

# Chelmsford Draft Local Plan

## Examination Hearing Statement

### Matter 6a: Housing Provision in Growth Area 1

November 2018





## Introduction

1. This hearing statement sets out the Council's response in relation to the Inspector's Matters, Issues and Questions.
2. All the evidence base documents referred to in this statement are listed at **Appendix A**, with their evidence base or examination document reference numbers as applicable.

## Matter 6a – Housing provision in Growth Area 1 – Central and Urban Chelmsford

Question 62	<p>Are the housing site allocations in GA1 within Location 1: Chelmsford Urban Area, Location 2: West Chelmsford and Location 3: East Chelmsford justified and deliverable? Are there any soundness reasons why they should not be allocated? In particular:</p> <ol style="list-style-type: none"><li>a. Is the scale of housing for each site allocation, particularly the large Strategic Growth Sites, justified having regard to any constraints, existing local infrastructure and the provision of necessary additional infrastructure?</li><li>b. Is the housing trajectory realistic and are there any sites which might not be delivered in accordance with the timescale set?</li><li>c. Are the planning and masterplanning principles justified?</li><li>d. Are the specific development and site infrastructure requirements clearly identified for each site allocation, are they necessary and are they justified by robust evidence? Is any other infrastructure necessary for site delivery?</li><li>e. Are the site boundaries for the allocations justified?</li><li>f. Will the site allocations in these locations achieve sustainable development?</li><li>g. Are any amendments necessary to the policies to ensure soundness?</li></ol>
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**Response to Q62a - Is the scale of housing for each site allocation, particularly the large Strategic Growth Sites, justified having regard to any constraints, existing local infrastructure and the provision of necessary additional infrastructure?**

3. It is the Council's position that the site allocations in Growth Area 1 are justified and deliverable, and that there are no issues related to soundness that would result in them not being allocated for development.
4. The site allocations have taken account of existing infrastructure, and additional needs arising from development have been identified by the Council through working in partnership with the necessary providers and relevant bodies, including the highway authority and education authority.

Highway modelling

5. For example, the Pre-Submission Strategic and Local Junction Modelling report (January 2018) (**EB029**) considers the impact of Local Plan development on the road network in central and urban Chelmsford.
6. Focus has been placed on analysing changes in vehicle journey times along key routes through a comparison of outputs with and without Local Plan development at the end of the plan period (2036). When accounting for changing land use on urban brownfield sites, the adjusted quantum of trips generated by Local Plan developments in the city centre is shown to be around 25% lower than would be modelled on greenfield sites.
7. The modelling demonstrates that background traffic growth between 2014 and 2036 contributes significantly to the increases in delay predicted throughout Chelmsford. This background growth is predicted to increase journey times along Parkway - the main arterial link through the City Centre – by 1 minute in the AM peak and 7 minutes in the PM peak. For Springfield Road, increase in journey times are predicted to be up to 2 minutes longer in the PM peak, depending on direction of travel.
8. The addition of Local Plan development and infrastructure is predicted to generate no overall change in modelled journey times along in the AM peak, but with around a 4% increase (45 seconds) during the PM peak. For Springfield Road journey times are predicted to increase by 30 seconds during the AM peak and 2 minutes in the PM peak.
9. These findings support the case for a need to encourage a greater shift towards public transport, cycling and walking modes, particularly given the restrictions on land available to provide engineering solutions to deal with network capacity constraints. Measures to achieve this are included in the requirements shown in the Local Plan Strategic Policy S11 – Infrastructure Requirements, and individual site policies for walking, cycling and public transport measures.

### Infrastructure

10. The Council's overall approach to additional infrastructure is set out in its Topic Paper 2: Infrastructure Update (**TP 002**). This groups infrastructure types into physical, green and blue, and community infrastructure, and sets out the key policies which deal with delivery. The Infrastructure Delivery Plan June 2018 Update (IDP) (**EB 018B**) covers in detail what is required for each aspect of infrastructure. These specific requirements are set out in each site policy.
11. The specific requirements include compensation and enhancement to the local and strategic road network, vehicular access, junction improvements, sport, leisure and recreation facilities, and contributions to education provision. Further details are given in response to Q62d.

### Constraints

12. Constraints are identified within the reasoned justification for site policies where they exist and have been taken into account in setting the scale and phasing of housing, for example where the amount of developable land is reduced. Constraints are also addressed in the Local Plan Viability Study (**EB 082A**), where there is potential for abnormal costs to be incurred for items such as demolition of structures, flood prevention and remediation of contaminated land (Paragraph 7.18a).
13. Flood risk is examined in detail in the responses to Matter 8. All new development will be required to comply with Strategic Policy S11 – Infrastructure Requirements, and Policy NE3 – Flooding/SUDS.

### Site capacities

14. In relation to scale, the number of residential units for each site is expressed in terms of 'around ## new homes', rather than a fixed minimum or maximum number. Paragraph 7.3 of the Local Plan notes that in most cases the Council expects the number stated to be a minimum, to ensure an adequate supply of land is allocated for residential needs and to allow flexibility to accommodate the opportunities and constraints for each site.
15. The Council takes a prudent and conservative approach to determining site capacities. Experience has shown that the majority of sites in the adopted LDF have yielded higher capacities than their original allocation, for example: 421 at the Peninsula site against an estimated maximum of 350 (Chelmsford Town Centre Area Action Plan, **EB 119**); 268 at North of Hospital Approach against an estimate of 100-150; and 3,600 for North East Chelmsford against an estimate of 3,200 (North Chelmsford Area Action Plan (both **EB 120**)).
16. Any further site specific issues which have influenced the scale of housing at individual site allocations is set out below:

Location 1: Chelmsford Urban Area

17. Sites in Chelmsford Urban Area are identified as Strategic Growth Sites (100 homes or more) or Growth Sites (less than 100 homes).
18. Allocations in Chelmsford urban area account for around 55% of housing in the growth area, mainly on previously used/brownfield sites. It is the Council's position that the scale of housing on these sites is justified.
19. The Council's approach to allocating sites using previously developed land in the urban area of Chelmsford is set out in the evidence base document Chelmsford Local Plan Housing Capacity in Chelmsford Urban Area **(EB 051)**. This supplements the results of the Strategic Land Availability Assessment (SLAA).
20. Sites submitted to the SLAA were assessed against a number of criteria. To ensure a consistent approach, additional sites identified in the urban area for potential development were assessed using the same criteria. Part of the assessment applied a site typology, as set out in the Local Plan Viability Study Including CIL Viability Review (the Viability Study) **(EB 082A, Table 9.4 & 9.5)**.
21. For sites in urban Chelmsford a development density range from 65 to 160 dwellings per hectare is applied to seek optimum use of land, depending on site area, higher than greenfield sites where a density of 30 to 35 dwellings per hectare is applied. This higher density in Location 1 is appropriate, to deliver its role in contributing to the ongoing renewal of the City Centre, in line with the Local Plan Vision and Strategic Policy S1.

**Response to Q62b - Is the housing trajectory realistic and are there any sites which might not be delivered in accordance with the timescale set?**

22. The Council's overall approach to projecting the housing delivery rates for all sites has been consistent and is covered within the Council's response to Q37 under Matter 5 **(EX016)**.
23. All future site allocations have also been tested through the Council's Local Plan Viability Study Including CIL Viability Review January 2018 **(EB 082A)** and the Chelmsford City Council – Post IDP Viability Update June 2018 **(EB 082B)**. These assessments have been based on the projected delivery rates set out within the Local Plan, and as amended by the Schedule of Additional Changes **(SD 002)**. The sites have all been found to be viable when considered against these delivery rates.
24. Any further site specific information which has influenced projected housing delivery rates for each location within Growth Area 1 is set out below:

Location 1: Chelmsford Urban Area

25. The housing trajectory for Chelmsford urban area is partly derived from the Council's forecasts for disposal and development of Council owned sites, amounting to 12 of the 24 Chelmsford urban area site allocations.
26. The Council is working with Essex County Council (ECC) to bring forward two sites: SGS1c – North of Gloucester Avenue (John Shennan) is owned by the City Council, and is working in partnership with ECC to provide independent living housing (also known as extra care), alongside market housing and other site requirements. A Memorandum of Understanding has been agreed to set out the current status of proposals, attached at **Appendix B**.
27. SGS1d – Former St Peter's College is owned by ECC. A joint planning brief has been agreed between the Council and ECC, which includes land earmarked for two new special schools, as indicated on the Pre-Submission Proposals Map (2 Chelmsford City Centre). ECC has commissioned consultants Phase 2 Planning to develop a detailed masterplan and planning application.
28. Since publication of the Local Plan Pre-Submission in January 2018 it has become clear that Strategic Growth Site 1b – Essex Police Headquarters is no longer available for development. This was raised in responses to the consultation from the Essex Police, Fire & Crime Commissioner, referenced PS1684 and PS1683. The Council is proposing to remove this allocation from the Local Plan, as set out in the Schedule of Additional Changes (**SD 002**), reference AC60. This is the only site in Location 1 which will not be delivered in accordance with the timescale set, as revised.
29. Delivery rates for the remaining sites have been informed by land promoters through the SLAA process, or pre-application inquiries/planning applications coming forward ahead of the Local Plan adoption, and represent a realistic expectation for delivery of development.

Location 2: West Chelmsford and Location 3: East Chelmsford

30. The housing trajectory for Strategic Growth Sites 2 and 3 have been derived from discussions with the site developers and providers of other services such as schools. The timeframes set out have been agreed and are supported as being achievable by the developers in the following Statements of Common Ground / Masterplan PPAs:
  - Strategic Growth Site 2 **SOCG 14**, including signed Masterplan PPA
  - Strategic Growth Site 3 **SOCGs 18a, 18b and 18c**.
31. The sites are promoted for development by major house builders Crest Nicholson, Bloor Homes, Hopkins Homes and Redrow Homes. Significant work towards masterplanning has been undertaken on all of these sites. Therefore there is every reasonable prospect of the sites being delivered in accordance with the housing trajectory set out.

**Response to Q62c - Are the planning and masterplanning principles justified?**

32. Local Plans should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered. The purpose of the Strategic Growth Site (SGS) policies for the Locations in the Growth Areas, and the planning and masterplanning principles contained within them, is to achieve this last objective. In accordance with paragraph 17 of the NPPF (2012), they provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency based on the requirements of the location.
33. Chelmsford's Local Plan will not be supplemented by any further development plan documents which govern the detailed delivery of allocated sites. Therefore, in order to deliver the Local Plan's strategic priorities and fulfil the objectives of the strategic policies, it is imperative that planning and masterplanning principles ('principles') are embedded into site policies. This approach allows flexibility as the key principles can be met through the evolution of masterplans which will be formally determined by the Council following a formal process and consultation.
34. There are commonalities in many of the principles contained in the SGS policies for the Locations where a Chelmsford-wide, or in some cases a County-wide, approach is being taken to spatial matters. For example, green infrastructure (**EB 021A**), biodiversity (**EB 113 - EB 114**), flooding and surface water management (**EB 104A-F**, **EB 105** & **EB 106A-I**) and Recreation Disturbance Avoidance Mitigation Strategy (RAMs) (**TP 002**). However, mainly the principles specifically related to the site allocations based on stakeholder engagement and assessments prepared to support and justify them. These include;
- Pre-Submission Local Plan Habitats Regulations Assessment (**SD 006**)
  - Transport and Junction Modelling (**EB 026-033**)
  - Archaeological Impact Assessment (**EB 085**)
  - Green Wedges and Corridors report (**EB 094A-B**)
  - Landscape Sensitivity and Capacity Assessment Report (**EB100A-D**)
  - Local Wildlife Site Review (**EB 103A-F**)
  - Heritage Assessment (**EB 108A-B**)
35. The principles identify the site-specific requirements of the housing site allocations which are drawn from the relevant assessments. Amongst other matters, they seek to protect and enhance the identified areas of natural, historic and biological importance; encourage the most effective and safe means of travel and access; and ensure the development responds to its surroundings including on and off-site constraints. The principles link back to Strategic Policy S1 and the Spatial Principles for new growth over the plan period.
36. It is therefore considered that the planning and masterplanning principles across the Locations in the Growth Areas are entirely justified and based on clear evidence that supports their inclusion, with principles agreed with the site promoters in SOCGs.



**Response to Q62d - Are the specific development and site infrastructure requirements clearly identified for each site allocation, are they necessary and are they justified by robust evidence? Is any other infrastructure necessary for site delivery?**

37. Specific development and infrastructure requirements are clearly identified under each site policy within Growth Area 1. The requirements are supported by justified and robust evidence.
38. The Chelmsford Infrastructure Delivery Plan (**EB018B**) identifies the infrastructure required to support the growth proposed in the Local Plan. Through the development of the Infrastructure Delivery Plan (IDP) the Council has engaged with infrastructure providers to identify the specific infrastructure requirements. These items are considered by the Council and the infrastructure providers to be necessary to deliver the proposed growth sustainably without putting unacceptable levels of pressure on existing infrastructure networks. For certain items such as social and community facilities and recreation and leisure, it has been necessary to apply appropriate standards to the provision of new infrastructure. These standards reflect the recommendations of the Council's evidence base on such matters, e.g. children's play and allotments. All needs have been informed through a process of engagement with the site promoters who have provided inputs based on their experience of delivering such infrastructure as part of other developments.
39. For each location in the Local Plan, the IDP identifies in Tables 13.1 to 13.7 the specific infrastructure items that are required to support the proposed growth. They will be delivered either on site by the developer or through developer contributions. In addition, Tables 13.1 to 13.7 also identify infrastructure items that will be delivered using Community Infrastructure Levy (CIL) contributions.
40. Table 13.1, 13.2 and 13.3 in the Chelmsford IDP identify the necessary infrastructure items to support growth at Location 1 – Central Chelmsford, Site 2 - West Chelmsford, and Site 3 – East Chelmsford. Each infrastructure item required for each site is set out in **Appendix C** to this Hearing Statement. These tables include a summary covering what evidence has been used to justify the requirement and how this has been transposed into the Policy Requirements for each site allocation. All requirements set out within the evidence are necessary, directly related in scale and kind, and reasonable, in compliance with CIL Regulation 122 (2010).
41. The tables as set out in **Appendix C** cover the specific site requirements. In addition, Strategic Policy S11 – Infrastructure Requirements sets out the Plan wide infrastructure requirements. These are achieved through the implementation of the site policies. The also apply to the consideration of other development which may come forward through the life of the Local Plan, for example through windfall developments.
42. In addition to the above, any further site-specific requirements which are applicable are set out on a site by site basis below:

Location 1: Chelmsford Urban Area

43. There is a requirement for some Chelmsford urban area sites to provide and contribute to additional items not included in the Chelmsford IDP (**EB018B**), due to their specific location and their role in bringing about regeneration in the City Centre.
44. Sites SGS1a, SGS1e, SGS1f, SGS1g and SGS1h are required to provide or make financial contributions to facilitate, sustain and enhance car club facilities. Car clubs can provide a viable alternative to car ownership and can reduce the amount of land needed for car parking. It is anticipated that car club proposals would arise from site travel plans, which would be required for developments which generate significant amounts of movements, as set out in the NPPF (2012) (Paragraphs 32 and 36), and PPG for Travel Plans, Transport Assessments and Statements.
45. Sites GS1j, GS1l, GS1m and GS1n are required to provide financial contributions towards improvements to the public realm. These improvements relate to proposals in the Chelmsford Town Centre Public Realm Strategy (**EB 134**) (particularly Paragraphs 2.37, 2.72, 2.86, 2.110). Local Plan Policy MP2 – Design and Place Shaping Principles in Major Developments will help to ensure delivery.
46. Site OS1a is required to provide new bridges to connect it to the University to the north and Springfield Hall park to the east, to maximise opportunities for safe pedestrian and cycle connections into the wider City Centre network.
47. It should be noted that there is a minor error in the Chelmsford IDP (**EB018B**) in relation to Growth Area 1, where Site CW1c Lockside has been omitted from Table 12.1.

Location 3: East Chelmsford

48. Development at Strategic Growth Site 3a includes the provision of a new Country Park to the north of the proposed residential development. It will be of significant ecological, landscape and recreational value, serving as an importance piece of green infrastructure. It will enhance the character, appearance and enjoyment of the adjoining Green Wedge and provide new and enhanced wildlife habitats and corridors.
49. The Country Park was put forward by the site promoter as part of the Council's Strategic Land Availability Assessment (SLAA) 'call for sites' process. Further detail of this are given below in the response to question 62e (site boundaries). As part of Plan preparation and consideration of growth site requirements the provision of the Country Park has been assessed through stakeholder engagement, public consultation and supporting evidence base including the Open Space Study 2016-2036 (**EB 101A-EB 101K**) and Green Wedge and Green Corridors Review Report (**EB 094A-EB 094B**). Through this process it is considered the Country Park is a sound and justified policy requirement and its delivery is supported by the site promoter for Strategic Growth Site 3a (Hopkins Homes) as set out in their Regulation 19 representations (representation nos. PS1856-1858).

**Response to Q62e - Are the site boundaries for the allocations justified?**

50. The boundaries of the sites within Growth Area 1 are justified, based on robust evidence base and responses received during to consultations throughout the plan making process.
51. The starting point to the site allocations boundaries is land put forward in the Council's Strategic Land Availability Assessment (SLAA) 'call for sites' process undertaken firstly in late 2014 and then alongside each consultation stage for the new Local Plan. As the new Local Plan has progressed the SLAA has been updated in line with the latest emerging or new local policies; as new information for sites comes forward; or if there have been any other changes.
52. Further information is set out on a site by site basis below:

Location 1: Chelmsford Urban Area

53. The site boundaries for Location 1: Chelmsford Urban Area are justified. They either follow the site areas as submitted through the SLAA; or they follow site boundaries identified from GIS mapping. This is particularly appropriate for the urban area, where maximising the use of available land will aid housing delivery and achieve regeneration aims.

Location 2 – West Chelmsford (Strategic Growth Site 2)

54. **EB 072G** (page 29) – SLAA Maps by Parished and Unparished Area (Writtle Parish), shows all the land put forward in this location as shown within land parcels 1 and 2 on the SLAA Map. The site allocation for Strategic Growth Site 2 is smaller part of the land shown as parcel 1 on the Writtle Parish SLAA map.
55. Location 2 has been assessed as part of the Landscape Sensitivity and Capacity Assessment Reports (**EB 100A & EB100B**); assessed parcels that fall within the allocated site are CWLP2 and CWLP4. These parcels are not judged to be of high landscape sensitivity or low landscape capacity. Key planning and land management guidelines identified, such as the provision of landscape buffers and enhancement of landscape elements, are reflected in the site policies to help ensure that the new development will respect its setting. **Appendix D** sets out a summary of the Landscape Sensitivity and Capacity Assessment Report for Locations 2 and 3.

56. The boundaries of this allocation have evolved through the life of the Local Plan. At the Preferred Options stage (**EB 116**) the red line site allocation boundary was the same as that submitted for examination. However, arising from the landscape studies undertaken (Chelmsford City Council Landscape Sensitivity and Capacity Assessment Report **EB 100A**, and Landscape Sensitivity and Capacity Technical Note **EB 100B**) and the concerns raised by local residents that the edge of the development would be a harsh contrast against the countryside beyond at the western boundary, an additional notation was added to the policies map for 'Land allocated for future recreation use and/or SuDS'. This notation provides the opportunity to protect and safeguard the land to the west of the development. In doing so it provides for an attractive and rural setting to the development and assists in softening its views when approached from the west to provide an attractive well-planned gateway into the City. It also provides sufficient space to ensure there is a comprehensive SuDS scheme in place to prevent surface water flooding downstream.
57. This land to the west has been specifically designated for future recreation space/SuDS. As it is not within the red line it is not intended to be used for housing, although the masterplanning process will identify other suitable uses. It is however a specific allocation in the development of this location rather than just leaving it as 'white land' as it is considered an essential part of the successful development of this location.

#### Location 3 – East Chelmsford

58. It should be noted that Strategic Growth Site 3a falls under the Great Baddow Parish Map in **EB 072G** – SLAA Maps by Parished and Unparished Area and Strategic Growth Sites 3b, 3c and 3d fall under the Sandon Parish Map in **EB 072G**.
59. Location 3, Sites 3a, 3b, 3c and 3d have been assessed as part of the Landscape Sensitivity and Capacity Assessment Report (EB 100A); assessed parcels that fall within the allocated sites are SLP1, SLP2, SLP3 and SLP4. Parcels SLP2, SLP3 and SLP4 are not judged to be of high landscape sensitivity or low landscape capacity. Parcel SLP1 is judged to be of Moderate to High landscape sensitivity but Medium landscape capacity. Key planning and land management guidelines identified, such as the provision of landscape buffers and enhancement of landscape elements, are reflected in the site policies to help ensure that the new development will respect its setting. **Appendix D** sets out a summary of the Landscape Sensitivity and Capacity Assessment Report for Locations 2 and 3.

#### **Strategic Growth Site 3a**

60. **EB 072G** (page 11) – SLAA Maps by Parished and Unparished Area shows the land put forward for Strategic Growth Site (SGS) 3a, identified as land parcel "1". The final boundary for SGS 3a reflects the site promoter's 'Call for Sites' submission including the provision of the Country Park to the north (question 62d refers). Whilst there are no changes to the boundary from the Call for Sites submission, the scale of housing reflects the site's constraints which include heritage, landscape and on-site utilities. These matters are considered in the relevant assessment including:

- Archaeological Impact Assessment (EB 085)
- Green Wedges and Corridors report (EB 094A-B)
- Landscape Sensitivity and Capacity Assessment Report (EB100A-D)
- Heritage Assessment (EB 108A-B)

### **Strategic Growth Sites 3b,3c 3d**

61. Strategic Growth Sites 3b, 3c and 3d are controlled by the same site promoter (Redrow Homes) and therefore addressed together for the purposes of this response.
62. Strategic Growth Sites (SGS) 3b and 3d form part of land parcel “4” identified in **EB 072G** (page 22) – SLAA Maps by Parished and Unparished Area. Similar to SGS 3a, the final boundary for SGS 3a reflects the site promoter’s ‘Call for Sites’ submission. The amount and type of development, including a new employment area and potential Park and Ride extension broadly reflect masterplanning principles that Redrow Homes submitted throughout the Local Plan process although it was predicated on greater growth on land to the south of Maldon Road (further details below). Redrow Homes Masterplan documents submitted at the different consultation stages, identifies sites 3b and 3d as one site, similar to their ‘Call for Sites’ submission, however the Council has separated the land into two sites to differentiate between the different land uses and, as a consequence, development requirements for each site.
63. The boundaries, however, for SGS 3c are smaller than the ‘Call for Sites’ submission put forward for Redrow Homes to the south of Maldon Road which are identified as land parcels “5” and “6” in **EB 072G** (page 22) – SLAA Maps by Parished and Unparished Area. As set out in Strategic Policy S1, one the Council’s Spatial Principles, which underpins the Spatial Strategy, is to “respect the pattern and hierarchy of existing settlement”. This was one of the key considerations to discounting land parcel “6” and reducing the boundaries of land parcel “5” to avoid settlement coalescence from the proposed growth and the existing Settlement of Sandon.
64. This is addressed at Appendix G of the Pre-Submission Local Plan Sustainability Appraisal Report (SA) (**SD 004**). In the respect to the land within parcel “5” excluded from the site allocation, the SA concludes the site complies less well than the other parcels with the Spatial Principles and Spatial Strategy, in particular by not respecting the pattern of existing settlements. It finds that development here could undermine the distinct and separate identities of Great Baddow and Sandon and risk their coalescence.

65. Other considerations that justify in the final site boundary of the SGS 3c are on-site utilities, heritage, landscape constraints. These matters are considered in the relevant assessment including:

- Archaeological Impact Assessment (**EB 085**)
- Green Wedges and Corridors report (**EB 094A-B**)
- Landscape Sensitivity and Capacity Assessment Report (**EB100A-D**)
- Heritage Assessment (**EB 108A-B**)

66. Overall, it is considered that the site boundaries for Location 3 are sound and justified.

**Response to Q62f - Will the site allocations in these locations achieve sustainable development?**

67. National policy and guidance sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 7 of the NPPF outlines the three dimensions to sustainable development: economic, social and the environment.

Sustainability Appraisal in relation to Growth Area 1

68. Consistent with the requirements of the NPPF and the PPG, Sustainability Appraisal has been an integral part of the Local Plan preparation process which has considered all the likely significant effects on the environment, economic and social factors. See the Council's Hearing Statement for Matter 1.

69. Reflecting the scale of housing and employment land provision to be delivered in Growth Area 1, the Pre-Submission Local Plan Sustainability Appraisal (**SD 004**) indicates that, overall, there would be significant positive effects on housing (SA Objective 2 of **SD 004**) and the economy (SA Objective 3). Given the location of sites in close proximity to the City Centre and associated key services and facilities as well as employment opportunities, the majority of the proposed allocations within Growth Area 1 have also been assessed as having a significant positive effect on sustainable living and revitalisation (SA Objective 4), although cumulatively there is the potential for development to result in increased pressure on existing infrastructure such as schools and healthcare facilities.

70. The likely significant effects of the individual sites that comprise Growth Area 2 are identified in Appendix G of the Pre-Submission Consultation SA (2018) (**SD 004**). The scores are pre-mitigation.

71. The site specific development requirements contained in the site allocation policies of Chapter 7 of the Pre-Submission Local Plan seek to minimise the adverse effects of development associated with the proposed site allocations and enhance positive effects. These policy provisions have been appraised with their potential effects taking into account the findings of the unmitigated detailed site appraisals. These are contained in Appendix I of the Pre-Submission Local Plan Sustainability Appraisal (**SD 004**).

72. The appraisal contained in Appendix I serves to demonstrate that the implementation of the site allocation policies will help to minimise adverse effects and enhance positive effects associated with the delivery of the proposed site allocations. In this context, the policies in this chapter have been assessed as having a cumulative significant positive effect on housing (SA Objective 2), the economy (SA Objective 3) and sustainable living and revitalisation (SA Objective 4), reflecting the delivery of housing and employment land within/adjacent to urban areas and the provision of community services and facilities which are expected to help meet needs.
73. No additional site specific mitigation measures have been identified, with potential effects being considered when sites come forward for development against policies including those governing matters such as ecology and biodiversity, the natural environment, and infrastructure requirements.
74. **Since** the close of consultation on the Pre-Submission Local Plan, new evidence has been provided by Natural England which means that all residential site allocations in the Local Plan now fall within the Zone of Influence of Essex Coastal European Sites, and must contribute to the emerging Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). Changes are proposed to accommodate this information, as set out in the Proposed Changes box in the response to Question 62g below.
75. In addition to the above, any further requirements which are applicable are set out on a site by site basis below:

Location 1: Chelmsford Urban Area

76. Each of the site policies sets out key requirements for creating new developments which maximise the opportunities for sustainable travel, whilst improving strategic road capacity. Examples of specific policy requirements for sustainability include, mitigation, compensation and enhancements to the strategic road network, pedestrian and cycle connections, well-connected internal layout, and provision or contributions for car club facilities.
77. In addition, financial contributions are sought for early years, primary and secondary education provision, and community facilities including healthcare. Essex County Council has confirmed that primary education needs generated by growth in Chelmsford Urban Area can be provided by existing schools without the need for an additional school.

### Location 2: West Chelmsford

78. This Strategic Growth Site is the closest greenfield site to the City Centre. A key component to development in this location is maximising opportunities for sustainable transport modes to be taken up to create communities where alternative forms of transport to the private car are prioritised, as set out in the opening line of the Policy. Furthermore, the site masterplanning principles and infrastructure requirements for the site set out that the site must provide pedestrian and cycle connections, a road layout which allows for bus priority measures, and a new dedicated bus, cycle and pedestrian links into the existing Urban Area. The detail of these are further expanded within paragraphs 7.118 to 7.120 of the Local Plan.
79. This will assist in providing a sustainable neighbourhood which has strong sustainable connections to the City Centre, which provides job opportunities and other community services and facilities.
80. In addition to sustainable modes of transport being at the heart of this allocation, provision is made on site for essential community services and facilities. The policy includes the requirement to provide appropriate levels of early years and childcare facilities, primary and secondary education, as well as sports and recreation facilities, open space and environmental protection measures.

### Location 3

81. The Location of East Chelmsford is adjacent to Chelmsford Urban Area and is close to local services and facilities in Great Baddow and Sandon and notably the Sandon Park and Ride to which Strategic Growth Site 3b is adjacent. In addition, it is located next to the Chelmer East Green Wedge, providing opportunities to encourage cycling and walking to the City Centre consistent with the Council's Spatial Principles.
82. Specifically, each of the Strategic Growth Sites at Location 3 are required to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, the Green Wedge and nearby services and facilities including schools at Great Baddow and Sandon. Improvements will also include enhanced connections to the Park and Ride to encourage sustainable travel.
83. In addition, Location 3 includes a new employment area, providing job opportunities closely linked to Chelmsford Urban Area. A stand-alone early years and childcare nursery is also included at Strategic Growth Site 3b and new Country Park is proposed at Strategic Growth Site 3a, both new and important facilities to serve the local community.
84. Overall, it is considered that the locations collectively will make for well-rounded sustainable communities in this Growth Area.



**Response to Q62 g - Are any amendments necessary to the policies to ensure soundness?**

85. Since the close of consultation on the Pre-Submission Local Plan, new evidence has been provided by Natural England which means that all residential site allocations in the Local Plan are located in the coastal European Sites Zones of Influence, and therefore must contribute to the emerging Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) (**SOCG 02B**).
86. In Location 1, this applies to the following policies:
- Strategic Growth Sites SGS1a to SGS1h, SGS2, SGS3a, SGS3c, SGS3d
  - Policy GR1 – Growth Sites in Chelmsford Urban Area
  - Opportunity Sites OS1a and OS1b
  - Existing Commitments EC1 and EC2
87. The following changes are proposed to address this matter.

***Proposed changes:***

**Add the following text as a bullet point under ‘Site Infrastructure Requirements’ in Strategic Growth Sites SGS1a to SGS1h, SGS2, Policy GR1, Opportunity Sites OS1a and OS1b, Existing Commitments EC1 and EC2:**

‘Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.’

**Add the following text to the Reasoned Justification in Strategic Growth Sites SGS1a to SGS1h, SGS2, Policy GR1, Opportunity Sites OS1a and OS1b, Existing Commitments EC1 and EC2:**

‘Following consultation with Natural England, an Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and the Essex Estuaries Special

Area of Conservation. The appropriate mechanisms will be identified in the RAMS.'

This is considered to be a main modification.

***Proposed changes:***

**Amend the Reasoned Justification in Strategic Growth Sites SGS3a, SGS3c, SGS3d as follows:**

'Following consultation with Natural England, an Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) is being prepared to include all coastal European Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance. New residential development that is likely to affect the integrity of the European Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that development allocations in this location will be required to pay for the implementation of mitigation measures to protect the interest features of European designated sites along the Essex Coast which include the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest, and ~~potentially~~ the Essex Estuaries Special Area of Conservation. The appropriate mechanisms will be identified in the RAMS.'

This is considered to be a minor modification.

88. There are no other amendments in addition to the Schedule of Additional Changes (**SD 002**) and Schedule of Minor Change (**SD 003**), necessary to ensure the soundness of Locations 1, 2 and 3. It is the Council's position that the changes proposed in the two Schedules improve clarity in the delivery of high-quality development in the three Locations and reflect the Local Plan process by taking account of comments raised by statutory consultees.

Q63	<p><b>Policy GR1 allocates Growth Sites within the Chelmsford Urban Area. Growth Sites 1i-1v list objectives/criteria.</b></p> <ul style="list-style-type: none"> <li><b>a. Are the Growth Sites policies? Do they clearly set out what development will or will not be acceptable within the site and would this be clear to a decision-maker? Is reference to safeguarded land and phasing justified?</b></li> <li><b>b. Is the potential for student accommodation on Growth Site 1k justified and would this be in addition to or instead of the ‘around 75 new homes’?</b></li> </ul>
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**Response to 63a - Are the Growth Sites policies? Do they clearly set out what development will or will not be acceptable within the site and would this be clear to a decision-maker? Is reference to safeguarded land and phasing justified?**

89. Growth Sites GS1i to GS1v in the Local Plan (**SD 001**) are policies. The policies set out the key requirements for the site, the amount and type of development expected to be provided within each of the site allocations. Paragraphs 7.2 to 7.7 of the Local Plan references these as ‘site policies’. In addition, Paragraph 7.95 states:  
*‘Growth sites 1i to 1v share common features due to their central position in Location 1, and all are subject to Policy GR1 as well as infrastructure requirements in Policy S11. Additional policy requirements and phasing information are then listed in individual site-specific policies.’*
90. While the Council believes this is clear, for effectiveness the Council proposes a change to the policy titles to include ‘Policy’ in each, for example ‘Growth Site Policy XX – name’. A schedule of these is set out in the response to Question 58 Matter 6.
91. Also, the addition of a new heading would clarify the position, as currently Paragraph 7.95 reads as part of the Reasoned Justification for SGS1h which is incorrect. Please see the Proposed Changes box below.
92. An overarching Policy GR1 – Growth Sites in Chelmsford Urban Area lists the policy requirements which will be common to sites GS1i to GS1v. This is to avoid repeating the same policy requirements for each of the sites. These include type of development, supporting matters, movement and access, historic/natural environment, design and layout, and other site requirements. The requirements are clear and would form the starting point for pre-application enquiries.

93. References to safeguarding land are justified. This applies to the following sites:
- Strategic Growth Site SGS1a – Site CW1f – Navigation Road Sites; and
  - Growth Site GS1i – Chelmsford Social Club and Private Car Park, 55 Springfield Road
94. The Springfield Road/Navigation Road junction was identified in the Chelmsford Local Plan Pre-Submission Strategic and Local Junction Modelling (**EB029**) as one of the main areas of congestion in the central area.
95. Both sites are close to each other, on opposite sides of Springfield Road, which is a key urban corridor providing access to the north of the City Centre. The junction must be improved to provide sufficient capacity to support development in this location, and this will only be achieved if land for the necessary improvements is safeguarded. Without improvements to the junction, previously-used/brownfield land could be sterilised from new development by access constraints.
96. In addition, the reasoned justification includes at paragraph 7.25 an indication that development may need to safeguard a route for potential access to the east, linking to the City Centre road network. The Draft Chelmer Waterside Development Route Study referred to in the Strategic and Local Junction Modelling – Preferred Options Addendum (**EB027**) concludes that there would be benefits in providing such a route, but that a further study is required to assess the engineering requirements and environmental impact of a route to the east linking to the City Centre.
97. Reference in the policies to phasing is justified. The Council's overall approach to projecting the housing delivery rates for all sites has been consistent and is covered within the Council's response to Q37 under Matter 5.
98. The delivery rates for all sites have also been tested through the Council's Local Plan Viability Study Including CIL Viability Review January 2018 (**EB082A**) and the Chelmsford City Council – Post IDP Viability Update June 2018 (**EB082B**). These assessments have been based on the projected delivery rates set out within the Local Plan, and as amended by the Schedule of Additional Changes (**SD002**).

***Proposed changes:***

For clarity and effectiveness, the Council proposes to change the policy titles to include 'Policy' in each, for example Strategic Growth Site Policy XX – name, as listed in the schedule set out in the response to Question 58.

It is also proposed to add a new heading before Paragraph 7.95 (or as renumbered), as follows:

Growth Sites in Chelmsford Urban Area

**Response to 63b - Is the potential for student accommodation on Growth Site 1k justified and would this be in addition to or instead of the 'around 75 new homes'?**

99. The potential for purpose built student accommodation applies to both GS1k – Rectory Lane Car Park West and also for GS1o – Rectory Lane Car Park East.
100. Anglia Ruskin University (ARU) approached the Council as part of a study into potential sites for new student accommodation. ARU is one of the largest and fastest growing universities in the UK, with a recently opened school of medicine increasing the need for student housing.
101. Both GS1k and GS1o are very close to the ARU campus (less than 500 metres), and due to the Council's ownership, and their current use as surface car parking, they could potentially be brought forward quickly. Due to their proximity to ARU and the City Centre, they are sustainable sites well-suited to this use.
102. If these sites were developed as student accommodation, it would be instead of the number of new homes indicated in the Policy and the Housing Trajectory at Appendix C of the Local Plan (75 on GS1k and 25 on GS1o). The number of units would probably be higher than market housing, due to the smaller unit size, greater density of student accommodation, and different car parking requirements.
103. The flexibility in the policy will be beneficial during the life of the Local Plan to help meet the needs of the expanding University.

<b>Question 64</b>	<p><b>What is the purpose of the Opportunity Sites OS1a and OS1b? Why are they called opportunity sites?</b></p> <p><b>Do they set out site specific objectives or are they policy requirements?</b></p> <p><b>Do they clearly set out what development will or will not be acceptable within the site?</b></p> <p><b>Is reference to safeguarded land and phasing justified?</b></p>
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#### **Response to Q64**

104. Opportunity Sites OS1a and OS1b were allocated within the Chelmsford Town Centre Area Action Plan (**EB 119**), but have remained undeveloped. The potential housing capacity on these sites are not included within the requirements set out in Policy S9.
105. They are called Opportunity Sites to encourage development for a mix of uses which may or may not include housing, to bring about regeneration of previously developed sites, while remaining sufficiently flexible to allow improvements for existing uses and open up land for other purposes.
106. Site policies are proposed on the Opportunity Sites which set out site specific requirements including access, pedestrian and cycle connections, and infrastructure contributions. The policies set out what will be acceptable within each site, and the Reasoned Justification expands on this with the types of uses which may be included (Paragraph 7.107, **SD 001**).
107. For effectiveness, the Council proposes a change to the policy titles to include 'Policy' in each, for example 'Opportunity Site Policy XX – name'. A schedule of these is set out in the response to Question 58 Matter 6.
108. The phasing is proposed to be amended to reflect realistic expectations for site delivery, as set out in the Schedule of Additional Changes (**SD 002**) references AC104 and AC105.
109. The reference in Policy OS1b to safeguarded land relates to access to an existing minerals/aggregates rail freight area. The site is located immediately adjacent to the Brook Street Railway site, which is a safeguarded Chelmsford Rail Depot mineral transshipment site and recognised as being of strategic importance by the Minerals Planning Authority in the adopted Minerals Local Plan (MLP) (**EB 144, Appendix Two, F2**). MLP Policy S9 – Safeguarding mineral transshipment sites and secondary processing facilities requires that such sites 'shall be safeguarded from development which would compromise their continued operation'. In addition, the policy requires that the Minerals Planning Authority is consulted on planning applications within 250 metres of these facilities, via Mineral Consultation Areas, to ensure they will be safeguarded, and their operation is not compromised.

110. Consequently, existing rail depots and marine wharves containing mineral infrastructure of vital strategic importance for the future supply of aggregates needed in Essex should be safeguarded to enable their continued operation, and to prevent their redevelopment for other land- uses.

111. Although a consideration, this does not prevent the site from being allocated for development provided access is safeguarded and uses are compatible.

## APPENDIX A

<b>EVIDENCE BASE LIST FOR MATTER 5</b>	
SD 001	Pre-Submission Local Plan and Policies Map
SD 002	Schedule of Additional Changes
SD 003	Schedule of Minor Changes
SD 004	Pre-Submission Local Plan Sustainability Appraisal
SD 006	Pre-Submission Local Plan Habitats Regulations Assessment
EB 018B	Chelmsford Infrastructure Delivery Plan June 2018 Update
EB 021A	Chelmsford Green Infrastructure Strategic Plan 2-18-2036
EB026	Local Plan Preferred Spatial Option – Junction Modelling
EB 027	Preferred Options Strategic & Local Junction Modelling Addendum – Infrastructure Studies
EB 028	Response to Representations on Transport Matters, Preferred Options
EB 029	Chelmsford Local Plan Pre-Submission Strategic and Local Junction Modelling
EB 030 A-B	Chelmsford Local Plan Car Parking Vision and Action Plan
EB 031	Chelmsford Traffic and Access Study Local Validation Report
EB 032	Chelmsford Traffic and Access Strategy Traffic Forecast Report
EB 033	Chelmsford Traffic and Access Strategy Variable Demand Model – Technical Note
EB 029	Pre-Submission Strategic and Local Junction Modelling
EB 051	Chelmsford Local Plan Housing Capacity in Chelmsford Urban Area
EB 072G	SLAA Maps by Parished and Unparished Area (Writtle Parish)
EB 082A	Local Plan Viability Study Including CIL Viability Review
EB 082B	Chelmsford City Council – Post IDP Viability Update
EB 085	Chelmsford Local Plan Archaeological Impact Assessment
EB 094 A-B	Green Wedges and Green Corridors
EB 100 A-D	Landscape Sensitivity and Capacity Assessment
EB 101 – A - K	Chelmsford Open Space Study 2016-2036
EB 103 A-F	Chelmsford City Council Wildlife Site Review
EB 104 A-F	Chelmsford Surface Water Management Plan
EB 105	Chelmsford Local Plan Sequential and Exception Tests
EB 106 A-I	Chelmsford City Council Level 1 and Level 2 Strategic Flood Risk Assessment
EB 108 A-B	Chelmsford Local Plan Heritage Assessments Technical Note
EB 113	Essex Biodiversity Action Plan
EB 114	Chelmsford Biodiversity Action Plan
EB 116	Chelmsford Local Plan – Preferred Options
EB 119	Chelmsford Town Centre Area Action Plan
EB 120	North Chelmsford Area Action Plan
EB 134	Chelmsford Town Centre Public Realm Strategy
EB 144	Essex Minerals Adopted Local Plan
TP 002	Topic Paper 2: Infrastructure Update



SOCG 02B	Natural England (Updated)
SOCG 14	West Chelmsford Site Promoter on Strategic Matters
SOCG 18a	East Chelmsford Site Promoters – Strategic Matters
SOCG 18b	Hopkins Homes – Strategic Growth Site 3a
SOCG 18c	Redrow Homes – Strategic Growth Sites 3b, 3c, 3d

## **APPENDIX B**

### **Memorandum of Understanding Strategic Growth Site 1c – North of Gloucester Avenue (John Shennan)**



#### **Introduction**

This Memorandum of Understanding (MOU) has been prepared to set out the current status of proposals to allocate land at Gloucester Avenue, Chelmsford, in the new Local Plan. This is listed as Strategic Growth Site 1c – North of Gloucester Avenue (John Shennan).

Chelmsford City Council (CCC) proposes the following:

- Residential development of around 200 new homes
- Early years and childcare nursery
- Retention and improvement of public open space
- Improved play area
- Flexible workspace facilities.

This MOU gives assurance that the site can be developed as set out in the Local Plan.

#### **Parties to the Memorandum**

This MOU is agreed by the following parties:

- Chelmsford City Council – Corporate Property  
Lead contact: Joe Reidy, Corporate Property Manager
- Chelmsford City Council – Local Planning Authority  
Lead contact: Jeremy Potter, Planning and Strategic Housing Policy Manager
- Essex Housing – Potential development partner  
Lead contact: Gwyn Owen, Head of Essex Housing

#### **Objectives**

CCC is working collaboratively with Essex Housing, Essex County Council's in house developer arm, to investigate bringing the site forward to address a need for independent living housing (also known as extra care), alongside market housing and other site requirements. This is in accordance with the site policy for Strategic Growth Site 1c in the Chelmsford Local Plan – Pre-Submission document.

All Strategic sites in the Local Plan are required to carry out formal Masterplanning work as part of bringing proposals forward. The current stage of negotiations means that Masterplanning cannot take place yet, so the MOU has been prepared to set out the current status, and both parties' commitment to continued joint working.

The parties agree to the following:

- The site is in a sustainable location
- The required number of units and site requirements can be delivered
- A long term solution can be found to address historic contamination on site
- Access constraints can be solved, following the acquisition of a property by CCC
- CCC will advise on the amount and type of public open space to be provided
- Design work will continue to achieve an agreed layout
- Public consultation will follow in 2019
- CCC and Essex Housing will continue to work constructively to bring the site forward.

### **Governance**

The work required to bring the site forward will be overseen by a working group of CCC officers including planning policy, corporate property, parks and green spaces; with the input of Essex Housing, their agents and architects.

### **Timing**

- The Local Plan Examination will start on 20 November 2018
- Due to CCC's involvement with the Local Plan Examination, joint working on bringing this site forward will continue in January 2019
- This Memorandum has immediate effect and will remain in place until adoption of the Local Plan; until planning permission is granted; or until it is reviewed (whichever is later).

## APPENDIX C – Table of specific development and site infrastructure requirements by location

Each infrastructure item required for this site is set out below with a summary covering what evidence has been used to justify the requirement and how this has been transposed into the Policy Requirements for this site allocation. Other site requirements listed under the sub heading 'Historic and Natural Environment' and 'Design and Layout' within the site policies are not specific development or infrastructure requirements, rather matters to be addressed in order to fulfil other policies throughout the Local Plan e.g. the need to protect a Listed Building or an identified habitat.

### Location I – Chelmsford Urban Area

It should be noted that the development and infrastructure requirements have been derived for the location as a whole. The necessary requirements are then reflected across the Site Allocations. In light of this a column is included to show which site or sites each requirement appears within.

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.1)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Allotments	Chelmsford Open Space Study 2017	6.7-6.14	Ia, Ic, Ie, If, Ig, Ih, GRI					Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4
			Id	Provision of linked publicly accessible open spaces, in line with local standards, for intensive recreation activities for sport, educational and diverse community use.				Provide rationalised/retained formal/informal open space,	
Beaulieu Park Railway Station	Essex County Council	3.3 3.63	All sites						CIL Strategic Policy S11
Burial space	Essex County Council	11.13-11.19	All sites						CIL Strategic Policy S11 Policy CFI
Bus priority/Chelmsford Rapid Bus Transit (ChART)	Essex County Council	3.36-3.38	Ia, GRI		Development that maximises opportunities for sustainable transport.			Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
			Id, Ie, If, Ig, Ih						
Children's play and youth facilities	Chelmsford Open Space Study 2017	6.15-6.24	Ia, Ie, If, Ig, Ih, GRI					Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4
			Ic	Improved play area.  Rationalisation/retention of formal/informal open space.				Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.  Provide rationalised/retained formal/informal open space.  Provide an improved play area.	

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.1)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
			Id	<p>Provision of linked publicly accessible open spaces, in line with local standards, for intensive recreation activities for sport, educational and diverse community use.</p> <p>Equipped play provision for children and teenage users.</p> <p>New or relocated community facilities to meet evidenced needs.</p>				<p>Provide rationalised/retained formal/informal open space,</p> <p>Provide a play area with particular emphasis on children and teenage users.</p>	
Community centres	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	10.13-10.17	All sites						CIL Strategic Policy S11 Policy CFI
Cycle and footway links/improvements/crossings	Essex County Council	3.60	1a		Provide pedestrian and cycle connections.			Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
			1b		<p>Development that maximises opportunities for sustainable travel.</p> <p>Retain existing and provide improved pedestrian and cycle connections.</p>				
			1d, 1g, 1h,		<p>Development that maximises opportunities for sustainable transport.</p> <p>Provide pedestrian and cycle connections.</p>				
			1e		<p>Development that maximises opportunities for sustainable transport.</p> <p>Widening of public footway along Victoria Road (min 3.5m)</p> <p>Provide pedestrian and cycle connections.</p>				
			1d		Development that maximises opportunities				

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.1)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
					for sustainable transport.  Provide pedestrian and cycle connections.				
			GRI		Development that maximises opportunities for sustainable transport.  Provide pedestrian and cycle connections.			Appropriate measures to promote and enhance sustainable modes of transport.	
Cycle/foot bridge over Chelmer and Blackwater	Essex County Council	3.53-3.54	If	Enhanced pedestrian and cycle route links, including contributions towards improvements to Mallard Bridge.	Development that maximises opportunities for sustainable transport.  Provide pedestrian and cycle connections.			Financial contribution towards improvements to Mallard Bridge.	Strategic Policy S11
Bridges to ARU site and Springfield Hall Park	Essex County Council	3.53-3.54	OSI						Strategic Policy S11
Early Years and Childcare - stand alone provision	Essex County Council	8.16-8.19	CWIc					Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1).	Strategic Policy S11
			Ic, Ie	Provision of a stand-alone early years and childcare nursery.				Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of the physical scheme provision with delivery through the Local Education Authority.	
Health	Mid Essex Clinical Commissioning Group	Table 9.1	Ia, Id, GRI					Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision.	Strategic Policy S11
			Ib, Ie, If, Ig, Ih					Financial contributions to primary and secondary education provision, and community facilities including healthcare provision.	
Indoor sports facilities	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	6.42-6.44	Ia, Ib, Ie, If, Ig, Ih, GRI					Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11
			Id	Provision of linked publicly accessible open spaces, in line with local standards, for intensive recreation					

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.1)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
				activities for sport, educational and diverse community use.					
Libraries	Essex County Council	10.7-10.9	All sites						CIL Strategic Policy S11 Policy CFI
Municipal waste	Essex County Council	11.25-11.27	All sites						CIL Strategic Policy S11
Outdoor sports and changing facilities	Chelmsford Outdoor Sport Pitch and Facility Strategy 2018	6.29-6.34	1a, 1b, 1e, 1f, 1g, 1h, GRI					Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4 Policy CFI
			1d	Provision of linked publicly accessible open spaces, in line with local standards, for intensive recreation activities for sport, educational and diverse community use.  New or relocated community facilities to meet evidenced needs.				Provide rationalised/retained formal/informal open space,	
Park and Ride - NE Chelmsford	Essex County Council	3.33-3.34	1a, GRI					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Park and Ride - Widford area	Essex County Council	3.29-3.30	1a, GRI					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Police	Essex Police	11.1-11.8	All sites						CIL Strategic Policy S11
Primary education – expansion of existing provision	Essex County Council	8.31-8.33	1a, GRI					Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision.	Strategic Policy S11
			1b, 1e, 1f, 1g, 1h					Financial contributions to primary and secondary education provision, and community facilities including healthcare provision.	
			1d					Land (circa 2.5 hectares) for two new special schools (Use Class D1) in line with Local Education Authority requirements.	

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.1)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
								Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision.	
Road junction improvements	Essex County Council	3.26-3.28	1a		Provide a new vehicular access to serve the site.			Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority.  Sites CW1a-CW1e - Provide a new vehicular access to serve Strategic Growth Site 1a through proportionate contributions. Physical provision of the new vehicular access route shall be delivered through development of sites CW1a and/or CW1d.  Site CW1f – Safeguard land for Springfield Road junction improvements.	Strategic Policy S11
			1b	Main vehicular access will be from Gloucester Avenue.				Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority.	
			1d	Main vehicular access will be from Fox Crescent.	New/improved vehicular access into the site.			Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority.	
			1e		Main vehicular access will be from the Regina Road or Victoria Road, incorporating improvements at the Regina Road/Victoria Road junction as required by the Local Highway Authority.				
			1f		Main vehicular access will be from Waterloo Lane.			Appropriate mitigation, compensation and enhancements to the local	



IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.1)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
								and strategic road network as required by the Local Highways Authority.	
			lg		Retained vehicular access from Coval Lane/Fairfield Road for Civic Centre operational uses, with potential access from viaduct Road for residential uses.			Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority.	
			lh		Main vehicular access will be from Glebe Road.			Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority.	
			GR I					Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways Authority.	
Secondary education - expansion of existing provision	Essex County Council	8.45	la, GR I					Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision.	CIL Strategic Policy S11
			lb, le, lf, lg, lh					Financial contributions to primary and secondary education provision, and community facilities including healthcare provision.	
			ld					Land (circa 2.5 hectares) for two new special schools (Use Class D1) in line with Local Education Authority requirements.  Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision.	

**Location 2 – West Chelmsford**

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.2)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Allotments	Chelmsford Open Space Study 2017	6.7-6.14			Create a network of green infrastructure	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4
Beaulieu Park Railway Station	Essex County Council	3.3 3.63						CIL Strategic Policy S11
Burial space	Essex County Council	11.13-11.19						CIL Strategic Policy S11 Policy CFI
Bus services and infrastructure	Essex County Council	3.43-3.46		Provide a well connected internal road layout which allows for bus priority measures. Provide a new dedicated bus, cycle and pedestrian link into the existing urban area.			Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Children's play and youth facilities	Chelmsford Open Space Study 2017	6.15-6.24				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4
Community centres	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	10.13-10.17						CIL Strategic Policy S11 Policy CFI
Cycle and footway links/improvements/crossings	Essex County Council	3.60		Provide pedestrian and cycle connections. Provide a new dedicated bus, cycle and pedestrian link into the existing urban area.			New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways. Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
Early Years and Childcare - stand alone provision	Essex County Council	8.16-8.19	Provision of a new stand-alone early years and childcare nursery.				Land (circa 2.1 hectares) for a stand-alone early years and childcare nursery (use class D1) and contributions towards the cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy S11
Health	Mid Essex Clinical Commissioning Group	Table 9.1					Financial contributions to secondary education as required by the Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG.	Strategic Policy S11
Indoor sports facilities	Chelmsford Indoor/Built Sports	6.42-6.44				Provide a coherent network of public open	Provide, or make financial contributions to, new or enhanced	Strategic Policy S11

IDP			Site Policy Requirements					Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.2)	Evidence Source	IDP paragraph reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
	Facility Needs Assessment 2017					space, formal and informal sport, recreation and community space within the site.	sport, leisure and recreation facilities.	
Libraries	Essex County Council	10.7-10.9						CIL Strategic Policy S11 Policy CFI
Municipal waste	Essex County Council	11.25-11.27						CIL Strategic Policy S11
Outdoor sports and changing facilities	Chelmsford Outdoor Sport Pitch and Facility Strategy 2018	6.29-6.34				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	CIL Strategic Policy S11 Policy MP4 Policy CFI
Park and Ride - NE Chelmsford	Essex County Council	3.33-3.34					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Park and Ride - Widford area	Essex County Council	3.29-3.30					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Police	Essex Police	11.1-11.8						CIL Strategic Policy S11
Primary education (incl. shared EY&C provision)	Essex County Council	8.16-8.19 8.34-8.35	Provision of a new primary school with co-located early years and childcare nursery.				Land (circa 2.1 hectares) for a co-located primary school and early years and childcare nursery (use class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy S11
Road junction improvements (including A1060)	Essex County Council	3.26-3.28		Main vehicular access to the site will be from Roxwell Road (A1060)			Appropriate improvements to the local and strategic road network as required by the Local Highways Authority.	Strategic Policy S11
Secondary education - expansion of existing provision	Essex County Council	8.45					Financial contributions to secondary education as required by the Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG.	CIL Strategic Policy S11

### Location 3 – East Chelmsford

It should be noted that the development and infrastructure requirements have been derived for the location as a whole. The necessary requirements are then reflected across the Site Allocations 3a, 3b, 3c and 3d. In light of this a column is included to show which site or sites each requirement appears within.

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.3)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Allotments	Chelmsford Open Space Study 2017	6.7-6.14	3a, 3c, 3d			Create a network of green infrastructure	Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4
Beaulieu Park Railway Station	Essex County Council	3.3 3.63	3a, 3c, 3d						CIL Strategic Policy S11
Burial space	Essex County Council	11.13-11.19	3a, 3c, 3d						CIL Strategic Policy S11 Policy CFI
Bus services and infrastructure	Essex County Council	3.45 3.60	3a, 3b, 3c, 3d					Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
Children's play and youth facilities	Chelmsford Open Space Study 2017	6.15-6.24	3a, 3c, 3d				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	CIL Strategic Policy S11 Policy MP4
			3b,				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.		CIL Strategic Policy S11 Policy MP4
Community centres	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	10.13-10.17						Provision of a new country park and visitors centre at Sandford Mill with a landscape strategy and delivery mechanism to provide for their long-term management and maintenance.	Strategic Policy S11 Policy CFI
Country Park	Essex County Council/ Chelmsford Open Space Study 2017	6.52-6.57	3a					Provision of a new country park and visitors centre at Sandford Mill with a landscape strategy and delivery mechanism to provide for their long-term management and maintenance.	Strategic Policy S11

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.3)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
Cycle and footway links/improvements/crossings	Essex County Council	3.58 3.60	3a		Provide pedestrian and cycle connections.			Provide new and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways within and between the sites and the surrounding area to enable the development to integrate with existing development areas and to provide links into the City Centre, the wider countryside beyond.  Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
			3b		Provide pedestrian and cycle connections including access to the Sandon Park & Ride.			Appropriate measures to promote and enhance sustainable modes of transport.	Strategic Policy S11
			3c, 3d		Provide pedestrian and cycle connections.			Appropriate measures to promote and enhance sustainable modes of transport.  Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate.	Strategic Policy S11
Early Years and Childcare - stand alone provision	Essex County Council	8.16-8.19	3b					Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (use class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority.	Strategic Policy S11
Health	Mid Essex Clinical Commissioning Group	Table 9.1	3a					Financial contributions towards other community facilities such as healthcare provision as required by the NHS/CCG.	Strategic Policy S11
			3c, 3d					Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority and towards community facilities such as healthcare	

IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.3)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
								provision as required by the NHS/CCG.	
Indoor sports facilities	Chelmsford Indoor/Built Sports Facility Needs Assessment 2017	6.42-6.44	3a, 3b, 3d				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11
Libraries	Essex County Council	10.7-10.9	3a, 3b, 3d						CIL Strategic Policy S11 Policy CFI
Municipal waste	Essex County Council	11.25-11.27	3a, 3b, 3c, 3d						CIL Strategic Policy S11
Outdoor sports and changing facilities	Chelmsford Outdoor Sport Pitch and Facility Strategy 2018	6.29-6.34	3a, 3b, 3d				Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.	Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.	Strategic Policy S11 Policy MP4 Policy CFI
Park and Ride - NE Chelmsford	Essex County Council	3.33-3.34	3a, 3b, 3c, 3d					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Park and Ride - Widford area	Essex County Council	3.29-3.30	3a, 3b, 3c, 3d					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Park and Ride - Sandon area	Essex County Council	3.35	3a, 3c, 3d					Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
			3b					Safeguard land for the future expansion of Sandon Park and Ride site.  Appropriate measures to promote and enhance sustainable modes of transport.	CIL Strategic Policy S11
Police	Essex Police	11.1-11.8	3a, 3b, 3c, 3d						CIL Strategic Policy S11
Primary education – expansion of existing provision	Essex County Council	8.36-8.37	3a					Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority.	Strategic Policy S11
			3c, 3d					Financial contributions towards primary education and early years and childcare provision as required by the	Strategic Policy S11

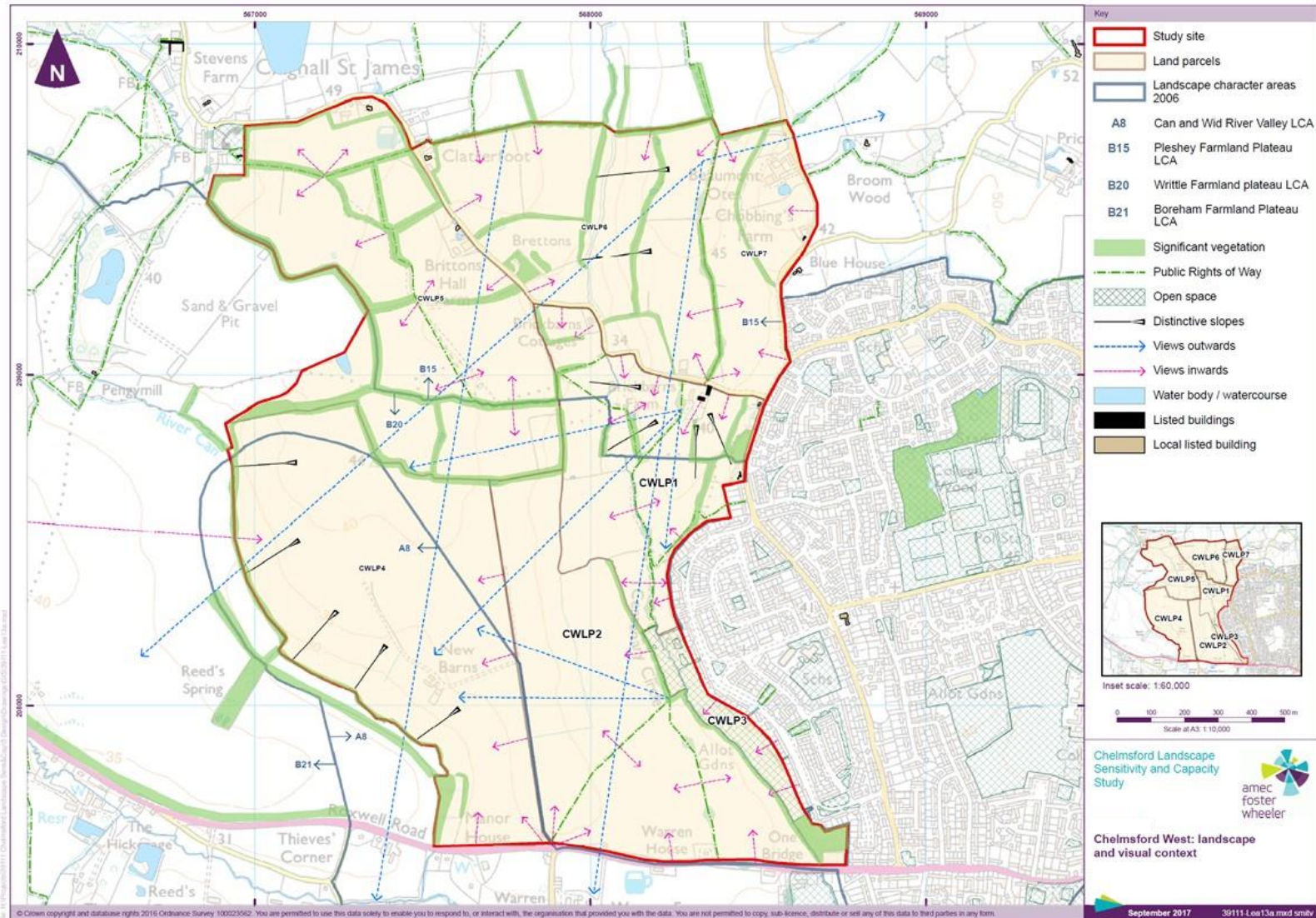
IDP			Site Policy Requirements						Further covered by other Local Plan Policy /Requirement
IDP identified need (Table 13.3)	Evidence Source	IDP paragraph reference	Site Policy reference	Supporting on-site development	Movement and Access	Historic and Natural Environment	Design and Layout	Site Infrastructure Requirement	Policy Reference
								Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG.	
Road junction improvements	Essex County Council	3.26-3.28	3a, 3b, 3c, 3d		Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane.			Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority.	Strategic Policy S11
Sandford Mill Access Road	Essex County Council	3.22-3.25	3a	New vehicular access road from Maldon Road into Sandford Mill.					Strategic Policy S11
Secondary education - expansion of existing provision	Essex County Council	8.45	3a					Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority and other community.	CIL Strategic Policy S11

## **Appendix D - Summary of the Landscape Sensitivity and Capacity Evidence relating to Proposed Sites**



## MATTER 6a Growth Area 1 Central and Urban Chelmsford Location 2 West Chelmsford

### West Chelmsford Landscape and Visual Context



## Documents EB100A & EB100B

This Study Site is located on the western edge of Chelmsford and north of the A1060. The majority of the area lies within the eastern edges of the Writtle Farmland Plateau Landscape Character Area (B20) as described by the Chelmsford LCA 2006 (Chelmsford LCA); the northern tip lies within the Pleshey Farmland Plateau LCA (B15). The western part of the Study Site lies within the northern extent of LCA A8.

**Parcel CWLP1** is judged to be of **moderate to high landscape sensitivity, moderate value and low to medium capacity** for low rise residential/employment development.

**Parcel CWLP2** is judged to be of **moderate landscape sensitivity, moderate landscape value and medium capacity** for low rise residential/employment development, taking advantage of the opportunity to reinstate landscape features using the scale and broader containment of the landform to create a more sympathetic urban edge, in doing so enhancing landscape character.

**Parcel CWLP3** is judged to be of **high landscape sensitivity, moderate value and low to medium capacity** for low rise residential/employment development. Generally inappropriate for residential development.

**Parcel CWLP4** is judged to be of **moderate landscape sensitivity, moderate to low landscape value and medium landscape capacity**, recognising the need to strengthen the few existing landscape elements and re-introduce those that have been removed to enhance landscape character.

Settlement/ Locality	Parcel	Landscape Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Landscape Capacity
Chelmsford West	CWLP1	<b>Moderate</b> to High	Moderate to <b>High</b>	Moderate to <b>High</b>	Moderate	Low to Medium
	CWLP2	Low	Moderate	Moderate	Moderate	Medium
	CWLP3	High	Moderate	High	Moderate	Low to Medium
	CWLP4	<b>Moderate</b> to Low	Moderate	Moderate	<b>Moderate</b> to Low	Medium

## Planning and Land Management Guidelines

For LCA B20 and B15, suggested Planning Guidelines of the Chelmsford LCA of relevance include:

- Protect the setting of Writtle (including the floodplains of the River Can and Wid to the east) which separates the settlement from Chelmsford.

- Ensure that any appropriate new development responds to the historic settlement pattern and uses materials that are appropriate to local landscape character.
- Conserve views into the Can and Wid valleys from the eastern edge of the area.
- Conserve the mostly rural character of the area.

Suggested Land Management Guidelines of relevance include:

- Conserve and enhance existing hedgerow network.
- Seeks ways to reduce the visual impact of the main road corridors (including the A1060) through introducing new and strengthening existing parallel shelterbelts where appropriate.
- Conserve historic lanes.

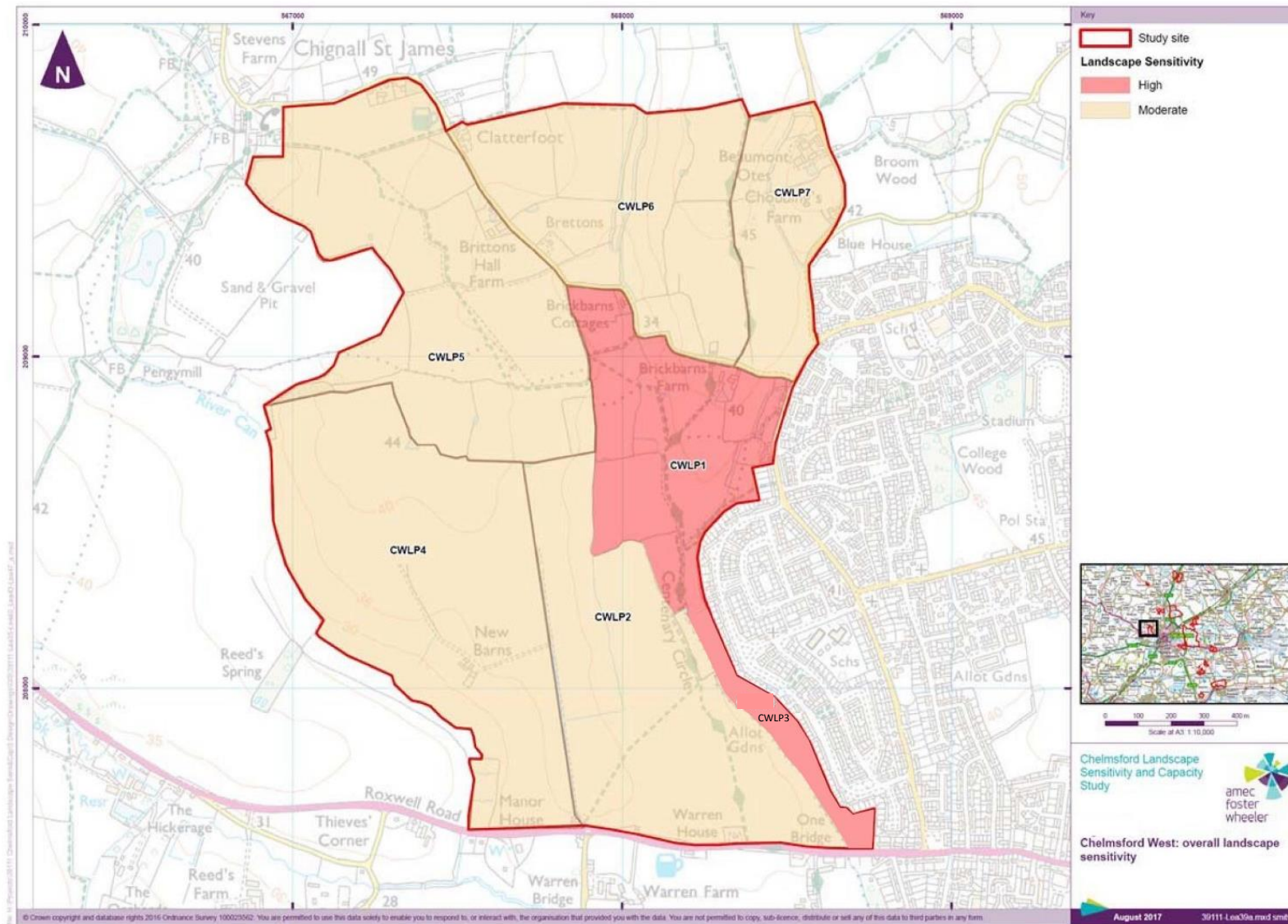
For LCA A8, suggested Planning Guidelines of the Chelmsford LCA of relevance include:

- Seek to protect and enhance positive features that are essential in contributing to local distinctiveness and sense of place through effective planning and positive land management measures.
- Seek to improve the integrity of the landscape, and reinforce its character, by introducing new and/or enhanced elements where distinctive features or characteristics are absent.
- Ensure any new development on valley sides is small-scale and responds to historic settlement pattern, form and building materials.

Suggested Land Management Guidelines of relevance include:

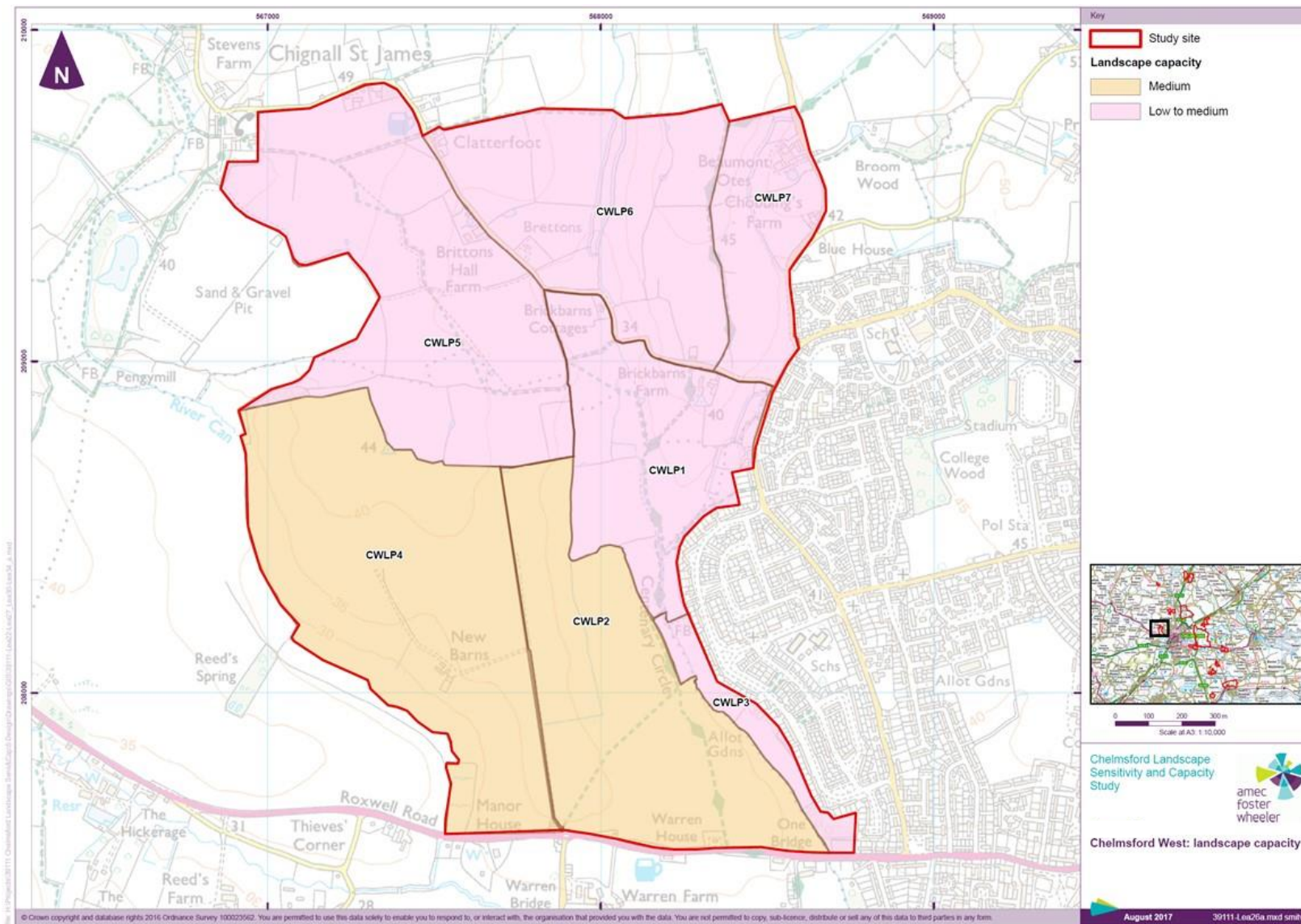
- Conserve and manage existing hedgerows.
- Seek to manage and control potential fertiliser run-off from nearby farmland.
- Seek to enhance existing floodplain habitats.
- Encourage the planting of native alder, willow, ash and oak in groups along the riverside where appropriate.

## West Chelmsford Landscape Sensitivity



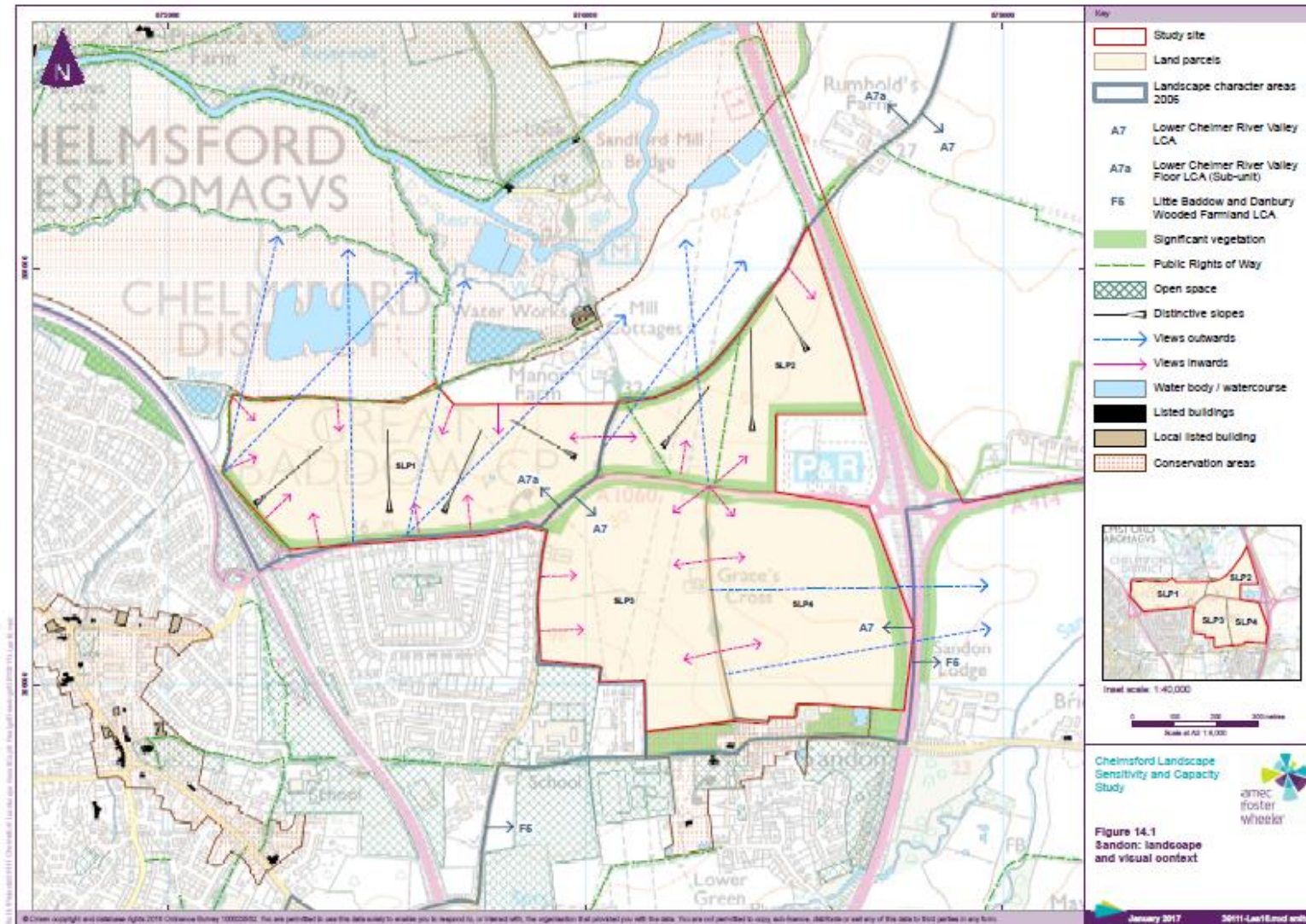


## West Chelmsford Landscape Capacity



**MATTER 6a Growth Area 1 Central and Urban Chelmsford**  
**Location 3 East Chelmsford (sites 3a – 3d)**

East Chelmsford Landscape and Visual Context



## Document EB100A

The Study Site is located on the eastern edges of Chelmsford and to the west of the A12. The eastern part of the site occupies the southern part of the Lower Chelmer Valley Floor Landscape Character Area (A7) as described by the Chelmsford LCA 2006 (Chelmsford LCA).

**Parcel SLP1** is judged to have **moderate to high landscape sensitivity, low value and a moderate landscape capacity** for low rise residential/employment development, but with the caveat that particularly sensitive mitigation would be required in respect of the massing, density, architectural design, layout and soft landscaping of any development in a way which works with and complements aspects of valley character. Mitigation of development on this land would need to pay special attention to the visual exposure of this part of the valley side and seek to create a new landscape which does not detract from the fragmented settlement pattern associated with Sandford Mill and Manor Farm and is also part of the significant potential for Green Infrastructure enhancement in the locality through, for example, the restoration, enhancement and management of woodland and hedgerows, habitat creation and access enhancement.

**Parcel SLP2** is judged to have **moderate landscape sensitivity, moderate value and a medium capacity** for low rise residential/employment development.

**Parcel SLP3** is judged to have **moderate landscape sensitivity, low landscape value and medium to high capacity** for low rise residential/employment development.

**Parcel SLP4** is judged to have **moderate landscape sensitivity, low value and medium to high landscape capacity** for low rise residential/employment development. Capacity is subject to careful siting/design of development in keeping with the character of existing residential properties at Sandon, in particular, employing extensive tree planting as a framework for development which ties into the wooded landscape to the east.

Settlement/ Locality	Parcel	Landscape Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Landscape Capacity
Sandon/Great Baddow	SLP1	Moderate	Moderate to <b>High</b>	Moderate to <b>High</b>	Low	Medium
	SLP2	Moderate	<b>Low</b> to Moderate	Moderate	Moderate	Medium
	SLP3	Low	Low to <b>Moderate</b>	Moderate	Low	Medium to High
	SLP4	Low	Low to <b>Moderate</b>	Moderate	Low	Medium to High



## Planning and Land Management Guidelines

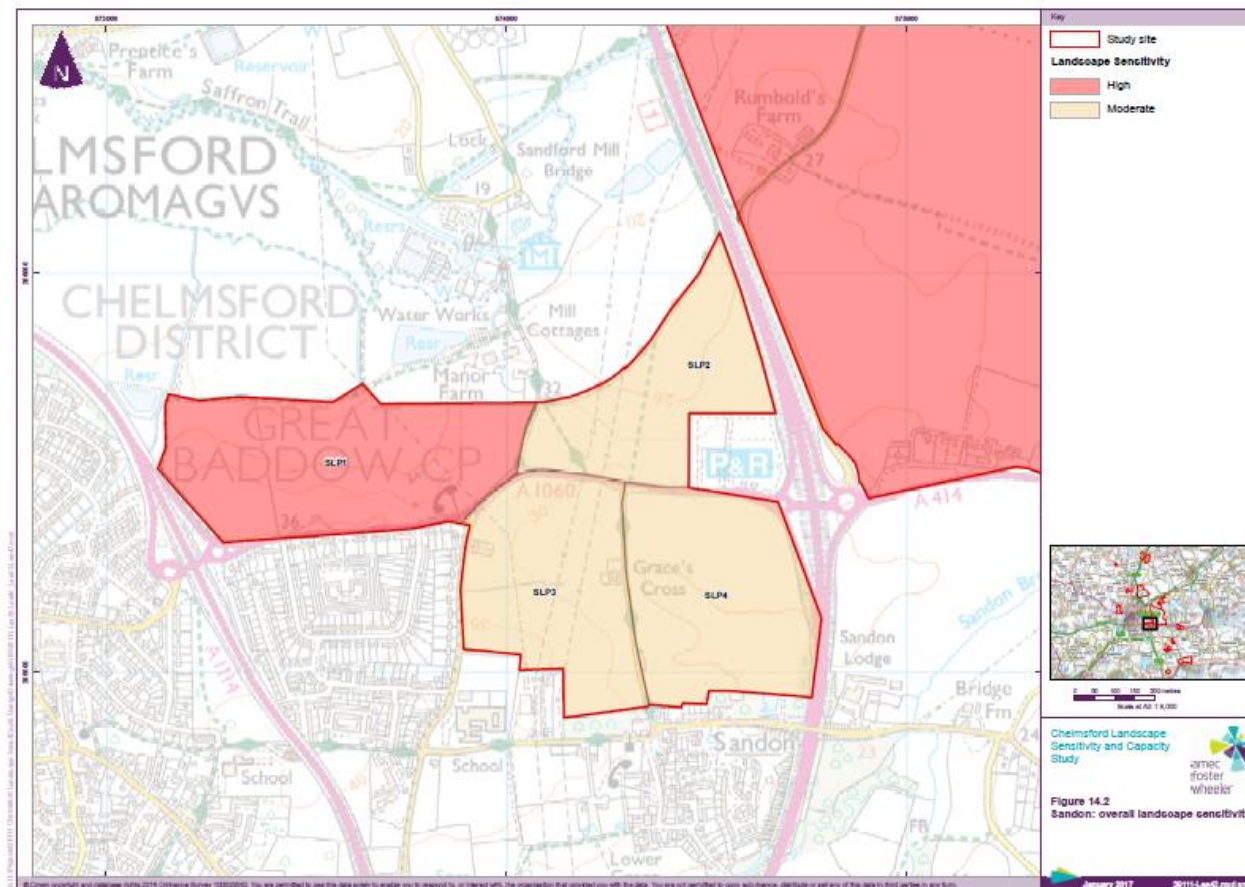
Suggested Planning Guidelines of the Chelmsford LCA of relevance include:

- Manage the traffic flows along the minor roads especially those not suitable for HGVs and lorries due to narrow bridges.
- Ensure new built development is in keeping with landscape character.
- Conserve and enhance the landscape settings of settlements.
- Enhance the screening of the A12 and the railway line.

Suggested Land Management Guidelines of relevance include:

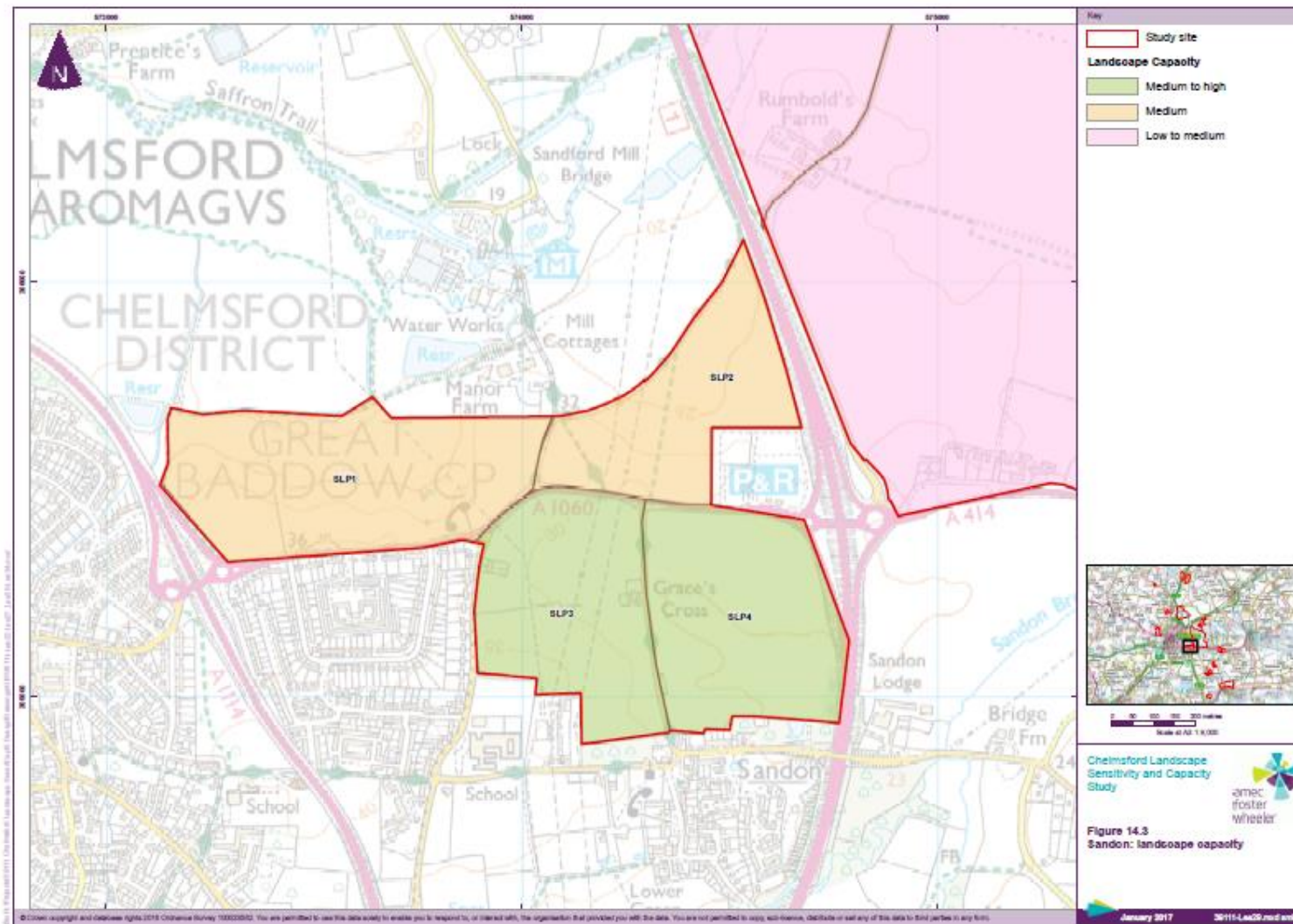
- Conserve and manage the existing hedgerow pattern and strengthen through planting where appropriate to local landscape character.
- Conserve and promote the use of building materials, which are in keeping with local vernacular/landscape character.

## Chelmsford East Landscape Sensitivity

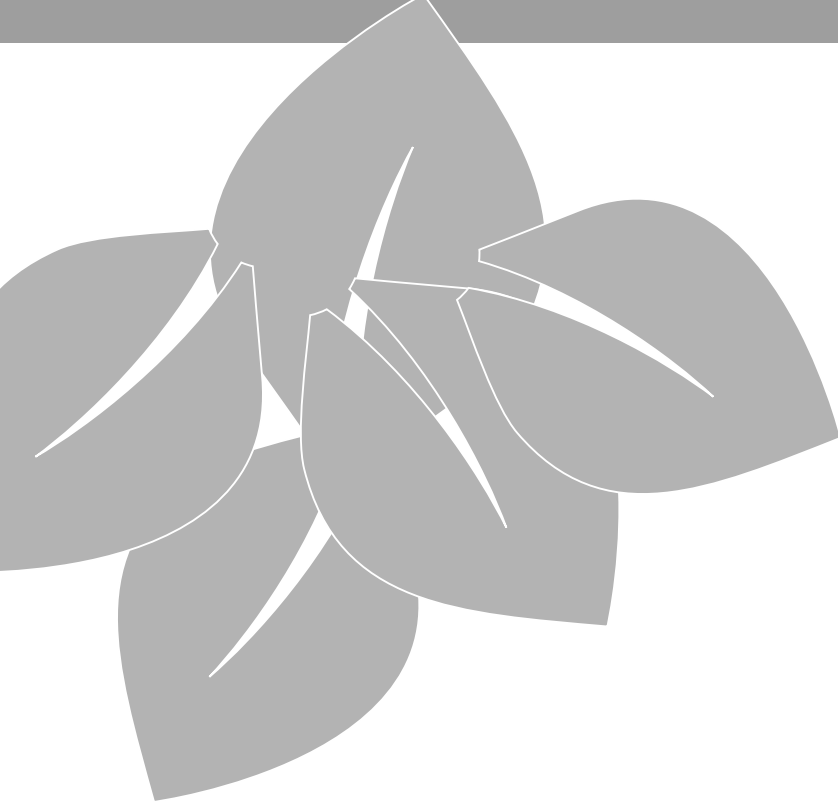




## Chelmsford East Landscape Capacity







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