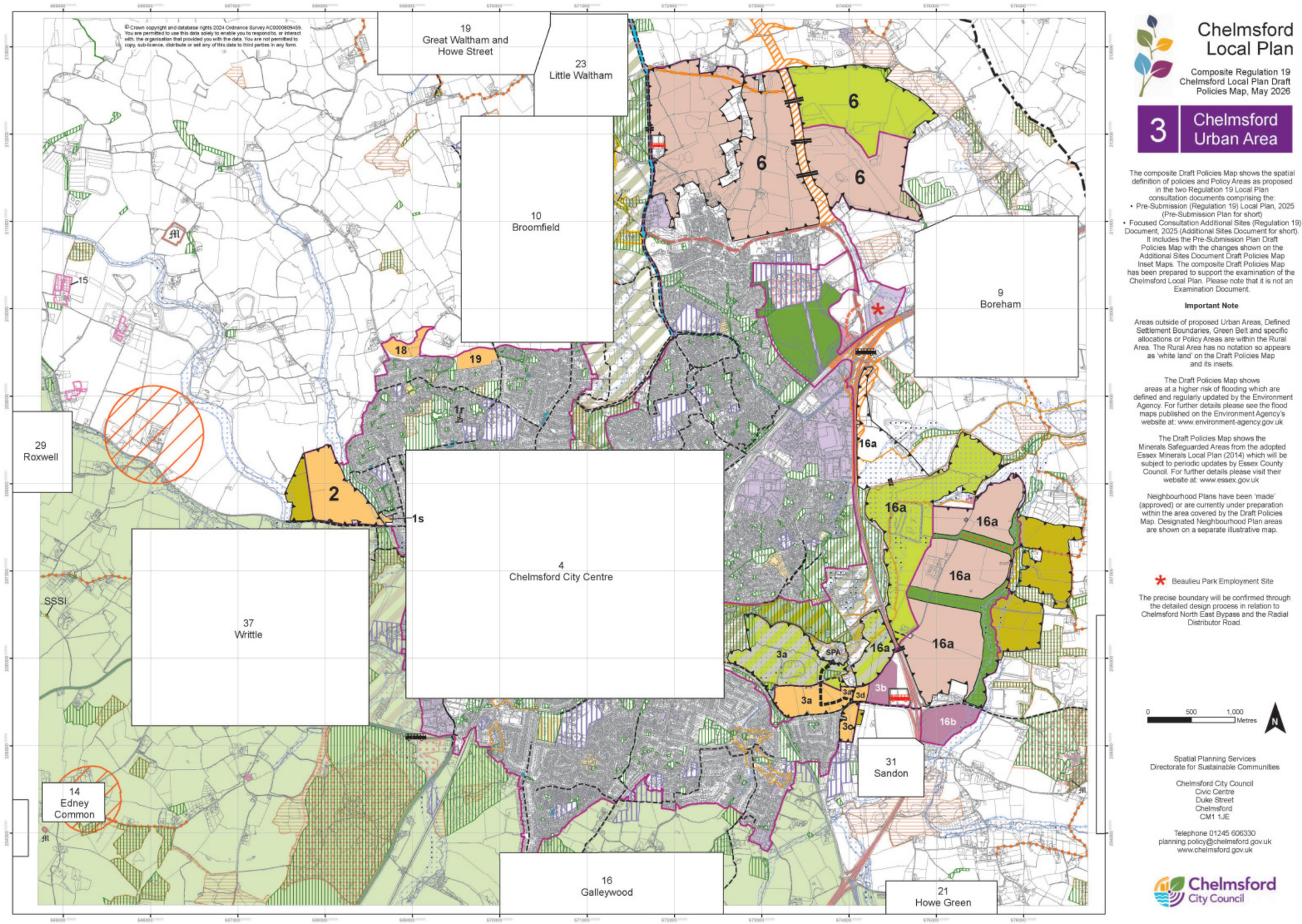
Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

2 Chelmsford South



Map 3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19 Great Waltham and Howe Street
23 Little Waltham
10 Broomfield
9 Boreham
29 Roxwell
4 Chelmsford City Centre
37 Writtle
14 Edney Common
16 Galleywood
21 Howe Green
31 Sandon
SSSI
SPA
6
16a
16b
3a
3b
3c
3d
2
1s
18
19
15
A1
Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
3 Chelmsford Urban Area
The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:
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Beaulieu Park Employment Site
The precise boundary will be confirmed through the detailed design process in relation to Chelmsford North East Bypass and the Radial Distributor Road.
0 500 1,000 Metres
N
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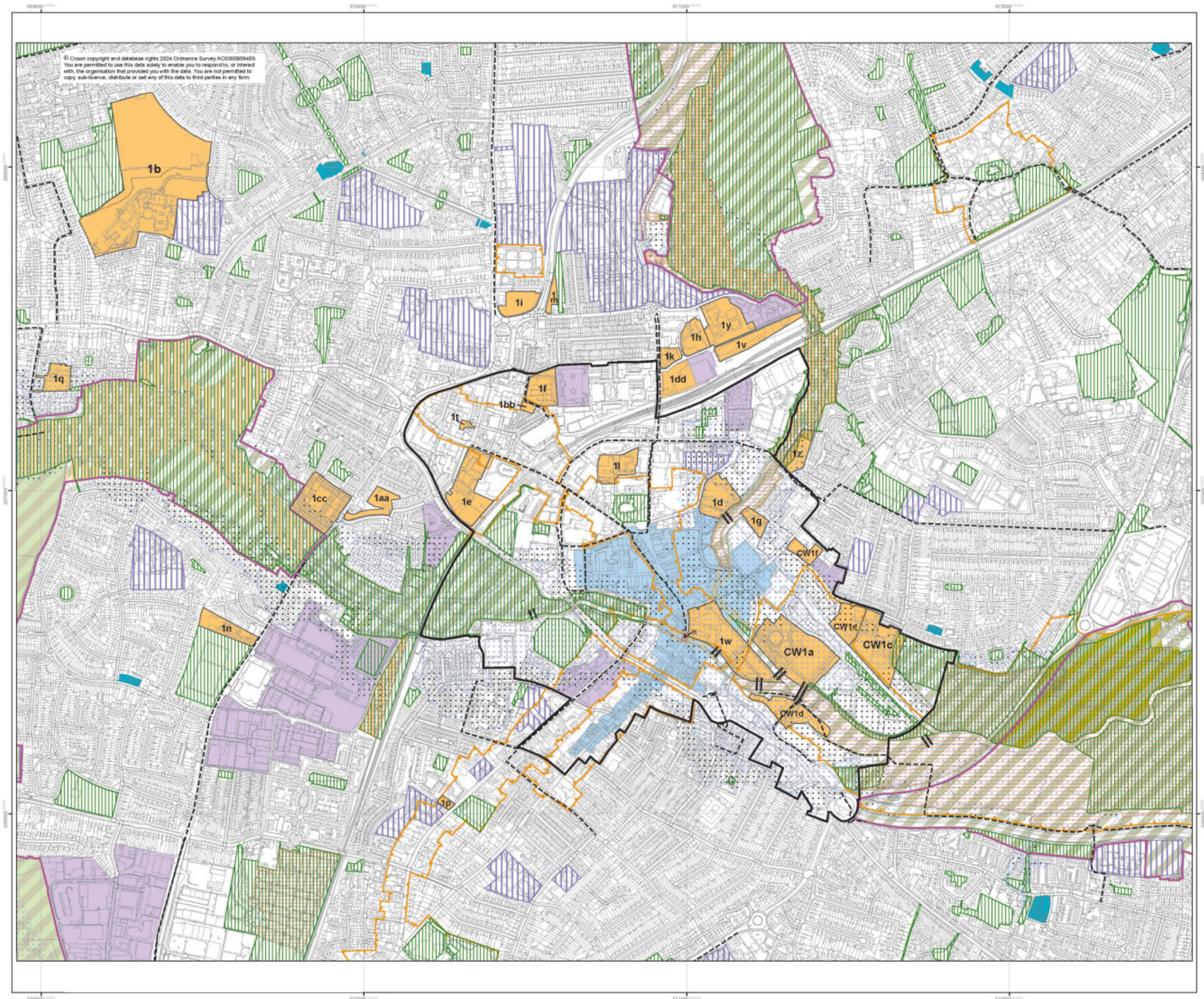
Map 4



Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan
Draft Policies Map, May 2026

4 Chelmsford City Centre

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0 125 250 Metres

N

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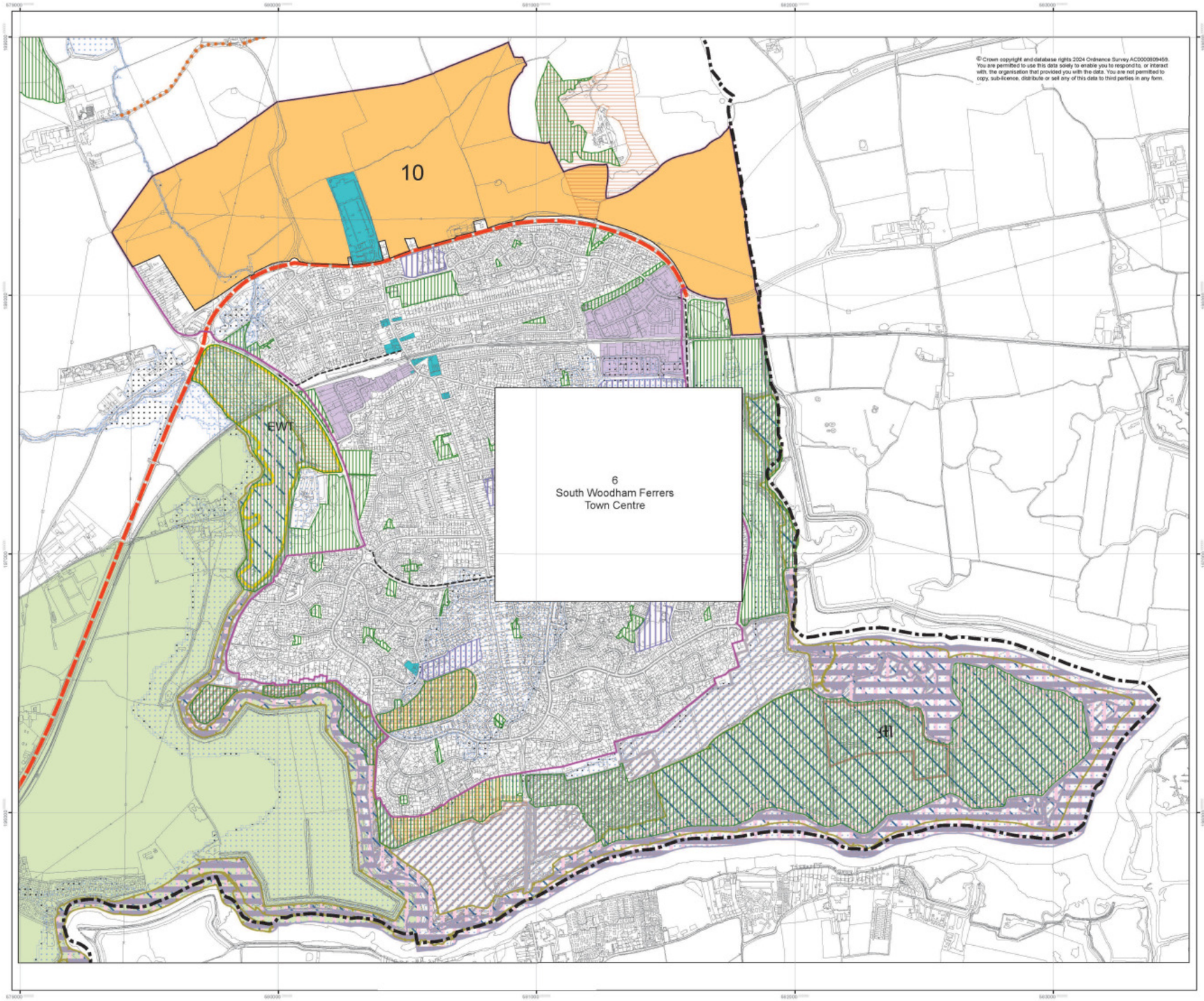
Map 5



Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan
Draft Policies Map, May 2026

5 South Woodham Ferrers

The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

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0 125 250 Metres

N

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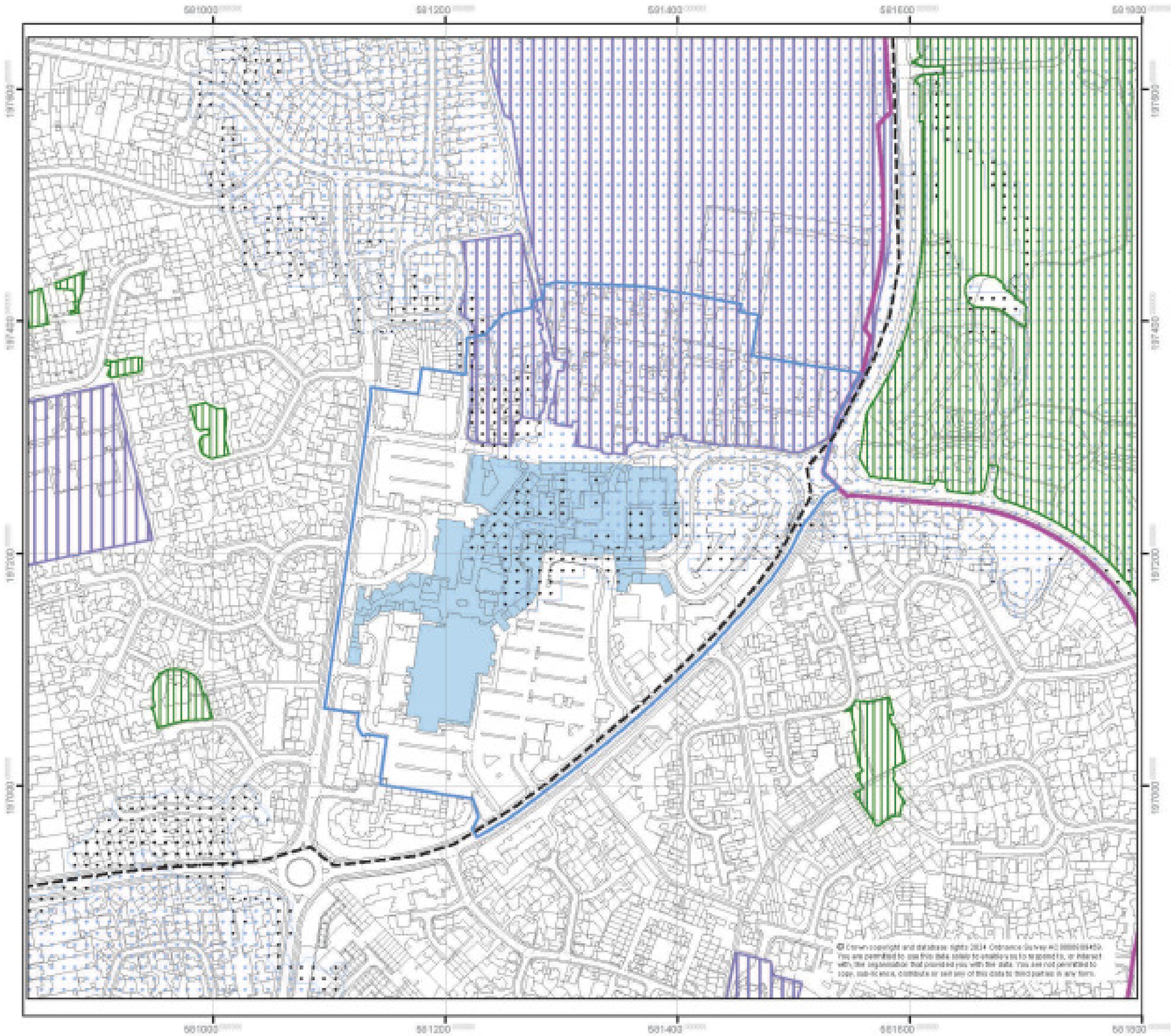
Map 6



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

6 South Woodham Ferrers Town Centre

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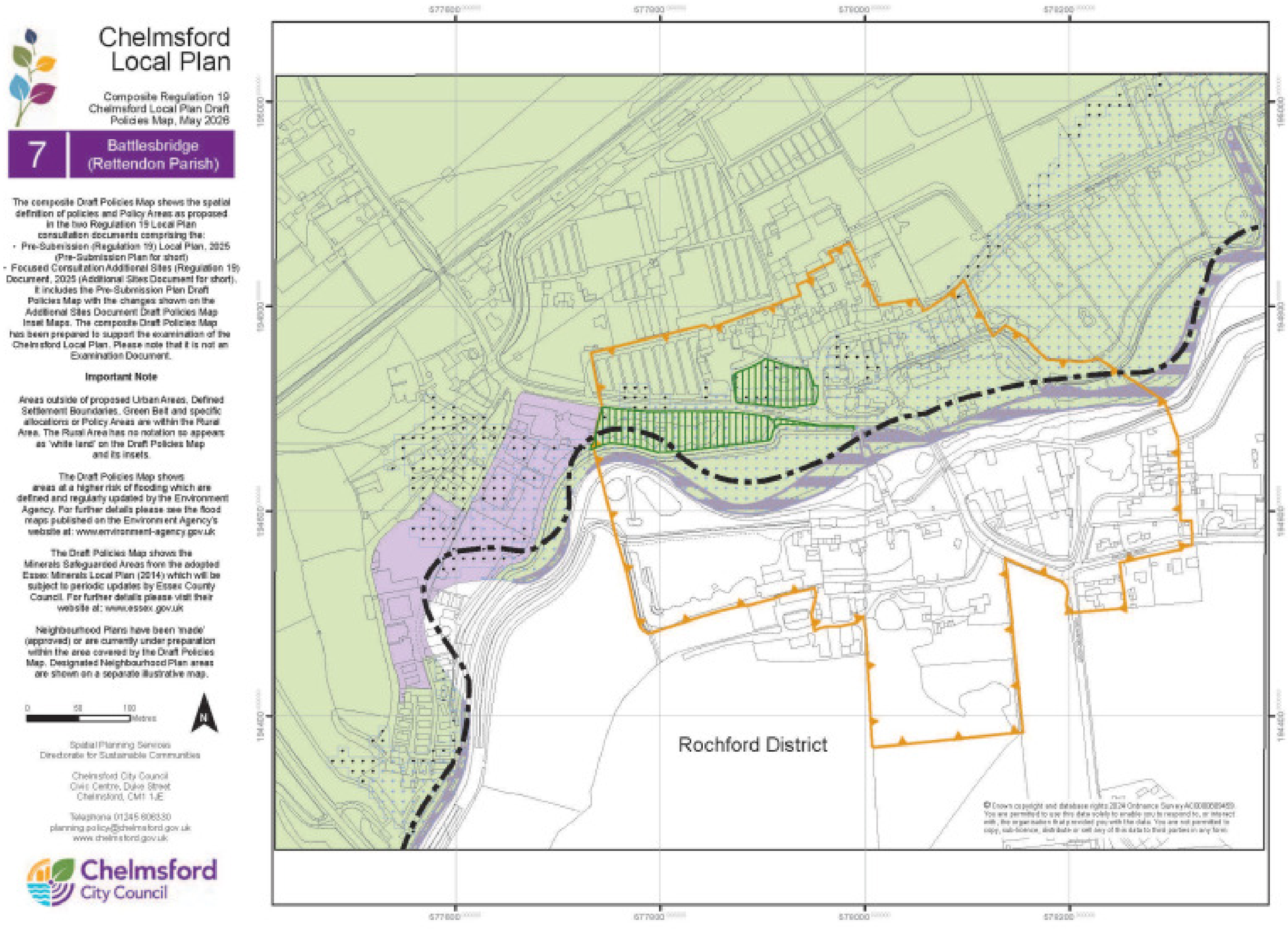
Map 7


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
7
Battlesbridge (Rettendon Parish)
The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:
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Rochford District
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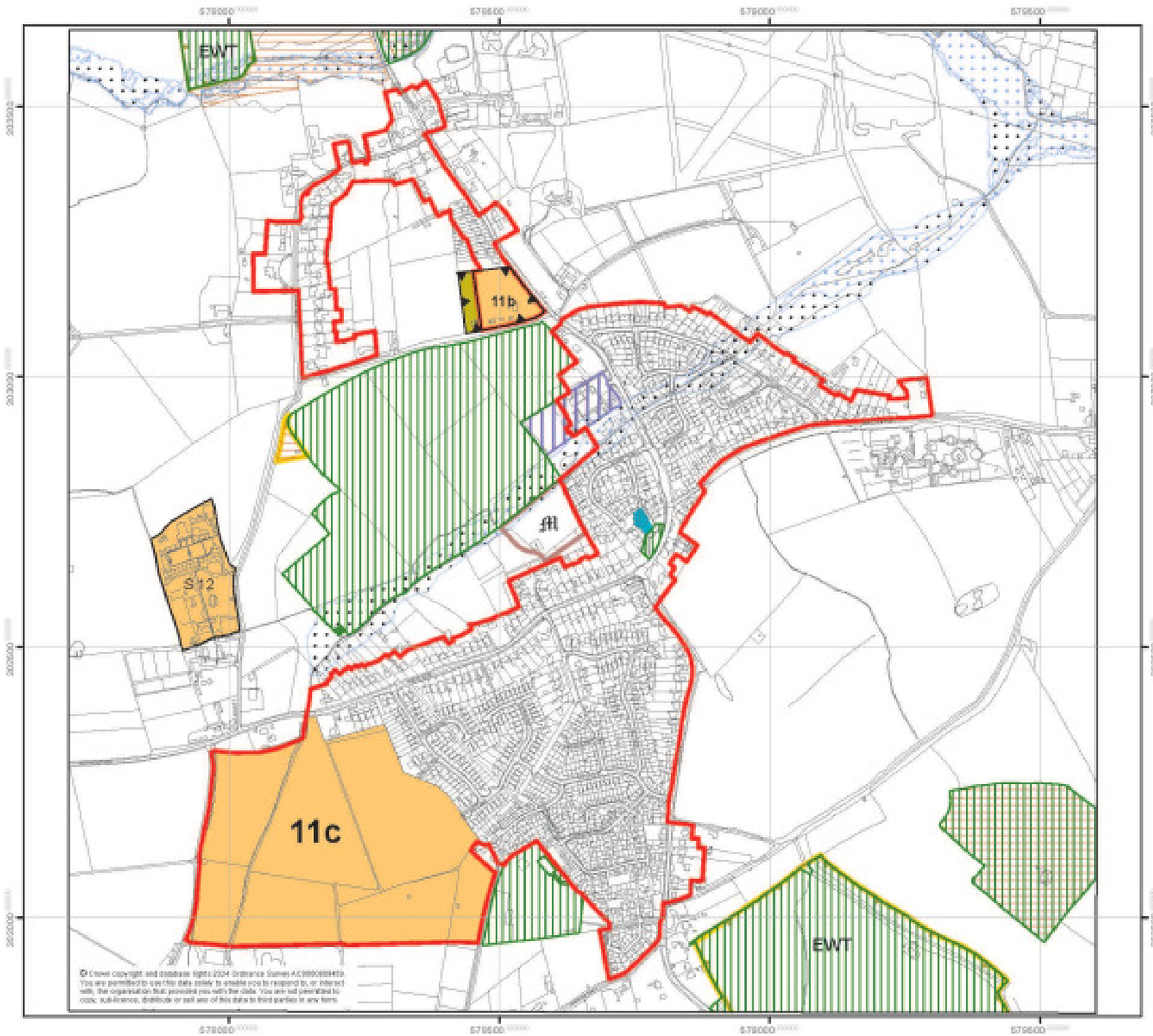
Map 8



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

8 Bicknacre
(Woodham Ferrers and Bicknacre Parish)

The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

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0 100 200 Metres

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Map 9

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

9 Boreham

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0 100 200 Metres

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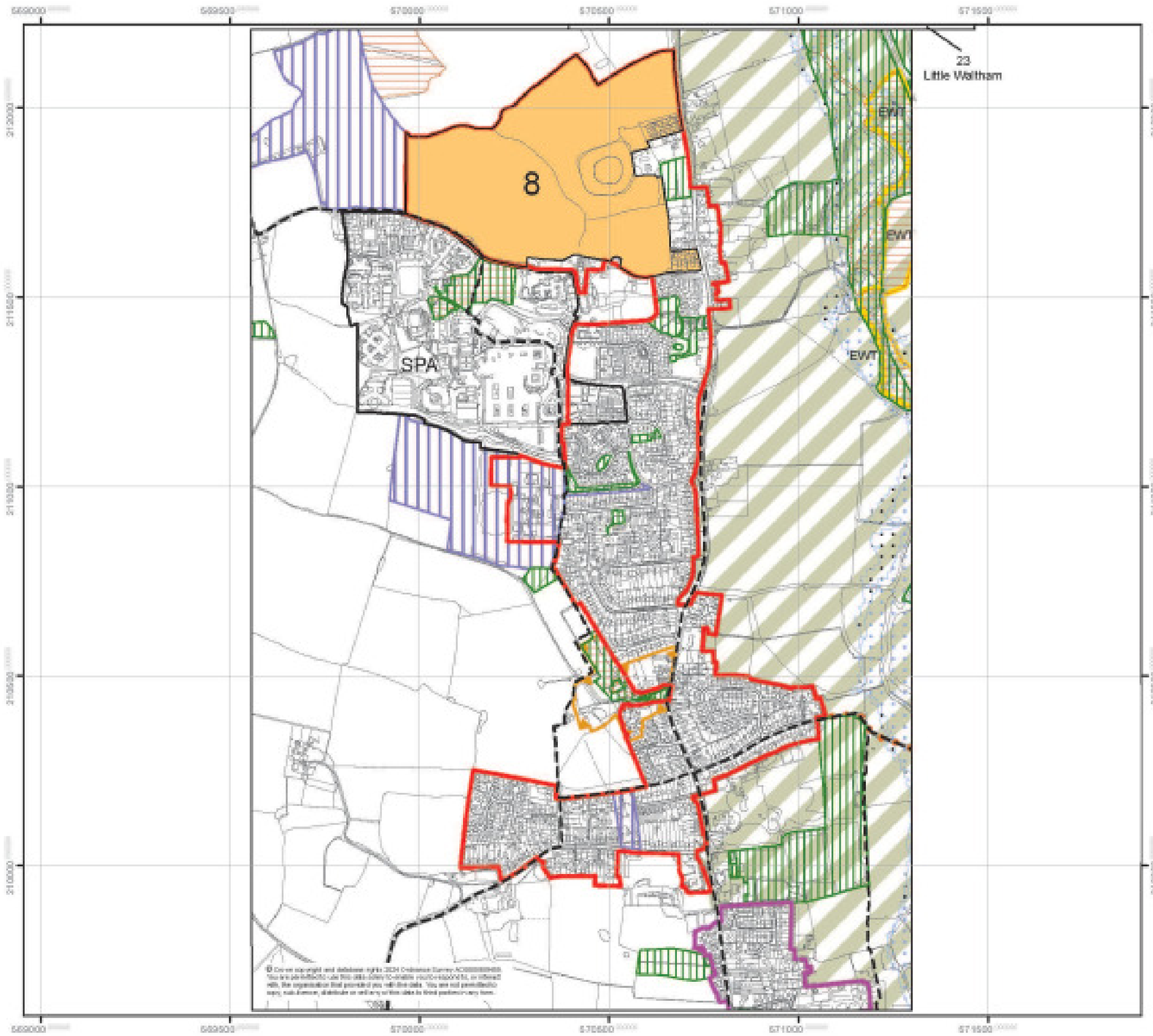
Map 10



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

10 Broomfield

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0 125 250 Metres

N

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Map 11

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

11 Chatham Green (Little Waltham Parish)

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0 50 100 Metres

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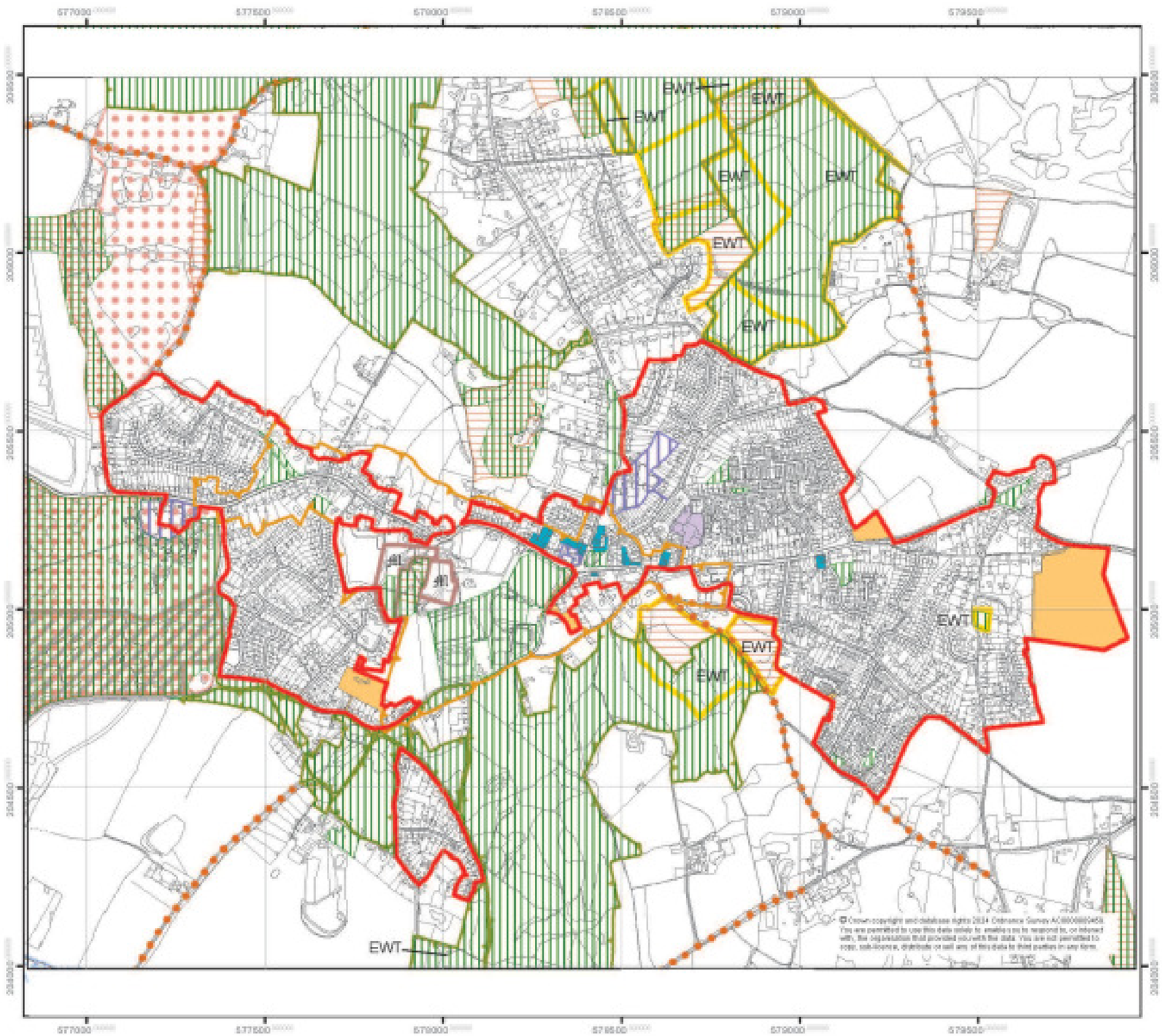
Map 12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Map 13

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

13 East Hanningfield

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0 50 100 Metres

N

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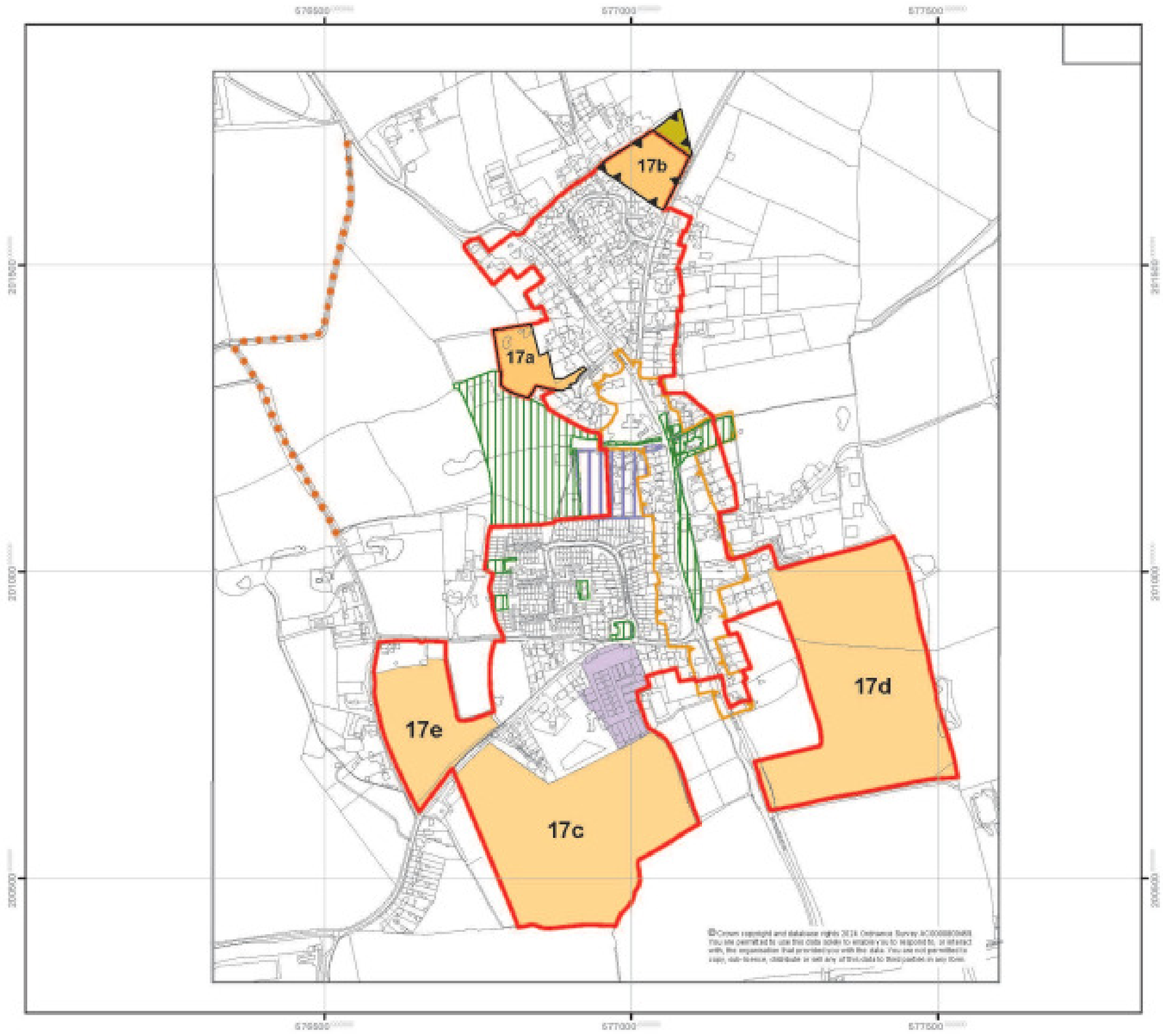

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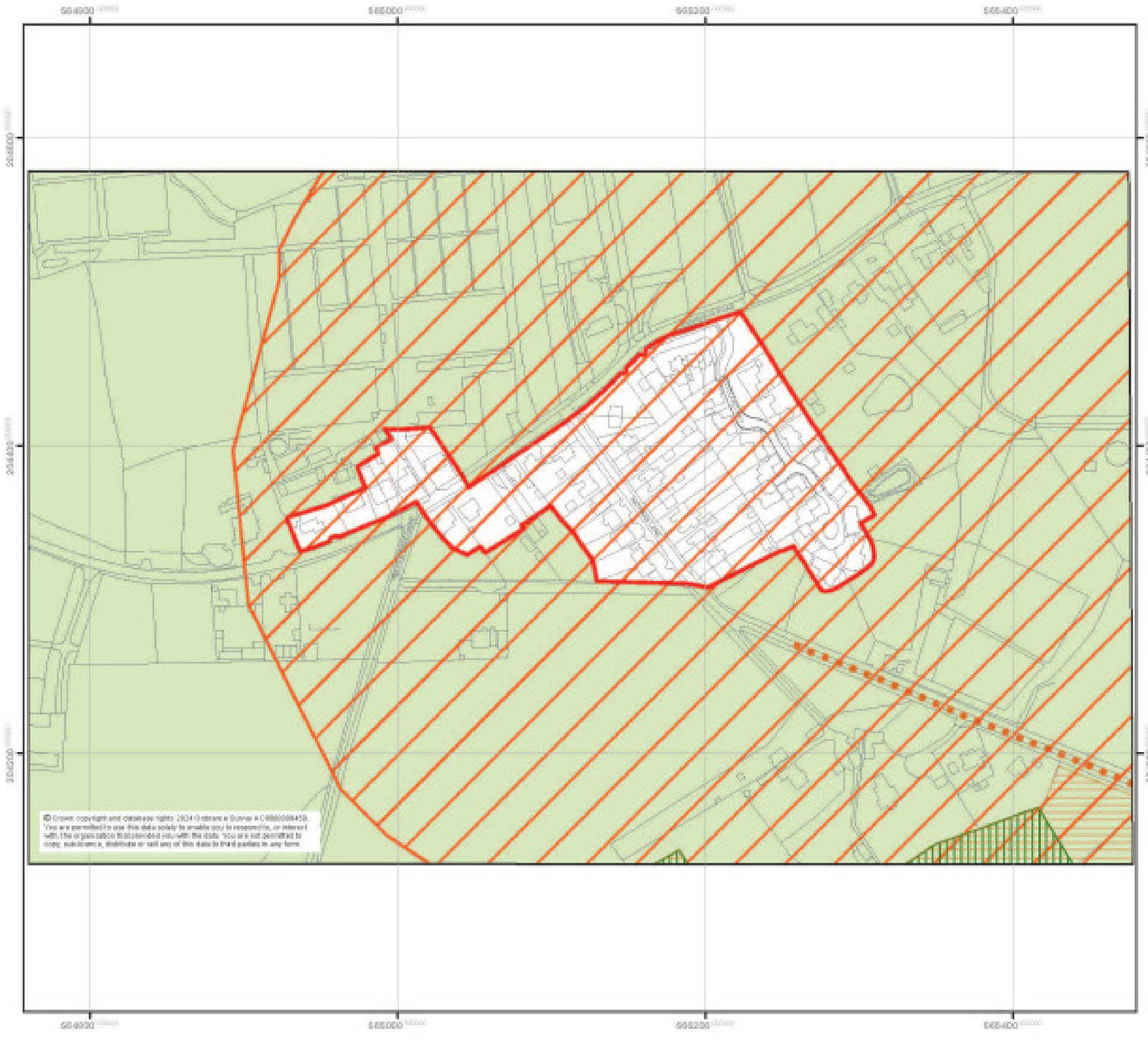
Map 14



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

14 Edney Common (Highwood Parish)

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Map 15

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

15 Ford End
(Great Waltham Parish)

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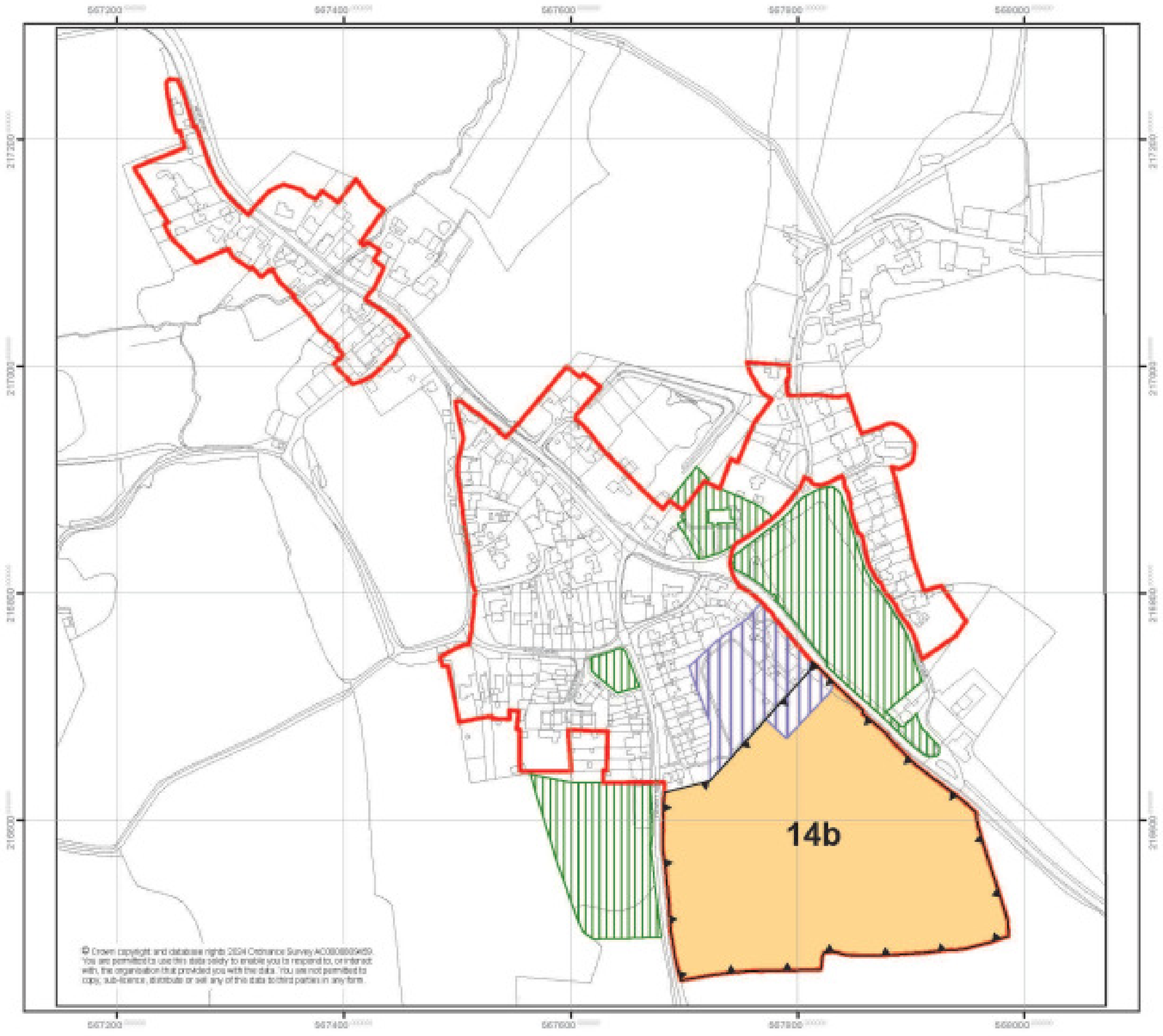

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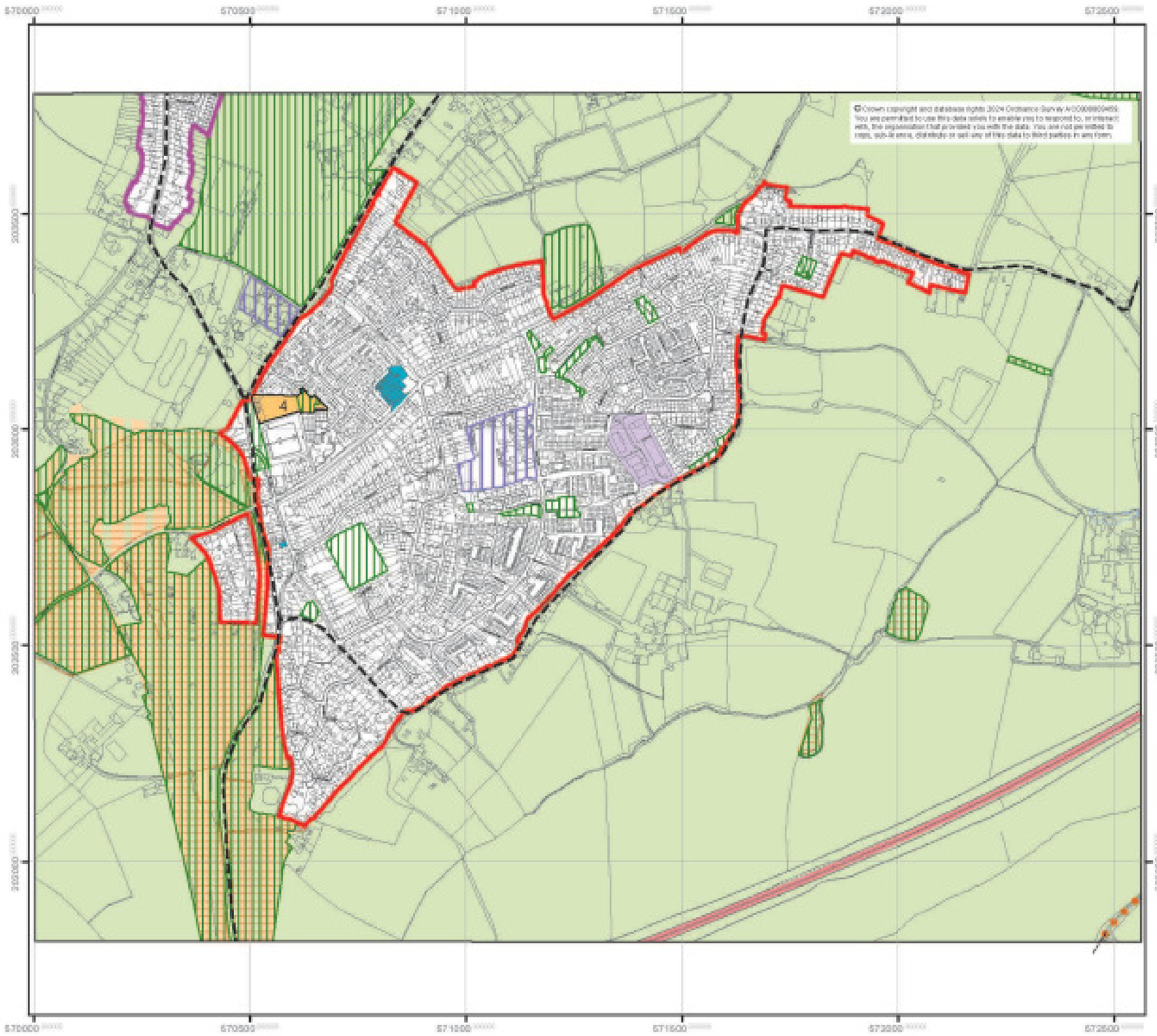
Map 16



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Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

16 Galleywood

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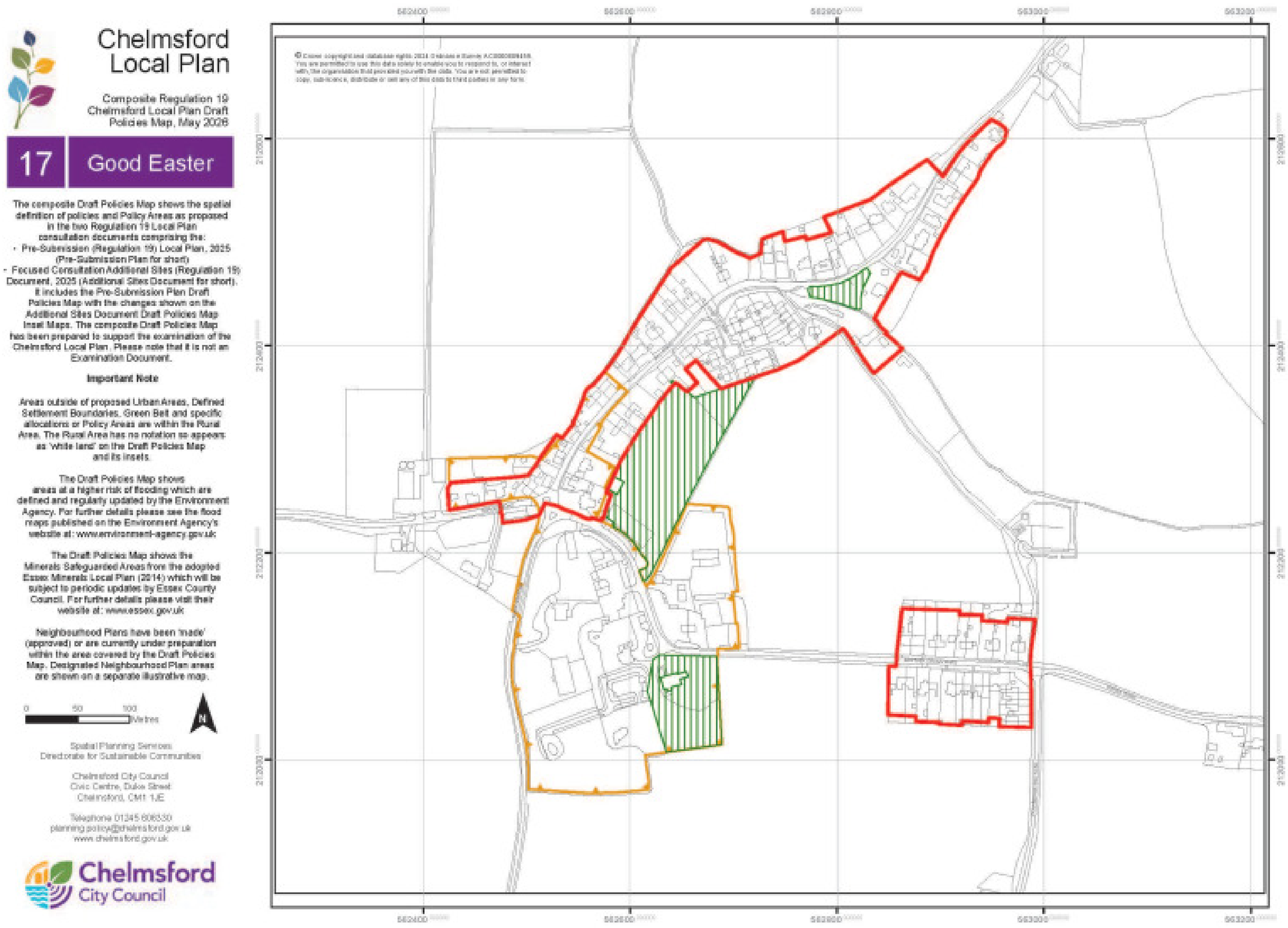
Map 17


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
17
Good Easter
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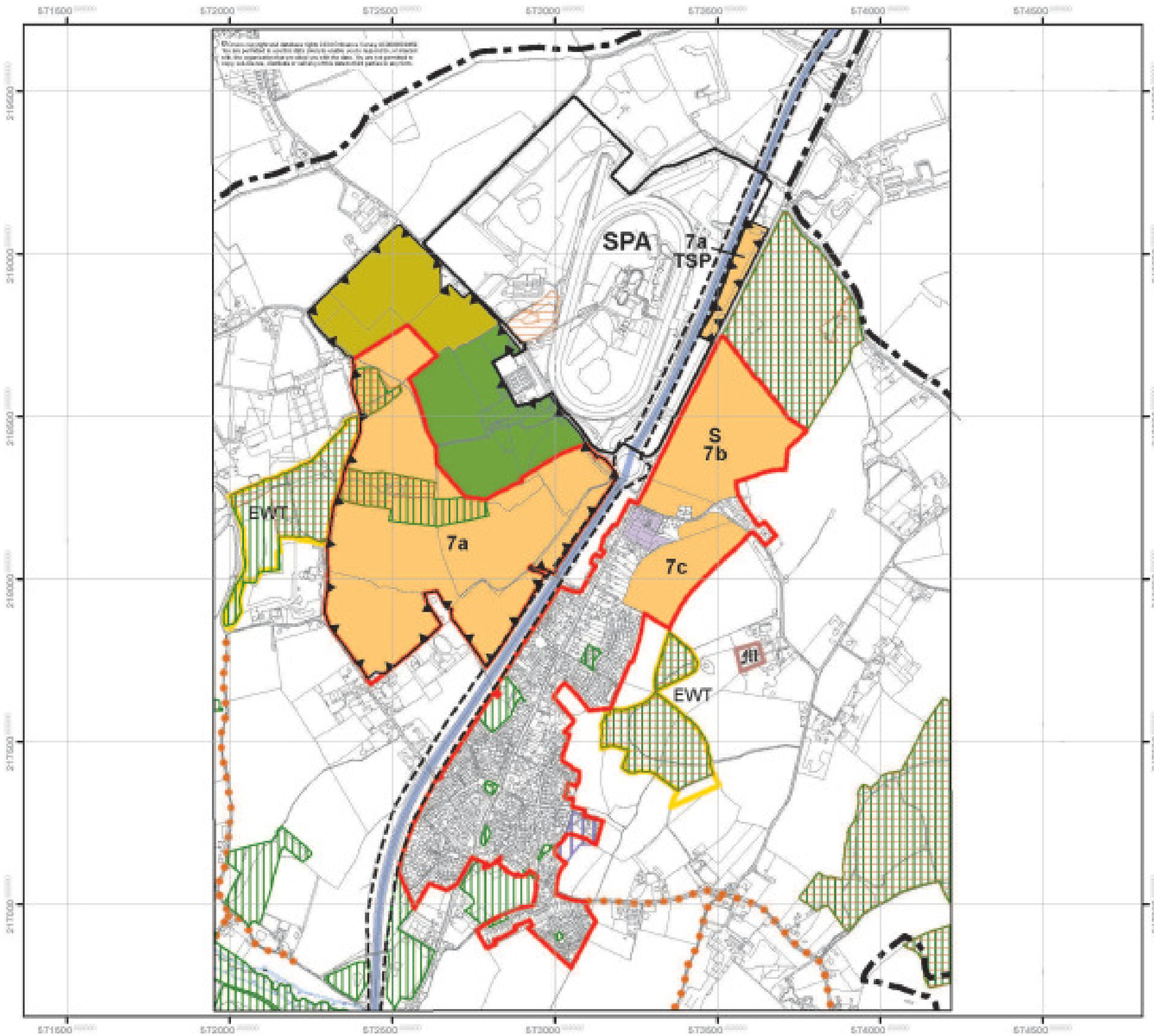
Map 18



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

18 Great Leighs

(Great and Little Leighs Parish)

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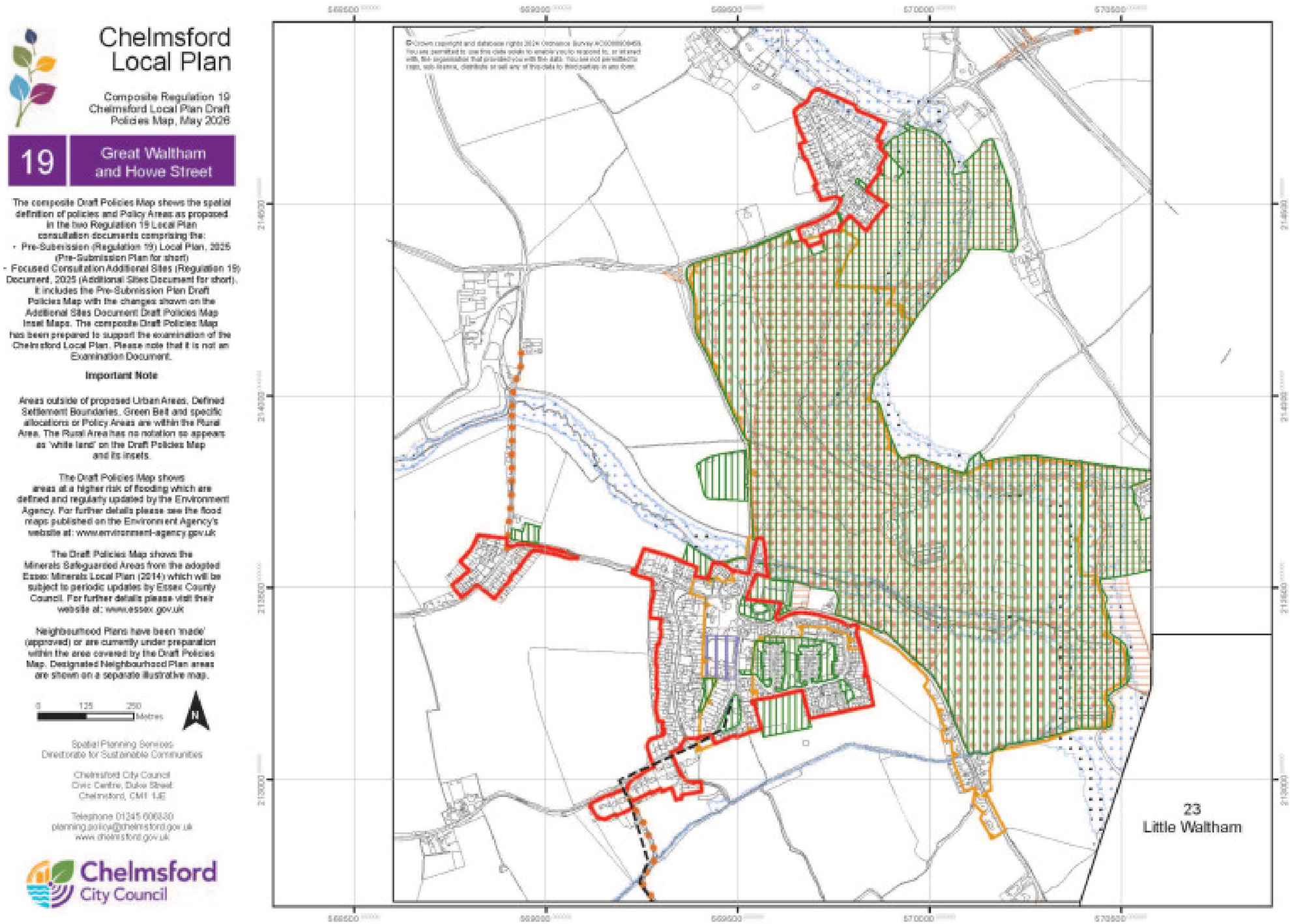
Map 19


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
19
Great Waltham and Howe Street
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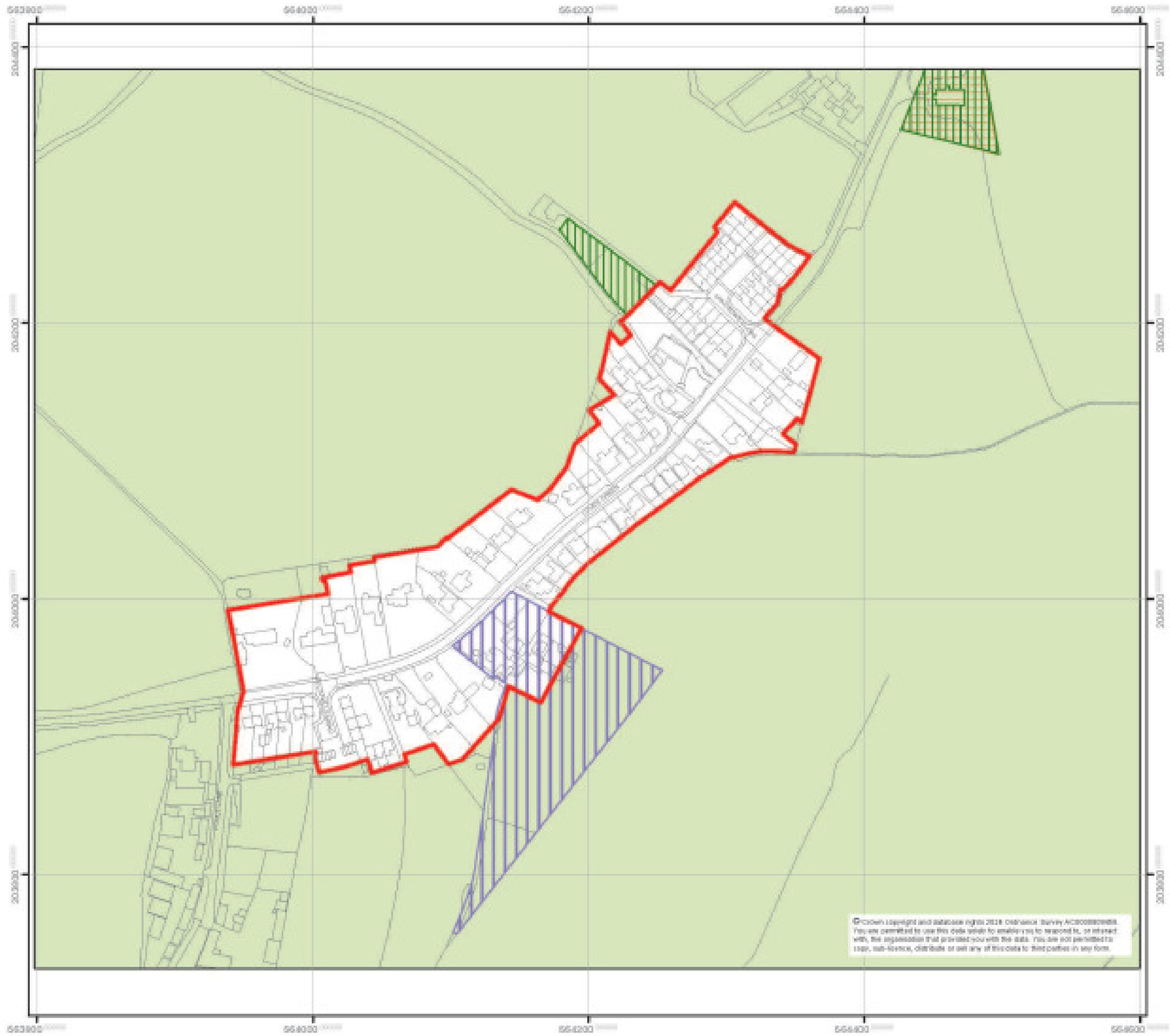
Little Waltham

Map 20


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
20
Highwood (Loves Green)
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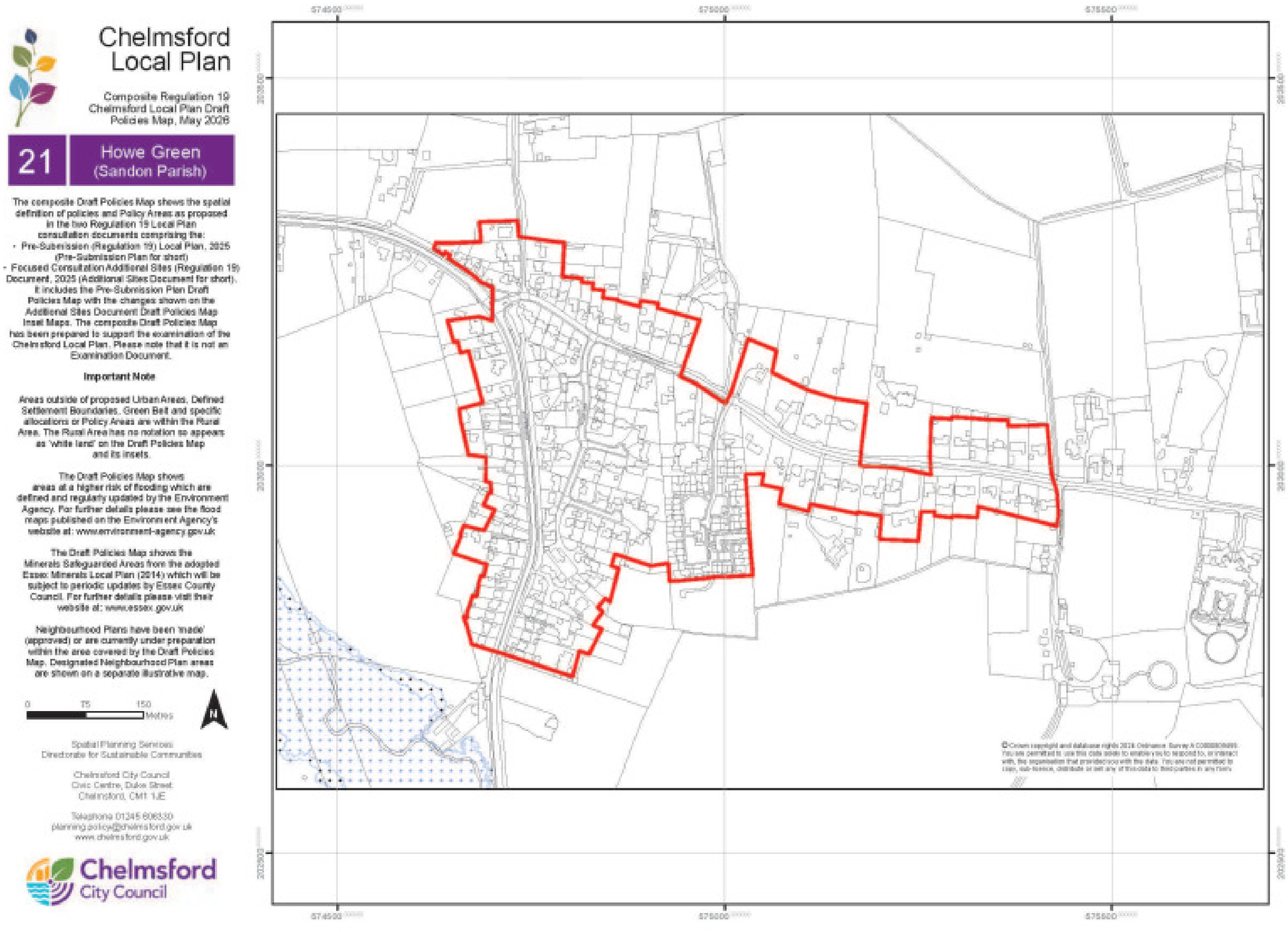
Map 21


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
21
Howe Green (Sandon Parish)
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574500
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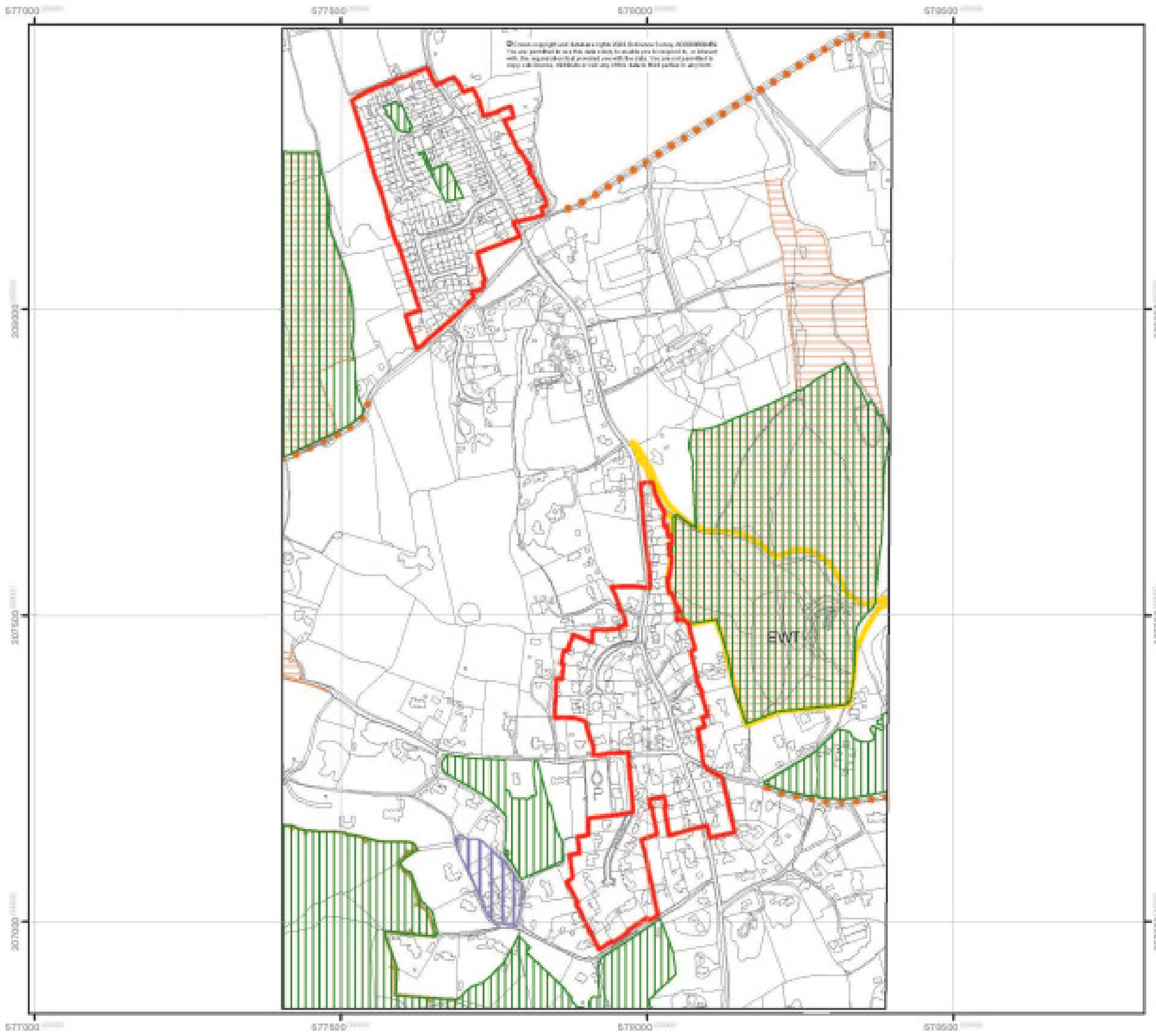
Map 22



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

22 Little Baddow

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Map 23

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

23 Little Waltham

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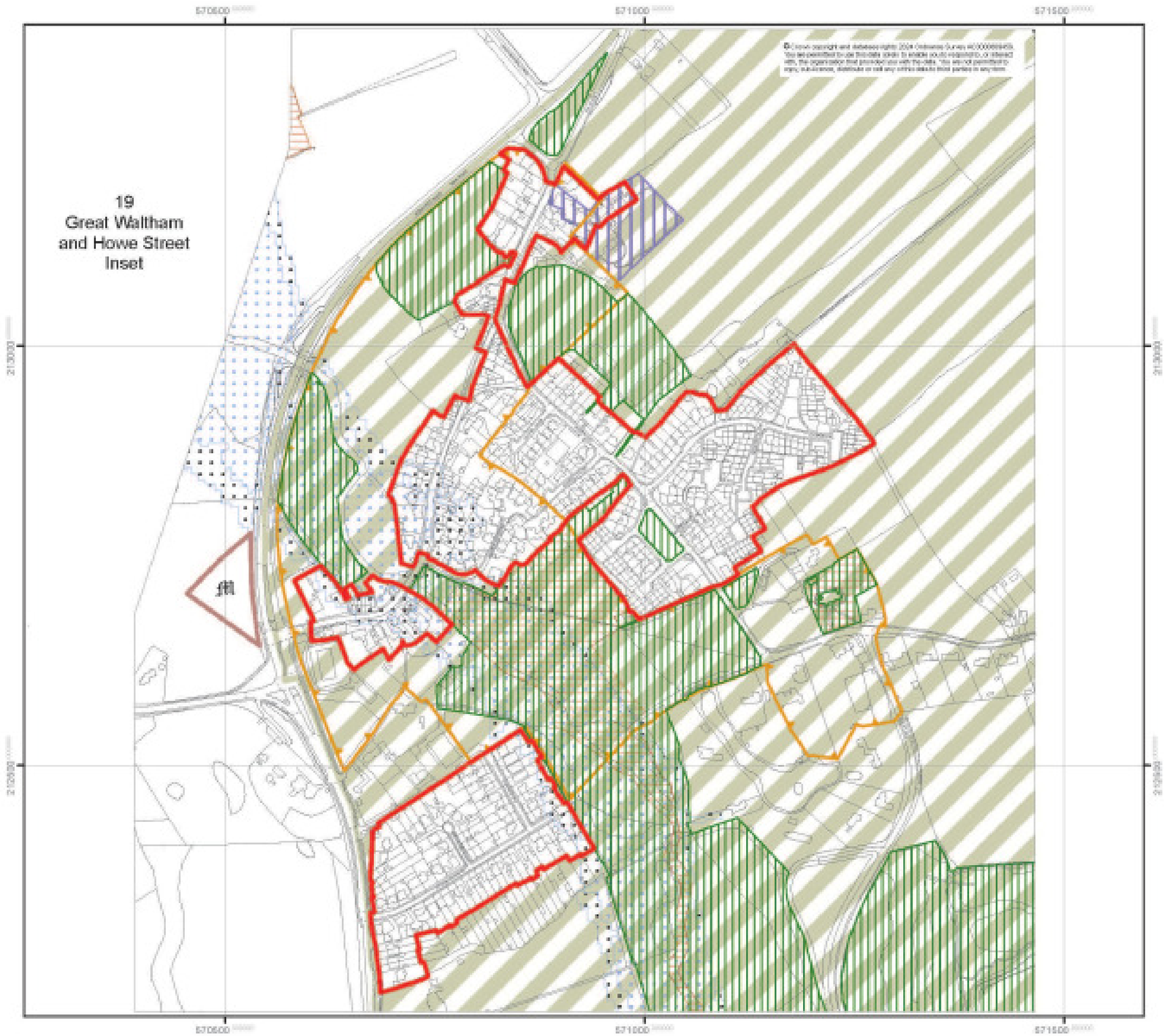
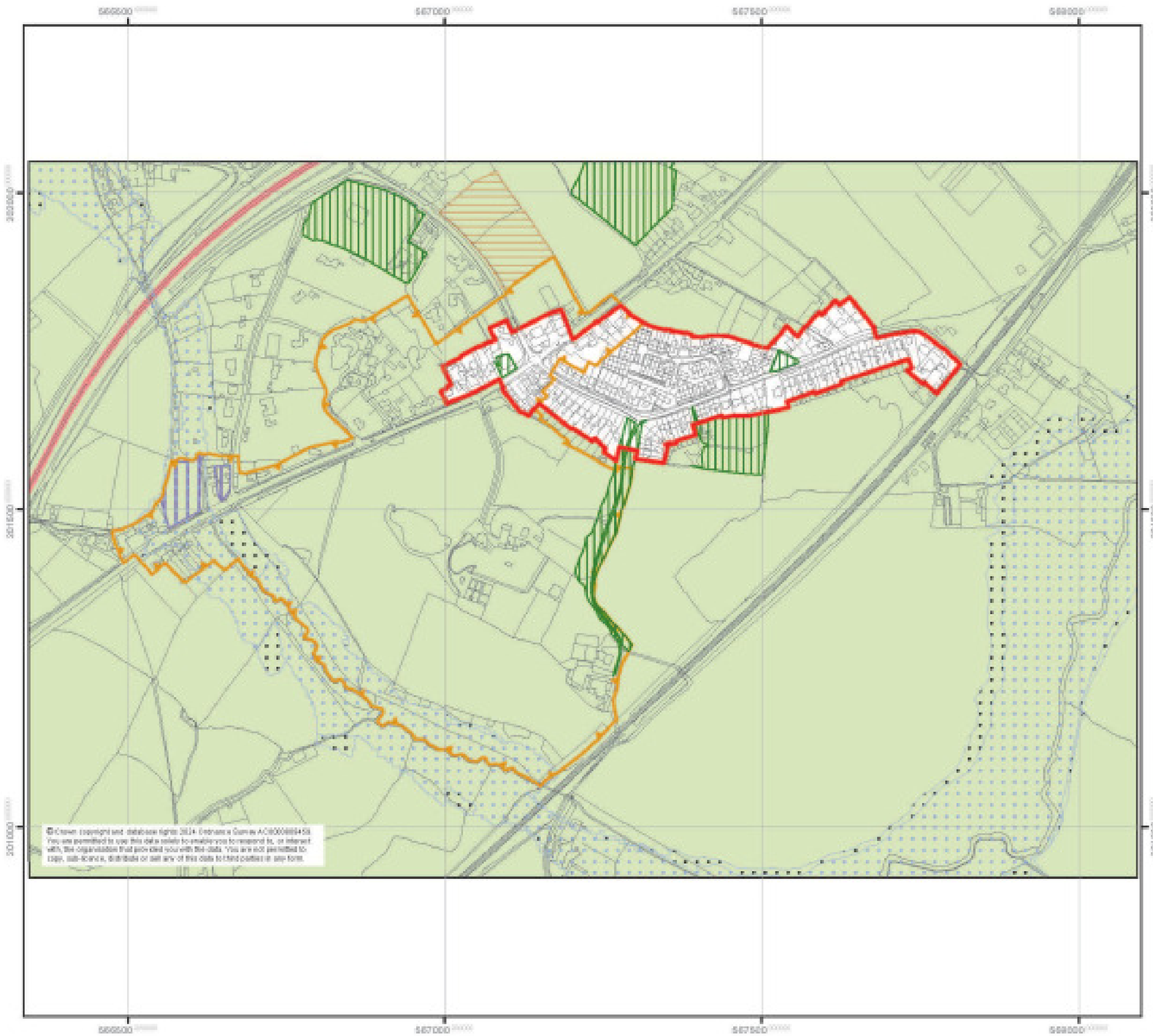


Map 24



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

24 Margaretting

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Map 25

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

25 Pleshey

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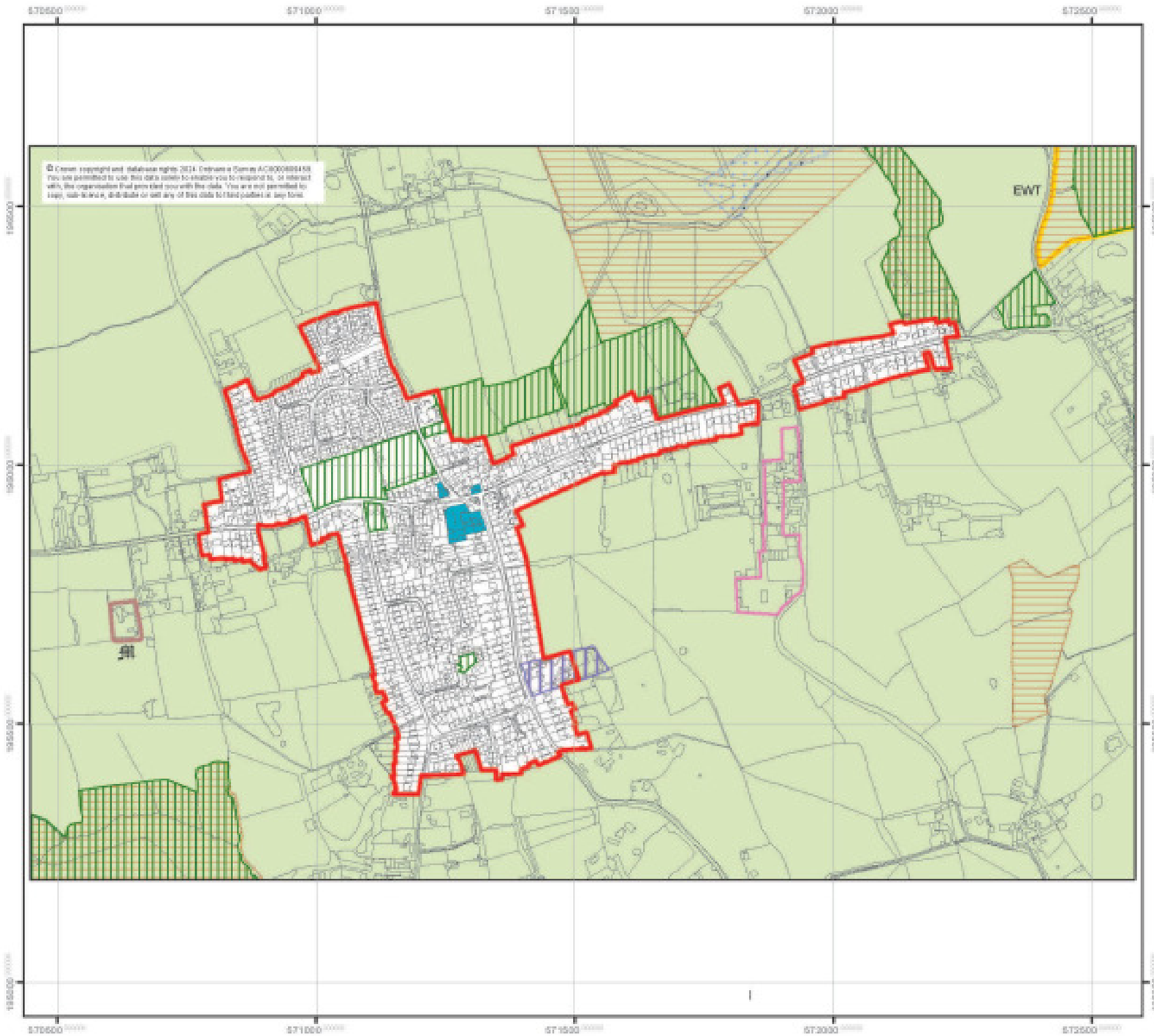
Map 26



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

26 Ramsden Heath (South Hanningfield Parish)

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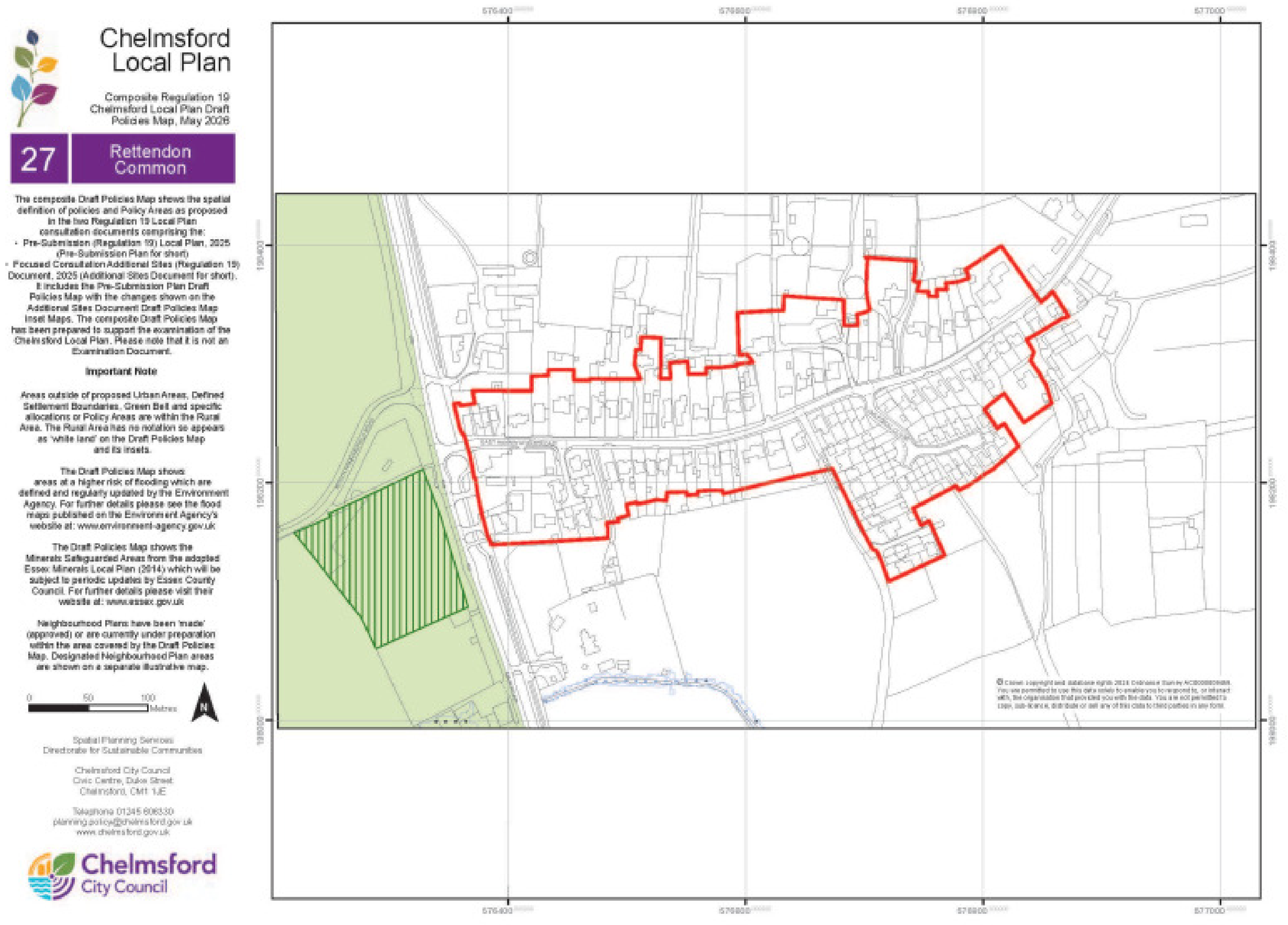
Map 27


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
27
Rettendon Common
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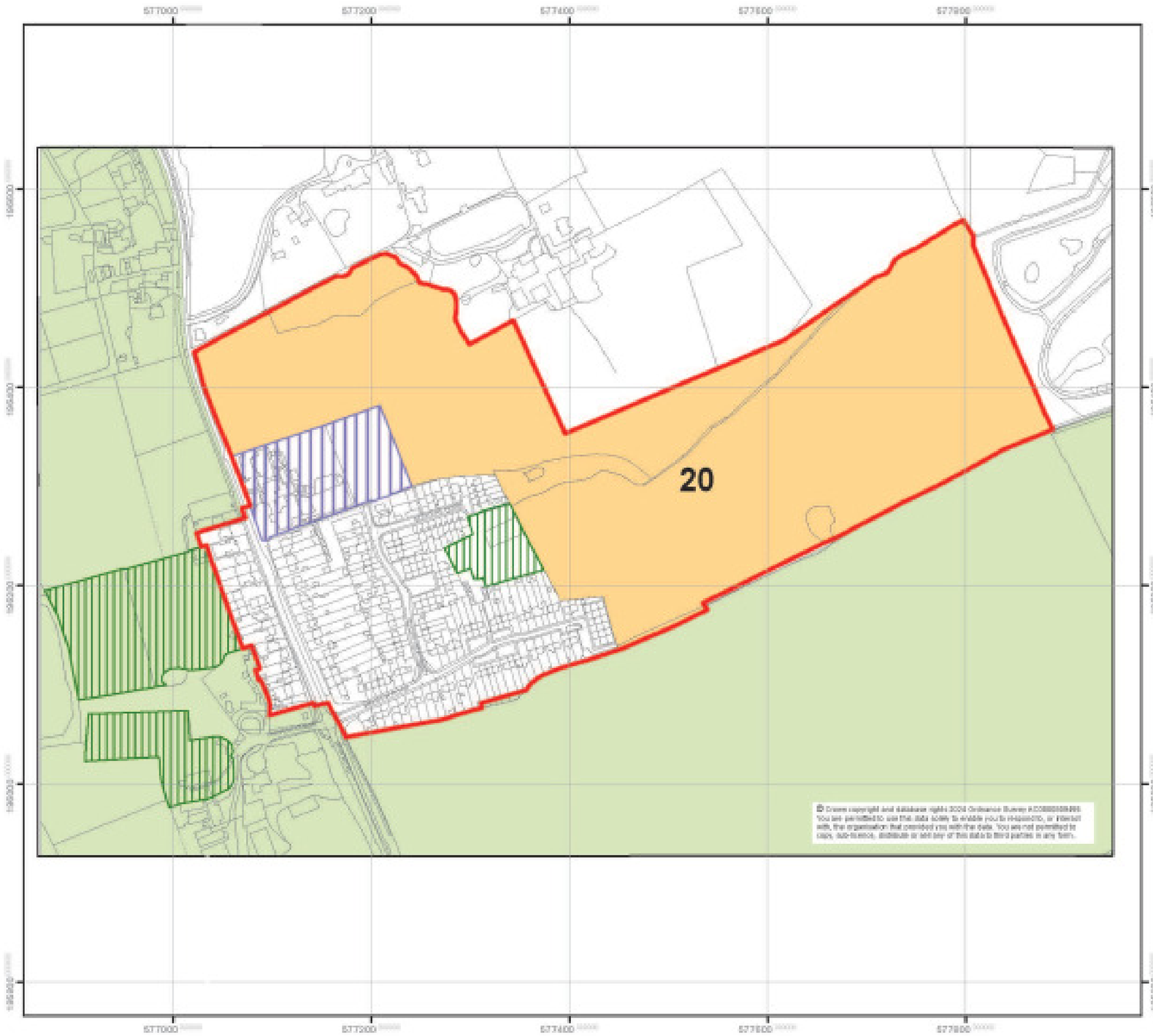
Map 28



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

28 Rettendon Place

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Map 29

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

29 **Roxwell**

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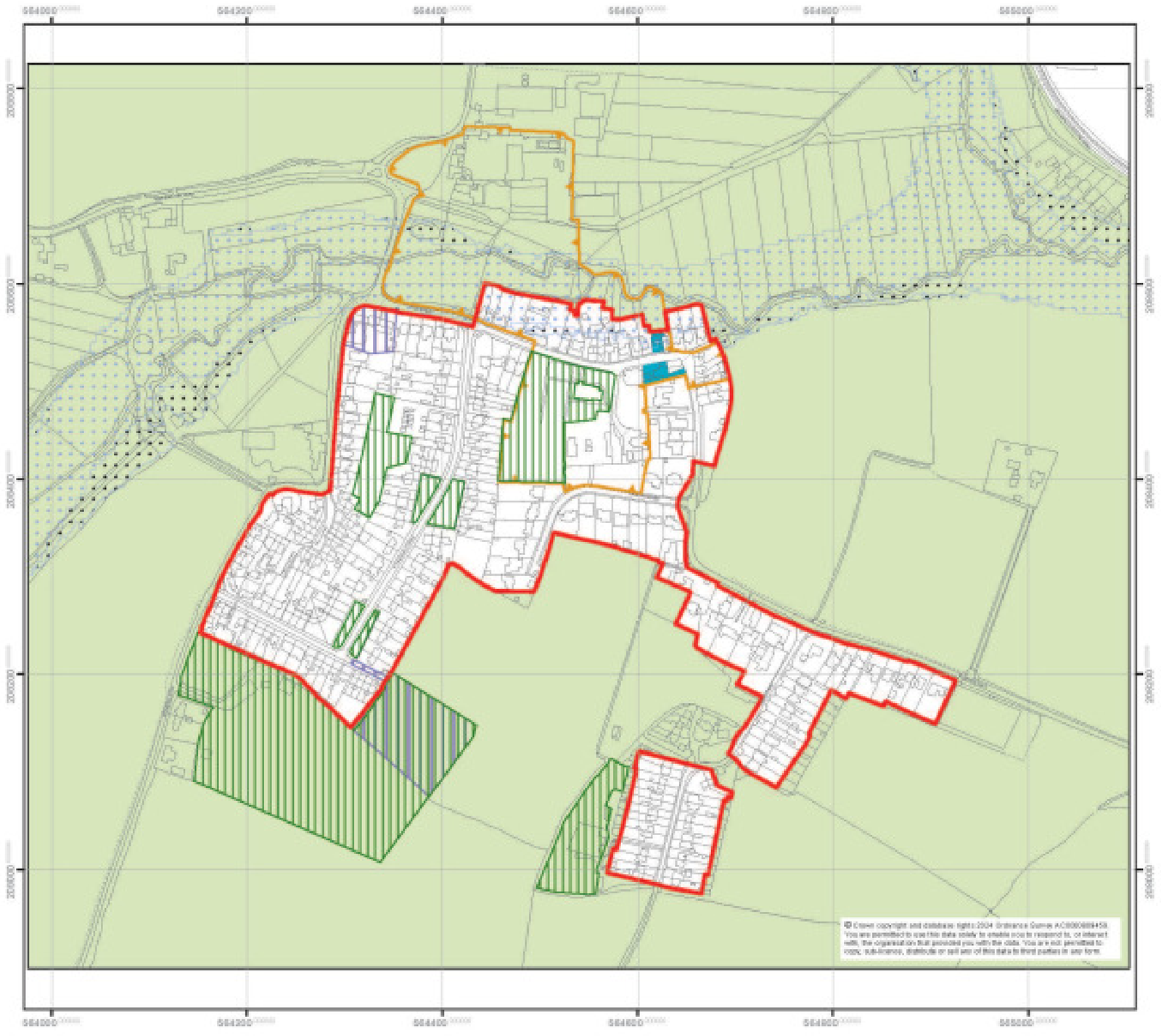
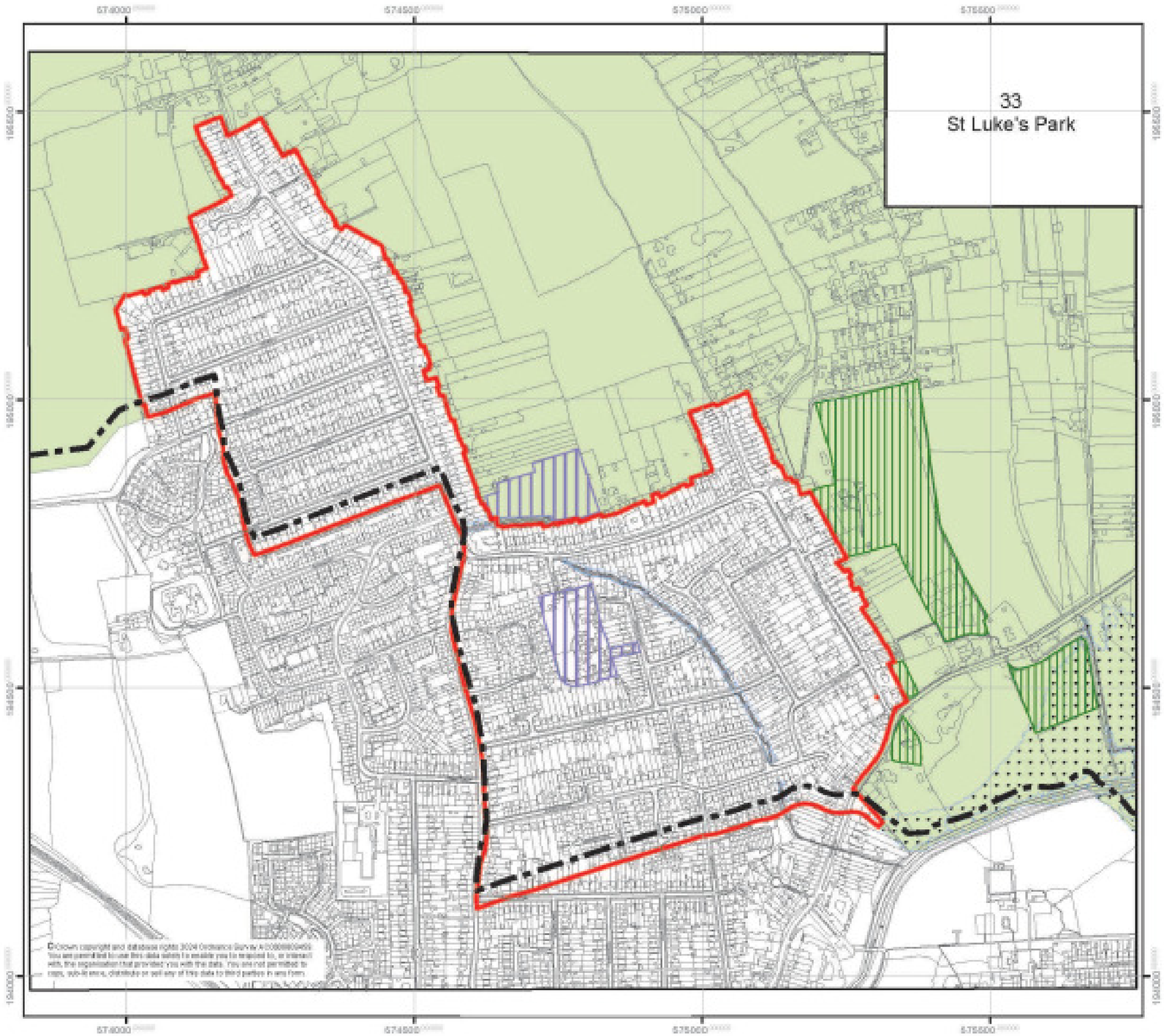


Map 30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St Luke's Park
Chelmsford
Local Plan
Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026
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Map 31

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

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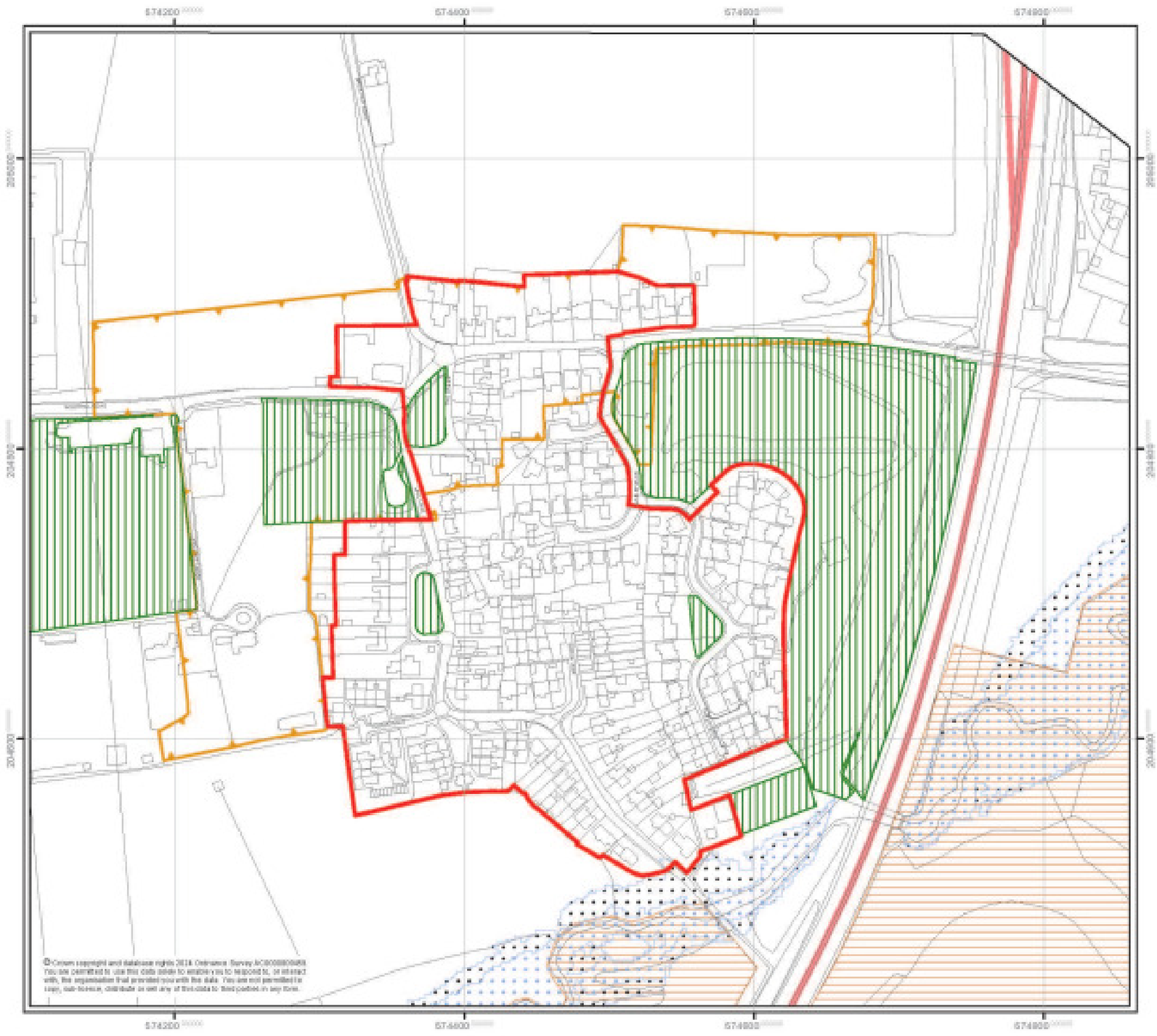

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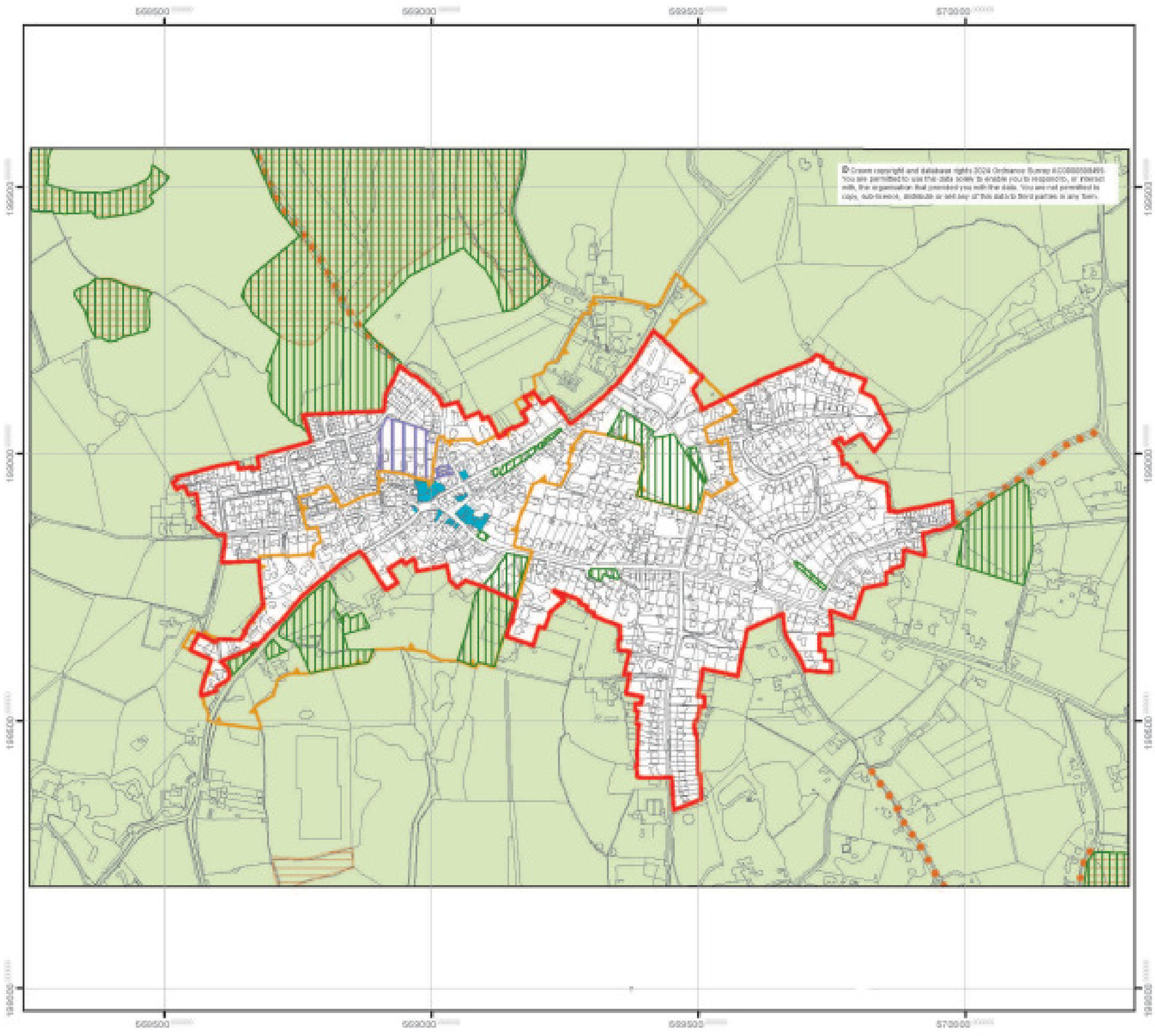
Map 32



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

32 Stock

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Map 33

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

33 St. Lukes Park
(Rettendon & Runwell Parishes)

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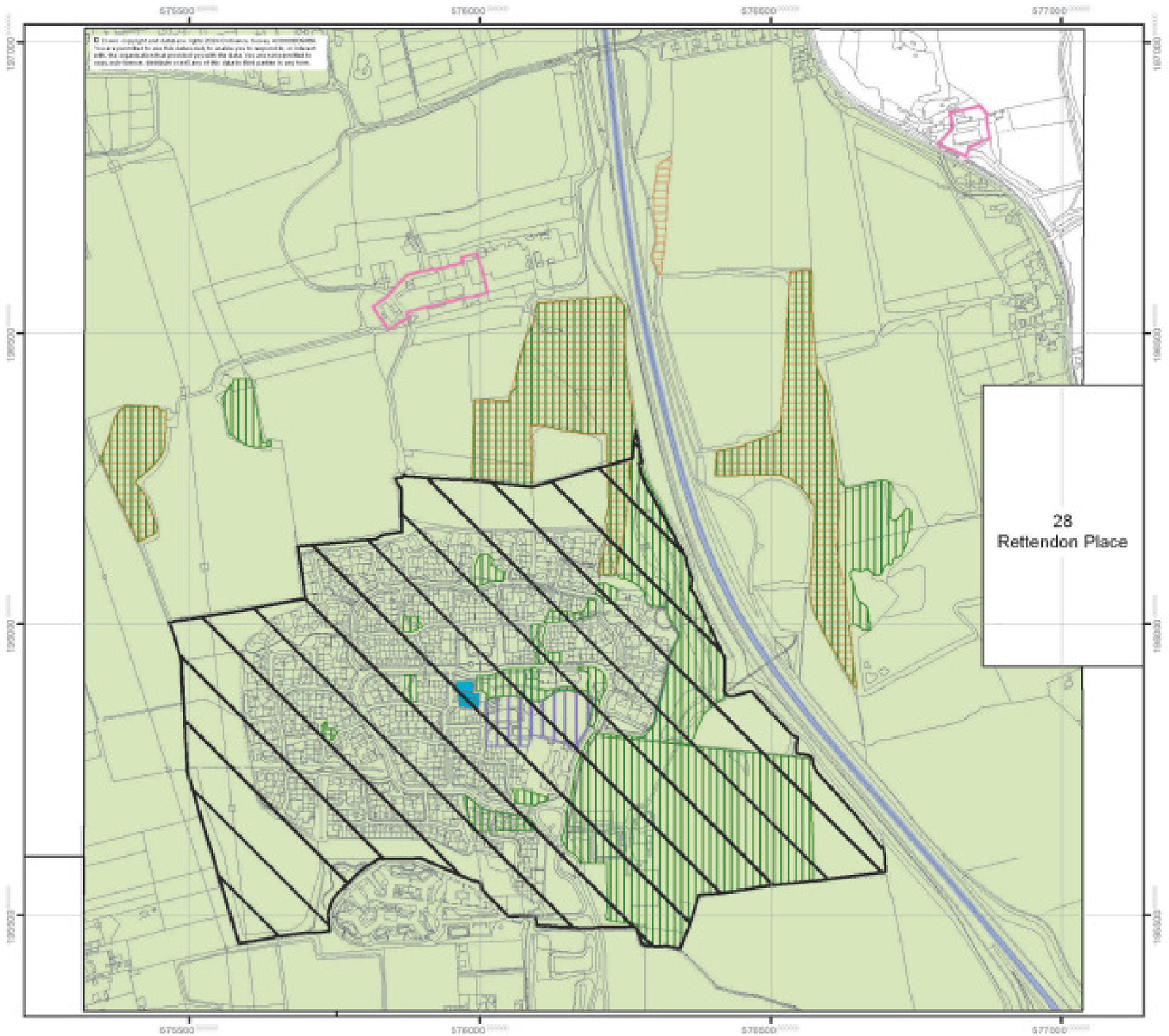
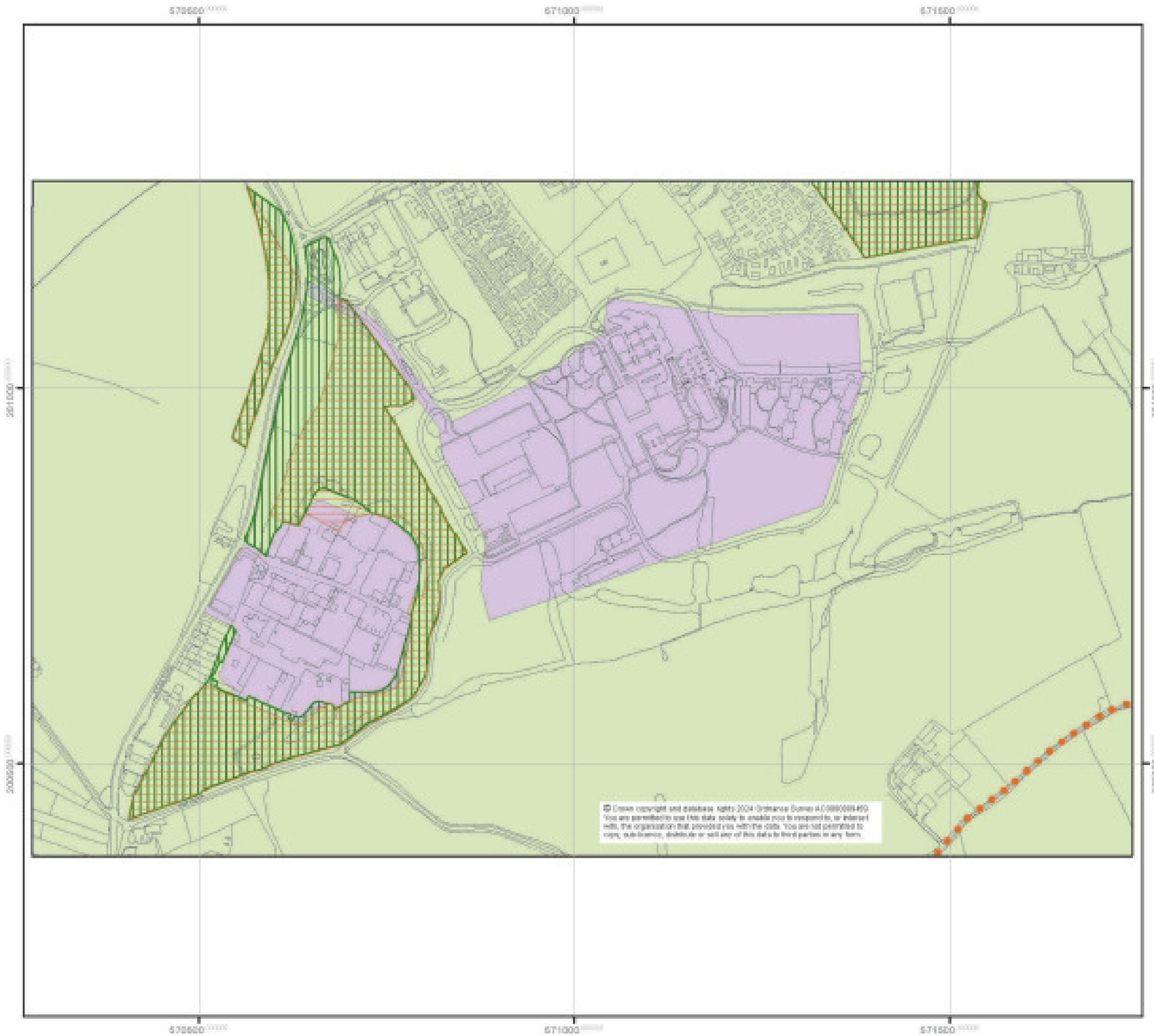


Map 34



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

34 Temple Farm and Temple Wood

(West Hanningfield and Stock Parishes)

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Map 35

Chelmsford Local Plan

Composite Regulation 19
Chelmsford Local Plan Draft
Policies Map, May 2026

35 West Hanningfield and Hanningfield Reservoir Treatment Works

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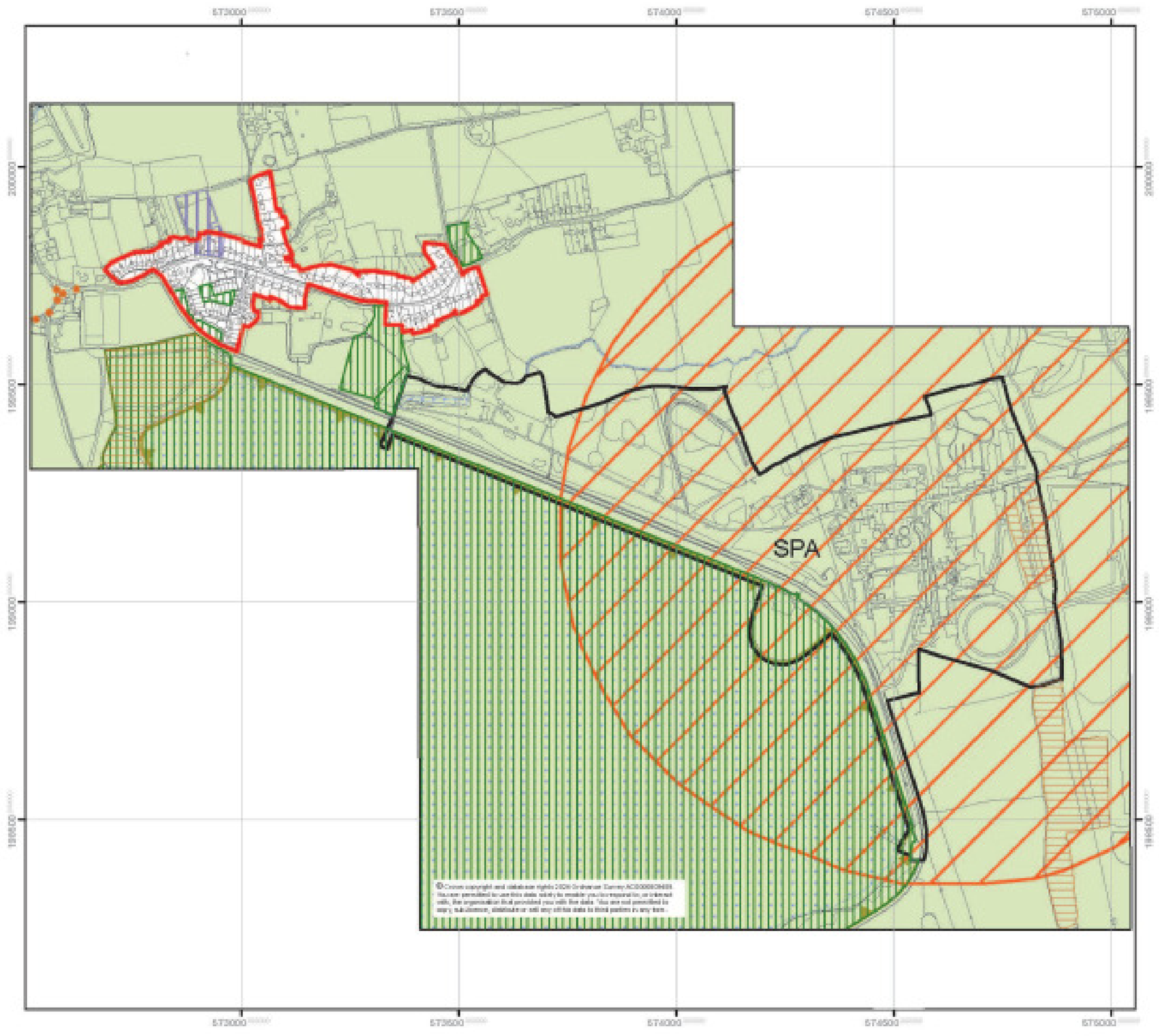
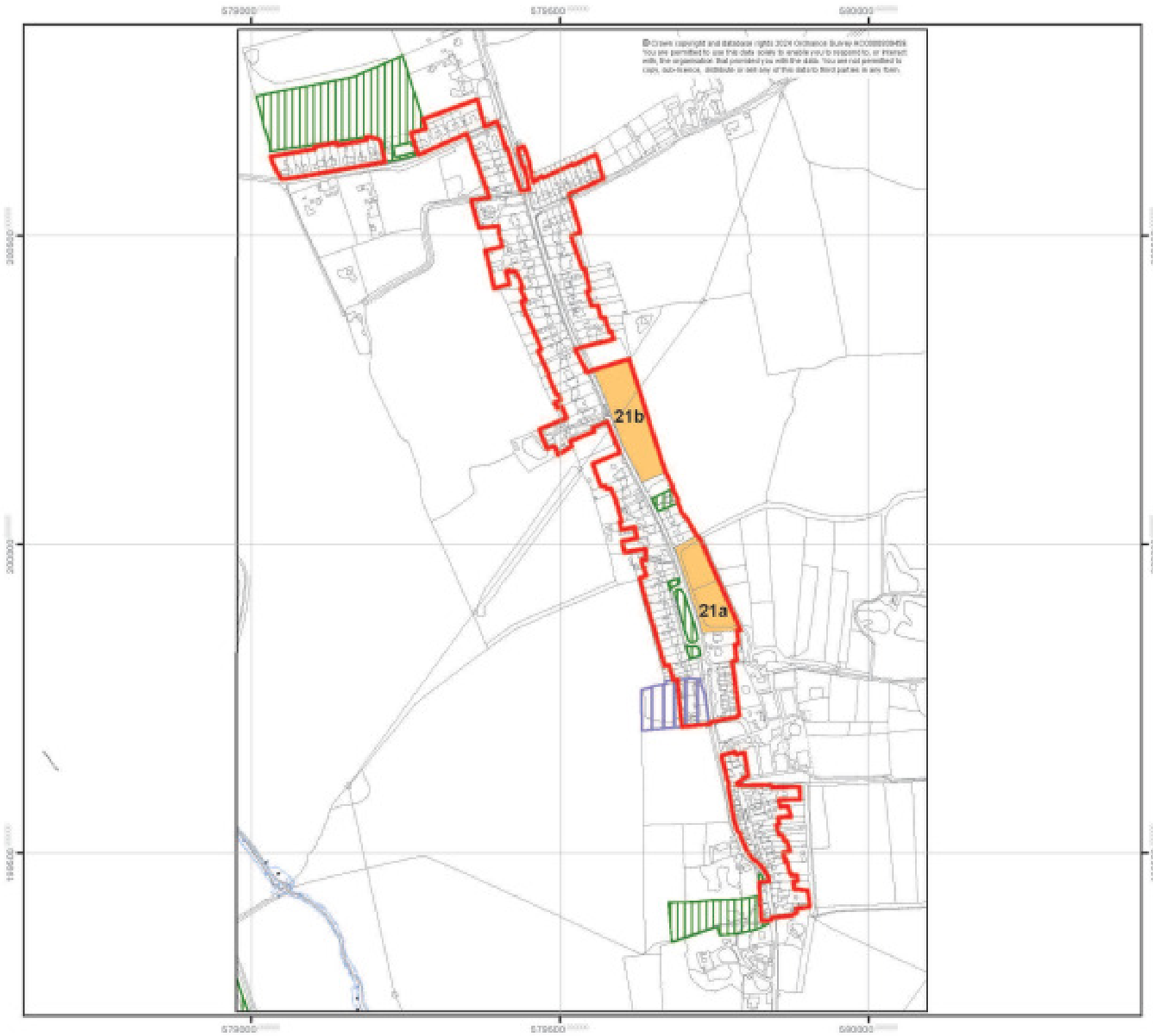


Map 36



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

36 Woodham Ferrers
(Woodham Ferrers and Bicknacre Parish)

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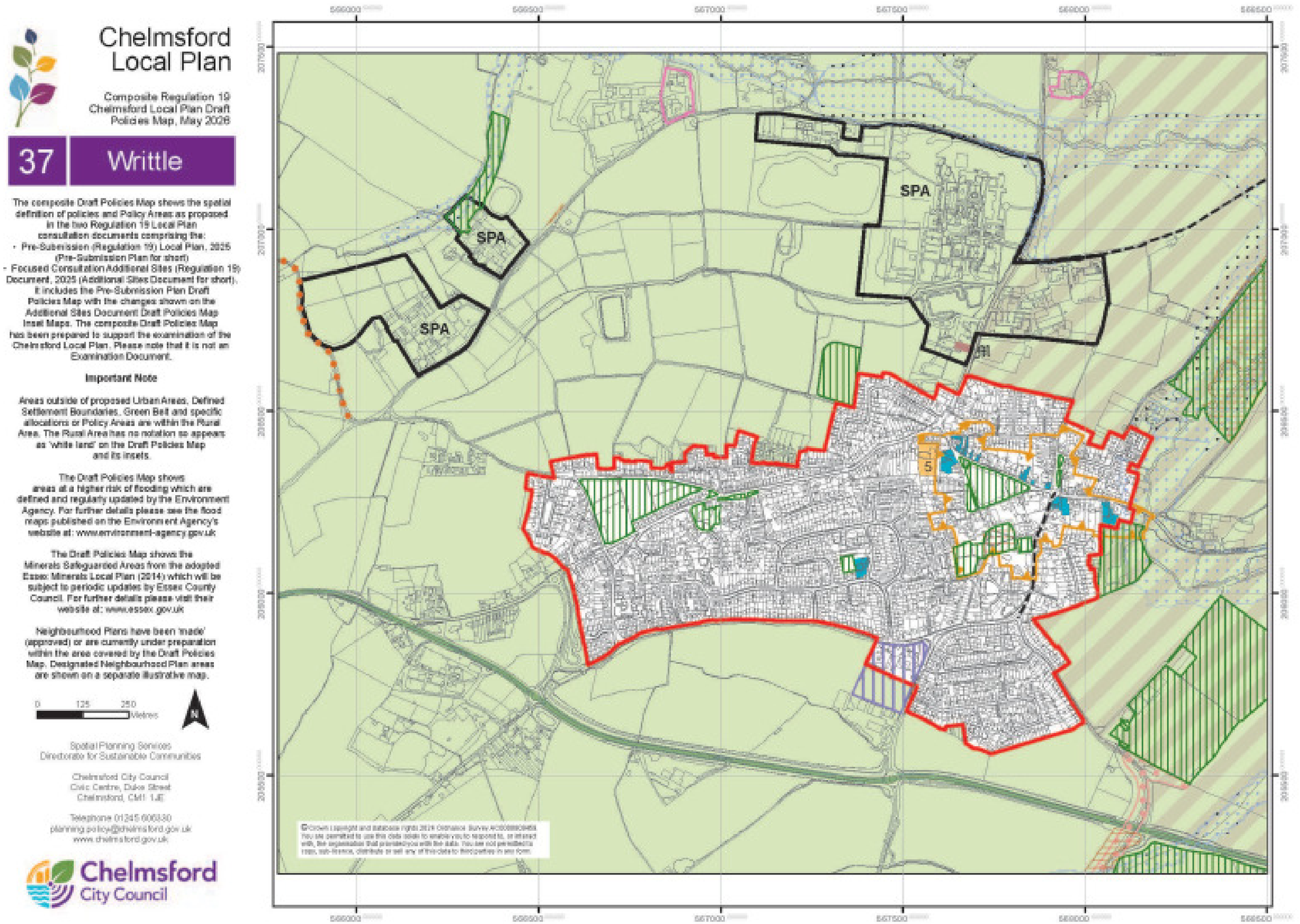
Map 37


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
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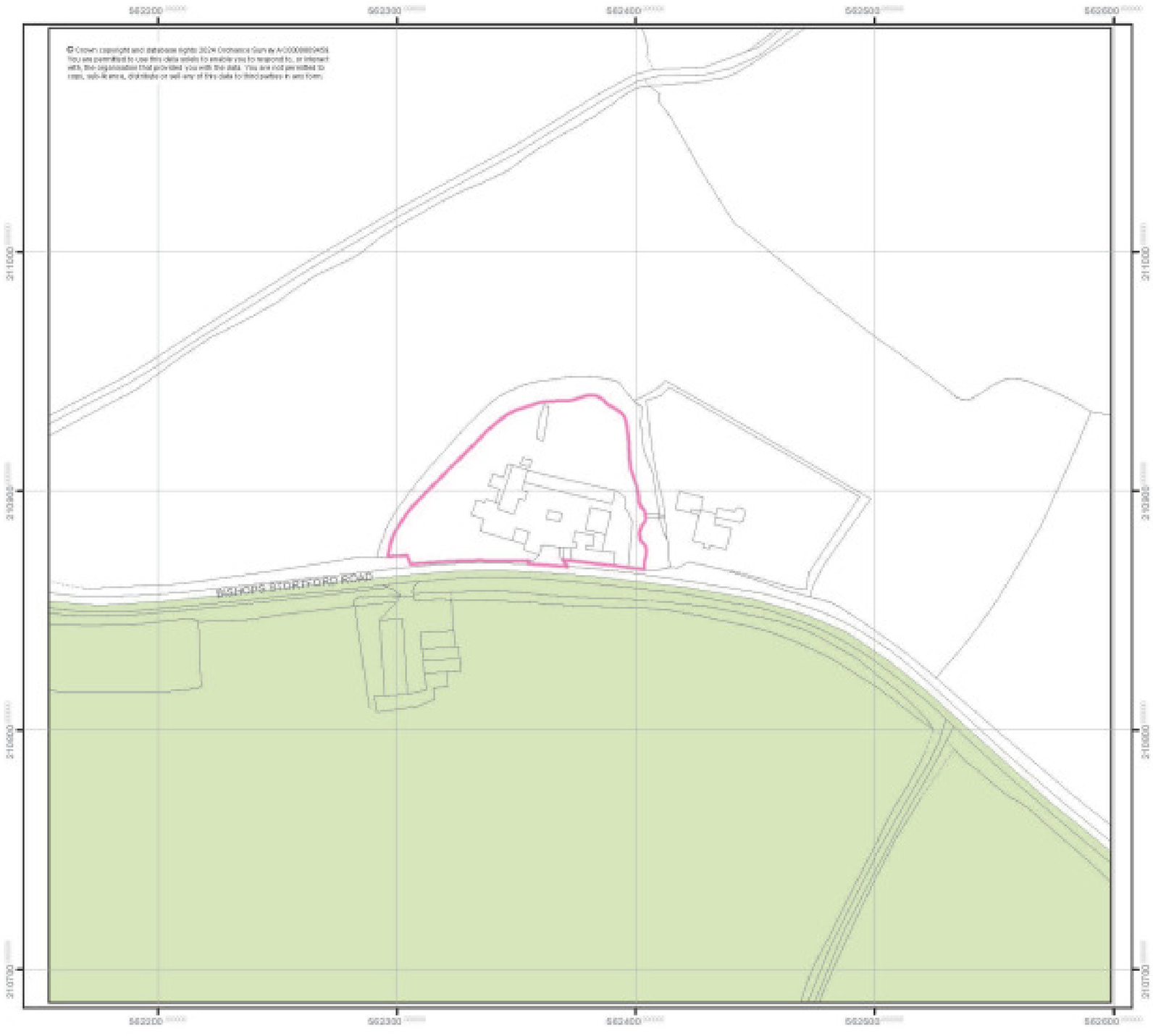
Map 38



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Chelmsford Local Plan

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38 Bolding Hatch (Roxwell Parish)

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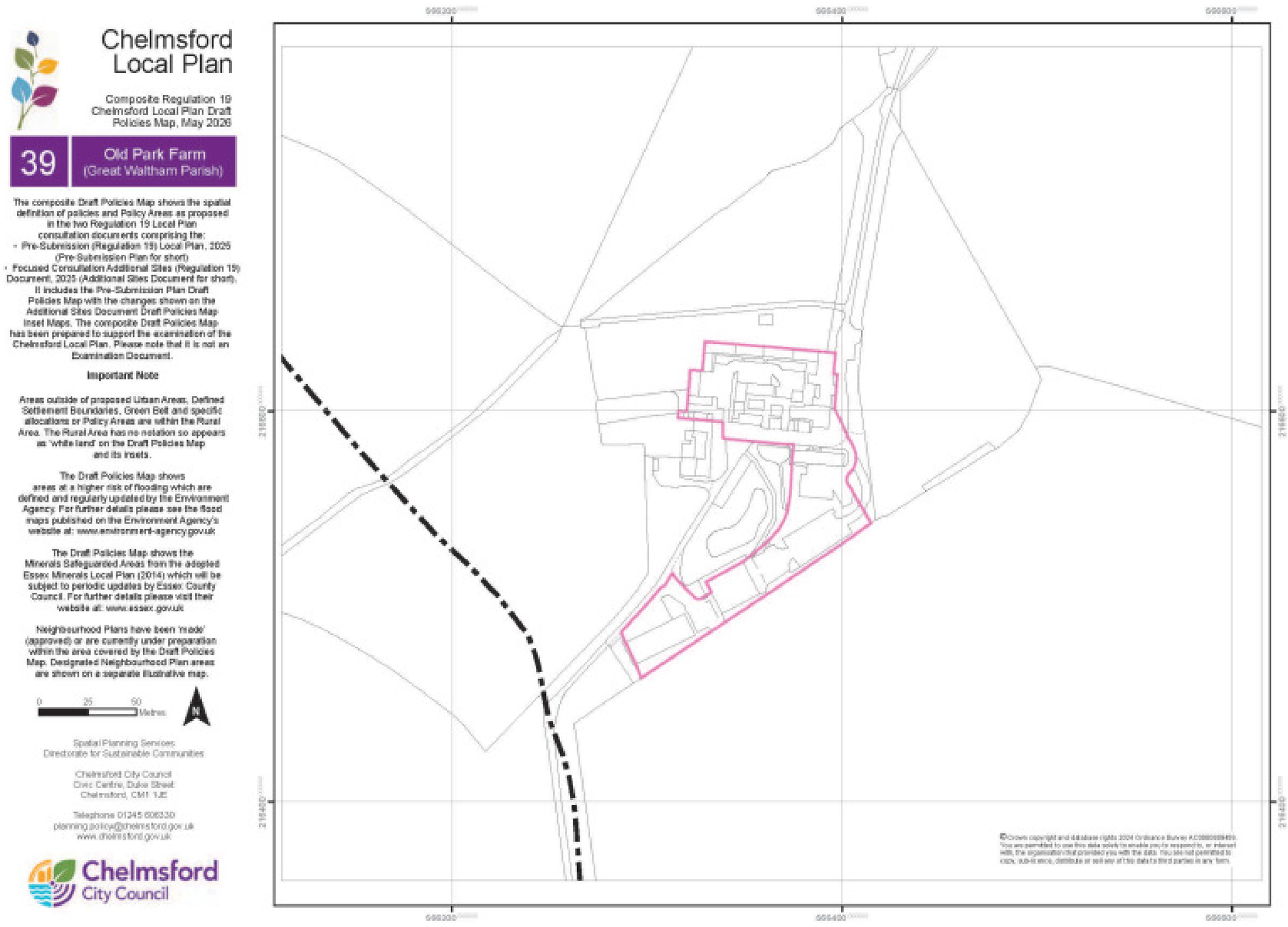
Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
39
Old Park Farm (Great Waltham Parish)
The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:
- Pre-Submission (Regulation 19) Local Plan, 2025 (Pre-Submission Plan for short)
- Focused Consultation Additional Sites (Regulation 19) Document, 2025 (Additional Sites Document for short).
It includes the Pre-Submission Plan Draft Policies Map with the changes shown on the Additional Sites Document Draft Policies Map Inset Maps. The composite Draft Policies Map has been prepared to support the examination of the Chelmsford Local Plan. Please note that it is not an Examination Document.
Important Note
Areas outside of proposed Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or Policy Areas are within the Rural Area. The Rural Area has no notation so appears as 'white land' on the Draft Policies Map and its insets.
The Draft Policies Map shows areas at a higher risk of flooding which are defined and regularly updated by the Environment Agency. For further details please see the flood maps published on the Environment Agency's website at: www.environment-agency.gov.uk
The Draft Policies Map shows the Minerals Safeguarded Areas from the adopted Essex Minerals Local Plan (2014) which will be subject to periodic updates by Essex County Council. For further details please visit their website at: www.essex.gov.uk
Neighbourhood Plans have been 'made' (approved) or are currently under preparation within the area covered by the Draft Policies Map. Designated Neighbourhood Plan areas are shown on a separate illustrative map.
0 25 50 Metres
N
Spatial Planning Services
Directorate for Sustainable Communities
Chelmsford City Council
Civic Centre, Duke Street
Chelmsford, CM1 1JE
Telephone 01245 606330
planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk
Chelmsford City Council
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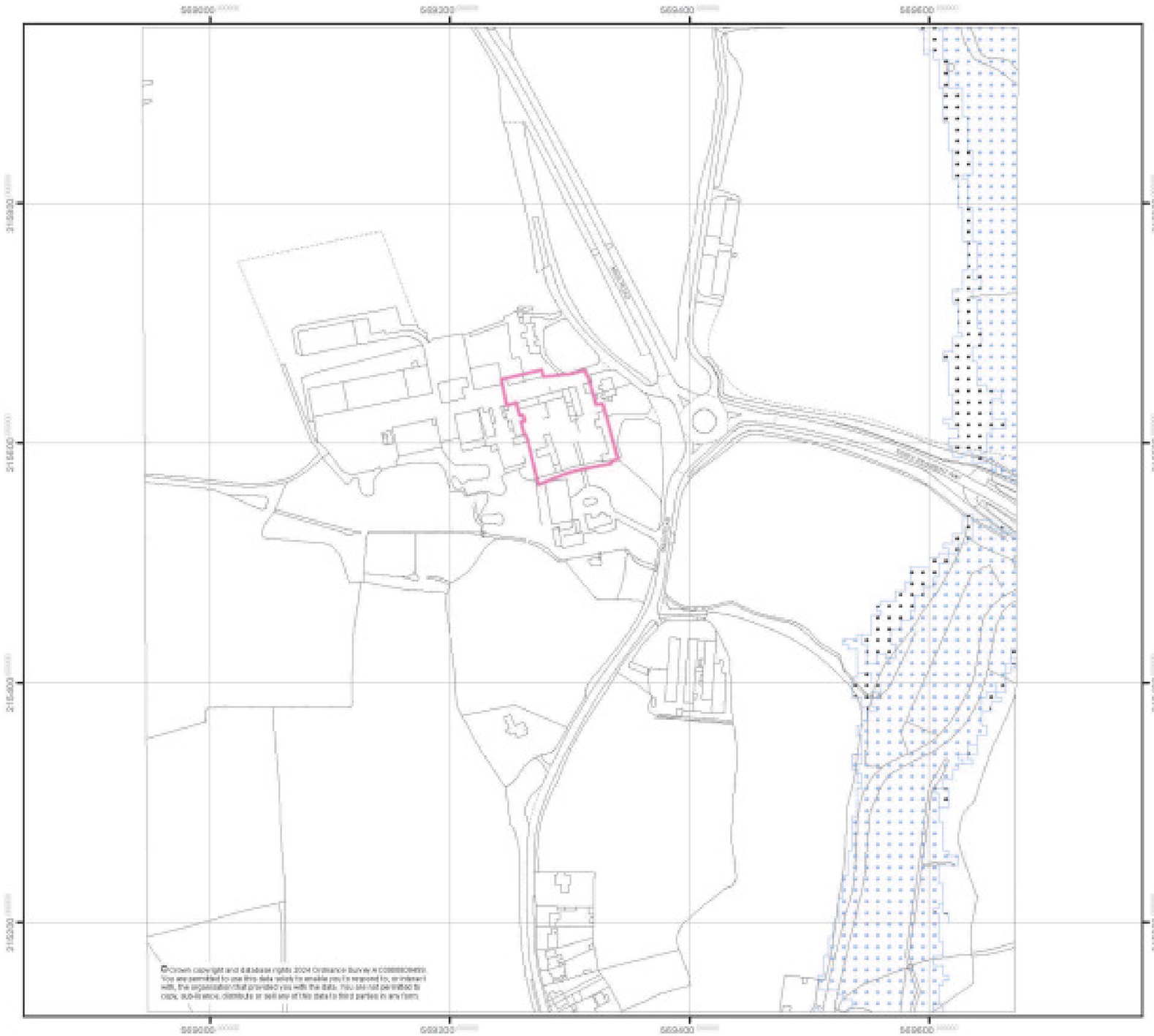
Map 40



Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

40 Warner's Farm (Great Waltham Parish)

The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

- Pre-Submission (Regulation 19) Local Plan, 2025 (Pre-Submission Plan for short)
- Focused Consultation Additional Sites (Regulation 19) Document, 2025 (Additional Sites Document for short).

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The Draft Policies Map shows the Minerals Safeguarded Areas from the adopted Essex Minerals Local Plan (2014) which will be subject to periodic updates by Essex County Council. For further details please visit their website at: www.essex.gov.uk

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0 50 100 Metres

N

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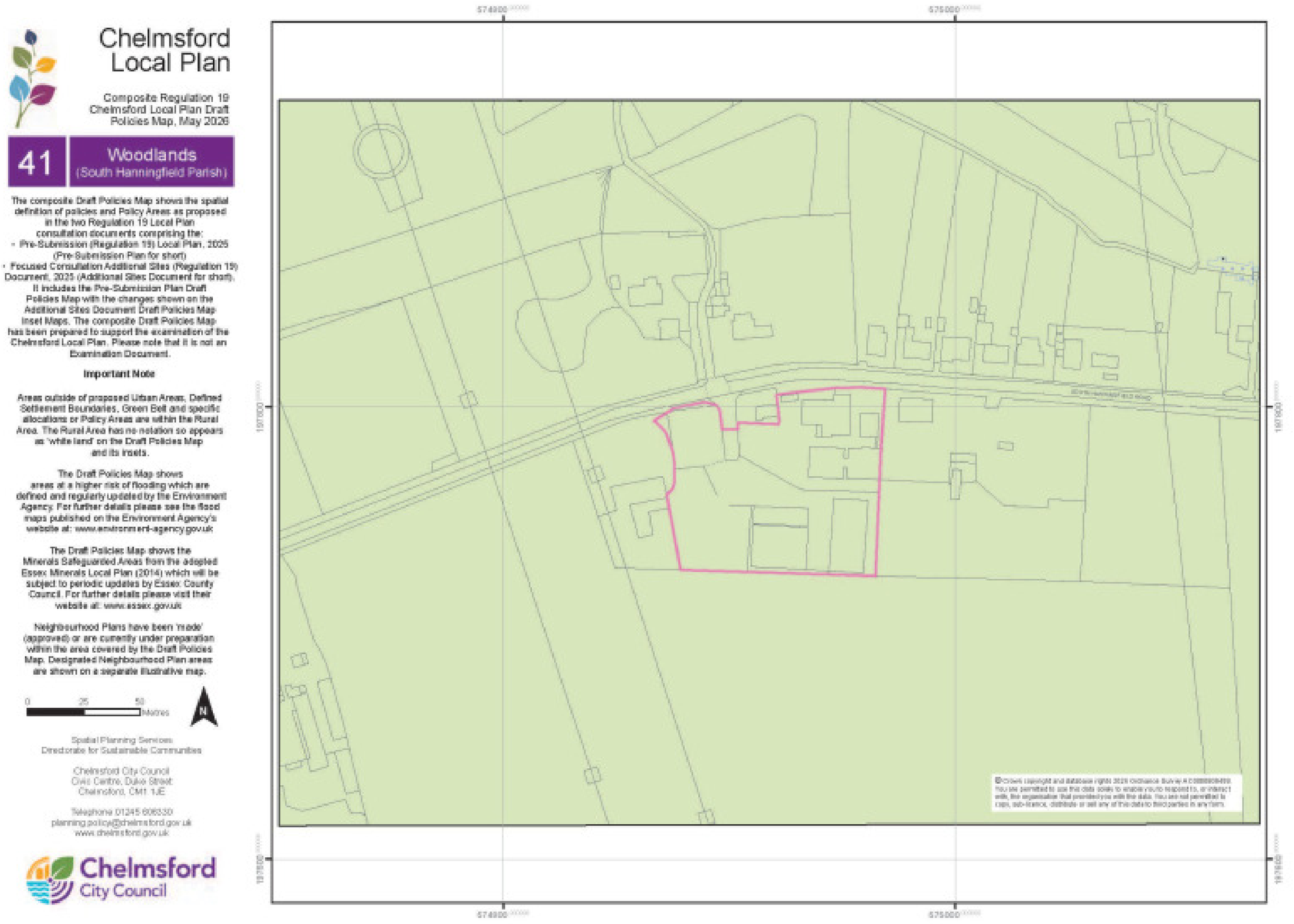
www.chelmsford.gov.uk

Chelmsford City Council

Map 41


Chelmsford Local Plan
Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026
41
Woodlands
(South Hanningfield Parish)
The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:
- Pre-Submission (Regulation 19) Local Plan, 2025 (Pre-Submission Plan for short)
- Focused Consultation Additional Sites (Regulation 19) Document, 2025 (Additional Sites Document for short).
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The Draft Policies Map shows areas at a higher risk of flooding which are defined and regularly updated by the Environment Agency. For further details please see the flood maps published on the Environment Agency's website at: www.environment-agency.gov.uk
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0
25
50
Metres
A1
Spatial Planning Services
Directorate for Sustainable Communities
Chelmsford City Council
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Chelmsford, CM1 1JE
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574000
575000
197500
197000
196500
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Map 42

Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2025

42 Oaklands (Stock Parish)

The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

- Pre-Submission (Regulation 19) Local Plan, 2025 (Pre-Submission Plan for short)
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0 25 50 Metres

N

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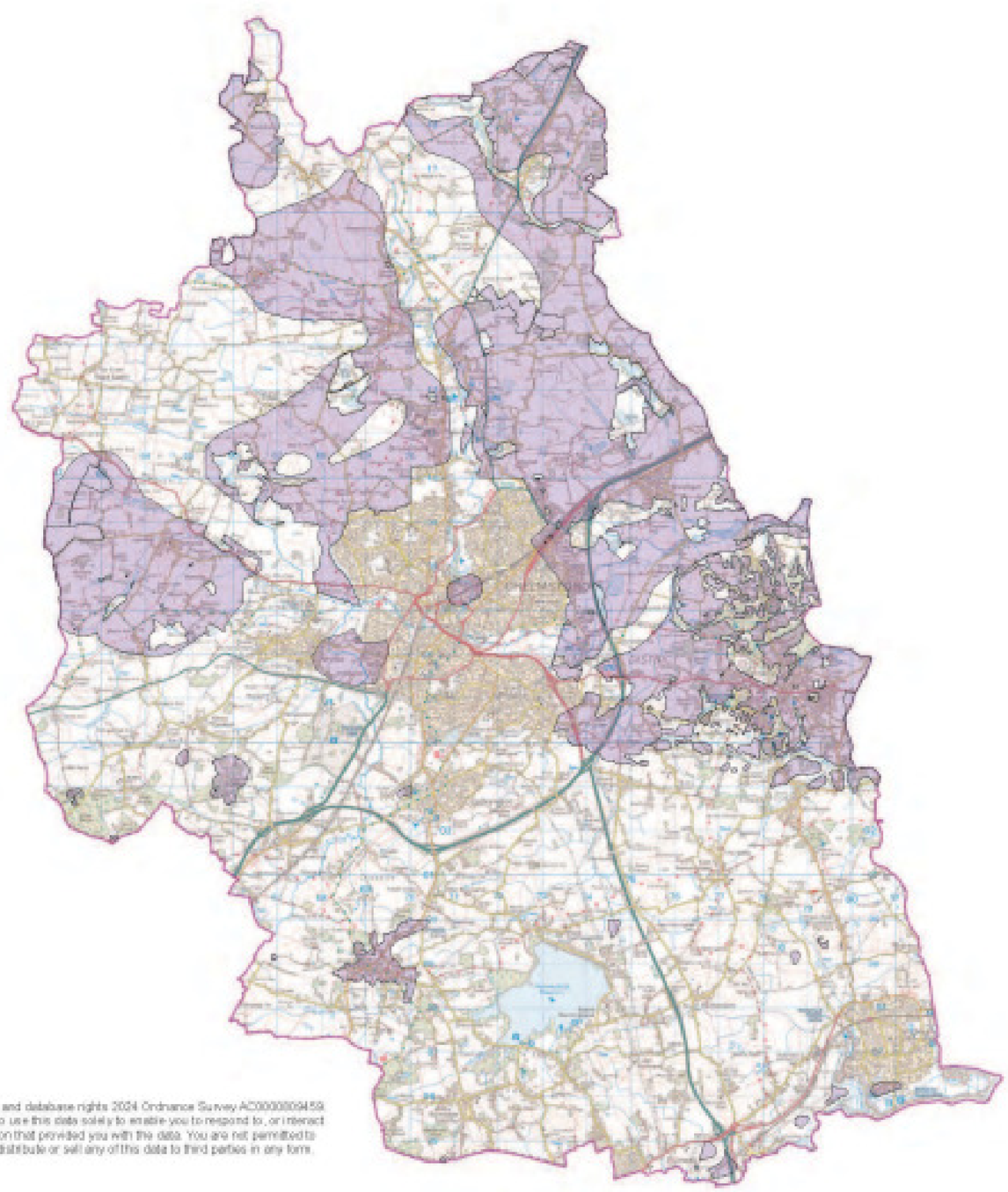
Chelmsford City Council

Map 43



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Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

43 Mineral Safeguarding Areas

The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

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0 1,000 2,000 4,000 Metres

N

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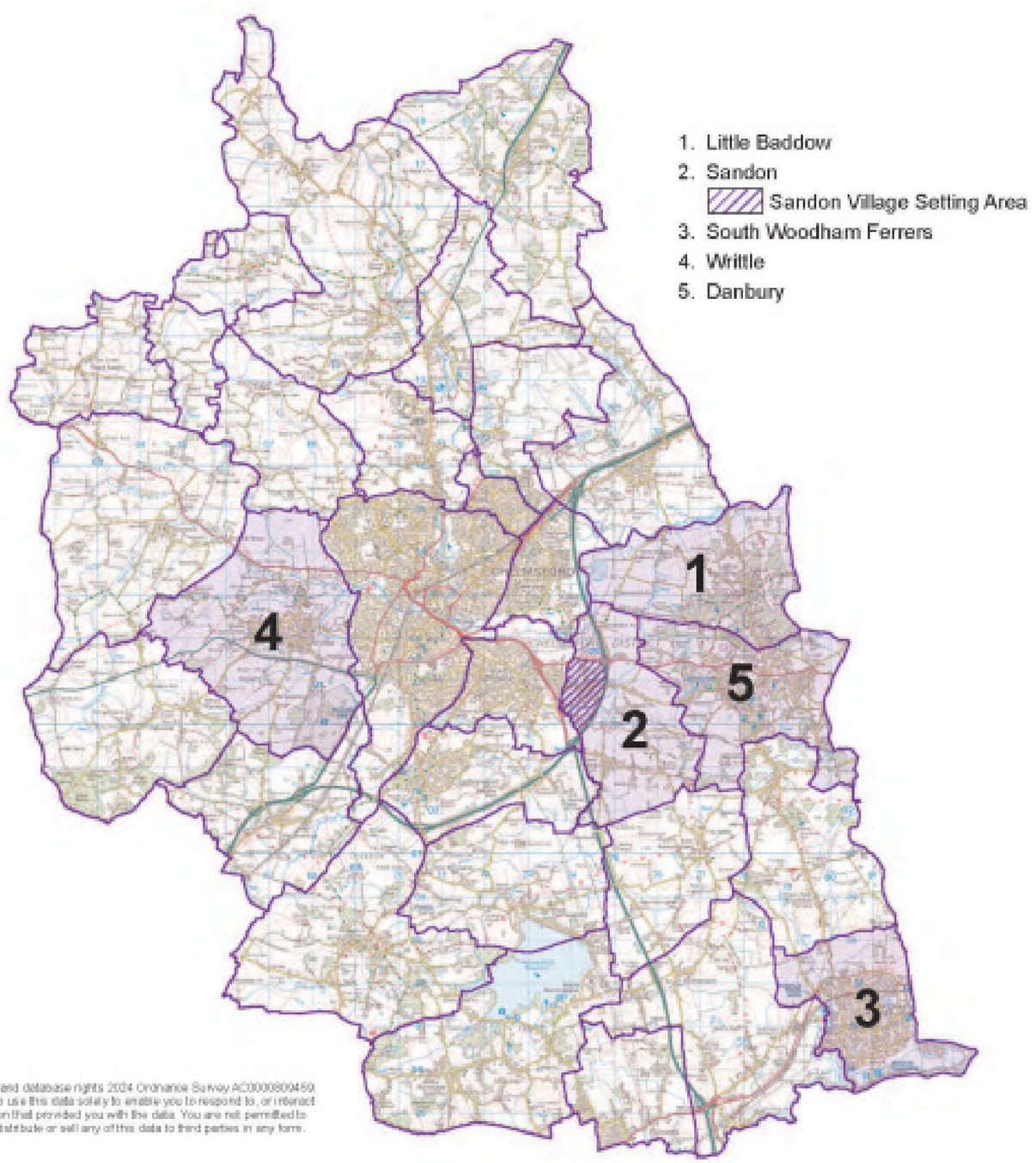
Chelmsford,CM1 1JE

Telephone 01245 606330
planning.policy@chelmsford.gov.uk
www.chelmsford.gov.uk

Chelmsford City Council

Map 44



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Chelmsford Local Plan

Composite Regulation 19 Chelmsford Local Plan Draft Policies Map, May 2026

44 Made (Adopted) Neighbourhood Plan Areas

The composite Draft Policies Map shows the spatial definition of policies and Policy Areas as proposed in the two Regulation 19 Local Plan consultation documents comprising the:

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0 1,000 2,000 4,000 Metres

N

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Directorate for Sustainable Communities

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planning.policy@chelmsford.gov.uk
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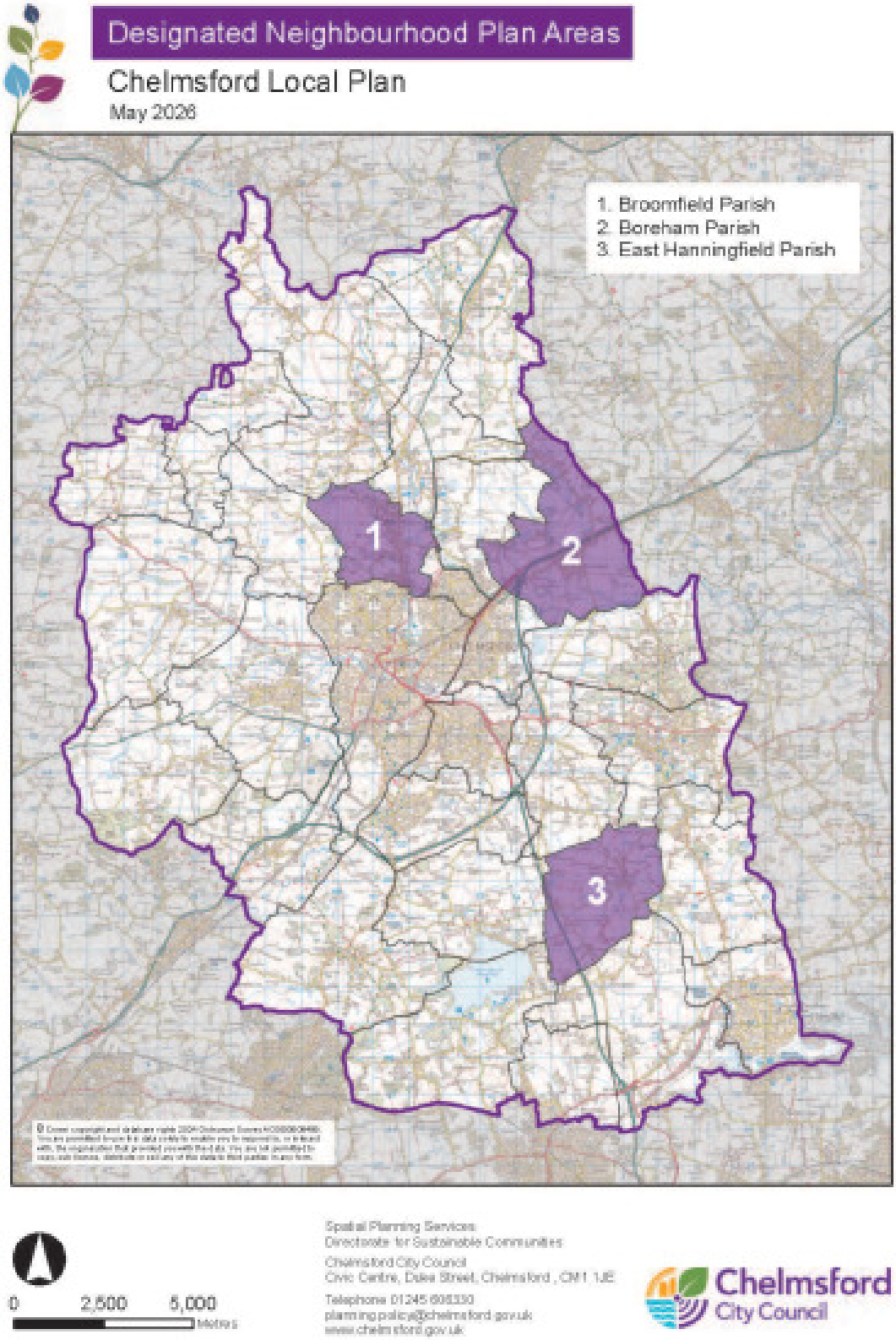
Chelmsford City Council


Designated Neighbourhood Plan Areas
Chelmsford Local Plan
May 2026
1. Broomfield Parish
2. Boreham Parish
3. East Hanningfield Parish
1
2
3
0
2,500
5,000
Metres
Spatial Planning Services
Directorate for Sustainable Communities
Chelmsford City Council
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Telephone 01245 606330
planningpolicy@chelmsford.gov.uk
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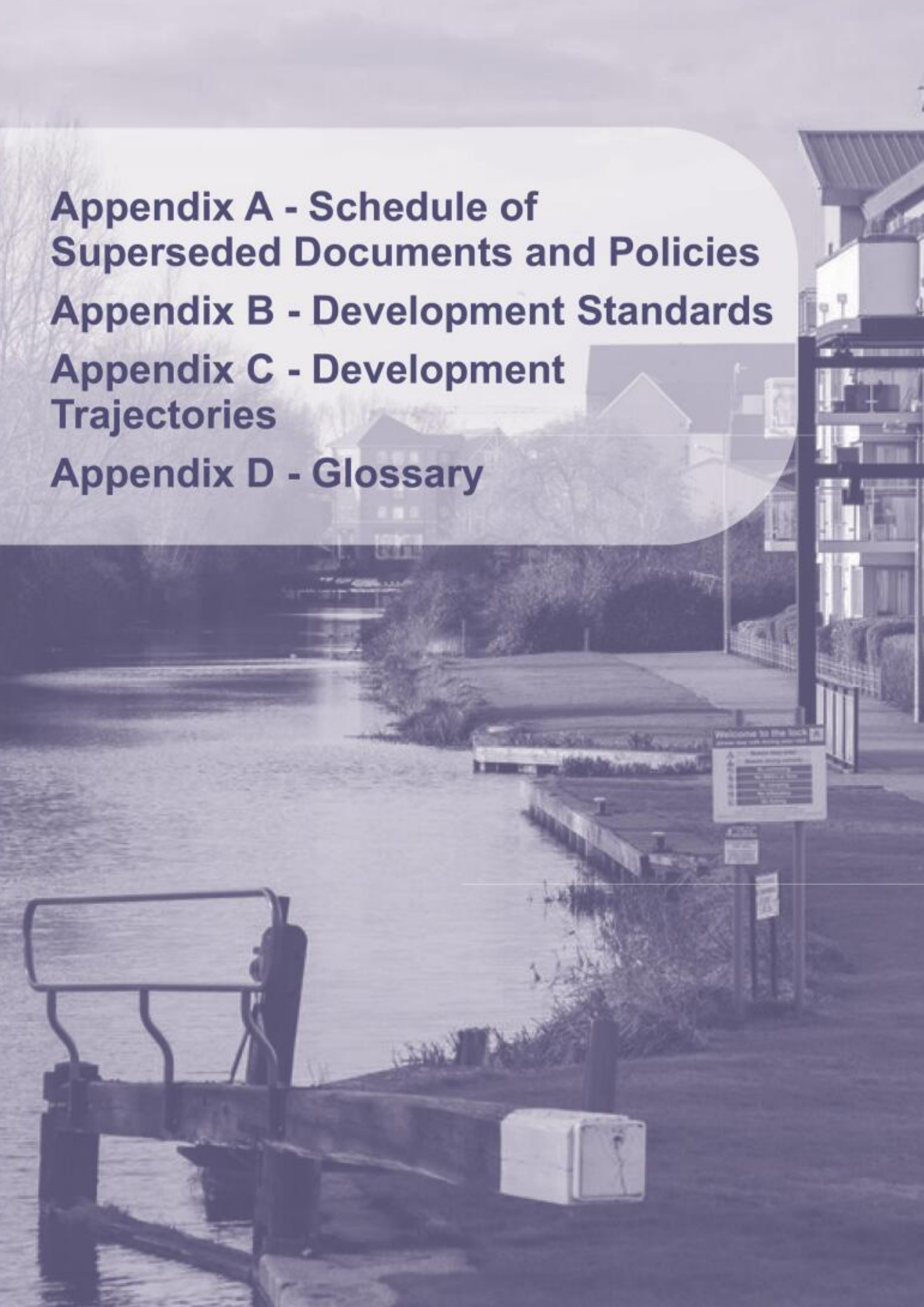
Chelmsford City Council



Appendix A - Schedule of Superseded Documents and Policies

Appendix B - Development Standards

Appendix C - Development Trajectories

Appendix D - Glossary

A - Schedule of Superseded Documents and Policies

A.1 In accordance with Regulation 8 (5) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following Development Plan Documents and Policies will be superseded by the Local Plan. For information purposes, new policies are listed at the end of the table.

Table 9 : Schedule of Superseded Documents

Superseded Development Plan Document	Date Adopted
Chelmsford Local Plan	May 2020

Table 10 : Schedule of Superseded Policies

Superseded Chelmsford Local Plan Policies	New Local Plan Policies
S1 SPATIAL PRINCIPLES	S1 SPATIAL PRINCIPLES
S2 ADDRESSING CLIMATE CHANGE AND FLOOD RISK	S2 ADDRESSING CLIMATE CHANGE AND FLOOD RISK
S3 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT	S3 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT
S4 CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT	S4 CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT
S5 PROTECTING AND ENHANCING COMMUNITY ASSETS	S5 PROTECTING AND ENHANCING COMMUNITY ASSETS
S6 HOUSING AND EMPLOYMENT REQUIREMENTS	S6 HOUSING AND EMPLOYMENT REQUIREMENTS
S7 THE SPATIAL STRATEGY	S7 THE SPATIAL STRATEGY
S8 DELIVERING ECONOMIC GROWTH	S8 DELIVERING ECONOMIC GROWTH
S9 INFRASTRUCTURE REQUIREMENTS	S9 INFRASTRUCTURE REQUIREMENTS
S10 SECURING INFRASTRUCTURE AND IMPACT MITIGATION	S10 SECURING INFRASTRUCTURE AND IMPACT MITIGATION
S11 THE ROLE OF THE COUNTRYSIDE	S11 THE ROLE OF THE COUNTRYSIDE
S12 ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES	S12 ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES
S13 MONITORING AND REVIEW	S13 MONITORING AND REVIEW
SPA1 BROOMFIELD HOSPITAL SPECIAL POLICY AREA	SPA1 BROOMFIELD HOSPITAL SPECIAL POLICY AREA
SPA2 CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA	SPA2 CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA
SPA3 HANNINGFIELD RESERVOIR SPECIAL POLICY AREA	SPA3 HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

Superseded Chelmsford Local Plan Policies	New Local Plan Policies
SPA4 RHS HYDE HALL GARDENS SPECIAL POLICY AREA	SPA4 RHS HYDE HALL GARDENS SPECIAL POLICY AREA
SPA5 SANDFORD MILL SPECIAL POLICY AREA	SPA5 SANDFORD MILL SPECIAL POLICY AREA
SPA6 WRITTLE UNIVERSITY COLLEGE SPECIAL POLICY AREA	SPA6 ARU WRITTLE SPECIAL POLICY AREA
DM1 SIZE AND TYPE OF HOUSING	DM1 SIZE AND TYPE OF HOUSING
DM2 AFFORDABLE HOUSING AND RURAL EXCEPTION SITES	DM2 AFFORDABLE HOUSING AND EXCEPTION SITES
DM3 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES	DM3 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES
DM4 EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS	DM4 EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS
DM5 PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS	DM5 DESIGNATED CENTRES
DM6 NEW BUILDINGS IN THE GREEN BELT	DM6 NEW DEVELOPMENT IN THE GREEN BELT
DM7 NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE	DM7 NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE
DM8 NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA	DM8 NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA
DM9 INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA	DM9 INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA
DM10 CHANGE OF USE (LAND AND BUILDIGNS) AND ENGINEERING OPERATIONS	DM10 CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS
DM11 EXTENSIONS TO EXISTING BUILDINGS WITHN THE GREEN BELT, GREEN WEDGE AND RURAL AREA	DM11 EXTENSIONS TO EXISTING BUILDINGS WITHN THE GREEN BELT, GREEN WEDGE AND RURAL AREA
DM12 RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS	DM12 RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS
DM13 DESIGNATED HERITAGE ASSETS	DM13 DESIGNATED HERITAGE ASSETS

A - Schedule of Superseded Documents and Policies

Superseded Chelmsford Local Plan Policies	New Local Plan Policies
DM14 NON-DESIGNATED HERITAGE ASSETS	DM14 NON-DESIGNATED HERITAGE ASSETS
DM15 ARCHAEOLOGY	DM15 ARCHAEOLOGY
DM16 ECOLOGY AND BIODIVERSITY	DM16 PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY
DM17 TREES, WOODLAND AND LANDSCAPE FEATURES	DM17 TREES, WOODLAND AND LANDSCAPE FEATURES
DM18 FLOODING/SUDS	DM18 FLOODING/SUDS
DM19 RENEWABLE AND LOW CARBON ENERGY	DM19 RENEWABLE AND LOW CARBON ENERGY
DM20 DELIVERING COMMUNITY FACILITIES	DM20 DELIVERING COMMUNITY FACILITIES
DM21 PROTECTING COMMUNITY FACILITIES	DM21 PROTECTING COMMUNITY FACILITIES
DM22 EDUCATION ESTABLISHMENTS	DM22 EDUCATION ESTABLISHMENTS
DM23 HIGH QUALITY AND INCLUSIVE DESIGN	DM23 HIGH QUALITY AND INCLUSIVE DESIGN
DM24 DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS	DM24 DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS
DM25 SUSTAINABLE BUILDINGS	DM25 SUSTAINABLE BUILDINGS
DM26 DESIGN SPECIFICATION FOR DWELLINGS	DM26 DESIGN SPECIFICATION FOR DWELLINGS
DM27 PARKING STANDARDS	DM27 PARKING STANDARDS
DM28 TALL BUILDINGS	DM28 TALL BUILDINGS
DM29 PROTECTING LIVING AND WORKING ENVIRONMENTS	DM29 PROTECTING LIVING AND WORKING ENVIRONMENTS
DM30 CONTAMINATION AND POLLUTION	DM30 CONTAMINATION AND POLLUTION
NEW POLICY	S14 HEALTH AND WELLBEING
NEW POLICY	S15 CREATING SUCCESSFUL PLACES
NEW POLICY	S16 CONNECTIVITY AND TRAVEL
NEW POLICY	S17 FUTURE OF CHELMSFORD CITY CENTRE
NEW POLICY	DM31 NET ZERO CARBON DEVELOPMENT (IN OPERATION)

A.2 The following table lists all the sites and indicates whether they are sites which have already been allocated in the adopted Local Plan, or are new proposed allocations.

Site status

SITE STATUS	SITE NUMBER AND NAME
ALLOCATED IN ADOPTED LOCAL PLAN	1a CHELMER WATERSIDE
ALLOCATED IN ADOPTED LOCAL PLAN	1b FORMER ST PETER'S COLLEGE, FOX CRESCENT
ALLOCATED IN ADOPTED LOCAL PLAN	1d RIVERSIDE ICE AND LEISURE LAND, VICTORIA ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1e CIVIC CENTRE LAND, FAIRFIELD ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1f EASTWOOD HOUSE CAR PARK, GLEBE ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1g CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1h ASHBY HOUSE CAR PARKS, NEW STREET
ALLOCATED IN ADOPTED LOCAL PLAN	1i RECTORY LANE CAR PARK WEST
ALLOCATED IN ADOPTED LOCAL PLAN	1k FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET
ALLOCATED IN ADOPTED LOCAL PLAN	1l BT TELEPHONE EXCHANGE, COTTAGE PLACE
ALLOCATED IN ADOPTED LOCAL PLAN	1m RECTORY LANE CAR PARK EAST
ALLOCATED IN ADOPTED LOCAL PLAN	1n WATERHOUSE LANE DEPOT AND NURSERY
ALLOCATED IN ADOPTED LOCAL PLAN	1p BRITISH LEGION, NEW LONDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1q REAR OF 17-37 BEACH'S DRIVE
ALLOCATED IN ADOPTED LOCAL PLAN	1r GARAGE SITE, ST NAZAIRE ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1s GARAGE SITE AND LAND, MEDWAY CLOSE
ALLOCATED IN ADOPTED LOCAL PLAN	1t CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1v RAILWAY SIDINGS, BROOK STREET
NEW PROPOSAL	1w MEADOWS SHOPPING CENTRE AND MEADOWS SURFACE CAR PARK
NEW PROPOSAL	1y LAND BETWEEN HOFFMANNS WAY AND BROOK STREET (MARRIAGE'S MILL)

SITE STATUS	SITE NUMBER AND NAME
NEW PROPOSAL	1cc ANDREWS PLACE, LAND WEST OF RAINSFORD LANE
NEW PROPOSAL	1z GRANARY CAR PARK, VICTORIA ROAD
NEW PROPOSAL	1aa COVAL LANE CAR PARK
NEW PROPOSAL	1bb GLEBE ROAD CAR PARK
ALLOCATED IN ADOPTED LOCAL PLAN	2 WEST CHELMSFORD
ALLOCATED IN ADOPTED LOCAL PLAN	3a EAST OF CHELMSFORD - MANOR FARM
ALLOCATED IN ADOPTED LOCAL PLAN	3b EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD (EMPLOYMENT)
ALLOCATED IN ADOPTED LOCAL PLAN	3c EAST OF CHELMSFORD - LAND SOUTH OF MALDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	3d EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	4 LAND NORTH OF GALLEYWOOD RESERVOIR
ALLOCATED IN ADOPTED LOCAL PLAN	5 LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE
ALLOCATED IN ADOPTED LOCAL PLAN	6 NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)
ALLOCATED IN ADOPTED LOCAL PLAN	7a GREAT LEIGHS - LAND AT MOULSHAM HALL
ALLOCATED IN ADOPTED LOCAL PLAN	7b GREAT LEIGHS - LAND EAST OF LONDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	7c GREAT LEIGHS - LAND NORTH AND SOUTH OF BANTERS LANE
ALLOCATED IN ADOPTED LOCAL PLAN	8 NORTH OF BROOMFIELD
NEW PROPOSAL	9a WALTHAM ROAD EMPLOYMENT AREA
ALLOCATED IN ADOPTED LOCAL PLAN	10 NORTH OF SOUTH WOODHAM FERRERS
NEW PROPOSAL	11b LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE
NEW PROPOSAL	11c LAND WEST OF BARBROOK WAY, BICKNACRE

SITE STATUS	SITE NUMBER AND NAME
ALLOCATED IN ADOPTED LOCAL PLAN	12 ST GILES, MOOR HALL LANE, BICKNACRE
ALLOCATED IN ADOPTED LOCAL PLAN	13 DANBURY
NEW PROPOSAL	14b LAND SOUTH OF FORD END PRIMARY SCHOOL
NEW PROPOSAL	15 LITTLE BOYTON HALL FARM EMPLOYMENT AREA
NEW PROPOSAL	16a EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)
NEW PROPOSAL	16b LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA
NEW PROPOSAL	17a LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD
NEW PROPOSAL	17b LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD

Introduction

B.1 This Appendix provides information about standards that apply to all new residential developments in Chelmsford including conversions, apartments, maisonettes, houses, Houses in Multiple Occupation (HMO's) or extensions, unless it can be fully demonstrated that the specific site circumstances require a different design approach resulting in a departure from standard.

B.2 The standards seek to ensure new developments will meet the needs of their occupiers, minimise the impact of new developments on surrounding occupiers and encourage higher rates of recycling. Detailed guidance is contained within the Council's Making Places Supplementary Planning Document. Where relevant, links have been provided to other Council documents or national standards. The following standards are covered:

- Privacy and quality of the living environment
- Private amenity space
- Natural light
- Open space
- Internal space standards
- Recycling and waste.

Achieving a high quality living environment

B.3 The Council will seek to secure high quality design and a good standard of living environment for all existing and future occupants.

B.4 The best way of ensuring privacy for new and existing occupiers is to minimise the extent to which windows face onto private areas of adjacent properties. These private areas include habitable rooms (living rooms, dining rooms, bedrooms), kitchens and privacy zones (areas in gardens immediately adjoining the building). Privacy can be ensured through design of new buildings, but also through achieving specified separation distances between windows and neighbouring private areas.

B.5 Adequate separation distance between buildings also ensures they do not feel overbearing to neighbouring residents.

B.6 Where habitable rooms in a new or extended property are proposed, the separation distances set out in Table 11 apply.

B.7 The requirements may be relaxed where privacy is 'designed-in' through careful arrangement of internal accommodation, placement of windows, window design or screening whilst also ensuring buildings are not overbearing. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

B.8 Overlooking needs to be avoided and the perception of overlooking should be considered e.g. by avoiding large windows in side walls of non-habitable rooms even if these are obscured.

B.9 For locations outside of the Chelmsford City Centre and SWF Town Centre, it is expected that the minimum back-to-back standard of 25m will be met. A reduction in the standard will only be accepted where there are site specific character, density or design

considerations and/or identifiable existing site constraints that clearly justify a departure from the minimum standard.

B.10 To ensure a good standard of living for the occupier of a new or extended property, all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

Table 11 : Achieving a high quality living environment - standards

Criteria	Chelmsford City Centre and SWF Town Centre	Outside Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance between parallel 4 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. Minimum back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with existing residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15m (add 4m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4m for each additional storey)	

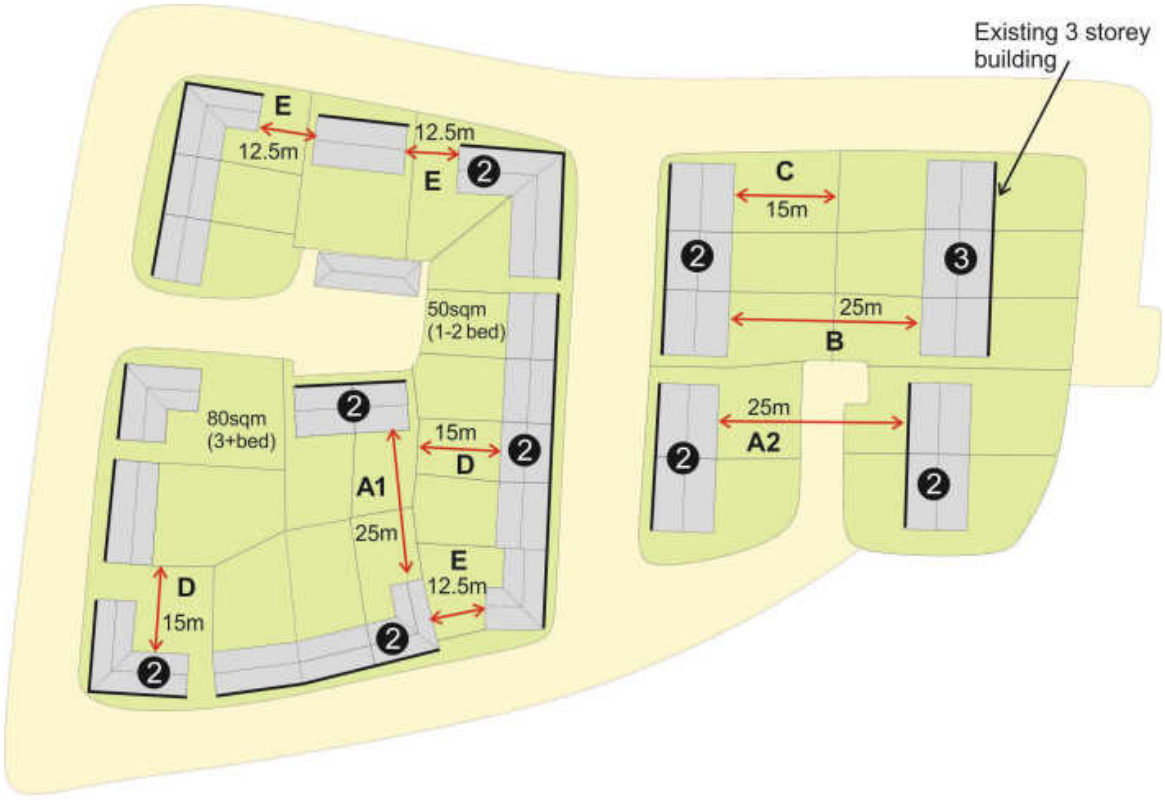
*For tall buildings (above 5 storeys or above 16 metres) the separation space needed could be greater depending on the attributes and circumstances of the scheme; most tall structures will only be acceptable where supported by an appropriate ratio of open setting. This will be judged in accordance with the above standards or on a case-by-case basis as appropriate.

**With existing buildings with a back-to-boundary distance less than 15m, in some circumstances a two-storey extension within 15m of the boundary may be acceptable subject to satisfactory relationships with neighbouring properties.

***For corner turning plots, discretion will be needed as to the application of this standard. For example, the distance would be appropriate if a relationship is being imposed on an existing property. In new developments, the standard could be reduced if the plot serves a positive design function in the layout as any new occupiers would be aware of the pre-existing relationship. Clear glazed upper-floor windows serving habitable rooms should be avoided where they would directly face the privacy zone of a neighbouring property.

****Where a back-to-flank wall relationship will exist, clear glazed windows in flank walls should be avoided in order to safeguard against overlooking.

Figure 19 : Separation distances and private garden space for sites outside Chelmsford City Centre and South Woodham Ferrers Town Centre



Private amenity space

B.11 All new homes shall provide easy access to private or communal garden space. The size of the private space expected depends on the type of unit and the accessibility of the location. All new residential development shall provide private amenity space to a high standard. Narrow unusable garden spaces and parking areas will not be included in the calculations.

B.12 The siting, orientation, size and layout should make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context.

Please refer to the Council's Making Places SPD for more guidance. All private amenity spaces shall be designed to avoid harmful overlooking from other properties.

B.13 Where recycling and waste bins and bikes have to be kept in a rear garden then direct and secure access from the street should be provided.

B.14 Tables 12 and 13 contain space standards for private gardens, balconies and communal garden space. See also Figure 19. In tight urban environments, quality may be more important than the quantity of space. Gardens do not have to be limited to ground level, in appropriate circumstances elevated gardens and roof gardens may be encouraged to maximise use of space.

Table 12 : Garden standards for new houses

Number of bedrooms	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
1 or 2 bedroom houses	40sqm minimum private garden *or* use of directly accessible communal garden equivalent to 25sqm per unit including 10sqm demarcated private zone for each house	50sqm minimum private garden
Houses with 3 or more bedrooms	50sqm minimum private garden	80sqm minimum private garden

Table 13 : Garden and balcony standards for new apartment blocks and HMOs

Dwelling type	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
Upper floor apartments	• Provision of a private balcony (minimum 3sqm), plus • Provision of 20sqm minimum per unit of communal garden (100sqm minimum in total) or be located within 600m of a park or recreation ground	• Provision of a private balcony (minimum 3sqm), plus • 20sqm minimum per unit of communal garden (100sqm minimum in total)
Ground floor apartments	• Provision of a 10sqm minimum demarcated private zone, plus • Provision of 20sqm minimum per unit of communal garden (100sqm minimum in total) or be located within 600m of a park or recreation ground	• 10sqm minimum demarcated private zone, plus • 20sqm minimum per unit of communal garden (100sqm minimum in total)
Houses in Multiple Occupation (HMOs)	• 50sqm minimum communal garden	• 80sqm minimum communal garden

B.15 Communal gardens are an integral part of site design and should, as practicable as possible, be enclosed by buildings and or landscaping. They are intended to be private spaces and should be of an appropriate shape to fulfil their function (e.g. socialising or drying washing). They should benefit from casual surveillance so that they feel safe and are accessible to all intended users. For City/Town Centre schemes, a communal garden area will be encouraged. Please refer to the Council's Making Places SPD for more guidance.

B.16 A demarcated private zone for ground floor apartments should be provided as a small garden, patio or deck, with direct access from the property. Where ground floor apartments cannot provide a sufficiently enclosed private zone, windows and doors should be separated from public areas through hard and/or soft landscaping. Please refer to the Council's Making Places SPD for more guidance.

B.17 For street facing ground floor apartments, the building should be designed to interact with the street, so an enclosed private zone facing the street may not be appropriate. To avoid a street facing single aspect property, dual aspect or duplex apartments are encouraged.

B.18 Maisonettes will usually include a separate entrance door and typically do not rely on communal entrances, stairs and corridors to an internal unit entrance. Where they are not integral to a larger apartment complex, their garden requirements should be akin to a house. Garden spaces must be fit for purpose by considering size, shape and location. A ground floor unit should provide a directly accessible garden space. An upper floor unit should either provide a garden space directly accessed from an external door, or a private terrace on the same level (of at least 10sqm and directly accessed from an external door). Upper floor units must avoid external staircases.

B.19 Exceptions to the above standards may be considered on physically constrained sites where development is desirable in the wider public interest.

B.20 The distance to a park or recreation ground should generally be measured in a direct line. However, consideration needs to be given to physical barriers to movement such as busy roads with no crossings, rivers or railway lines.

Natural light

B.21 New residential development and extensions should provide an adequate level of natural light for new and existing dwellings. Good natural light makes dwellings more attractive, pleasant and energy efficient. Housing layouts should be designed to maximise daylight and sunlight to dwellings as far as possible, as long as the development adheres to other policies and standards. Single aspect apartments should be avoided. Applicants are advised to refer to the BRE document "Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition)" and the British Standard "BS EN 17037 Daylighting of Buildings – Improve the daylight in buildings" (or their successors).

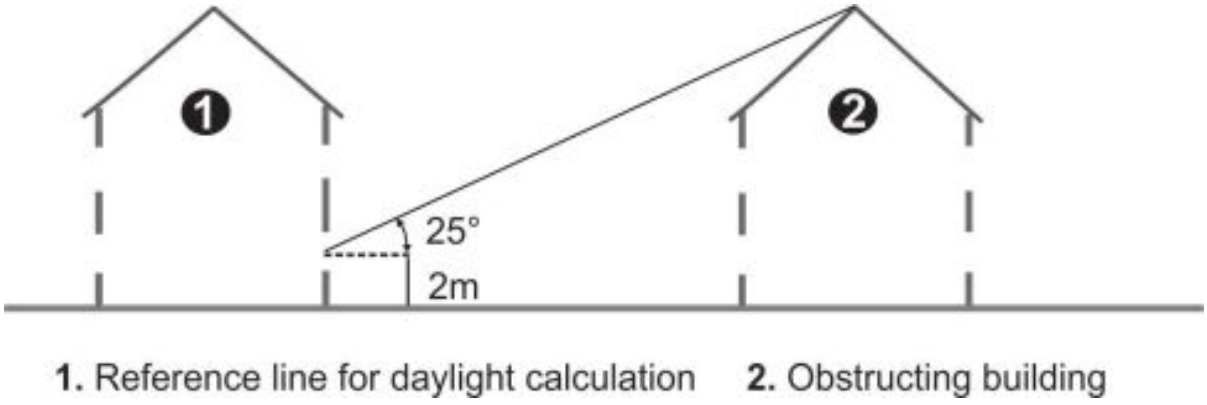
Sunlight

B.22 A sunlit room is achieved where a window faces 90 degrees due south. It is not a reasonable requirement to expect this of all dwellings in a development, but good levels of daylight and a pleasant outlook can compensate for a lack of direct sunlight.

Daylight

B.23 Acceptable daylight in existing building interiors is likely to be achieved if a 25 degree vertical angle from a point 2m above the floor at the building façade is not obstructed, see Figure 20. It is accepted that taller buildings may cause a higher degree of daylight loss, which is one of the reasons why taller buildings will generally be limited to appropriate City Centre locations.

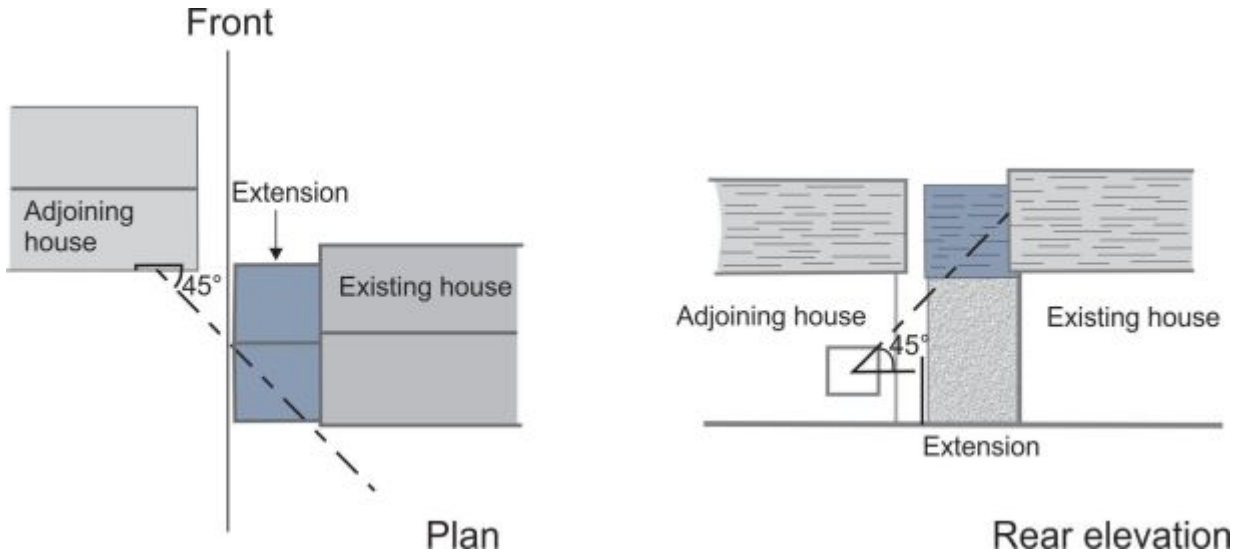
Figure 20 : Relationships between new and existing buildings 1



The obstructing building (No 2) does not breach the 25 degree angle, hence acceptable daylight should be achieved within property No 1. Adapted from Essex Design Guide www.essexdesignguide.co.uk.

B.24 Projections at right angles to a main building range should not infringe a 45 degree angle drawn in plan and elevation from the centre of the closest ground floor habitable room window in a neighbouring property, see Figure 21.

Figure 21 : Relationships between new and existing buildings 2



The extension at the neighbouring property breaches a 45 degree angle both in plan and elevation drawn from the window of a habitable room in the neighbouring property.

Open space

B.25 Open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.

B.26 An open space study, '*Chelmsford Open Space Study 2024 '*, was undertaken by Knight, Kavanagh & Page Ltd to inform the Review of the Local Plan 2022 to 2041. The study was carried out in line with the National Planning Policy Framework (NPPF) and in accordance with Sport England's guidance available at the time.

B.27 Access and quantity standards for the different types of open spaces in Chelmsford are summarised in Table 14.

Table 14 : Access and quantity standards for different types of open spaces in Chelmsford

Type of open space	Definition	Quantity standard (ha/1000 population)	Access standard
Accessible Local Open Space			
Allotments	Opportunities to grow own produce. Added benefits include the long term promotion of sustainable living, health and social inclusion.	0.30	1200m
Amenity greenspace	Sites offering opportunities for informal activities close to home, work or enhancement of the appearance of residential and other areas. It includes informal recreation spaces and other incidental spaces.	0.53	480m or 6 minute walk
Play space (children)	Areas designed primarily for play and social interaction involving children under 12 years old. Sites consist of formal equipped play facilities typically associated with play areas.	0.05	1000m for sites above 0.1ha, all other sites 400m
Play space (youth)	Areas designed primarily for play and social interaction involving young people. Can include equipped sites that provide more robust equipment catering to older age ranges incorporating facilities such as skate parks, BMX, basketball courts, youth shelters and Multi-Use Games Areas.	0.05	1000m
Total Accessible Local Open Space		0.93	

Type of open space	Definition	Quantity standard (ha/1000 population)	Access standard
Strategic Open Space			
Parks and recreation grounds	Parks, formal gardens and recreation grounds, open to the general public. Accessible, high quality opportunities for informal recreation and community events.	1.23	710m or 9 minute walk
Natural and Semi-natural Greenspace			
Natural and semi-natural greenspace	Woodland (coniferous, deciduous, mixed) and scrub, grassland (e.g. down-land, meadow), heath or moor, wetlands (e.g. marsh, fen), wastelands (including disturbed ground), bare rock habitats (e.g. quarries), commons and Local Nature Reserves. Many sites are intentionally without ancillary facilities to reduce misuse/ /inappropriate behaviour whilst encouraging greater flora and fauna. A size threshold of 0.2ha is generally applied.	1.80	ANGST (Natural England's Accessible Open Space Standard), refer to the Open Space Study.

B.28

To help calculate the amount of open space required for each new dwelling, the Council has grouped allotments, amenity green space, and play space for children and youths together and classed these as 'Accessible Local Open Space'. Parks and recreation grounds are referred to as Strategic Open Space. See Table 15 for summary standards in hectares (ha) and sqm/1000 population.

Table 15 : Quantity standard for 'Accessible Local Open Space, Strategic Open Space' and Natural and Semi-natural Greenspace

Type of open space	Quantity standard (ha/1000 population)	Quantity standard (sqm/1000 population) 1 ha = 10,000 sqm
Total Accessible Local Open Space	0.93ha	9,300sqm
Total Strategic Open Space	1.23ha	12,300sqm
Natural and Semi-natural Greenspace	1.80ha	18,000sqm
Total	3.96ha	39,600sqm

B.29 The calculations below set out how much open space will be required for each new dwelling for a scheme of 30 or more dwellings. The calculations are based on an average occupancy rate of 2.4 persons per dwelling in Chelmsford (Census 2011).

1) Number of households per 1000 population: 1000 people/2.4 people per-dwelling = **417 dwellings**
2) Accessible Local Open Space per dwelling: 9,300sqm/417 dwellings= **22sqm/dwelling**
3) Strategic Open Space per dwelling: 12,300sqm/417 dwellings= **29sqm/dwelling**
4) Natural and Semi-natural greenspace per dwelling: 18,000sqm/471 dwellings = **43sqm/dwelling**

Table 16 : Thresholds for on-site provision of open space

Size of Scheme	Provision
Less than 10 dwellings	No provision expected
10-29 dwellings	Accessible Local Open Space required on-site at 22sqm per dwelling
30 dwellings or more	• Accessible Local Open Space required on-site at 22sqm per dwelling, plus • Strategic Open Space required on-site at 29sqm per dwelling, plus • Natural and Semi-natural Greenspace required on-site at 43sqm per dwelling

B.30 On developments of 30 or more dwellings, Strategic Open Space and Natural and Semi-natural Greenspace will normally be required to be provided on-site. Considerations for accepting a commuted sum, in lieu of on-site provision, will include:

- The scale of the proposed development and site area; and
- The suitability of a site considering, for example, its topography or flood risk; and
- The existing provision of facilities within the neighbourhood and/or the sub area; and
- Other sites in the neighbourhood where additional provision is proposed; and
- Existing access to facilities within the neighbourhood and/or sub area.

B.31 Further details on calculating financial contributions is provided in the Open Space Advice Note and Planning Obligations SPD on the Council's website. Commuted sums are to be secured through legal agreements.

Tree planting

B.32 The Council has set a requirement for three new trees to be planted for every new home that is built and for all strategic scale employment and infrastructure development to plant a significant number of new trees in addition to the normal landscaping requirements. This is to assist in the Climate and Ecological Emergency. For details, refer to DM17 Trees, Woodland and Landscape Features and the Council's Tree Planning Advice Note on the Council's website.

Internal space standards

B.33 In 2015, the Government introduced a space standard, 'Technical housing standards – nationally described space standard' which sits alongside Building Regulations as an optional standard. This space standard deals with internal space for new houses and flats and applies across all tenures of housing. It sets out requirements for the gross internal floor area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

B.34 According to research by the Royal Institute of British Architects (RIBA), the average new home in England is only 92% of the recommended minimum size. This means there might not be enough space for furniture, storage, socialising or spending time in quiet.

B.35 Chelmsford generally has a standard and wide ranging mix of house types within its area and therefore the Government's space standards appear to fit well with the housing stock in Chelmsford. There are no particular issues within Chelmsford's housing market that would require a departure from the national standards. To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:

- A dwelling provides at least the GIA and built-in storage area set out in Table 17
- A dwelling with two or more bedspaces has at least one double (or twin) bedroom
- A single bedroom has a floor area of at least 7.5sqm and is at least 2.15m wide
- A double (or twin bedroom) has a floor area of at least 11.5sqm
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1sqm within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72sqm in a double bedroom and 0.36sqmin a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.

Table 17 : Minimum Gross Internal Floor Area and storage (sqm)**

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

* Where a one person flat has a shower room rather than a bathroom, the GIA may be reduced from 39sqm to 37sqm.
(1) Some additional footnotes were added to the Space Standards in 2016 relating to built-in storage, bathrooms and WCs and furnished layouts. Please refer to the guidance **Technical housing standards – nationally described space standard - GOV.UK (www.gov.uk) for details. (2) Regulations relating to the licensing of HMOs introduced in 2018 set different minimum thresholds for bedrooms used by one or more persons based on age. Please refer to The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018 at **www.legislation.gov.uk**.

Recycling and waste

B.36 New developments should have regard to the Council's Making Places Supplementary Planning Document (SPD) and be compliant with the Chelmsford City Council Recycling and Waste Collection Policy applicable at the time. This can be found on the Council's website.

B.37 Recycling and waste collection provision for houses, apartments and flats have been set out below in Tables 19 and 20. Refer also to the Making Places SPD, which provides details of the different bins and other receptacles provided by the Council for houses, flats and apartments. Further details are provided in the Policy referred to above including HMOs and some non-domestic properties.

B.38 To design development to facilitate source-separated collection, the following key design standards need to be considered at the early design stages:

- All bin stores should be easily accessible by the collection vehicle from the highway
- Communal bin stores should be located no further than 30m away from flats or apartments served by this store
- Communal bin stores should be in the form of dedicated bin store rooms in the ground floor of buildings or in the form of robust and covered external compounds sited in unobtrusive locations
- The road surfaces need to be suitable for collection vehicles
- Schemes to be designed to avoid collection vehicles reversing; if reversing is necessary it should be no more than 12m; if the vehicle has to turn, sufficient space needs to be provided for this in the layout.

B.39 All collection vehicles used by Chelmsford City Council are Dennis Eagle with Terberg Lifts. The largest vehicle is the Dennis Eagle Elite 2 Olympus Twin Pack 6 x 4 Wide Body RCV. See Table 18 for dimensions. All development layouts should allow for this vehicle to be used, but note that private waste collectors collecting from non-domestic properties may use larger vehicles.

Table 18 : Dimensions of the largest collection vehicle used by the Council

Dennis Eagle Elite 2 Olympus	Dimensions
Length	10.1m (allowing for rear overhang of the bin lift)
Width	2.85m (allowing for wing mirrors)
Height	3.6m (allowing for overhead fixtures and fittings)
Operating height with tailgate lifted	5.21m
Minimum turning circle	22m

B.40 The Council provides a recycling and waste collection service for non-residential uses, although businesses may also use private contractors. Since the type of waste generated varies widely between different types of businesses, the receptacles required will also vary. Therefore there are no specific standards for general waste and recycling receptacles for non-residential uses. However it is important that storage areas are designed to meet the needs of the business now and in the future when requirement for recycling of waste is likely to be stricter. Storage areas should be easily accessible from the highway, as unobtrusive as possible and ideally away from the main entrance.

Table 19 : Recycling and waste receptacles required for houses

Size of house	Material for collection	Bin type	Recommended location on house plot
1-6 person house	Non-recyclable general waste	180 litre wheeled bin (black), maximum 1 bin	Near to house, close to front or back door, easily wheeled to kerbside for collection
	Garden waste	240 litre wheeled bin (brown), maximum 2 bins	
	Cans, glass, aerosols, foil, textiles and small electrical and electronic equipment	55 litre green box	Undercover e.g. bin store, garage, car port, shed, kitchen, utility room. Able to be easily moved to kerbside for collection
	Paper	White bag – re-useable poly sack (55 litre)	
	Cardboard	White bag – re-useable poly sack (55 litre)	
	Plastic & cartons	Clear bags (55 litre)	
	Food waste – internal	7 litre small grey caddy – maximum 1 bin	In kitchen/utility room
	Food waste – external	23 litre medium green bin	Near to house, able to be easily moved to kerbside for collection
	Garden and food waste	Compost bin	Rear garden, away from the house, directly on soil
7+ person house	Household waste	240 litre wheeled bin (black), maximum 1 bin	Near to house, easily wheeled to kerbside for collection
	All other materials	Same as for 1-6 person house	

Table 20 : Recycling and waste receptacles required for flats and apartments

Material	Bin Type	Storage capacity required (litres) per unit		
		1 bedroom	2 bedroom	3 or more bedrooms
Non-recyclable general waste	240, 360, 660 or 1100 litre wheeled bins	72	108	180
Food waste	140 litre wheeled bins (green)	6.9	11.5	23
Glass (clear)	240 or 360 litre wheeled bins (green)	8.2	11.9	18.3
Glass (coloured)		8.2	11.9	18.3
Cans, foils, aerosols		8.2	11.9	18.3
Plastic and cartons		57.2	79.2	110
Mixed paper and cardboard	660 litre wheeled bins (blue), 360 litre two wheeled green bins can be used in smaller schemes	57.2	79.2	110

C - Development Trajectories

C.1 This Section sets out the projected timeframes for developments within the Local Plan. There are three tables which cover:

- Housing allocations
- Gypsy and Traveller allocations
- Travelling Showpeople allocations.

C.2 For each of the above, timeframes for development have been projected based on the following information:

- Published housing completions for years 2022/23 to 2023/24
- Known planning permissions and expected timeframes for development, based on developers' projected build out rates (sourced from the April 2024 Housing Site Schedule) for years 2024/25 to 2028/29
- Expected timeframes for the development of Local Plan allocations, based on projected build out rates and information from site promoters for years 2029/30 to 2040/41 as applicable
- The timing of the provision of facilities and services for a location have been factored into timeframes where applicable (e.g. the timing of school provision, utility and service provision).

C.3 In addition to the tables there is a housing trajectory graph included within the housing section.

Housing Site Schedule April 2024

Site Address	Allocation	SHELAA/UCS Reference	Estimated Total Capacity	No of which AH	Small Site (Y/N)	Year 1 24/25		Year 2 25/26		Year 3 26/27		Year 4 27/28		Year 5 28/29		Year 6 29/30		Years 30/31 - 34/35	Year 35/36	Years 36/37 - 40/41	Post 2041
						Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable				
Extant Local Development Framework Sites																					
Town Centre Area Action Plan Allocations																					
24 Duke Street Chelmsford	TCAAP10 (part of)	N/A	118	19	Y											99	19				
SUB TOTAL						**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**19**	**0**	**0**	**0**	**0**
North Chelmsford Area Action Plan																					
Land north south and east of Belsteads Farm Lane Broomfield (Channels) - Phase 6	NCAAP 6, 26-27	N/A	**128**	**28**	N	26		18													
Land east of North Court Road and north of Hospital Approach Broomfield (Care Home)	NCAAP1	N/A	**26**	**0**	Y			26													
Greater Beaulieu Park White Hart Lane Springfield - Phase 2 - Zone K and L	NCAAP 5,7-10,12	N/A	**300**	**81**	N	49	13	51	8	15											
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone M, N & Q	NCAAP 5,7-10,12	N/A	**272**	**84**	N	40	20	15	20												
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zones O & P	NCAAP 5,7-10,12	N/A	**111**	**30**	N	31	16														
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone V	NCAAP 5,7-10,12	N/A	**145**	**39**	N	36	30														
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone W	NCAAP 5,7-10,12	N/A	**194**	**52**	N	54	22	61	13	12											
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone T	NCAAP 5,7-10,12	N/A	**66**	**18**	N	39	18	9													
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone R S & U	NCAAP 5,7-10,12	N/A	**67**	**86**	N			48	17	48	17	43	17	40	16						
Greater Beaulieu Park White Hart Lane Springfield - Remainder of phase 2-4	NCAAP 5,7-10,12	N/A	**1000**		N			70	58	70	58	70	58	70	58	70	58	360			
SUB TOTAL						**275**	**119**	**298**	**116**	**145**	**75**	**113**	**75**	**110**	**74**	**70**	**58**	**360**	**0**	**0**	**0**
Site Allocations Development Plan Document Allocations																					
Former Runwell Hospital (St Lukes) Runwell Chase Runwell - Phase 5	SAD17	N/A	**71**	**25**	N	34	25														
Land at Former Runwell Hospital Runwell Chase Runwell Wickford	SAD17	N/A	**29**	**10**	Y		10														
Morelands Industrial Estate, Tileworks Lane, Rettendon	SAD16	N/A	**92**	**0**	N	53															

Land between Back Lane and Old Church Road East Hanningfield	SAD20	N/A	**26**	**10**	Y									16	10						
SUB TOTAL						**87**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**10**	**0**	**0**	**0**	**0**	**0**	**0**
Large Sites (Unallocated)																					
47 Broomfield Road Chelmsford	TCAAP	N/A	**14**	**0**	Y									14							
Site rear of 30-34 Broomfield Road	TCAAP	N/A	**24**	**0**	Y							24									
10-13 Hoffmans Way Chelmsford	Growth Area 1	N/A	11	0	Y	11															
South Side Car Park Railway Street Chelmsford	Growth Area 1	N/A	**10**	**10**	Y		10														
Site at The Atlantic Hotel New Street Chelmsford	Growth Area 1	N/A	**10**	**0**	Y	10															
International House 2 Navigation Road Chelmsford	Growth Area 1	N/A	**48**	**12**	Y					36	12										
Saxon House 27 Duke Street Chelmsford	Growth Area 1	N/A	**39**	**0**	Y			39													
Makerstudy House Waterloo Lane Chelmsford	Growth Area 1	N/A	**22**	**0**	Y			22													
Land to the rear of 51- 54A High Street Chelmsford	Growth Area 1	N/A	**10**	**0**	Y	10															
58 New London Road Chelmsford	Growth Area 1	N/A	**15**	**0**	Y	15															
39 Moulsham Street Chelmsford	Growth Area 1	N/A	**12**	**0**	Y									12							
1/1A Moulsham Street Chelmsford	Growth Area 1	N/A	**10**	**0**	Y					10											
Car Park Anchor Street Chelmsford	Growth Area 1	N/A	**15**	**15**	Y						15										
Royal & Sunalliance Parkview House Victoria Road South	TCAAP	N/A	**45**	**0**	Y													45			
Royal & Sunalliance Parkview House Victoria Road South	TCAAP	N/A	**15**	**0**	Y													15			
Site at Dorset House Duke Street Chelmsford	Growth Area 1	N/A	**40**	**0**	Y	40															
Victoria House 101-105 Victoria Road Chelmsford	Growth Area 1	N/A	**44**	**0**	Y	44															
Paragon House Coval Wells Chelmsford	Growth Area 1	N/A	**25**	**0**	Y					25											
St Josephs Nursing Home Gay Bowers Road Danbury	SAD	N/A	**10**	**0**	N	10															
Brook Farm Riding Stables Stock Road Stock Billericay	SAD	N/A	**10**	**0**	Y			7		3											
636-642 Galleywood Road Chelmsford	Growth Area 1	SHLAA82	**32**	**0**	Y			32													
Site at Indian Nights London Road Chelmsford	Growth Area 1	N/A	**10**	**0**	Y			10													
Site at Windermere Main Road Broomfield Chelmsford	Growth Area 2	N/A	**14**	**0**	Y			14													
SUBTOTAL						**140**	**10**	**124**	**0**	**74**	**27**	**24**	**0**	**26**	**0**	**0**	**0**	**60**	**0**	**0**	**0**
Small Sites (Unallocated)																					
Boreham Village Store Main Road Boreham	SAD	N/A	**5**	**0**	Y			5													
Land North West Of 5 Bulls Lodge Cottages General Lane Boreham	Growth Area 2	N/A	**1**	**0**	Y	1															
Site at North Bungalow Elm Way Boreham	Growth Area 2	N/A	**9**	**0**	Y			9													
Land South of 124 Plantation Road Boreham Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Site at Vehicle Workshop Thrift Farm Moulsham Thrift Chelmsford	Growth Area 1	N/A	**3**	**0**	Y	3															
Land at Thrift Farm Moulsham Thrift Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
10-13 Hoffmans Way Chelmsford	Growth Area 1	N/A	**9**	**0**	Y	9															
Land Rear of 11A to 15 Broomfield Road Chelmsford	Growth Area 1	Part of GS1t	**2**	**0**	Y	2															
Site at 22-24 Broomfield Road Chelmsford	Growth Area 1	N/A	**2**	**0**	Y			2													

26 Broomfield Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
18-24 Rainsford Lane Chelmsford	Growth Area 1	N/A	**2**	**0**	Y			2														
Site at 6-14 Rainsford Road Chelmsford	Growth Area 1	N/A	**3**	**0**	Y	3																
11A - 15 Broomfield Road Chelmsford	Growth Area 1	N/A	**3**	**0**	Y	3																
Block 32 to 37 Glebe Road Chelmsford	Growth Area 1	N/A	**2**	**0**	Y			2														
46 Rainsford Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land at Moulsham Grange Moulsham Street Chelmsford	Growth Area 1	N/A	**9**	**0**	Y	9																
Land Rear of Stuarts Moulsham Street Chelmsford	SAD	N/A	**1**	**0**	Y	1																
Land Rear of Colinton Moulsham Street Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Second Floor 163-164 Moulsham Street Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2																
163-164 Ground and First Floor Moulsham Street Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
42 Moulsham Street Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2																
218A Moulsham Street Chelmsford	Growth Area 1	N/A	**6**	**0**	Y			6														
First Floor Oliver House 23 Hall Street Chelmsford	Growth Area 1	N/A	**3**	**0**	Y			3														
2-4 Hamlet Road Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2																
1 Goldlay Avenue Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
Reed Personnel Services 5 New London Road Chelmsford	Growth Area 1	N/A	**4**	**0**	Y			4														
4 Baddow Road Chelmsford	Growth Area 1	N/A	**2**	**0**	Y			2														
81 Springfield Road Chelmsford	Growth Area 1	N/A	**3**	**0**	Y			3														
39 Springfield Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
147-149 Springfield Road Chelmsford	Growth Area 1	N	**1**	**0**	Y			1														
Land South East of Riverbank Court Shrublands Close Chelmsford	TCAAP	N/A	**3**	**0**	Y									3								
Land Rear of 101 New London Road Chelmsford	TCAAP	N/A	**8**	**0**	Y	8																
Carlton House 101 New London Road Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2																
Chelmsford Club 108 New London Road	TCAAP	N/A	**5**	**0**	Y									3								
58 New London Road Chelmsford	Growth Area 1	N/A	**4**	**0**	Y	4																
32-33 New Street Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Back Inn Time 13 Cottage Place Chelmsford	Growth Area 1	N/A	**7**	**0**	Y			7														
Victoria House 101-105 Victoria Road Chelmsford	Growth Area 1	N/A	**6**	**0**	Y	6																
22A Duke Street, Chelmsford	TCAAP	N/A	**5**	**0**	Y					5												
Site at 10 and 10A Duke Street Chelmsford	Growth Area 1	N/A	**4**	**0**	Y	4																
86 Duke Street Chelmsford	Growth Area 1	N/A	**5**	**0**	Y			5														
Site Rear of 20 St Vincents Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
33 Redmayne Drive Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land East of 2 St Mildreds Road Chelmsford	SAD	N/A	**1**	**0**	Y			1														
10 Brian Close Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
187 Gloucester Avenue Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land Adjacent 261 Gloucester Avenue Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																

Land Adjacent 116 Heath Drive Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
Site Adjacent 21 Sunrise Avenue Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land at 3 Town Croft Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Site at 127 Melbourne Avenue Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
18A Belvawney Close Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land at 24 Mendip Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
21 Seven Ash Green Chelmsford	SAD	N/A	**2**	**0**	Y									2								
Site at 92 Bodmin Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
Site at Springfield Hall Cottage Lawn Lane Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
Block 1 to 11 Abbotts Place Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2																
Land rear of 270 to 272 Springfield Road Chelmsford	TCAAP	N/A	**2**	**0**	Y									1								
73 Rainsford Lane Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Site at 73 Rainsford Lane Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
5-7 Robjohns Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
106 Forest Drive Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land Adjacent to 1 Savernake Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Site at 43 Waterhouse Lane Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Land Adjacent 139 Writtle Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Barn South Hillcroft Chignal Road Chignal Smealy Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
Gordon House Hyde Lane Danbury Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1																
Blue House Farm Gay Bowers Road Danbury Chelmsford	Growth Area 3	N/A	**1**	**0**	Y					1												
Land Adjacent 2 Pease Place East Hanningfield Chelmsford	Growth Area 3	N/A	**1**	**1**	Y		1															
Play Area Payne Place East Hanningfield Chelmsford	Growth Area 3	N/A	**3**	**3**	Y				3													
WI Hall Old Church Road East Hanningfield Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1																
Agricultural Building at Little Claydons Farm Old Southend Road Sandon Chelmsford	Growth Area 3	N/A	**1**	**0**	Y					1												
Stables at Highwater Farm Main Road East Hanningfield Chelmsford	Growth Area 3	N/A	**2**	**0**	Y	2																
212 Watchouse Road Galleywood Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
2 Skinners Lane Galleywood Chelmsford	Growth Area 1	N/A	**2**	**0**	Y			2														
Site at Kirriemuir Stock Road Galleywood Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1																
Site at Mapletree Works Brook Lane Galleywood Chelmsford	SAD	N/A	**2**	**0**	Y	2																
Site at 190 Galleywood Road Great Baddow Chelmsford	Growth Area 1	N/A	**4**	**0**	Y			4														
100 Beehive Lane Great Baddow Chelmsford	Growth Area 1	N/A	**5**	**0**	Y					5												
41 Sawkins Avenue Great Baddow Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1														
275 Baddow Road Great Baddow Chelmsford	Growth Area 1	N/A	**8**	**0**	Y	8																
287 Baddow Road Great Baddow Chelmsford	Growth Area 1	N	**1**	**0**	Y	1																
Land South of the Bell Centre Bell Street Great Baddow Chelmsford	SAD	N/A	**2**	**0**	Y	2																

Site at the Bell Centre Bell Street Great Baddow	Growth Area 1	N/A	**2**	**0**	Y	2															
70 High Street Great Baddow Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Land North of 373 Baddow Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Land Rear of 75 and 77 Maldon Road Great Baddow Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2															
Outbuilding at Whitehouse Farm Boreham Road Great Leighs Chelmsford	SAD	N/A	**1**	**0**	Y			1													
Agricultural Building South West of Pippins Hornells Corner Little Leighs Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Site at Pond View Banters Lane Great Leighs Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Land South West of Blue Barnes Farm Gubbions Lane Great Leighs Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Land Adjacent Corner Cottage Banters Lane Great Leighs Chelmsford	Growth Area 2	N/A	**4**	**0**	Y	4															
Land at 37 Main Road Great Leighs Chelmsford	SAD	N/A	**1**	**0**	Y	1															
Buildings at Wakerings Farm Leighs Road Great Leighs Chelmsford	Growth Area 2	N/A	**3**	**0**	Y	3															
Agricultural Building South West of Pippins Hornells Corner Little Leighs Chelmsford	Growth Area 2	N/A	**1**	**0**	Y			1													
Site adjacent 31 Pleshey Road Ford End Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Land South of Firland Woods Road Great Waltham Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Barn South West of Lavender Farm Main Road Great Waltham Chelmsford	Growth Area 2	N/A	**2**	**0**	Y	2															
Lavender Farm Main Road Great Waltham Chelmsford	Growth Area 2	N/A	**6**	**0**	Y	6															
Land East of Rye Cottage Larks Lane Great Waltham	SAD	N/A	**2**	**0**	Y	2															
Land South of Firland Wood Road Great Waltham Chelmsford	SAD	N/A	**1**	**0**	Y	1															
Site Adjacent 24 Souther Cross Road Good Easter Chelmsford	Growth Area 1	N/A	**2**	**0**	Y	2															
Barn at School Road Good Easter Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Ravenscraig Metsons Lane Highwood Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Awes Farm Ingatestone Road Highwood	SAD	N/A	**1**	**0**	Y									1							
Land at Phillips Farm Highwood Road Highwood Chelmsford	SAD	N/A	**2**	**0**	Y	2															
Land East of the Green Man Highwood Road Edney Common Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land Rear of Hill Cottage Colam Lane Little Baddow Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Old Court Colam Lane Little Baddow Chelmsford	SAD	N/A	**1**	**0**	Y			1													
Land Adjacent Sandpit Cottage Holybread Lane Little Baddow Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															

Barn Little Baddow Hall Farm Church Road Little Baddow Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Barn North of Graces Farm Graces Lane Little Baddow Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land North of Woodcroft East Hanningfield Road Sandon Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land South of Timbuctoo Cottage Main Road Little Waltham Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Alsteads Farm Leighs Road Little Waltham Chelmsford	Growth Area 2	N/A	**1**	**0**	Y			1													
Site North of Rolphs Cottages Blasford Hill Little Waltham Chelmsford	Growth Area 2	N/A	**1**	**0**	Y	1															
Land South of the Wilderness Leighs Road Little Waltham Chelmsford	Growth Area 2	N/A	**1**	**0**	Y			1													
Site at the Bungalow Belsteads Farm Lane Little Waltham Chelmsford	Growth Area 2	N/A	**5**	**0**	Y			5													
Barns Opposite Whitbreads Business Centre Whitbreads Farm Lane Little Waltham Chelmsford	Growth Area 2	N/A	**5**	**0**	Y					5											
Land at Margaretting Hall Church Lane Margaretting Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Site at the Leys Maldon Road Margaretting Ingatestone	Growth Area 3	N/A	**1**	**0**	Y	1															
Barns at Wells Farm Ivy Barn Lane Margaretting Ingatestone	Growth Area 3	N/A	**3**	**0**	Y					3											
Farm Office Canterburys Main Road Margaretting	Growth Area 3	N/A	**1**	**0**	Y	1															
Bearmans Farmhouse Writtle Road Margaretting Chelmsford	SAD	N/A	**2**	**0**	N	2															
Site at Mole Cottage London Road Chelmsford	Growth Area 1	N/A	**1**	**0**	Y			1													
Barn North of Bury Farm Bury Road Pleshey Chelmsford	SAD	N/A	**3**	**0**	Y			3													
Land at Whitegates Woodham Road Rettendon Chelmsford	Growth Area 3	N/A	**3**	**0**	Y					3											
Site at High House Farm Woodham Road Rettendon Chelmsford	Growth Area 3	N/A	**2**	**0**	Y	2															
4 The Old Nursery Rettendon Wickford	Growth Area 3	N/A	**1**	**0**	Y	1															
59-63 Garage Block Rear of St Michaels Drive Roxwell Chelmsford	Growth Area 3	N/A	**3**	**3**	Y				3												
Pooty Pools Farm Radley Green Road Roxwell	SAD	N/A	**3**	**0**	Y							2									
Barn at Skreens Park Road Roxwell Chelmsford	SAD	N/A	**1**	**0**	Y	1															
Car Sales Highover Cottage Runwell Road Runwell Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land West of Hedge Grove Meadow Lane Runwell	Growth Area 3	N/A	**1**	**0**	Y	1															
Land Adjacent 2 Brick Cottages Runwell Road Runwell Wickford	Growth Area 3	N/A	**1**	**0**	Y	1															
The Laurels 130 Church End Lane Runwell Wickford	Growth Area 3	N/A	**2**	**0**	Y	2															
Land at Dobe Farm Meadow Lane Runwell Chelmsford	Growth Area 3	N/A	**2**	**0**	Y			2													
Land South of 8 Canewdon Gardens Runwell Wickford	Growth Area 3	N/A	**1**	**0**	Y	1															

Land rear of 132 Brock Hill South Hanningfield Wickford	Growth Area 3	N/A	**3**	**0**	Y			3													
Barns at Mill Hill Farm East Hanningfield Road Sandon	SAD	N/A	**1**	**0**	Y			1													
Mill Hill Farm East Hanningfield Road Sandon Chelmsford	Growth Area 1	N/A	**2**	**0**	Y			2													
Kaeden Place Blind Lane Sandon Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Chamberlains Farm Sporhams Lane Sandon	SAD	N/A	**4**	**0**	N			4													
Bridge Farm Barn Woodhill Road Sandon Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Site at Wild Oaks East Hanningfield Road Sandon	Growth Area 1	N/A	**1**	**0**	Y	1															
Outbuildings at Whitedown South Hanningfield Road South Hanningfield	SAD	N/A	**1**	**0**	Y	1															
Site at Park Lane Riding School Park Lane Ramsden Heath	SAD	N/A	**6**	**0**	Y	6															
20 Church Road Ramsden Heath	SAD	N/A	**1**	**0**	Y									1							
Stables Tylde Hall Farm Heath Road Ramsden Heath Chelmsford	Growth Area 3	N/A	**2**	**0**	Y			2													
Agricultural Building at Park Lodge Ramsden Heath	Growth Area 3	N/A	**1**	**0**	Y	1															
Site at 25 Mountbatten Way Springfield Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Land East of 48 Mayne Crest Springfield Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Land North of 95 Brook End Road South Springfield Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Site at 9 The Paddock Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Hawthorns Common Road Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land Rear of 4 The Lindens Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
136 Mill Road Stock Chelmsford (Formerly Land Rear of 3 Lindens)	Growth Area 3	N/A	**1**	**0**	Y	1															
Agricultural Building at Farrows Farm Stock Road Stock Chelmsford	Growth Area 3	N/A	**3**	**0**	Y	3															
Aircraft Hangar 1 Brock Farm Ingatestone Road Stock	Growth Area 3	N/A	**1**	**0**	Y	1															
Site at 6 Well Lane Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Land East of 106 Mill Road Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
11 Mill Lane Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Site at Church Green Cottage and Lammas Cottage High Street Stock Chelmsford	SAD	N/A	**2**	**0**	Y	2															
Barn South West of Dowsett Farm Dowsett Lane Ramsden Heath Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Dowsett Farm Dowsett Lane Ramsden Heath Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land North East of Church Green Cottage High Street Stock Chelmsford	Growth Area 3	N/A	**1**	**0**	Y					1											
Flat 6 Guild Way South Woodham Ferrers	SAD	N/A	**1**	**0**	Y	1															
Land at 19 Albert Road South Woodham Ferrers Chelmsford	SAD	N/A	**1**	**0**	Y	1															
Land North Of Communication Station At Bushy Hill Edwins Hall Road Woodham Ferrers Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													

Land at 210 Hullbridge Road South Woodham Ferrers Chelmsford	Growth Area 3	N/A	**3**	**0**	Y	3															
46 Hullbridge Road South Woodham Ferrers Chelmsford	Growth Area 3	N/A	**3**	**0**	Y			3													
Land South of Brookfield Main Road Bicknacre Chelmsford	SAD	N/A	**1**	**0**	Y			1													
Site at West View Main Road Bicknacre Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Grain Store Woodham Hall Main Road Bicknacre Chelmsford	Growth Area 3	N	**1**	**0**	Y			1													
Tally Ho Main Road Bicknacre Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Land at Hillbrook Bicknacre Road Bicknacre Chelmsford	Growth Area 3	N/A	**1**	**0**	Y					1											
Ridings White Elm Road Bicknacre Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Priory Corner Garage Priory Road Bicknacre Chelmsford	Growth Area 3	N/A	**9**	**0**	Y	9															
Agricultural Building at Oak Lodge Farm Leighams Road Bicknacre	Growth Area 3	N/A	**1**	**0**	Y	1															
Land Adjacent Carlyon Cottage Main Road Woodham Ferrers	Growth Area 3	N/A	**1**	**0**	Y			1													
Land South of Tower Farm Main Road Woodham Ferrers Chelmsford	Growth Area 3	N/A	**1**	**0**	Y					1											
Site at Wantz Cottage Crows Lane Woodham Ferrers	Growth Area 3	N/A	**1**	**0**	Y			1													
Land at Broadcares Main Road Bicknacre Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Spice Restaurant The Street Woodham Ferrers Chelmsford	Growth Area 3	N/A	**1**	**0**	Y	1															
Oak House Bicknacre Road Danbury Chelmsford	Growth Area 3	N/A	**8**	**0**	Y	8															
Outbuildings at the Barn White Elm Road Bicknacre Chelmsford	Growth Area 3	N/A	**1**	**0**	Y			1													
Site at 2 Tower Road Writtle Chelmsford	SAD	N/A	**1**	**0**	Y	1															
Grove House Ongar Road Writtle Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Land Adjacent 275 Ongar Road Writtle Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Site at Oak Lodge 275 Ongar Road Writtle	Growth Area 1	N/A	**2**	**0**	Y	2															
Clarendon House Veterinary Centre 24 The Green Writtle Chelmsford	Growth Area 1	N/A	**1**	**0**	Y	1															
Land East of 26 The Coverts Writtle	Growth Area 1	N/A	**1**	**0**	Y			1													
SUBTOTAL						**212**	**1**	**119**	**6**	**26**	**0**	**2**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Local Plan Sites																					
Growth Area 1 - Central and Urban Chelmsford																					
Former Gas Works Wharf Road Chelmsford	CW1a	CFS264	**450**	**158**	N					50	10	75	35	75	50	75	50	30			
Lockside Navigation Road Chelmsford	CW1c	CFS262	**130**	**46**	N					32	18	52	28								
Baddow Road Car Park and Land to the East	CW1d	CFS263 CUA28	**190**	**67**	N									50	20	50	20	50			
Travis Perkins Navigation Road Chelmsford	CW1e	CAU20	**75**	**26**	Y													75			
Navigation Road sites Chelmsford	CW1f	CAU17	**35**	**12**	Y														35		
Former St Peter's College Fox Crescent	SGS1b	CFS276	**185**	**65**	N			12	5	36	20	36	20	36	20						
Riverside Ice and Leisure Land Victoria Road Chelmsford	SGS1d		**150**	**33**	N					58	17	59	16								

Civic Centre Land Fairfield Road Chelmsford	SGS1e	CUA1	**100**	**35**	N														100		
Land West of Eastwood House Glebe Road Chelmsford	SGS1f	CUA1	**197**	**36**	N					161	36										
Ashby House Car Parks New Street Chelmsford	GS1h	CUA8	**80**	**28**	Y														80		
Chelmsford Social Club and Private Car Park	GS1g	CUA16	**29**	**0**	Y													29			
Rectory Lane Car Park West Rectory Lane Chelmsford	GS1i		**75**	**26**	N													75			
Former Chelmsford Electrical and Car Wash Brook Street	GS1k	CUA9	**41**	**0**	Y					41											
BT Telephone Exchange Cottage Place Chelmsford	GS1l	CUA11	**30**	**11**	Y														30		
Rectory Lane Car Park East Rectory Lane Chelmsford	GS1m		**23**	**23**	Y		23														
Waterhouse Lane Depot and Nursery Chelmsford	GS1n	CFS266	**20**	**7**	Y													20			
British Legion New London Road Chelmsford	GS1p	CUA40	**15**	**5**	Y													15			
Land rear Of 17-37 Beach's Drive Chelmsford	GS1q		**18**	**5**	Y			13	5												
Garage Site St Nazaire Road Chelmsford	GS1r	CFS256	**12**	**5**	Y													12			
Garage Site and Land Medway Close Chelmsford	GS1s	CFS257	**6**	**6**	Y		6														
Car Park R/O Bellamy Court Broomfield Road Chelmsford	GS1t	CUA32	**10**	**0**	Y													10			
Meadows Shopping Centre and Meadows Surface Car Park	SGS1w	21SHELAA71	**757**	**265**						35	19	53	29			85	46	490			
Land between Hoffmans Way and Brook Street (Marriages Mill)	SGS1y	18SLAA16	**100**	**35**															100		
Granary Car Park	GS1z	21SHELAA63	**50**	**18**	Y													50			
Coval Lane Car Park	GS1aa	22SHELAA24	**40**	**14**	Y														40		
Car Park Glebe Road Chelmsford	GS1bb	22SHELAA23	**12**	**12**	Y				12												
Andrews Place Land West of Rainsford Lane Chelmsford	SGS1cc		**183**	**183**	Y										86		97				
Land Surrounding Telephone Exchange Ongar Road Writtle	GS5		**25**	**9**	Y														25		
West Chelmsford	SGS2	MON/00165/14	**880**	**308**	N			10		20	10	20	10	20	10	20	10	150	35	565	
East Chelmsford - Manor Farm	SGS3a	MON/00208/14	**360**	**126**	N			32	18	32	18	32	18	32	18	32	18	110			
East Chelmsford - Land South and North of Maldon Road	SGS3c and SGS3d	MON/00100/14 (part of)	**174**	**61**	N			32	18	33	18	39	25	9							
Land north of Galleywood Reservoir Beehive Lane Galleywood	GS4	CFS260	**24**	**9**	Y			15	9												
SUBTOTAL						**0**	**29**	**114**	**67**	**498**	**166**	**366**	**181**	**222**	**204**	**262**	**241**	**1116**	**445**	**565**	**0**
Growth Area 2 - North Chelmsford																					
Chelmsford Garden Community Zone 1 Pratts Farm Lane Little Waltham Chelmsford	SGS6	MON/00139/14 (part) MON/00094/14 (part) + subsequent masterplan submission	**1500**	**525**	N					65	35	65	35	65	35	115	50	805	160	70	
Chelmsford Garden Community Zone 2 Beaulieu Parkway Chelmsford	SGS6	MON/00139/14 (part) MON/00094/14 (part) + subsequent	**3500**	**1225**	N							76	36	180	94	143	76	278	248	1688	681

		masterplan submission																		
Chelmsford Garden Community Zone 3 Beaulieu Chelmsford	SGS6	MON/00139/14 (part) MON/00094/14 (part) + subsequent masterplan submission	**1250**	**438**	N			60		101	33	101	33	101	33	101	33	514	50	90	
Great Leighs - Land at Moulsham Hall	SGS7a	MON/00204/14 (part)	**750**	**263**	N					30	20	65	35	65	35	65	35	400			
Great Leighs - Banters Field Main Road (North Section)	SGS7b	MON/00204/14 (part)	**190**	**42**	N			60		60		70									
Great Leighs - Banters Field Main Road (South section)	SGS7b	MON/00204/14 (part)	**60**	**13**	N											47	13				
Great Leighs - Land North and South of Banters Lane	SGS7c	MON/00025/15 MON/00016/15 MON/00019/14	**100**	**35**	N			8		22	20	35	15								
North of Broomfield	SGS8	MON/00181/14 (part) MON/00001/15 MON/001845/14 MON/00036/14	**512**	**180**	N			30	20	30	20	30	20	60	40	60	40	162			
Land south of Ford End Primary School, Ford End	GS14b		**20**	**7**	Y													20			
SUBTOTAL						**0**	**0**	**158**	**20**	**308**	**128**	**442**	**174**	**471**	**237**	**531**	**247**	**2179**	**458**	**1848**	**681**
Growth Area 3 - South and East Chelmsford																					
Land North West of Hamberts Farm Bunham Road South Woodham Ferrers Chelmsford	SGS10	MON/00282/14 (part), MON/00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	**1020**	**357**	N					50	20	100	50	100	50	100	50	500			
Land North of South Woodham Ferrers Burnham Road South Woodham Ferrers Chelmsford	SGS10	MON/00282/14 (part), MON/00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	**200**	**70**						36		40	25	40	35	14	10				
St Giles Moor Hall Lane	SGS12	MON/00043/15	**32**	**12**	N													32			
Danbury	SGS13		**100**	**35**														50	50		
East Chelmsford Garden Community (Hammonds Farm)	SGS16a		**4500**	**1575**	N													1350	235	1415	1500

Land at Kingsgate, Bicknacre	GS11b		**20**	**7**	Y													20			
Land west of Barbrook Way, Bicknacre	GS11c		**20**	**7**	Y													20			
Land north of Abbey Fields, East Hanningfield	GS17a		**11**	**4**	Y													11			
Land east of Highfields Mead, East Hanningfield	GS17b		**20**	**7**	Y													20			
SUBTOTAL						**0**	**0**	**0**	**0**	**86**	**20**	**140**	**75**	**140**	**85**	**114**	**60**	**2003**	**285**	**1415**	**1500**
Windfall Allowance												**170**		**163**		**175**		**815**	**175**	**875**	
TOTAL						**714**	**194**	**813**	**209**	**1137**	**416**	**1257**	**505**	**1159**	**610**	**1251**	**625**	**6533**	**1363**	**4703**	**2181**
						908		**1022**		**1553**		**1762**		**1769**		**1876**					

5 YEAR TOTAL UNITS	**7014**
Of which AH units	**1934**

Residual Permissions	714	165	541	122	245	102	139	75	163	84	169	77				
	879		663		347		214		247		246		420	0	0	0
	2350										666				0	0
	3016															
Local Plan Allocations (new and adopted)	0	29	272	87	892	314	948	430	833	526	907	548				
	29		359		1206		1378		1359		1455		5298	1188	3828	2181
	4331										7941				3828	2181
	16100															**2181**

Total Number of small Sites	**Total Number of dwellings approved on small sites**
207	**1588**

Number of small sites which are windfall	**Total Number of dwellings approved on small sites which are windfall**
108	**630**

Chelmsford Housing Trajectory 2022-2041
Number of housing completions
2000
1800
1600
1400
1200
1000
800
600
400
200
0
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/38
2038/39
2039/40
2040/41
Year
Housing Completions
Housing Requirement

4.1 You can comment on the Additional Sites Housing Site Schedule. For the expanded sites, only the additional dwellings are shown on the Additional Housing Sites Development Trajectory, with the balance already included in the August 2025 Housing Site Schedule.

4.2 You cannot comment on the Development Trajectories in the Pre-Submission Local Plan, as these were consulted on previously. All responses made to the previous Pre-Submission consultation will also be submitted for examination.

Additional Sites Housing Site Schedule

Site Address	Allocation	SHELAA/UCS Reference	Estimated Total Capacity	No of which AH	Small Site (Y/N)	Year 1 25/26		Year 2 26/27		Year 3 27/28		Year 4 28/29		Year 5 29/30		Year 6 2030/31		Years 2031/32 - 2035/36	Years 2036/37 - 2040/41	Post 2041
						Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable	Market	Affordable			
Local Plan Sites																				
Growth Area 1 - Central and Urban Chelmsford																				
Land at Former Kay-Metzeler Premises, Brook Street	SGS1dd	21SHELAA18	**100**	**35**	Y							33	17	32	18					
Land North West of Chelmsford (North of Hollow Lane)	SGS18a	CFS182/18SLAA9	**100**	**35**	N							33	17	32	18					
Land West of Patching Hall Lane	SGS19	21SHELAA100	**200**	**70**	N							33	17	32	18	32	18	50		
SUBTOTAL						**0**	**0**	**0**	**0**	**0**	**0**	**99**	**51**	**96**	**54**	**32**	**18**	**50**	**0**	**0**
Growth Area 2 - North Chelmsford																				
Great Leighs - Land East of London Road	SGS7b	21SHEELA70	**140**	**49**	N					26	14	33	17	32	18					
Land to the East of 118 to 124 Plantation Road, Boreham	GS9b	21SHELAA78 / 21SHELAA64	**60**	**21**	N							20	10	19	11					
South of Main Road and Dukes Wood Close, Boreham	GS9c		**22**	**8**	Y							14	8							
Land south of Ford End Primary School	SGS14b	CFS216	**55**	**20**	N									35	20					
SUBTOTAL						**0**	**0**	**0**	**0**	**26**	**14**	**67**	**35**	**86**	**49**	**0**	**0**	**0**	**0**	**0**
Growth Area 3 - South and East Chelmsford																				
Land west of Barbrook Way, Bicknacre	SGS11c	CFS158	**230**	**81**	N					26	14	26	14	26	14	26	14	70		
Land South of Rough Hill Complex, The Tye, East Hanningfield	SGS17c	15SLAA48	**115**	**41**	N							33	17	32	18	9	6			
Land South and South East of East Hanningfield Village	SGS17d	CFS130	**150**	**53**	N							33	17	32	18	32	18			
Land South of Windmill Farm, Back Lane, East Hanningfield	GS17e	17SLAA7	**40**	**14**	N					26	14									
Land to East and North of Rettendon Place	SGS20	15SLAA40 / CFS232	**350**	**123**	N							33	17	32	18	48	27	175		
Land North of Old Rectory Lodge, Main Road, South Woodham Ferrers	GS21a	24SHELAA9	**15**	**6**	Y					9	6									
Land North of Congregational Church, Main Road, Woodham Ferrers	GS21b	24SHELAA10	**15**	**6**	N					9	6									
SUBTOTAL						**0**	**0**	**0**	**0**	**70**	**40**	**125**	**65**	**122**	**68**	**115**	**65**	**245**	**0**	**0**
Windfall Allowance												**149**		**131**		**192**		**915**	**975**	
TOTAL						**0**	**0**	**0**	**0**	**96**	**54**	**440**	**151**	**435**	**171**	**339**	**83**	**1210**	**975**	**0**
						0		**0**		**150**		**591**		**606**		**422**				
						1347														
						376														

Review of Local Plan - Gypsy & Travellers Picthes Trajectory 2022 - 2041

	Net new Gypsy & Traveller Pitches	SLAA/UCS Reference	Planning Application Reference	Planning Status	Site Policy Reference	2022/23	2023/24	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4 2027/28	Year 5 2028/29	Year 6 2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
Growth Area 1 - Central and Urban Chelmsford																			
Strategic Sites																			
SUB-TOTAL	**0**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**						
Completed																			
Windfall Completions	**1**		24/01160/FUL	Approved 30/10/2024				**1**											
Completed SUB-TOTAL																			
Growth Area 1 TOTAL	**1**					**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**						
Growth Area 2 - North Chelmsford																			
Strategic Sites																			
North East Chelmsford - Chelmsford Garden Community	**10**	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	23/01751/OUT	Undetermined	SGS6														**10**
SUB-TOTAL	**10**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**					**10**
Completed																			
Drakes Lane	9		18/01476/FUL	Approved 13/12/2018	GT1	9													
Windfall Completions																			
Completed SUB-TOTAL	**9**					**9**													
Growth Area 2 TOTAL	**19**					**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**					**10**
Growth Area 3 - South and East Chelmsford																			
Strategic Sites																			
East Chelmsford Garden Community (Hammonds Farm)	**20**			No application	SGS16a									**10**					**10**
SUB-TOTAL	**20**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**					**10**
Completed																			
Windfall Completions	**1**		22/00964/FUL	Allowed at Appeal 02/02/24					**1**										
	1		24/00735/FUL	Approved 05/12/2024			**1**												

Completed SUB-TOTAL	**2**														
Growth Area 3 TOTAL	**22**					**0**	**1**		**1**	**0**	**0**	**0**	**0**	**10**	**10**
TOTALS	**42**					**9**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**20**

Review of Local Plan -Travelling Showpeople Plots Trajectory 2022 - 2041

	Net Travelling Showpeople Plots	SLAA/UCS Reference	Planning Application Reference	Planning Status	Site Policy Reference	2022/23	2023/24	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4 2027/28	Year 5 2028/29	Year 6 2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
Growth Area 1 - Central and Urban Chelmsford																			
Strategic Sites																			
West Chelmsford	5	MON/00165/14	21/01546/OUT	Undetermined	SGS2								5						
SUB-TOTAL	**5**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**						
Completed																			
Windfall Completions																			
Completed SUB-TOTAL																			
Growth Area 1 TOTAL	**5**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**						
Growth Area 2 - North Chelmsford																			
Strategic Sites																			
Great Leighs Land at Moulsham Hall	**5**	MON/00204/14 (part)	23/01583/OUT & 23/01583/FUL	Resolution to grant planning permission subject to completion of S106	SGS7a					5									
SUB-TOTAL	**5**					**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**					**0**
Completed																			
Windfall Completions	11		23/01487/FUL	Allowed at appeal 15/11/24				11											
Completed SUB-TOTAL																			
Growth Area 2 TOTAL	**16**					**0**	**0**	**11**	**0**	**5**	**0**	**0**	**0**	**0**					**0**
Growth Area 3 - South and East Chelmsford																			
Strategic Sites																			
East Chelmsford Garden Community (Hammonds Farm)	**13**			No application	SGS16a														**13**
North of South Woodham Ferrers	**5**	MON/00282/14 (part), MON00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	21/01961/OUT	Resolution to grant planning permission subject to completion of S106	SGS10								**5**						
SUB-TOTAL	**18**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**					**13**

Completed															
Windfall Completions															
Completed SUB-TOTAL															
Growth Area 3 TOTAL	**18**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**13**
TOTALS	**39**					**0**	**0**	**11**	**0**	**5**	**0**	**0**	**10**	**0**	**13**

Active Travel - Making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting.

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.

Air Quality Management Areas (AQMAs) - Designated by a local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.

Authority Monitoring Report (AMR) - Monitors the production of the Council's Local Plan Documents against the Local Development Scheme (LDS) as well as the performance and effectiveness of the Council's planning policies in delivering the key objectives of the Local Plan.

Biodiversity Net Gain (BNG) - Used to improve a site's biodiversity value. Most planning applications for development will be required to ensure a minimum 10% increase in biodiversity compared to prior to the development.

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

Buildings of Local Value - A Register of buildings, structures, features and gardens of local interest kept by a Local Planning Authority. None of these are designated heritage assets but their local historic and architectural value is recognised.

Bungalow - A single storey dwelling

Circular Economy - This is a model of resource production and consumption in any economy that involves sharing, leasing, reusing, repairing, refurbishing, and recycling existing materials and products for as long as possible.

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

Communities - A group of people living in the same place or 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.

Community Facilities/Assets - These include but are not limited to local shops, meeting places and community centres, sports venues, arts and cultural buildings, public houses, and places of worship.

Comparison Goods - Non-food items such as clothing, footwear, electrical and household items. Shopping for comparison goods is usually undertaken less frequently than convenience (food) shopping.

Conservation Areas - Areas designated by the Council for their special architectural and historic interest.

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

Defined Settlement Boundaries (DSB) - These show the extent of villages across Chelmsford. They are a recognised policy tool used to contain a settlement and protect it from unplanned extension into the countryside. Within a settlement boundary, the principle of development is usually more acceptable, whereas development is more strictly controlled in the countryside outside the settlement boundary.

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

Designated Heritage Asset - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Duty to Co-operate - 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) - Prepared to update the Council's understanding of the future needs for employment land across the City Council's administrative area, so that future Local Plan policies can be responsive to market change, key growth sectors and where appropriate ensure that employment land and premises are protected as appropriate

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

First Homes - A specific type of discounted market sale housing which national planning policy states should account for a minimum 25% of affordable housing secured through planning obligations.

Five-Year Housing Land Supply - Ensuring 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 Five-Year Housing Land Supply.

Garden Community/Garden City Principles - Sites based around high standards of design and multifunctional green infrastructure, walkable neighbourhoods, integrated and sustainable transport systems with local employment, shopping and recreation facilities and delivered through a partnership approach, involving the local community and with a clear vision.

The Garden City principles are an indivisible and interlocking framework for delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.

- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

The TCPA has produced an extensive set of policy and practical resources on Garden Cities, which can be found at www.tcpa.org.uk/areas-of-work/garden-cities-and-new-towns/

Green Belt - A national planning policy designation 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.

Green Infrastructure (GI) - A network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. GI includes parks, open spaces, playing fields, woodlands, street trees, allotments and private gardens.

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

Green Wedge - 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. It follows the river valleys of River Can, Chelmer and Wid.

Growth Sites - Smaller sites to accommodate less than 100 houses.

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

Health Impact Assessment (HIA) - Used to evaluate the potential health impacts of a plan, policy or new development, to maximise the positive impacts and minimise negative impacts to the physical and mental health of the local community.

Heritage Asset - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

House in Multiple Occupation (HMO) - A property rented out by at least three people who are not from one 'household' (e.g. a family) but share facilities like the bathroom and kitchen.

Infrastructure - Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways, public transport, drainage, SuDs and flood protection, waste recycling facilities, education and childcare, healthcare, police, ambulance and fire & rescue facilities, sports, leisure and recreation facilities, community and social facilities, cultural facilities, including public art, green infrastructure, open space, affordable housing,

live/work units and lifetime homes, broadband and facilities for specific sections of the community such as youth or the elderly.

Infrastructure Delivery Plan (IDP) - Part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of Chelmsford and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure. It forms the basis for assessing contributions that would be sought to meet the needs of new development.

Integrated Impact Assessment (IIA) - A combined assessment of the sustainability, habitats, health and equality performance of the review plan.

Key Service Settlements - A group of larger settlements which provide a range of key services such as primary school, local employment opportunities, convenience shopping facilities, community facilities and good links by public transport to key destinations.

Landscape Character Assessment - Describes the main types of landscape in an area and gives advice about the management and planning of the landscape.

Large Scale Sites - Residential development of 50 or more units and non-residential development in excess of 1,000 square metres.

Lifetime Neighbourhoods - Lifetime Neighbourhoods are places designed to be inclusive regardless of age or disability.

Listed Building - A building is listed, on the National Heritage List for England, when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

Local Cycling and Walking Infrastructure Plan (LCWIP) - A strategic approach to identifying cycling and walking improvements required at the local level. The plans are produced by Essex County Council working closely with the borough/city/district councils to deliver the plans.

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.

Local Nature Recovery Strategies - An England-wide system of locally developed spatial strategies that will establish priorities and map proposals for specific actions to reverse nature's decline and provide wider environmental benefits.

Local Plan - A comprehensive document outlining the long-term vision for Chelmsford, identifying locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development.

Local Wildlife Sites (LOWS) - conservation designation identifying the most important wildlife habitats in the County.

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

Mineral Safeguarding Area - An area of land overlying or in the immediate vicinity of a mineral resource that is defined on a map and is recognised through policy as an area that needs consideration if a non-mineral development is submitted for determination.

Modal Shift - A modal shift (or modal share) is the movement from use of the private car to more active and sustainable modes of travel.

National Planning Policy Framework (NPPF) - Sets 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 Local Development Documents and when considering planning applications.

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

Neighbourhood Centres - 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.

Net Zero Carbon - Developments that are net zero carbon achieve a balance between the carbon that is released into the atmosphere and the carbon that is removed. This will be achieved by minimising energy demand and meeting any residual demand e.g. by on-site renewable energy generation.

Non-Designated Heritage Asset - Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not statutorily recognised (i.e. they are not listed, not within a Conservation Area and not part of a Scheduled Monument).

Operational Carbon Emissions - These are the emissions associated with the energy used to run a building such as for heating, cooking, hot water generation, lighting and the use of appliances.

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

Policies Map - An Ordnance Survey based map showing where policies and designations within the Local Plan apply.

Public Realm - Any publicly-owned streets, pathways, rights of way, 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, work and study in.

Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) - A strategy and partnership in Essex which sets out a long-term strategic approach to lessen the impact of local housing development on protected birds along the Essex coast.

Renewable and Low Carbon Energy - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Retail Capacity Study - Informs preparation of the review Local Plan by providing up-to-date, objective assessments of retail and leisure development needs in the Council area and considering possible strategic policy responses to any prevalent or emerging issues.

Registered Parks and Gardens - A designated landscape assessed to be of particular significance and registered on the National Heritage List for England.

Rural Exception Sites - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing, to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

Scheduled Monument - A historic building or site of national importance and registered on the National Heritage List for England.

Self-build and Custom Housebuilding - The building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals.

Sequential end Exception Tests - The Sequential Test compares a proposed site with other available sites. Its aim is to steer new development to areas with the lowest risk of flooding. The Exception Test is designed to allow appropriate and safe development to proceed in scenarios where the Sequential Test has been passed, i.e. where it has been shown that suitable sites at lower risk of flooding are not available.

Service Settlements - A category of settlements which have more limited services than Key Service Settlements. They typically have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements.

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

Small Settlements - The smallest category of settlements in the City Council's administrative area which have relatively limited services and facilities.

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

Spatial Principles - These set out how the Local Plan will achieve its vision for the future growth and change of Chelmsford. Spatial principles will manage and accommodate this growth by outlining how supporting infrastructure will be secured and ensuring that growth is focused in the most sustainable locations.

Spatial Strategy - It sets out the amount and location of new development, and how places will change and be shaped throughout the Plan period and beyond.

Special Policy Areas - Designation enables the operational and functional requirements of the large facilities and institutions outside of built-up areas to be planned in a strategic and phased manner.

Standard Method - The national standard method uses a formula that incorporates a baseline of local housing stock which is then adjusted upwards to reflect local affordability to identify the minimum number of homes expected to be planned for.

Strategic Flood Risk Assessment (SFRA) - Provides an overview of flood risk from all sources within a defined area and provides general guidance on flood risk and issues associated with flooding for the area being studied.

Strategic Growth Sites - Large sites to accommodate 100 or more houses.

Strategic Housing Needs Assessment (SHNA) - 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 Housing and Employment Land Availability Assessment (SHELAA) - A technical assessment of sites, land and buildings that may have the potential for future development (housing, employment, community etc.). The SHELAA does not allocate new development as this is a matter for the City Council to decide through the Local Plan and/or through the planning application process.

Strategic Priorities - The key priorities that the Local Plan is based on. These priorities set the overall policy direction for all the strategic policies, site allocations and development management policies in the Local Plan.

Supplementary Planning Documents (SPDs) - Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are a material consideration in planning decisions but are not part of the development plan.

Sui Generis - Planning uses falling outside the standard use classes, which can include betting offices, theatres, hostels, scrap yards, petrol stations, nightclubs, launderettes, casinos.

Sustainability Appraisal/Strategic Environmental Assessment (SEA) - Assessment of the social, economic, and environmental impacts of the polices and proposals contained within a development plan document. This is contained with the Integrated Impact Assessment.

Sustainable Development - Commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS) - A natural approach to managing drainage by slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk and reducing the risk of the runoff causing flooding.

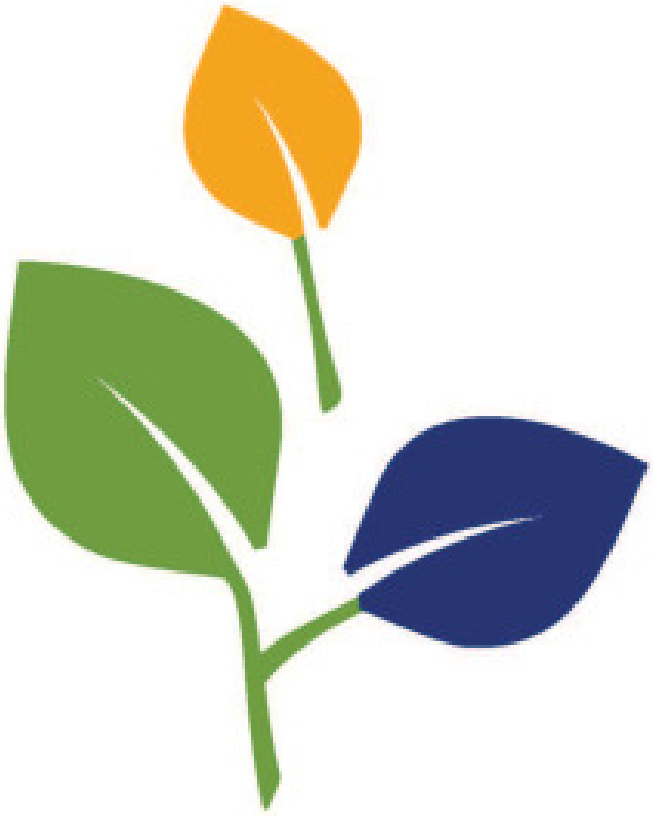
Sustainable Transport/Travel - Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Use Classes - The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Planning permission is generally required to change from one use class to another, although there are some exceptions.

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

Walkable Neighbourhoods - Neighbourhoods and streets designed to promote the use of walking, cycling and sustainable transport. These places are planned to reduce the need to travel and include a mix of uses, green spaces and facilities to support the new development.

Windfall Sites - Sites not specifically identified in the Local Plan.



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