

Cabinet Agenda

2 March 2021 at 7pm

Remote Meeting

Membership

Councillor S J Robinson (Chair and Leader)
Councillor M C Goldman (Connected Chelmsford
and Deputy Leader)

and Councillors

C K Davidson (Fairer Chelmsford)
M J Mackrory (Sustainable Development)
R J Moore (Greener and Safer Chelmsford)

Local people are welcome to attend this meeting remotely, where your elected Councillors take decisions affecting YOU and your City. There is also an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please telephone Brian Mayfield in the Democracy Team on Chelmsford (01245) 606923 email brian.mayfield@chelmsford.gov.uk

THE CABINET

2 March 2021

AGENDA

PART 1 – Items to be considered when the public are likely to be present

1. Attendance and Apologies for Absence

2. Declarations of Interest

All Members are reminded that they must disclose any interests they know they have in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they become aware of the interest. If the interest is a Disclosable Pecuniary Interest they are also obliged to notify the Monitoring Officer within 28 days of the meeting.

3. Minutes and Decisions Called in

Minutes of meeting on 26 January 2021. No decisions at that meeting were called in.

4. Public Questions

Any member of the public may ask a question or make a statement at this point in the meeting, provided that they have been invited to participate in this meeting and have submitted their question or statement in writing and in advance. Each person has two minutes and a maximum of 15 minutes is allotted to public questions/statements, which must be about matters for which the Cabinet is responsible. The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Any member of the public who wishes to submit a question or statement to this meeting should email it to committees@chelmsford.gov.uk 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting, provided they have indicated that they wish to do so and have submitted an email address to which an invitation to join the meeting and participate in it can be sent.

5. Members' Questions

To receive any questions or statements from councillors not members of the Cabinet on matters for which the Cabinet is responsible.

6. Sustainable Development

Strategic Growth Site Policy 10 - Masterplan for North of South Woodham Ferrers

7. Fairer Chelmsford

Community Funding Scheme Allocations

8. Urgent Business

To consider any other matter which, in the opinion of the Chair, should be considered by reason of special circumstances (to be specified) as a matter of urgency and which does not constitute a key decision.

9. Reports to Council

The officers will advise on those decisions of the Cabinet which must be the subject of recommendation to the Council.

PART 2 (Exempt Items)

NIL

MINUTES OF
CHELMSFORD CITY COUNCIL CABINET
on 26 January 2021 at 7.00pm

Present:

Cabinet Members

Councillor S J Robinson, Leader of the Council (Chair)
Councillor M C Goldman, Deputy Leader and Cabinet Member for Connected Chelmsford
Councillor C K Davidson, Cabinet Member for Fairer Chelmsford
Councillor M J Mackrory, Cabinet Member for Sustainable Development
Councillor R J Moore, Cabinet Member for Greener and Safer Chelmsford

Cabinet Deputies

Councillor A Davidson, Healthy Living
Councillor N Dudley, Community Engagement
Councillor S Goldman, Economy and Small Business
Councillor S Rajesh, Community Safety
Councillor Chloe Tron, Affordable Housing

Opposition Spokespersons: Councillors

K Bentley, N Chambers, P Clark, W Daden, S Dobson, J Galley, N Gulliver, R J Poulter,
J Raven, I Roberts, M Sismey, M S Steel and R T Whitehead

Also present: Councillors D Clark, J Lager, T E Roper and A Sosin

1. Attendance and Apologies for Absence

The attendance of members was confirmed. Apologies for absence were received from Councillor R J Hyland, Opposition Spokesperson.

2. Declarations of Interest

Members of the Cabinet were reminded to declare at the appropriate time any pecuniary and non-pecuniary interests in any of the items of business on the meeting's agenda. Councillor M Goldman said that she would not participate in the consideration of Item 6.1.

3. Minutes and Decisions Called-in

The minutes of the meeting on 17 November 2020 were confirmed as a correct record. No decisions at that meeting had been called in.

4. Public Questions

Questions were asked by a member of the public and Writtle Parish Council on the proposal to introduce charges for car parking in Hylands Park. They questioned whether it would be better to defer spending on all non-discretionary projects until after the pandemic; whether the charges would be temporary or permanent; whether the charges should apply only to those non-residents of Chelmsford; and the effect the charges would have on parking in Writtle.

The Cabinet Member for a Fairer Chelmsford replied that there were sound reasons for the introduction of the changes. Firstly, the budget position as a result of the pandemic was such that it was incumbent on the Council to exercise sound financial management and try to maximise income in order to maintain essential services. The income from parking would help meet the cost of maintaining the Park and operating Hylands House to a high standard. Secondly, in the interests of fairness, the Cabinet Member felt that those who benefited from the use of the Park, especially non-residents, should contribute to the cost of running it. Thirdly, the charges would help with the management of the Park and prevent overuse of it. The Cabinet Member could not offer any hope that the charges would be temporary or confined to non-residents.

Referring to a point made by the member of the public in his question about spending on the Civic Theatre, the Cabinet Member said that the scheme would create a more flexible space for more diverse use which would help those in the performing arts and attract people to the city centre, to the benefit of the local economy.

With regard to the concerns expressed by Writtle Parish Council, the Cabinet Member said that parking in the vicinity of Hylands Park would need to be carefully managed and he looked forward to working with the Parish Council during the consultation process for the introduction of the charges.

Members of the public and Writtle Parish Council also asked questions on the West Chelmsford Masterplan. Details are recorded under minute number 6.1 below.

5. Members' Questions

There were no questions to the Cabinet from other members of the Council.

6.1 Strategic Growth Site Policy 2 – West Chelmsford Masterplan (Sustainable Development)

Declarations of interest:

Councillor M Goldman informed the meeting that she would not participate in the consideration of this item.

Summary:

At its meeting on 15 October 2020, the Chelmsford Policy Board had considered an addendum to the Masterplan for the strategic growth site at West Chelmsford (Warren Farm) produced by the developer, Crest Nicholson. The addendum had been prepared in response to doubts raised at earlier meetings of the Policy Board about the safety, viability and benefits of the bus link through the development site to Avon Road. The Masterplan submitted to the Cabinet had been amended to remove the bus link and to reflect other changes required by officers. The Cabinet was requested to consider whether the Masterplan should be approved with or without the inclusion of the bus link.

Options

1. The updated Masterplan, including deletion of the bus link as recommended by the Chelmsford Policy Board on 15 October 2020, be approved.
2. The updated Masterplan be approved, subject to the reinstatement of the bus link connection to Avon Road.
3. In accordance with either option 1 or 2 the Director of Sustainable Communities, in consultation with the Cabinet Member for Sustainable Development, be authorised to make all necessary revisions to the final approved masterplan.

Preferred Option and Reasons

The updated Masterplan, with the deletion of the bus link, was the preferred option for the detailed reasons described in this minute.

Discussion

A member of the public asked several questions relating to the adequacy of the proposed off-site cycle and pedestrian routes associated with the development. The Chignal Estate Residents' Association submitted statements which raised concerns about safety and an adverse impact on amenity if the bus link was provided, and Writtle Parish Council had commented on a range of matters which it felt were not adequately addressed by the Masterplan, including sports provision, biodiversity and environmental mitigation issues, cycle and pedestrian routes, bus stops and flood risks.

In response to the points made in the question and statements, the Cabinet Member for Sustainable Development said that:

- ideally, the cycle and pedestrian routes should be operational before first occupation (other than the Melbourne Avenue option which would be a contribution and which would be payable prior to first occupation); however, this was a detail for the S106 legal agreement associated with the planning application;
- the cycle route from Warren Farm to Hylands School referred to by the member of the public was proposed via Lawford Lane, whilst the other route via Beachs Drive would be for pedestrians. An error in figure 18 in the Masterplan would be corrected;
- there were constraints on Lordship Road in the form of boundary features and landownership and it was envisaged that widening of the footway would take place within the existing highway;
- Essex Highways agreed that a toucan crossing was required if a cycle route was provided on Chignal Road. The detail would be agreed as part of the improvement scheme for Roxwell Road/Chignal Road;
- the concerns of the Residents' Association about safety were noted but were not shared by the Highways Authority. The Masterplan had been amended following the recommendation from Policy Board based on the impact upon the amenity of the area, including residential properties. The content of the addendum presented to the Policy Board in October was now encapsulated within the revised masterplan document. Cabinet were voting on a revised Masterplan, not specifically the addendum;
- the policy relating to the protection of existing amenity in the new Local Plan was Policy DM29;
- the Masterplan referred in error to playing fields on agricultural land to the north of Fox Burrows Lane and would be corrected;
- the Parish Council's comments on sports provision were noted. The Masterplan indicated a sport pavilion/changing facilities and a maintenance plan would be a detail for the planning application and its S106 legal agreement;
- regarding references in the Masterplan to tree planting, the illustrative masterplan in figure 16 included such features as 'boundary reinforcement', 'woodland blocks', 'green space', 'orchard', 'landscape buffer', 'tree planting' and 'attenuation basins'. Tree planting appeared to be significant and its contribution to counteracting surface water was acknowledged in the proposed layout;
- in terms of the width of pavements on Roxwell Road, the masterplan was illustrative and the details would be agreed at the planning application stage to ensure that good quality pedestrian and cycle routes were secured;
- the masterplan indicated a commitment by the developer to provide bus stops and was illustrative at present. This detail would be agreed as part of the planning application;
- the developer had committed to comply with the relevant national guidance and Chelmsford's adopted policy regarding sustainable building, including renewable and

low carbon energy development requirements, as set out in adopted Local Plan and Making Places SPD;

- details on how the environment around the cottages close to the widened Roxwell Road/Lordship Road roundabout were a matter for the planning application;
- the exact details of the location and wording of the signage associated with the development would be agreed at the planning application stage;
- in times of flood, cyclists may have to rely on a more circuitous route through the village. When there was also flooding in the village, there may be occasions when pupils would have to travel by alternative means to Hylands school. However, these flooding issues were intermittent and usually for short periods only;
- the production of a biodiversity plan was a detail for the planning application;
- flood risk was acknowledged in the document but was not a major theme as most of the site was outside of the flood zone; and
- the request for further consultation with the Parish Council and that planning proposals and applications should have due regard to the Writtle Neighbourhood Plan and to the AECOM Design Code were noted.

Members of the Opposition Groups expressed concern about the precedent that would be set by departing from the requirements of the Local Plan by removing a bus link that had previously been accepted as an integral part of the site's development. It was questioned whether material considerations justified a departure from the Development Plan in this case. Cabinet Members were also asked whether they had received training which would enable them to make a decision contrary to officers' recommendation on the Masterplan. The Leader of the Council replied that Cabinet Members had met with officers in Legal Services and Planning Services and had been advised that in this case the Cabinet was acting as a policy making body, not as a planning committee, and had a wider scope from debate. The detailed planning advice from officers was included in the report to the meeting and Cabinet Members would listen to all views expressed to the meeting on the Masterplan before coming to a decision.

In discussing the Masterplan, the Cabinet acknowledged that it was a finely balanced decision as to whether it should include the bus link or not. The Cabinet Member for a Fairer Chelmsford said that the Cabinet needed to bear in mind the Policy Board's concerns about the effect the bus link would have on the amenity of residents but should also have regard to officers' advice that careful consideration needed to be given to the Policy Board's reasons for coming to that view before taking a final decision. With that in mind, he identified and assessed in detail the factors that needed to be considered in coming to a reasoned decision. These included the requirements of the Local Plan; the impact of the bus link on residential amenity and whether it could be mitigated; the ecological impact of the bus link and whether that too could be mitigated; the effect of the extra buses on Roxwell Road caused by the removal of the bus link; the significance of the mitigation measures that would be required if the bus link were not provided; the impact of Covid-19 on commuting and the levels of car and bus usage in the future; the relevance in planning terms of certain of the objections of residents to matters associated with the bus link; the comments of the Essex Quality Review Panel; and whether the broad sustainability objectives of the Local Plan in terms of

encouraging a modal shift away from car usage could be achieved in this case by the provision of the bus link.

Taking all those factors into consideration, the Cabinet Member for a Fairer Chelmsford had come to the following views:

- The Local Plan had been adopted only eight months previously and included a bus link that would be a safe, viable and deliverable option to achieve the policy requirements of Strategic Growth Site Policy 2. The inspector had found it to be sound with the bus link and not sound without. The Cabinet Member was of the view that this factor carried significant weight.
- The Cabinet Member concluded that the impact of the bus link and its associated structures on residential amenity also carried significant weight. The aspects of this were that the raw design as now understood would have a significant, adverse effect on residential amenity, especially for the users of the playground and the allotments; there was no conceivable mitigation that could reduce this impact adequately; and this was a very different effect than was foreseeable when the Local Plan was found sound, due to the unexpected height and profile of the bridge and elevated roadway that would be required.
- He accepted the advice that the ecological impact of the bus link carried limited weight.
- He concluded that the impact of removing the bus link on the traffic levels on Roxwell Road also carried limited weight.
- The Cabinet Member also concluded that the mitigation measures, viewed in isolation, would carry significant weight but that, as part of an exchange in which the bus link was removed, they were broadly neutral.
- By contrast, the impact of Covid-19 seemed to be a significant factor that should carry medium weighting.
- Other residents' objections, while entirely understandable, carried limited if any weight, given officers' advice.
- The views of the EQRP carried modest weight.

While the removal of the bus link would be a factor that carried some weight due to making it harder to achieve the Council's sustainability objectives if other things were unchanged, the Cabinet Member believed that this ignored the huge social changes that Covid-19 was driving which he expected would have a much bigger impact. He therefore concluded that this factor carries limited weight.

With many of the factors pointing in different directions, the Cabinet Member acknowledged that the decision was not an easy one. It would be possible to argue in favour of one factor or another being more or less decisive, which could justify reaching either decision. However, on the basis of all the evidence seen and heard so far, he concluded that:

- having found two factors to which he gave significant weight (albeit pulling in opposite directions) and all but one other factor carrying limited or modest weight

(also pulling in different directions), the balance was tilted in his mind by the final factor which he concluded should carry medium weighting; and

- if that were to be his final conclusion, it would mean that material considerations existed that justified option 1 (approve the draft masterplan, including deletion of the bus link) despite this involving a departure from the strict application of the Local Plan. Option 2 would need to be rejected but he would be happy to approve option 3, which was the means by which either of the main options could be given effect.

The Cabinet Member for a Greener and Safer Chelmsford was of the view that although the effect of the bus link on habitat and ecology could be mitigated to an extent, the form and size of the bridge required for the link would result in a loss of amenity to local residents and constituted a material consideration. The Leader of the Council agreed that in an otherwise good Masterplan which would bring positive benefits to the area, the bus link represented an adverse impact on residents of the Chignal Estate that could not be overcome by the suggested mitigation methods.

Having heard all the arguments for and against the retention of the bus link, the Cabinet accepted the analysis and conclusions of the Cabinet Member for a Fairer Chelmsford set out above and RESOLVED that:

1. The Masterplan for Strategic Growth Site Policy 2, West Chelmsford, as submitted to the meeting and excluding the bus link, be approved.
2. The Director of Sustainable Communities, in consultation with the Cabinet Member for Sustainable Development, be authorised to make all necessary revisions to the approved Masterplan.

(7.14pm to 8.14pm)

6.2 Planning Obligations Supplementary Planning Document (Sustainable Development)

Declarations of Interest:

None

Summary:

The report set out the feedback received following the public consultation on the draft Planning Obligations Supplementary Planning Document (SPD) and the accompanying Self-Build and Custom Build Design Code Template. The Chelmsford Policy Board on 14 January 2021 had recommended that the Cabinet adopt the SPD and Design Template.

Options:

Approve or amend the SPD or not adopt it.

Preferred Option and Reasons

The SPD as submitted to the Cabinet would support the implementation of the new Local Plan by setting out the City Council's approach towards seeking planning obligations needed to make development proposal acceptable in planning terms.

Discussion:

The comment was made that by agreeing to amend paragraph 9.18 and merely seeking to negotiate Section 106 agreements to secure show homes that incorporated optional sustainable design features the Council was wearing down its requirements and ability to obtain such agreements. The Cabinet Member for Sustainable Development said that on some matters negotiated agreements were necessary and the imposition of strict requirements could be counter-productive. He pointed to the success the Council had had in reaching negotiated agreements and to its leading position among district councils in Essex in securing Section 106 contributions from developers.

RESOLVED that:

1. The Planning Obligations SPD as submitted to the meeting be adopted.
2. The Self-Build and Custom Build Design Code Template as submitted to the meeting be approved and published.
3. Any subsequent minor textual, presentational or layout amendments to the final version of the SPD and Design Code Template is delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable Development.
4. The necessary legal and procedural processes are undertaken to adopt the SPD and Design Code Template and the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable is authorised to approve the necessary legal and procedural adoption material.

(8.14pm to 8.27pm)

6.3 Making Places Supplementary Planning Document (Sustainable Development)

Declarations of Interest:

None

Summary:

At its meeting on 14 January 2021, the Chelmsford Policy Board had considered consultation feedback on the draft Making Places Supplementary Planning Document (SPD) and had recommended that the Cabinet adopt it with the proposed changes.

Options:

Approve or amend the SPD or not adopt it.

Preferred Option and Reasons

The SPD as submitted to the Cabinet would support the implementation of the new Local Plan by setting out the City Council's approach towards seeking planning obligations needed to make development proposal acceptable in planning terms.

RESOLVED that:

1. The Making Places SPD as submitted to the meeting be adopted and published.
2. Any subsequent minor textual, presentational or layout amendments to the final version of the SPD is delegated to the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable Development.
3. The necessary legal and procedural processes are undertaken to adopt the SPD and the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable is authorised to approve the necessary legal and procedural adoption material.

(8.14pm to 8.27pm)

7.1 Local Council Tax Scheme (LCTS) 2021-22 (Fairer Chelmsford)**Declarations of Interest:**

None

Summary:

The Cabinet was informed that the Council was required to approve a LCTS scheme for 2021-22. It was proposed that the 2020-21 scheme be retained in its current form with the sole addition of a clause which would allow amendment of the scheme during the year in certain circumstances.

Options:

1. Amend the existing scheme to make it more or less generous to working age claimants
2. Make a minor change to the existing 2020-21 LCTS scheme to mitigate the risk that unpredictable changes in benefits rules could have unintended consequences for LCTS claimants.

Chosen Option and Reasons:

Option 2. The proposed change would allow the Council to alter the LCTS scheme mid-year, in certain circumstances, to ensure that LCTS claimants were not

negatively affected by Government changes intended to increase benefit recipients' income.

RECOMMENDED TO THE COUNCIL that the Local Council Tax Scheme for 2020-21 be retained and adopted as the Scheme for 2021-22, subject to the inclusion of the following wording:

"In the event of unexpected changes to Government welfare benefit regulations which are intended to:

- increase the income of benefit recipients, and
- which are introduced during a financial year,

Chelmsford City Council reserves the right to amend the provisions of its Local Council Tax Support Scheme to ensure that those changes do not negatively impact the entitlements of working age recipients of Council Tax Support."

(8.27pm to 8.31pm)

7.2 Capital, Treasury and Investment Strategies 2021-22 (Fairer Chelmsford)

Declarations of Interest:

None

Summary:

The Cabinet received a report setting out a proposed approach to the management of the Council's cash, capital investments (the capital expenditure programme) and other types of investment, including property.

Options

1. Accept the recommendations contained within the report
2. Recommend changes to the way the Council's investments are to be managed

Preferred Option and Reasons

The Capital Programme as submitted represented new phasing and expenditure required for Capital Schemes and the Asset Replacement Programme.

RECOMMENDED TO THE COUNCIL that the Capital, Treasury and Investment Strategies 2021-22 as submitted to the meeting be approved.

(8.31pm to 8.34pm)

7.3 Budget for 2021-22 (Fairer Chelmsford)

Declarations of Interest:

None

Summary:

The report to the meeting contained recommendations for the setting of the Revenue and Capital Budgets for 2021-22 and the level of Council Tax for that year.

Options

To agree or vary the proposals contained within this report but with regard to the financial sustainability of any amendments.

Preferred Option and Reasons

The recommended budget would be prudent and in the best financial interests of the city.

Discussion

The Cabinet Member for a Fairer Chelmsford thanked officers for their work in producing a balanced budget in the most challenging of circumstances. The pandemic would continue to have an adverse effect on the Council's financial position for some time to come but it was testament to the sound financial management practised at the Council that it would continue to be possible to fund measures that would address the Administration's two key priorities of climate change and homelessness whilst maintaining essential services and developing others.

Responding to a question during the discussion of the report, the Cabinet Member referred to the response he had given earlier to questions on the introduction of parking charges in Hylands Park. He also said that whether to increase charges for bereavement services was one of a number of difficult decisions that needed to be made in order to achieve a balanced budget. He was, however, willing to listen to any alternative suggestions put forward before the budget was considered by full Council.

RECOMMENDED TO THE COUNCIL that:

1. the budget for 2021-22 set out in appendix 1 to the report to the meeting be approved, specifically:
 - I. the new Capital and Revenue investments in Council Services shown in Section 4;
 - II. the delegations to undertake the new capital schemes identified in Section 4, Table 5;
 - III. the Revenue Budgets in Section 9 and Capital Budgets in Section 10;

- IV. an increase to the average level of Council Tax for the City Council, increasing the average annual Band D Council Tax to £203.95, the maximum allowed before a referendum, in Section 8;
- V. the fees and charges changes above the budget guidelines, as identified on the Savings schedule set out in Section 3, and that current car parking charges are frozen for 2021/22;
- VI. the movement in reserves shown in Section 6;
- VII. the Budget forecast in Section 6 and the report of the Director of Financial Services on the risks and robustness of the budget in Section 7 (Council should note these in particular);
- VIII. Special expenses, Parish and Town Councils' precepts as identified in Section 8, Table 11 (Parish precepts are not likely to be available until Full Council); and
- IX. A delegation to the Chief Executive to agree, after consultation with the Leader of the Council, the pay award for 2021/22 within the normal financial delegations.

2. RESOLVED that:

- I. a delegation be made to the Director of Financial Services to prepare a budget report and legal resolution for submission to Council for consideration, including updating the Business Rate Retention Income following completion of NDR1 statutory return to Government;
- II. should the final Government grant settlement details change following the Cabinet meeting, the Director of Financial Services is authorised, after consultation with the Cabinet Member for a Fairer Chelmsford, to amend the report and identify the impact to Council; and
- III. additional capital budgets of £10,000 for Hylands Park North Kiosk Toilet Refurbishment (as detailed in table 15 of the budget report) and £27k for asset replacements, as detailed in table 17. (These approvals are sought from Cabinet due to the necessity of placing the orders before the Full Council Meeting in February.)

(8.34pm to 8.56pm)

8. Urgent Business

There were no items of urgent business

9. Reports to Council

The reports at Items 7.1, 7.2 and 7.3 were referred to the Council for approval.

The meeting closed at 8.57pm

Chair



Chelmsford City Council Cabinet

2 March 2021

Strategic Growth Site Policy 10 – North of South Woodham Ferrers Masterplan

Report by:

Cabinet Member for Sustainable Development

Officer Contact:

Sally Rogers, Senior Planning Officer sally.rogers@chelmsford.gov.uk

Purpose

This report is asking for Cabinet approval of the masterplan for the Site Allocation known as Land North of South Woodham Ferrers – referenced by Strategic Growth Site Policy 10 of the Chelmsford Local Plan.

The masterplan is attached to this report as Appendix 1.

Context to this report

As set out above, the purpose of this report is to enable the Cabinet to fully consider the proposed masterplan for this site and decide whether it is acceptable. The masterplan has previously been considered by Chelmsford Policy Board, as required by the agreed Masterplan Procedure Note (Oct 2019). Since the masterplan proposals have not changed in the intervening period, the Chelmsford Policy Board officer report is attached as Appendix 2 and this is relied upon to provide the officer considerations to support Cabinet decision-making. This report addresses any matters arising since the masterplan was considered by Chelmsford Policy Board. These two reports should be read together.

Recommendation

The Cabinet approve the masterplan.

1. Background

- 1.1. The Chelmsford Local Plan was adopted on 27th May 2020. Strategic Policy S7 of the Local Plan requires that the allocated Strategic Growth Sites proceed in accordance with masterplans to be approved by the Council. The Local Plan allocates the site for around 1,000 homes alongside employment and other uses. The masterplan illustrates how up to 1,200 homes could be accommodated on the site.
- 1.2. The masterplan proposal follows a community and technical stakeholder workshop, which took place on 29th January 2020 and six weeks of public consultation during June-July 2020. A Quality Design Review took place in July 2020. At each of these stages in the process, the developers reviewed and amended the masterplan proposals in order to respond to the feedback received. The masterplan development has been a progressive process.
- 1.3. The masterplan was considered by Chelmsford Policy Board at its meeting on 14 January 2021. The Chelmsford Policy Board report is attached as Appendix 2. The draft minutes of that meeting have been published and are attached at Appendix 3. During the meeting, Members were complimentary about the proposals, particularly the landscape led approach and the extensive open space provision. The concerns raised by the public and Town Council in their questions, however, were shared by a number of Members. Officers explained that detailed assessments on the matters of highway impacts, air quality and flood risk will be produced at planning application stage after the high level principles of the development have been agreed through the masterplanning process. The assessments will support and demonstrate the efficacy of the detailed proposals submitted at the planning application stage. The Policy Board considered that those responsible for carrying out the assessments should be made aware of the concerns of the Board and asked to ensure that they were taken into consideration at the planning application stage.
- 1.4. The Policy Board considered that the provision of a primary school on the site is important. Officers advised that the masterplan has provided the space for a primary school and the developer is willing to provide it. Essex County Council Education authority will be consulted on the future planning application. They are the decision-making authority on Education matters.
- 1.5. Following the meeting of the Policy Board, a letter from the City Council has been sent to Essex County Council which outlines the importance of the primary school to urges clarity on its delivery.
- 1.6. The Policy Board resolved that:

- The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1, with any changes arising from the further recommendations be approved, and that consideration be given to the concerns highlighted by the Policy Board, namely that the outcomes of detailed assessments related to traffic generation, education provision, air quality, flood risk, and other relevant impact assessments that may be required as part of the future planning application process.
 - The Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to negotiate any final changes to the masterplan ahead of the consideration by Cabinet.
- 1.7. The masterplan content and therefore full consideration of this masterplan proposal before Cabinet can be summarised as follows:
- Context and site analysis
 - Landscape, ecology and drainage strategy – creating the green grid and green circle
 - Access and movement
 - Land use
 - Infrastructure to be delivered

2. Matters arising since consideration by Chelmsford Policy Board

Essex Swifts – A Partnership between the Essex Birdwatching society and the Essex Wildlife Trust – late consultation response

- 2.1 “Swifts as a UK breeding species have declined by c.57% since 1995 – RSPB data. They are in serious decline as the older building stock is being refurbished which blocks off their traditional nesting niches under the eaves. Essex Swifts recommends Swift bricks to be used in new developments. The latest recommendation via the RIBAs “Designing for Biodiversity” is to allow one box per dwelling/flat for the development in question. The “Essex Swifts” would be please to meet up with technical staff and the site’s ecologist to discuss the project.”
- 2.2 CCC Officer response: The masterplan seeks to provide a 10% biodiversity net gain. Swift bricks could form part of this strategy. Detailed designs of the buildings will be determined at the planning application stage.

3. Conclusion

- 3.1 The masterplan demonstrates how the requirements of the Local Plan will be delivered on this site.
- 3.2 The masterplan demonstrates that the site can successfully accommodate up to 1,200 new homes. Officers are content that this is acceptable in relation to the Local Plan policies. Further detailed impact assessments to include traffic generation,

education provision, air quality and flood risk will be required at the planning application stage to demonstrate that the precise number of homes proposed up to 1,200 units, will have the required mitigation.

- 3.3 The vision is sufficiently ambitious to achieve a high-quality development which is well related to its context. The masterplan layout and other content provides a sound framework to guide successful placemaking and will support the planning application process as it should. Detailed assessments relating to highway impacts, air quality and flooding will be provided at planning application stage. The City Council will continue to work with the Education Authority at Essex County Council regarding the delivery of the primary school.
- 3.4 The masterplan is presented to Cabinet with recommendation that it be approved.

List of appendices:

- Appendix 1 Land north of South Woodham Ferrers masterplan
- Appendix 2 Chelmsford Policy Board Report 14 January 2021 and appendices
- Appendix 3 Draft minutes of the Chelmsford Policy Board 14 January 2021

Background papers:

None

Corporate Implications

Legal/Constitutional:

None

Financial:

None

Potential impact on climate change and the environment:

New housing delivery can have a negative impact on climate and environmental change issues. Planning Policies, Building Regulations and Environmental Legislation ensure that new housing meets increasingly higher sustainability and environmental standards which will help mitigate this impact.

Contribution toward achieving a net zero carbon position by 2030:

The new Local Plan and adopted Making Places SPD will provide guidance to assist in reducing carbon emissions through development. This development will follow the published guidance.

Personnel:

None

Risk Management:

None

Equality and Diversity:

None. An Equalities and Diversity Impact Assessment has been undertaken for the Local Plan.

Health and Safety:

None

Digital:

None

Other:

None

Relevant Policies and Strategies:

This report takes into account the following policies and strategies of the City Council:

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

Chelmsford Climate and Ecological Emergency Action Plan

LAND NORTH OF SOUTH WOODHAM FERRERS

ESSEX

STAGE THREE MASTERPLAN FRAMEWORK
SUBMISSION

JANUARY 2021

SUBMISSION REPORT

*Shaping places for
future generations*



LAND NORTH OF SOUTH WOODHAM FERRERS

This document sets out initial proposals for land to the north of South Woodham Ferrers, which is proposed for allocation for a new neighbourhood in the new Chelmsford Local Plan. This document has been prepared by the site owners/promoters, in consultation with Chelmsford City Council, as the basis for consultation with stakeholders and the local community.



BroadwayMalyan^{BM}

David Lock Associates
Town Planning and Urban Design



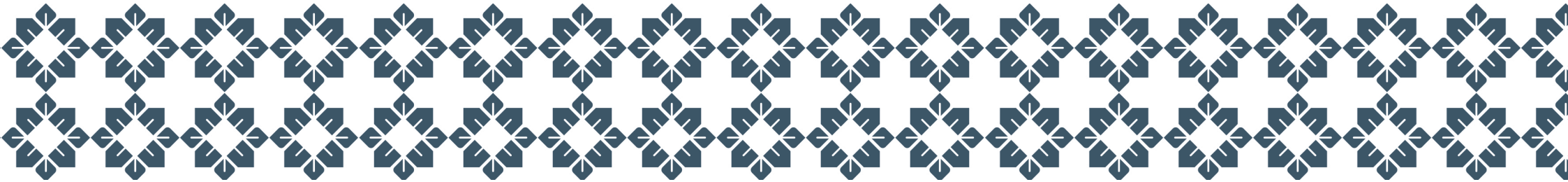
Bellway

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SECTION 1

INTRODUCTION



This section introduces the site, outlines the emerging Chelmsford Local Plan policy for the site and describes the structure of this document.



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

INTRODUCTION

STAGE THREE MASTERPLAN

Land to the north of South Woodham Ferrers is allocated for development in the adopted Chelmsford Local Plan, within which it is referred to as Strategic Growth Site (SGS) 10 (known from here on as 'the site').

The Local Plan policy requires a Masterplan to be prepared to guide the future development of the site. Chelmsford City Council has adopted a procedure for preparing masterplans.

This document forms the 'Stage 3' masterplan, submitted for formal consideration by Chelmsford City Council. This masterplan has been updated following extensive engagement ('Stage 0') and technical stakeholder workshops ('Stage 1'). It also incorporates further updates following public consultation ('Stage 2').

This document has been prepared jointly by Broadway Malyan and David Lock Associates on behalf of Countryside Properties (CP), Bellway and Essex County Council (ECC).

Structure of this document

This document is structured as follows:

- **Section 2:** Context analysis
- **Section 3:** Site analysis
- **Section 4:** Creating the green grid
- **Section 5:** Creating the framework masterplan

The Local Plan policy for the site requires it to achieve:

- Around 1,000 new homes of mixed size and type to include affordable housing
- Travelling Showpeople site for 5 serviced plots
- 1,000 sqm of business floorspace
- 1,900 sqm of convenience retail floorspace
- Potential co-location of a new primary school with an early years and childcare nursery (min 2.1 hectares) and one stand-alone early years and childcare nursery (circa 0.13ha); or two new stand-alone early years and childcare nurseries (circa 0.13 ha each)
- Neighbourhood Centre incorporating provision for convenience food retail (1,900sqm), flexible neighbourhood scale business (1,000sqm) and community and healthcare provision
- Integration of flexible workspace facilities
- Development maximising sustainable travel opportunities
- Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highway Authority
- Provide new public transport routes / services
- Provide an effective movement strategy within the site
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide additional and / or improved pedestrian and cycle connections to the Town Centre and railway station
- Provide high quality circular routes or connections to the wider Public Rights of Way network

located away from the Crouch Estuary

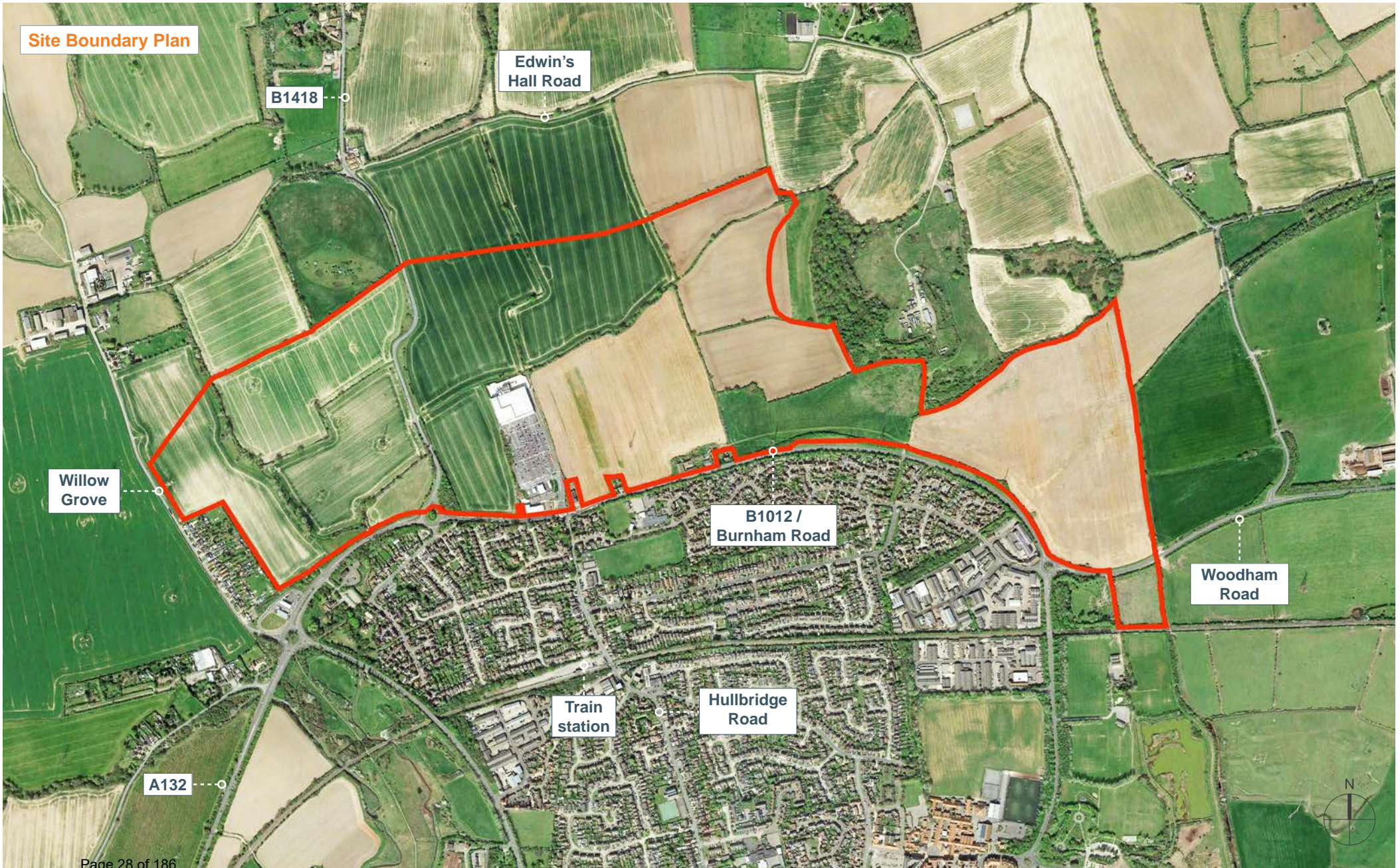
- Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers
- An appropriate landscaped setting for development consisting of suitably dense planting belts and natural buffers to development edges and Local Wildlife Sites
- Provide areas for natural SUDS and flood risk management
- Capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements
- Multi-user crossings of the B1012 in South Woodham Ferrers which may include a bridge or underpass
- Details of other infrastructure requirements not set out in the policy such as secondary education will be addressed through S106 and CIL.

The site

The site (outlined in red on the opposite page) covers an area of 121.28 ha and is located to the north of the town of South Woodham Ferrers. It stretches from Willow Grove in the west to land around Bushy Hill in the east. The southern edge is largely formed by Burnham Road. The B1418 runs up through the site and northwards towards the settlement of Woodham Ferrers.

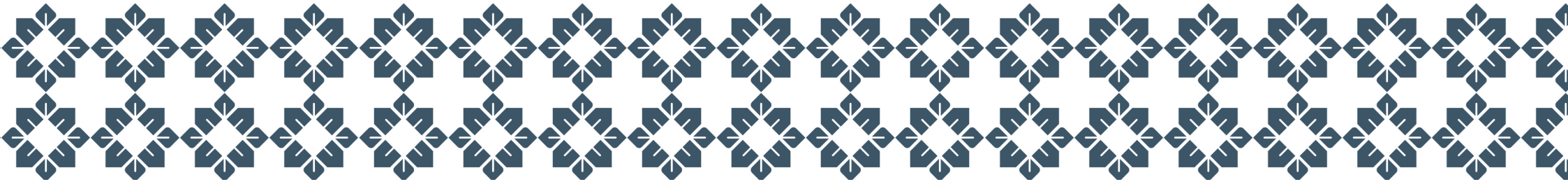
The site largely composes agricultural fields and the majority of the western half of the site is relatively flat with the land form rising to the north, beyond the site boundary. The eastern part of the site lies on gently sloping land, again, rising towards the north.

A detailed description of the site and its features is contained later in this report.

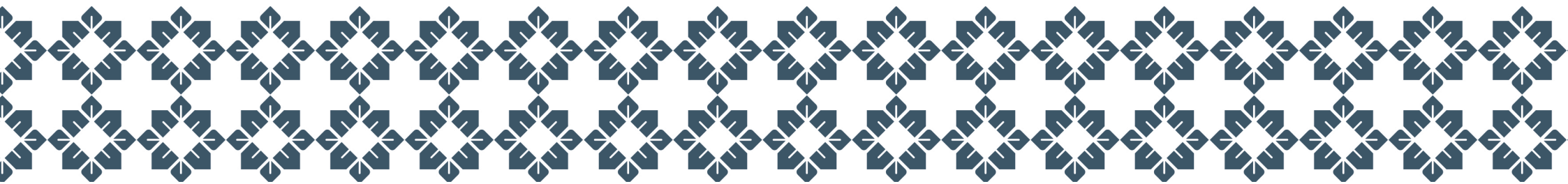


SECTION 2

CONTEXT ANALYSIS



This section outlines the strategic and local context of the site, including its relationship with the existing town and its wider landscape setting, including assessment of wider transport links, landscape designations, character and facilities within the town.



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

CONTEXT ANALYSIS

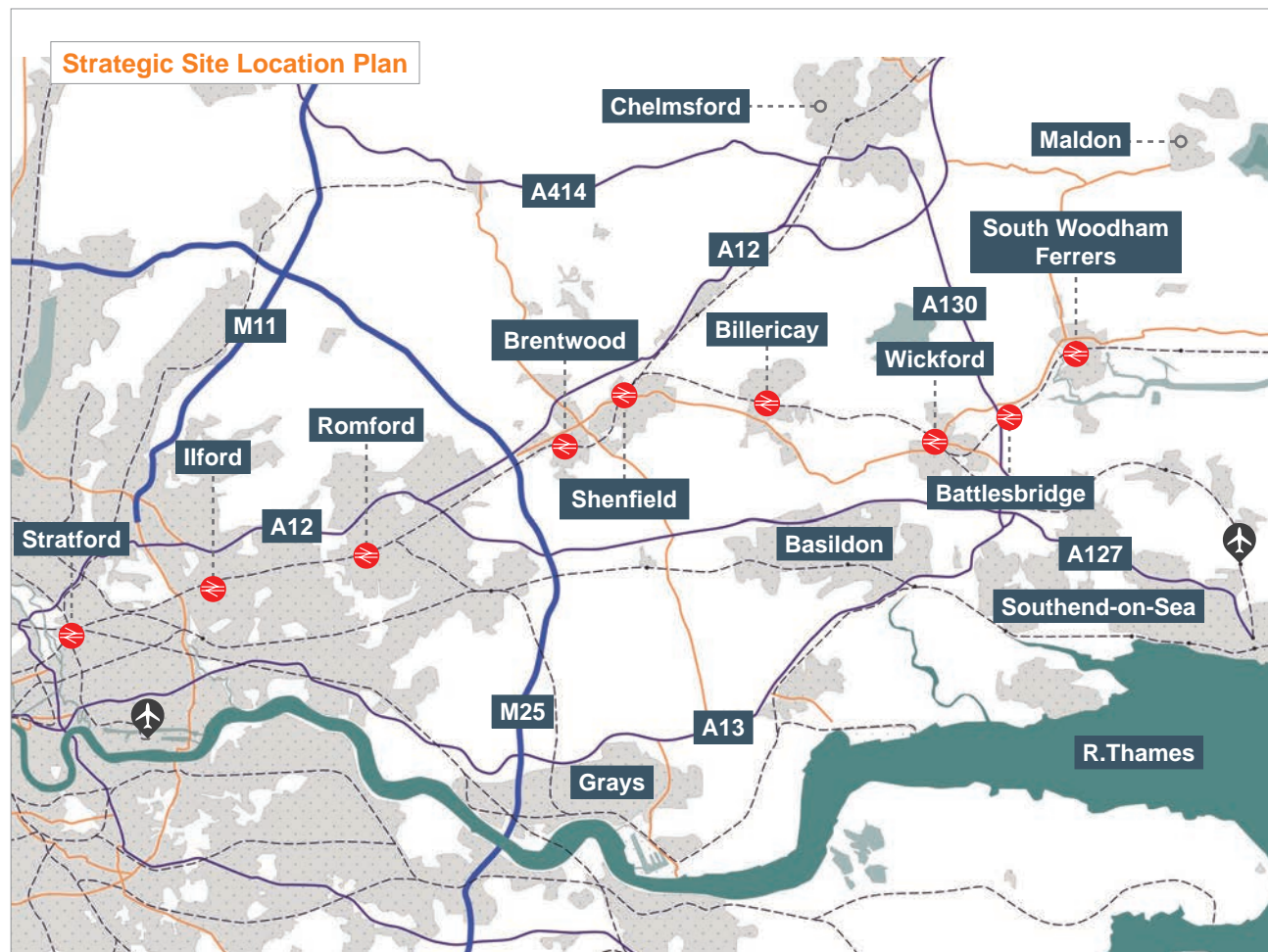
STRATEGIC CONTEXT

The site is situated to the north of the town of South Woodham Ferrers which was developed from the mid 1970's onwards as a riverside country town by Essex County Council. Today it is the second largest town in the Borough with a population of over 16,000 people. It lies within the City of Chelmsford administrative area and is located approximately 17 km to the south-east of the city itself.

In terms of road connections, the A132 connects the town to the A130 and in turn to the A127 and the A12 - both of which are key radial routes into London and connect to the M25 motorway.

South Woodham Ferrers railway station is on the line that connects to Wickford and via Stratford to London Liverpool Street. London (Stratford) is a 40 minute journey. From Wickford there is also a 15 minute journey to Southend Airport.

The setting of South Woodham Ferrers is rural in character and includes a number of smaller villages such as Stow Maries, Woodham Ferrers, Rettendon and Battlesbridge. The River Crouch, immediately to the south of the town, is a key element of its setting. South Woodham Ferrers town centre is within the eastern part of the town. This contains around 100 business units and is anchored by an Asda Supermarket.



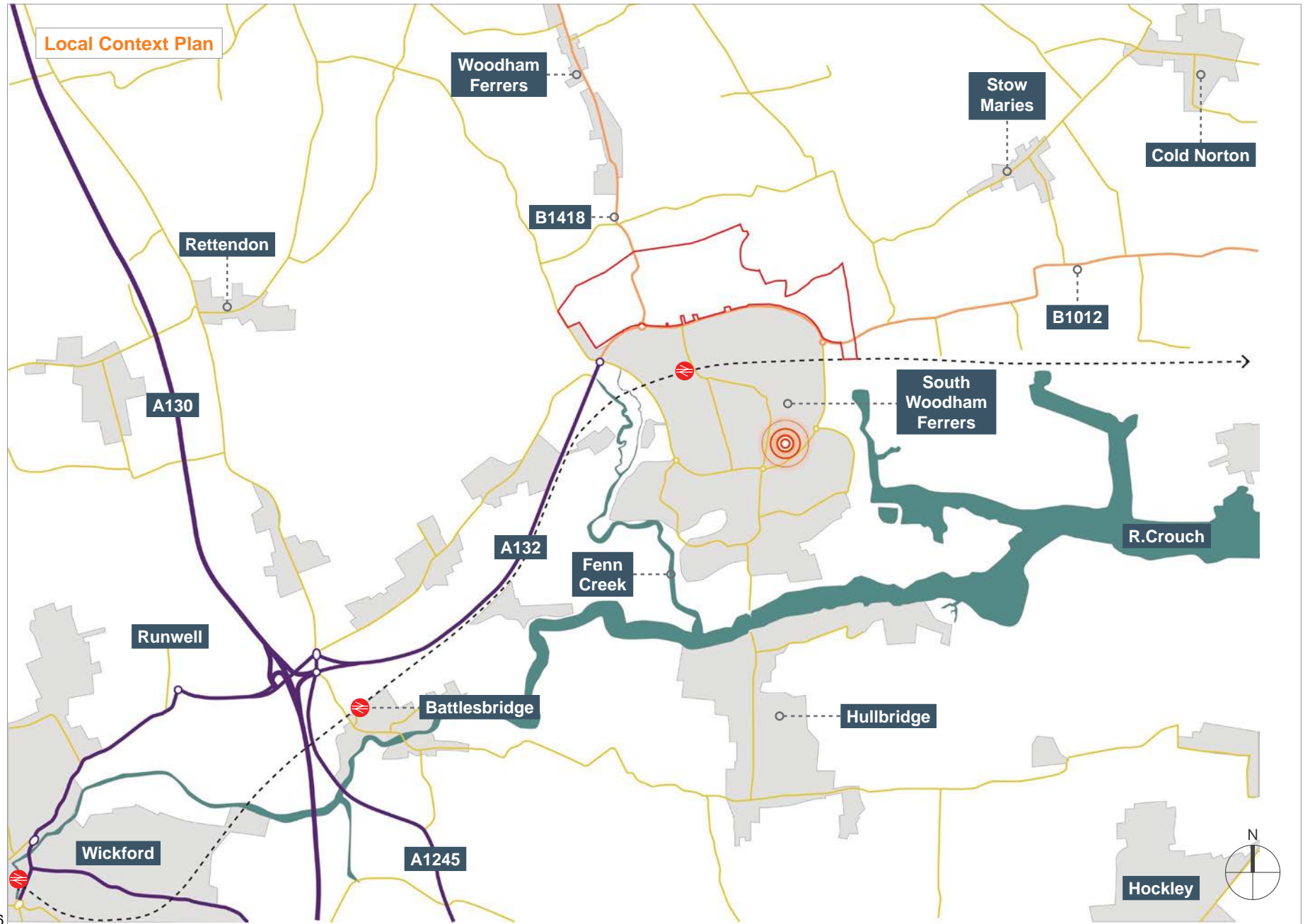
KEY

- | | | | |
|--|---------------|--|------------------------------|
| | Site | | Airport |
| | Urban Area | | A Road (Primary) |
| | Train Station | | A Road (Secondary) or B Road |
| | Railway | | |



KEY

- Site
- Urban Area
- Town Centre
- Train Station
- Railway
- A Road
- B Road
- Road



CONTEXT ANALYSIS

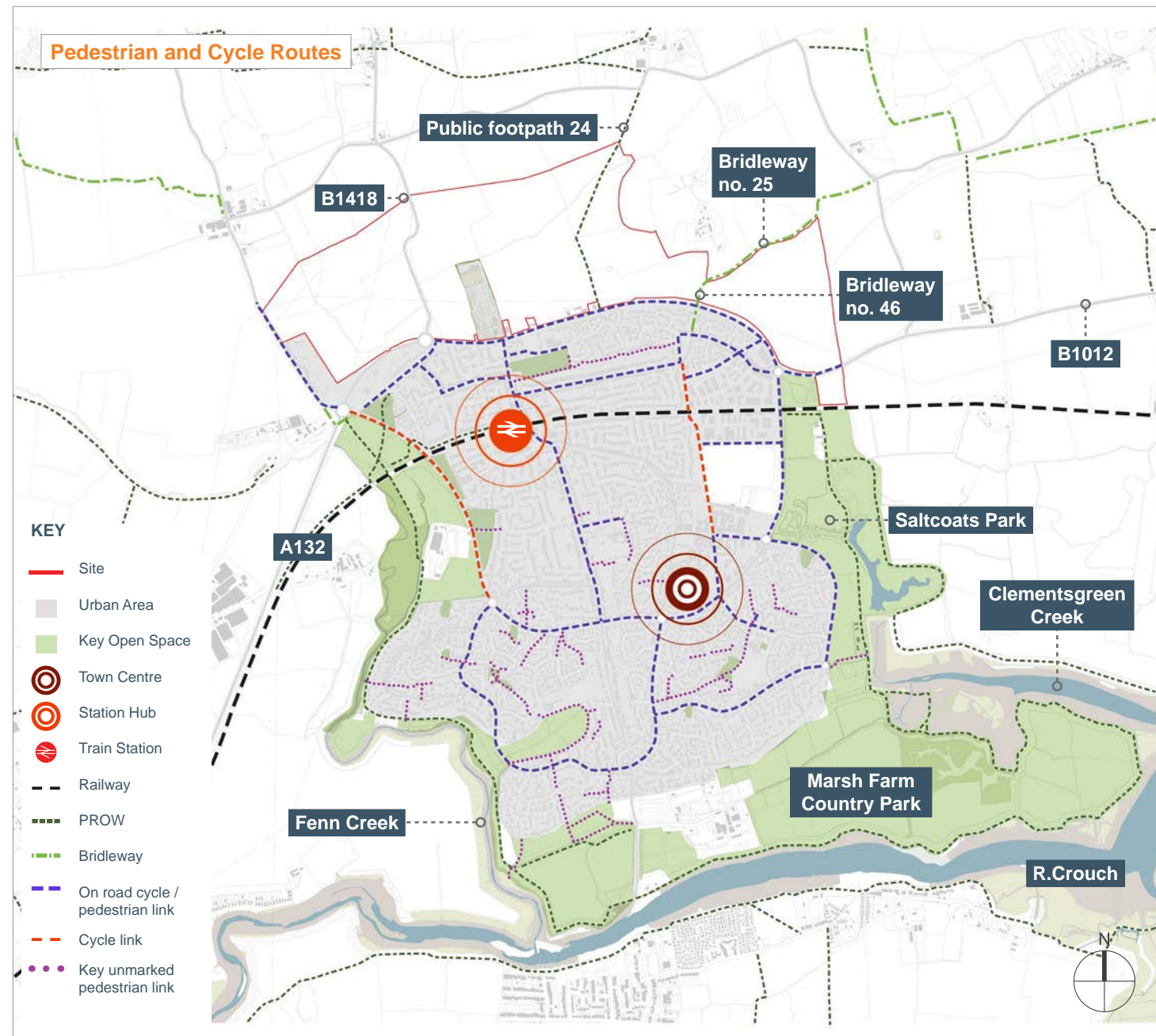
EXISTING PEDESTRIAN AND CYCLE NETWORK

A comprehensive network of walking and cycle routes exist throughout the town, providing convenient links to key destinations and open spaces within South Woodham Ferrers (a more detailed analysis of these connections will be provided later in this document).

These routes link into the wider network of Public Rights of Way and Bridleways surrounding the town. Routes of a more recreational nature run through Marsh Farm Country Park to the south of the town, Fenn Creek to the west and to the north through Saltcoats Park.

Links to the north of the town through the site also exist. Bridleway no. 46 runs from the north of the town through the site, connecting into Bridleway 25. This provides a key link to the east of this site into the surrounding countryside and villages. Public footpath 24 runs across the site providing a pedestrian connection from the edge of the existing town to Woodham Ferrers and Edwin's Hall.

Existing footpath and bridleways to the west of the site provide access into the countryside towards Hyde Hall and the village of Rettendon. There are currently no public rights of access across the western part of the site itself.



PUBLIC TRANSPORT

South Woodham Ferrers is well catered for in terms of its sustainable transport links with the surrounding area.

Bus Services:

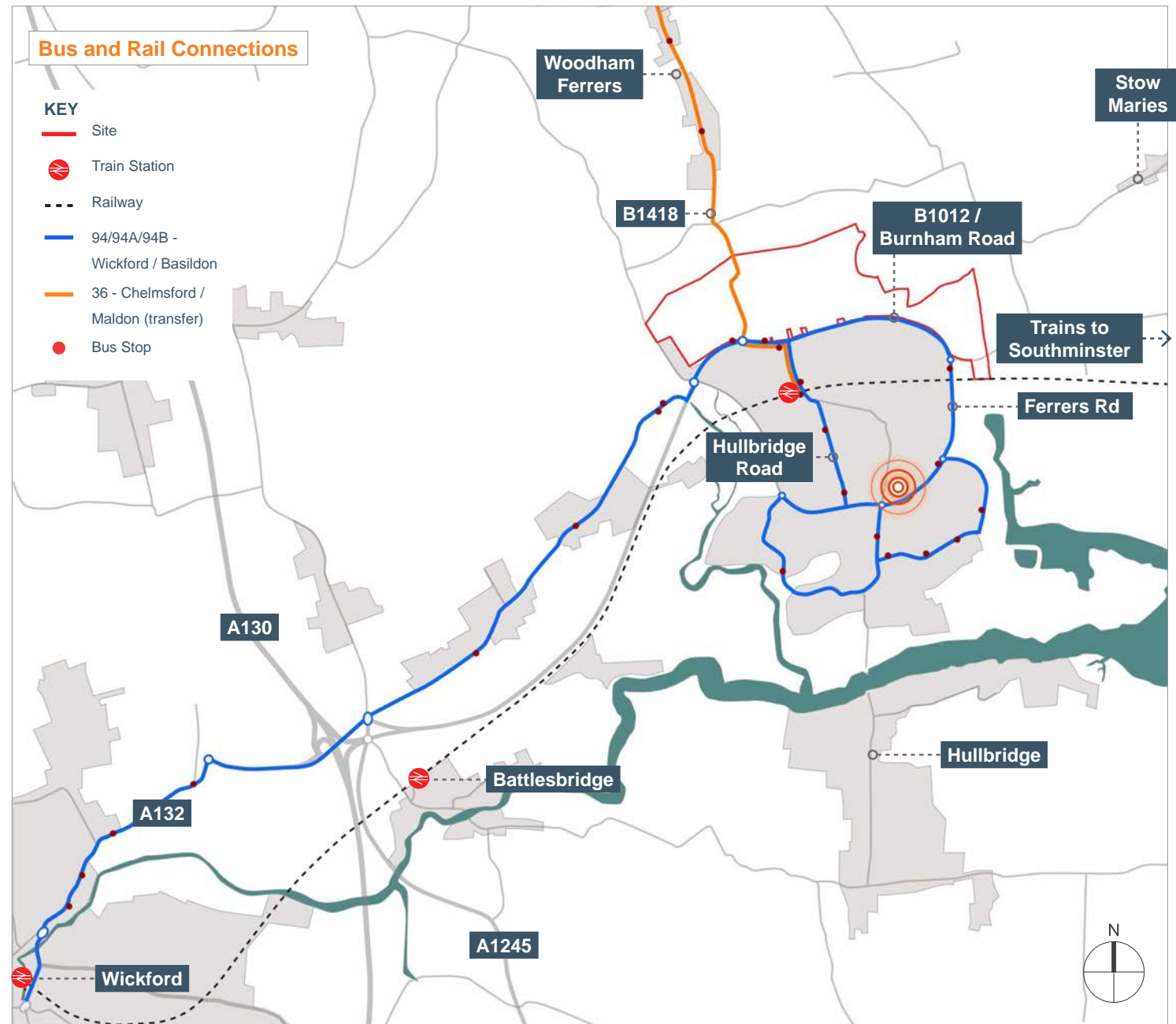
Bus links provide a regular public transport service to key local destinations. Bus service 36 to Chelmsford / Maldon runs every 20-30 minutes while services to Wickford and Basildon (94/94A/94B) run approximately every hour.

Services within the town typically run from the train station and along key spine roads and arterial routes such as Hullbridge Road, Ferrers Road and the B1012.

The site is highly accessible in terms of public transport. Its is well located in relation to strategic bus links with both services running to the south of the site along the B1012.

Rail Services:

There are regular train connections through to London (Liverpool Street) via Wickford. These services run every 40-45 minutes with an approximate journey time of 50 minutes. Direct services also run to Burnham-on-Crouch and Southminster, these run every 40-45 minutes with a journey duration of 20 minutes.



CONTEXT ANALYSIS

LAND USES

The town centre is situated in the east of South Woodham Ferrers and is the major retail focal point containing a number of shops and key facilities, anchored by an ASDA superstore alongside bars, restaurants, post office, library leisure centre and doctors' clinic. Further retail facilities are located close to the station and within the south western corner of the town ensuring the majority of the population is within walking distance of such facilities. Community facilities within the town include Town Council buildings, Village Hall and places of worship.

Immediately to the north of this is South Woodham Ferrers's secondary school: William de Ferrers and St Joseph's Catholic Primary School. Additional primary schools are located throughout the town including Collingwood, Elmwood and Woodville with the latter being the closest to the site.

The light industrial areas to the north east / west of the town provide significant areas of employment.

The southern, eastern and western edges of the town comprise of a network of attractive parks and open spaces. A number of leisure and sports facilities are found within these including an animal adventure park and a yacht club. These uses lie adjacent to Marsh Farm Country Park which is located in a wonderful riverside setting along the River Crouch. These are key points of interest within the town which are popular with local residents and visitors. Other key recreational facilities include South Woodham Ferrers Rugby club on the eastern edge and the bowling club in the centre of the town.



The town centre has a strong retail offer



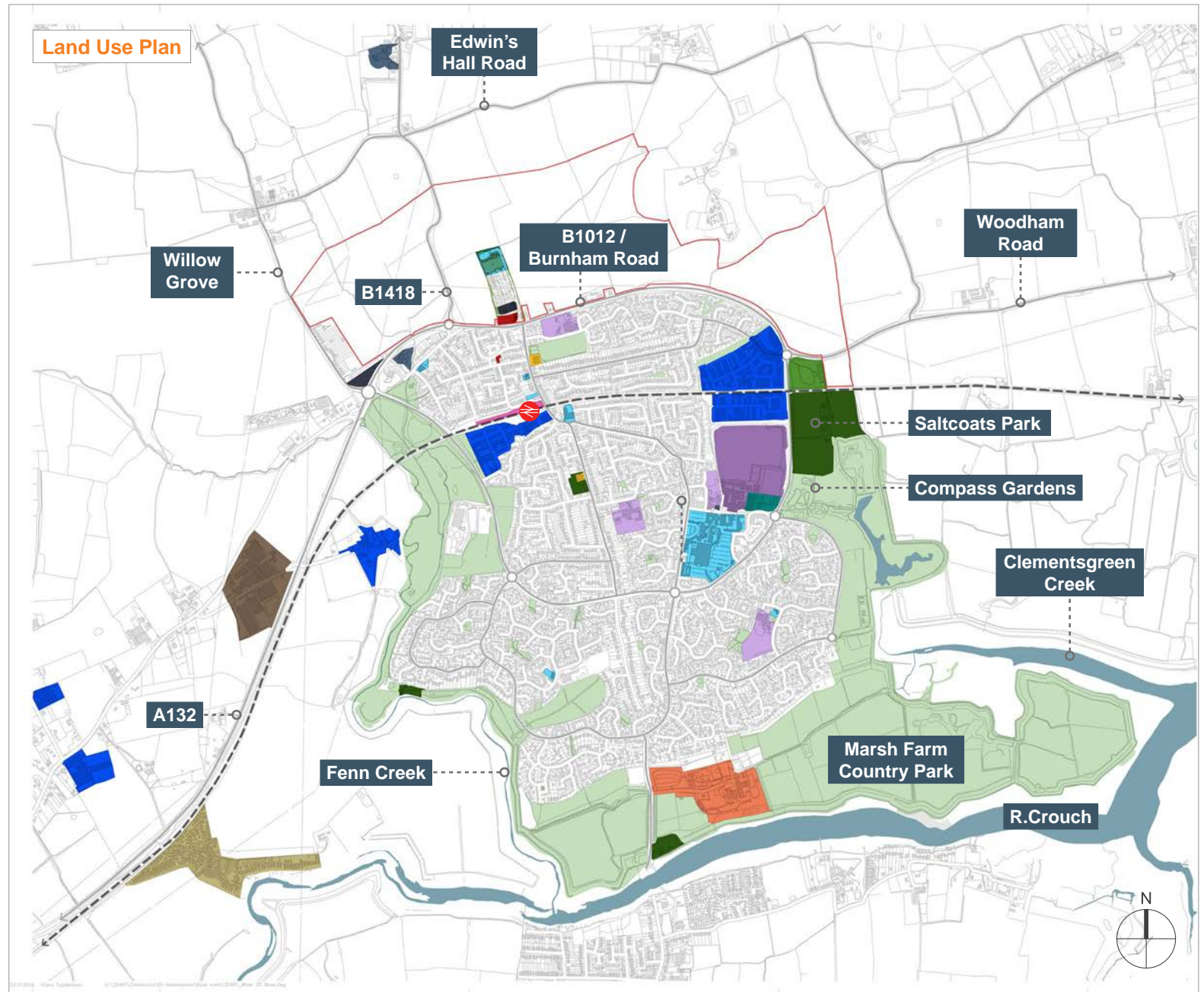
William De Ferrers secondary school



Marsh Farm Country Park

KEY

- Site
- Primary School
- Secondary School
- Civic building
- Retail
- Employment
- Light industrial
- Adventure Park
- Place of Worship
- Train Station
- Petrol Station
- Medical / Health Centre
- Mobile Homes
- Leisure Centre
- Remembrance Gardens
- Sports facilities / Pitches
- Country Park / Open Space



CONTEXT ANALYSIS

URBAN ANALYSIS

The adjacent plan analyses the structural elements such as movement corridors, edges (real or perceived boundaries), landmarks (identifiable features) and nodes (destinations or activity areas) which give settlements their distinctive character.

Morphology:

South Woodham Ferrers is a nucleated settlement with a clear and defined urban edge. This compact arrangement has been influenced by surrounding environmental constraints including steeper topography to the north and areas of floodplain and bodies of water to the east, west and south.

Key nodes and landmarks:

The town centre is the primary economic and social node with additional smaller retail services and the village hall located in close proximity to the train station. The network of green spaces surrounding the site to the west, south and east including Saltcoats Park, Marsh Farm Country Park / Adventure Park and the River Crouch are also key points of interest and recreation within the town which are popular with local residents and visitors.

Edges:

The town is notable for the lack of any sizeable green space within the urban area which gives South Woodham Ferrers a distinctly urban feel.

In contrast, its edges largely comprise attractive natural green spaces, parks and outdoor sports facilities. These are easily accessed through a network of public cycle / pedestrian links connecting into the surrounding countryside.

Despite the adjoining attractive rising landscape, the northern edge of the town comprises a generally blank frontage due to the arrangement of existing built form with back gardens facing onto Burnham Road (B1012). Burnham Road currently has limited opportunities for crossing and therefore forms both a real and perceived barrier to pedestrian movement.

Movement / Routes:

Burnham Road (B1012) currently encloses the town along its northern edge with three roundabouts along this stretch of road serving as the primary vehicular entry points into the town.

There is a clear road hierarchy running through the town with Ferrers Road, Inchbonnie Road and Hullbridge Road serving as key movement corridors for pedestrians and vehicular users, with residential streets and cul-de-sacs branching off these primary routes.

The railway line, running east-west through the northern part of the town, creates a physical barrier to movement and is the most notable cause of severance within the town.



Back gardens facing onto key vehicular routes



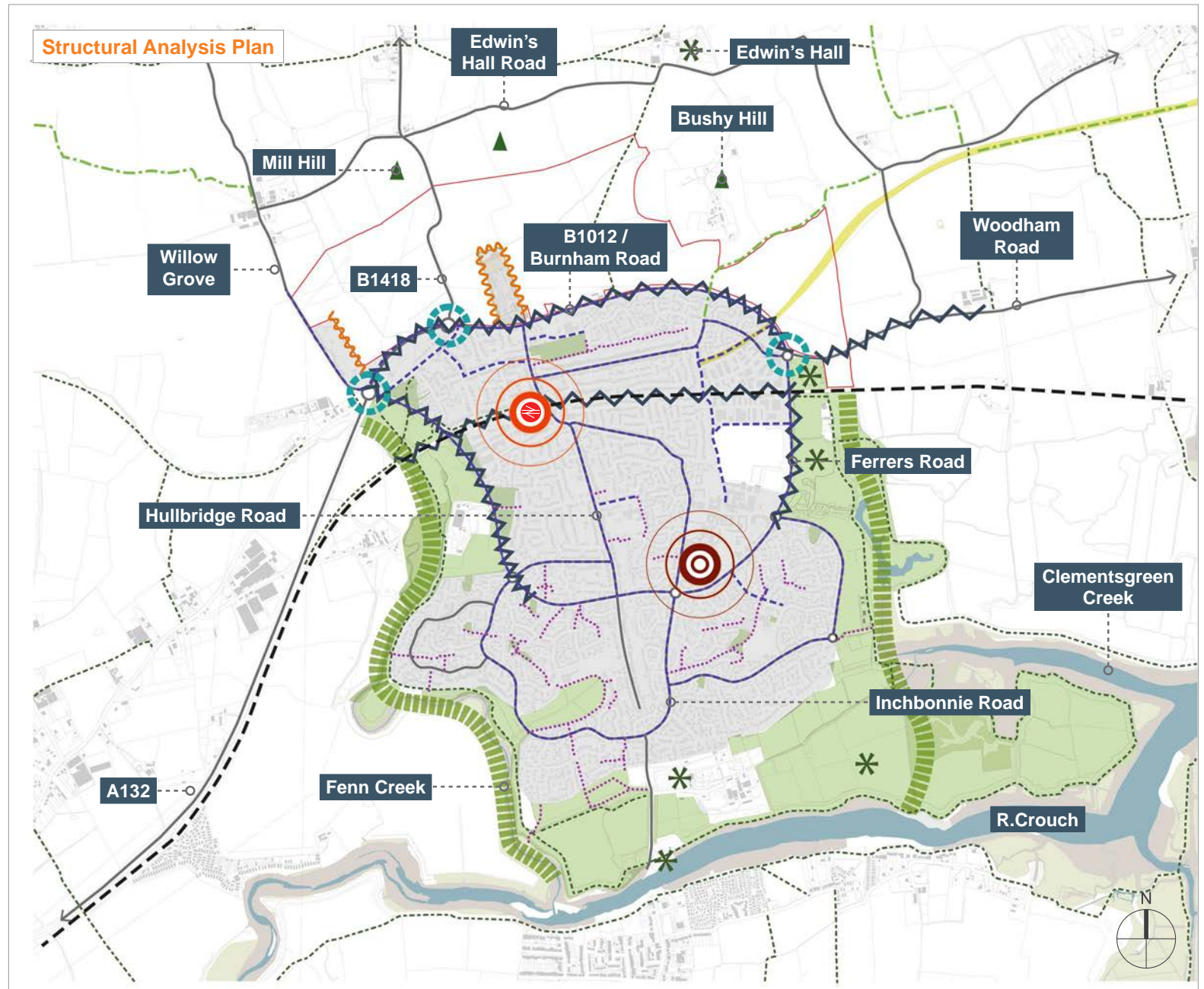
The B1012 creates severance issues along the northern boundary of the town



The open countryside surrounding the town forms a distinctive green edge

KEY

- Site
- Urban Area
- Key Open Space
- ▲ High Point
- ⊙ Town Centre
- ⊙ Station Hub
- ⊙ Train Station
- Railway
- ✱ Key Landmark / Attraction
- ⊙ Key Roundabout
- Key Vehicular Route
- ⋈ Edge / Barrier to Movement
- ~ Sensitive built edge (within site)
- Green Edge
- PROW
- Bridleway
- Key Pedestrian / Cycle Link
- Unmarked Pedestrian Link
- Disused railway



CONTEXT ANALYSIS

| HERITAGE ASSETS

The area surrounding the site contains a number of historical assets. From formative churches dating back as far as the 13th century to a small Copyhold, these all play a role in defining the character of the area.

Woodham Ferrers is a historical settlement to the north of South Woodham Ferrers and is home to a number of listed buildings. The most notable building is the grade I Church of St Mary.

To the east of Woodham Ferrers sits Edwin's Hall, a grade II* moated house. This well defined house, built of red brick with black brick diaper work, is situated at the end of Public Footpath 24, on the crest of a hill looking back towards South Woodham Ferrers.

Ilgars Manor is a grade II listed property situated to the north-west of the site. This again highlights the construction methods and representative proportions commonly found in mid 17th century timber framed houses.

Shaw Farm lies on the north-western edge of South Woodham Ferrers. It is a timber framed farmhouse of 17th century origin now operating as a public house and is grade II listed.

Wellinditch Farm lies to the north east of the town. It comprises a farmhouse, traditional barn and modern outbuildings and like Shaw Farm, dates from the 17th century. It is grade II listed.

Hamberts Farm, a farmhouse and associated group of traditional and modern farm buildings within an agricultural setting to the north, adjoins the northern edge of South Woodham Ferrers facing Burnham Road. The buildings can be considered as undesigned heritage assets.

South-east of the town, a medieval saltern (Scheduled Monument) is situated on the edge of the Country Park.

The Chelmsford Local Plan Heritage Assessments Technical Note (March 2017) sets out to inform the consideration of development options to ensure that heritage significance is considered in accordance with local and national policy. It identifies a number of principles for the site which can be summarised as follows:

Existing heritage assets

Development should maintain a buffer to designated heritage assets to protect their setting. Key views of historic buildings and features, where these exist, should be maintained. Where development is close to existing heritage assets, careful design should minimise harm and seek to mitigate impacts on their setting.

Existing landscape assets

Existing mature trees, woodlands and field boundaries should be retained, creating a landscape framework for new development. Development should avoid encroachment onto hilltops and hillsides.

Existing local character

Development patterns, built and landscape character should reflect the local vernacular, particularly in sensitive locations such as development edges.

The emerging proposals for the site will promote these principles and respond carefully to existing assets of heritage significance.



Church of St Mary Woodham Ferrers



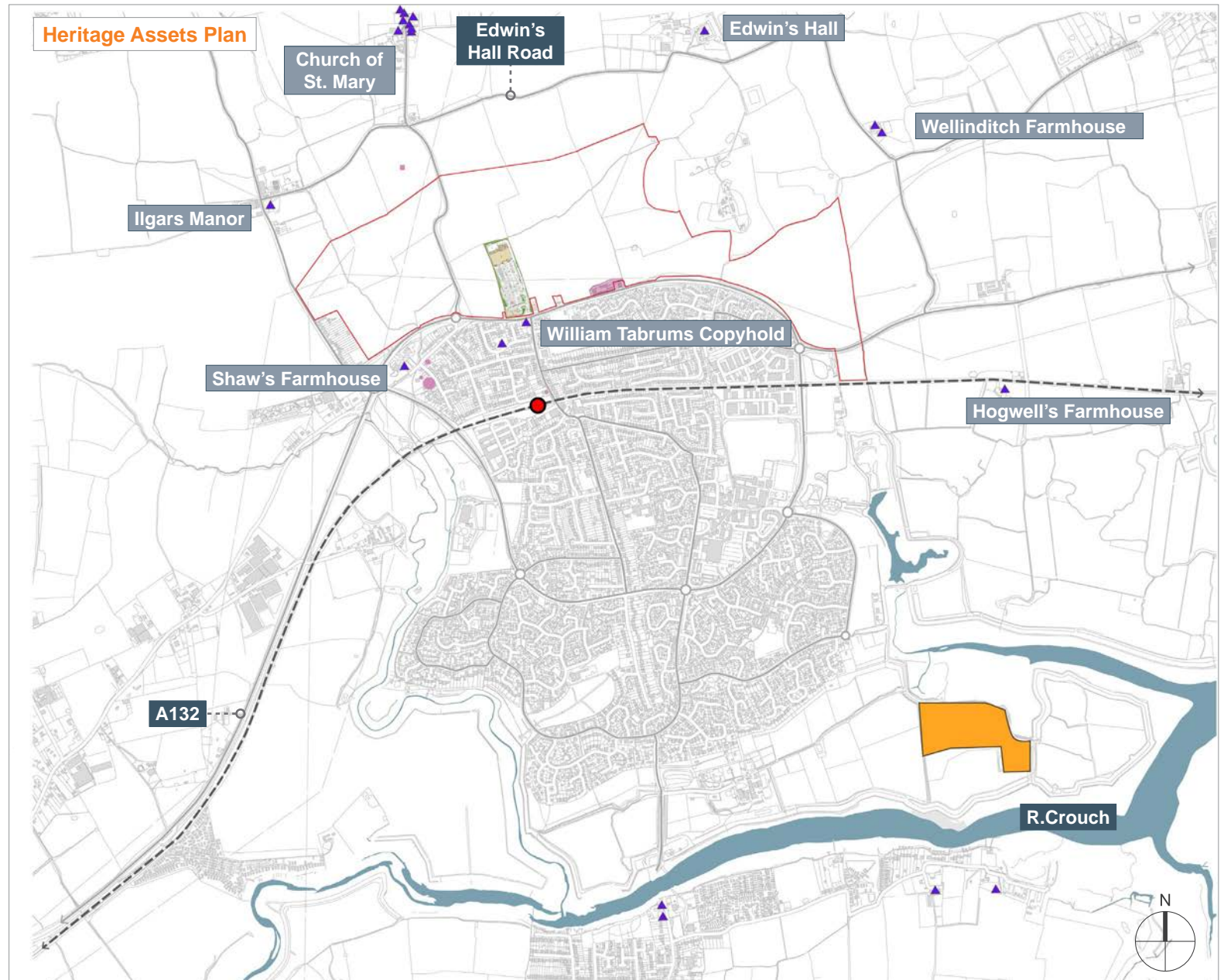
Edwin's Hall, South Woodham Ferrers



Ilgars Manor along Willow Grove

KEY

- Site
- ▲ Listed Building
- Non-Designated Heritage Assets
- Scheduled Monument - Medieval Saltern
Adjacent to Hawbush Creek



CONTEXT ANALYSIS

ECOLOGICAL DESIGNATIONS

South Woodham Ferrers lies on the northern edge of the Crouch Estuary. This estuarine landscape is highly valued for its ecological significance and is an important wintering site for migratory birds including Dark Bellied Brent Geese, being protected as RAMSAR, Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). There are areas that are also designated as Special Areas of Conservation (SAC). These areas lie predominantly to the south of the town, however, the land around Fenn Creek to the west and the land around Saltcoats Park to the east is also highly valued for its ecological significance.

The northern edge of the town is, however, not the subject of any such designation, with the exception of the Bushy Hill Local Wildlife Site (LWS) which comprises a mosaic of acid grassland, scrub and old broad-leaved woodland. The southern tip of the Bushy Hill LWS is situated within a species poor cattle pasture, with a series of terraced slumps, important for scarce invertebrates. The LWS formerly extended eastwards, however the condition of this area has deteriorated due to lack of grassland management and a return to arable agriculture in some areas.



View of the River Crouch from the northern bank.



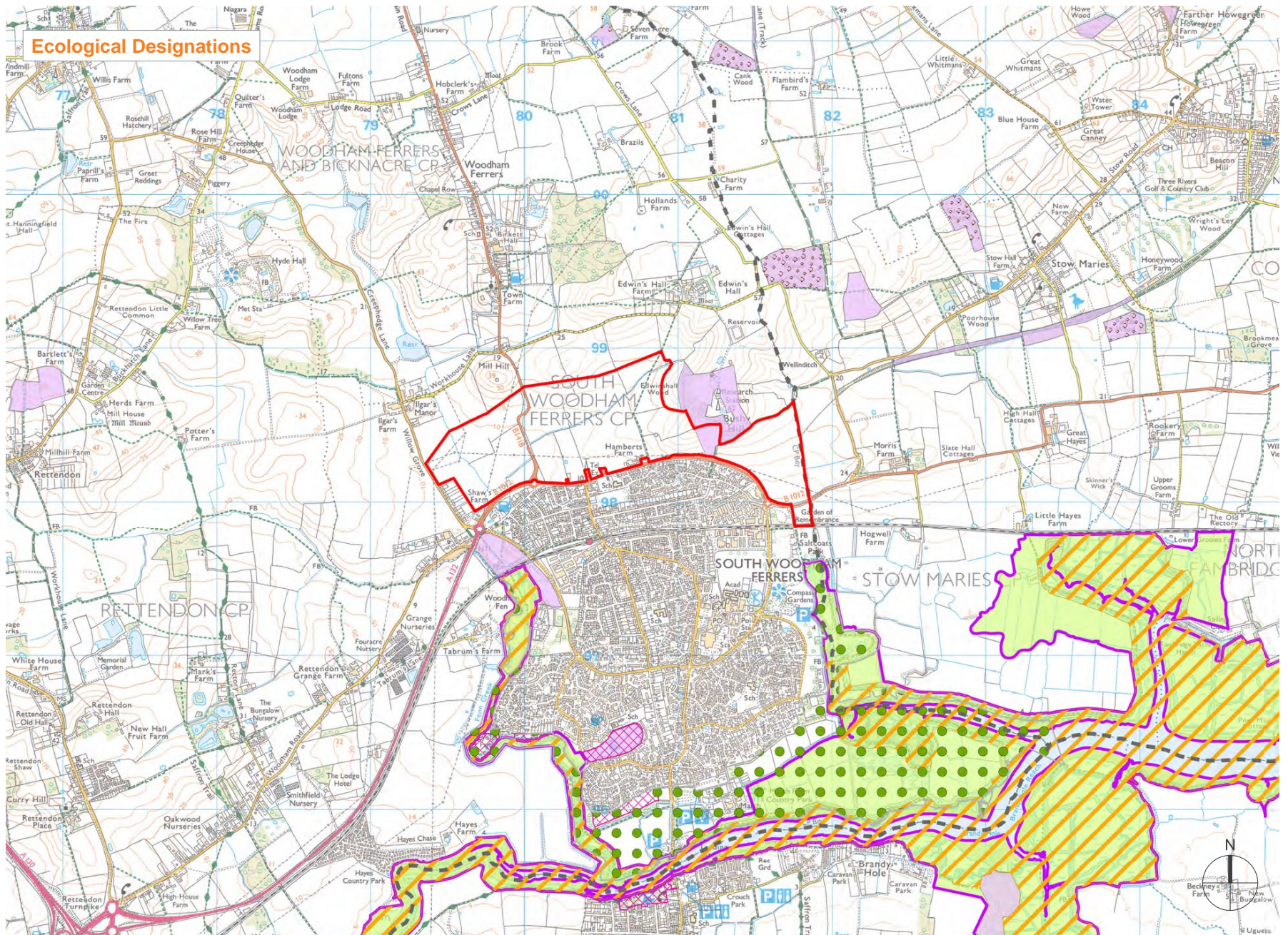
View towards the eastern boundary of the site and Bushy Hill

KEY

- Site
- District Boundary
- Local Wildlife Sites

Natural England

- Ancient Woodland
- Sites of Special Scientific Interests (SSSI) / Special Protection Areas (SPA) / RAMSAR Areas
- Local Nature Reserves
- Country Parks
- /// Special Area of Conservation



CONTEXT ANALYSIS

LANDSCAPE CHARACTER

The site lies within Chelmsford City Council F12 East Hanningfield Wooded Farmland Landscape Character Area (LCA) . This character area encompasses gently rolling/ undulating wooded farmland to the north of South Woodham Ferrers and south of Chelmsford.

Field boundaries are noted to be predominantly well stocked with mature trees, although it cites a presence of simple wooden post fences and evidence of boundary loss and hedgerow gapping. Whilst it describes a sense of enclosure associated with the network of treelined lanes and patches of mature deciduous/ mixed woodland, it does also note the presence of open views across the Crouch River valley (and drained estuarine marsh) that provide a sense of place, open and framed views to wooded horizons (including those within adjoining LCAs) and open views to the urban edges of South Woodham Ferrers. It further describes the sense of tranquillity as being disturbed to the south of the area by activity associated with South Woodham Ferrers and A130/A132 road corridors.

The lower lying land to the west, south and east of the town falls within the D9 Fambridge Drained Estuarine Marsh Landscape Character Area. The site and its immediate environs do not share characteristics of this LCA.

The character area is assessed as having a relatively high sensitivity to change.



View north from the B1012 looking toward Woodham Ferrers



Looking east over Bushy Hill and Edwinshall Wood



View east across the western edge of the site from Willow Grove

KEY

- Site
- District Boundary

National Landscape Character

© Natural England 2018

- National Character Area

Regional Landscape Character

© Essex County Council

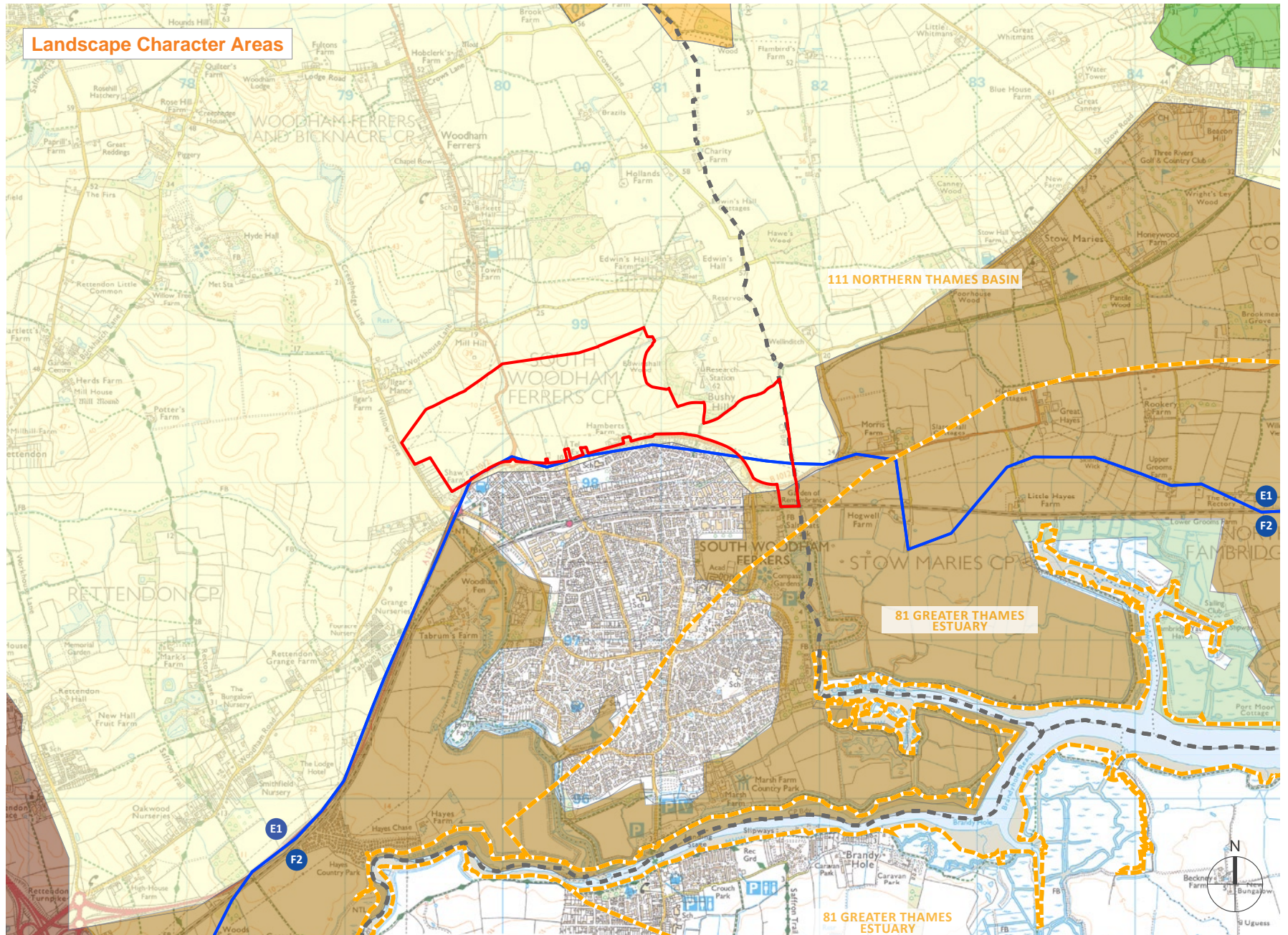
- E1 South Essex Farmlands

- F2 Crouch & Roach Farmlands

District Character Areas

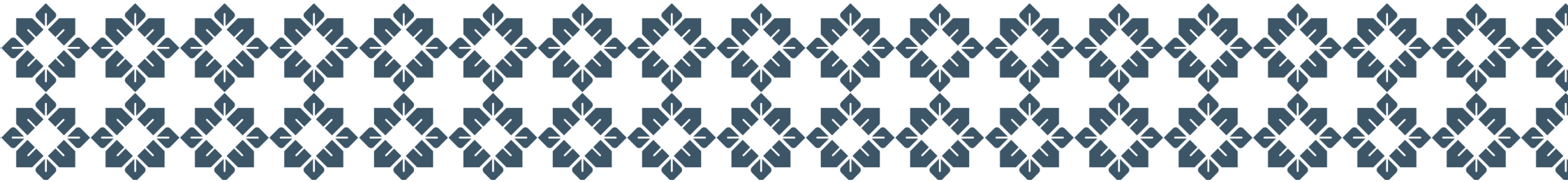
© Chelmsford and Maldon Districts

- C4 - Fleet Estuarine Marsh / Mudflats
- D9 - Fambridge Drained Estuarine Marsh
- E2 - Tillingham and Latchingdon Coastal Farmland
- F6 - Woodham Wooded Farmland
- F11 - South Hanningfield Wooded Farmland
- F12 - East Hanningfield Wooded Farmland

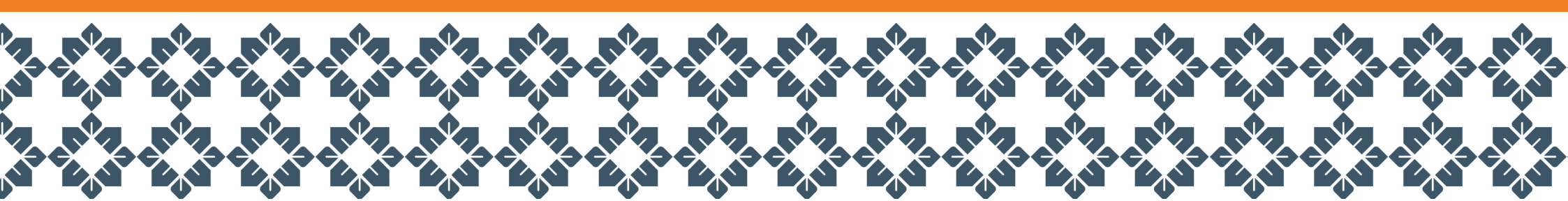


SECTION 3

SITE ANALYSIS



The site appraisal undertaken has identified a number of key features which have informed the initial concept and masterplan for the site.



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

SITE ANALYSIS

LAND OWNERSHIP

The site is made up of four land ownerships.

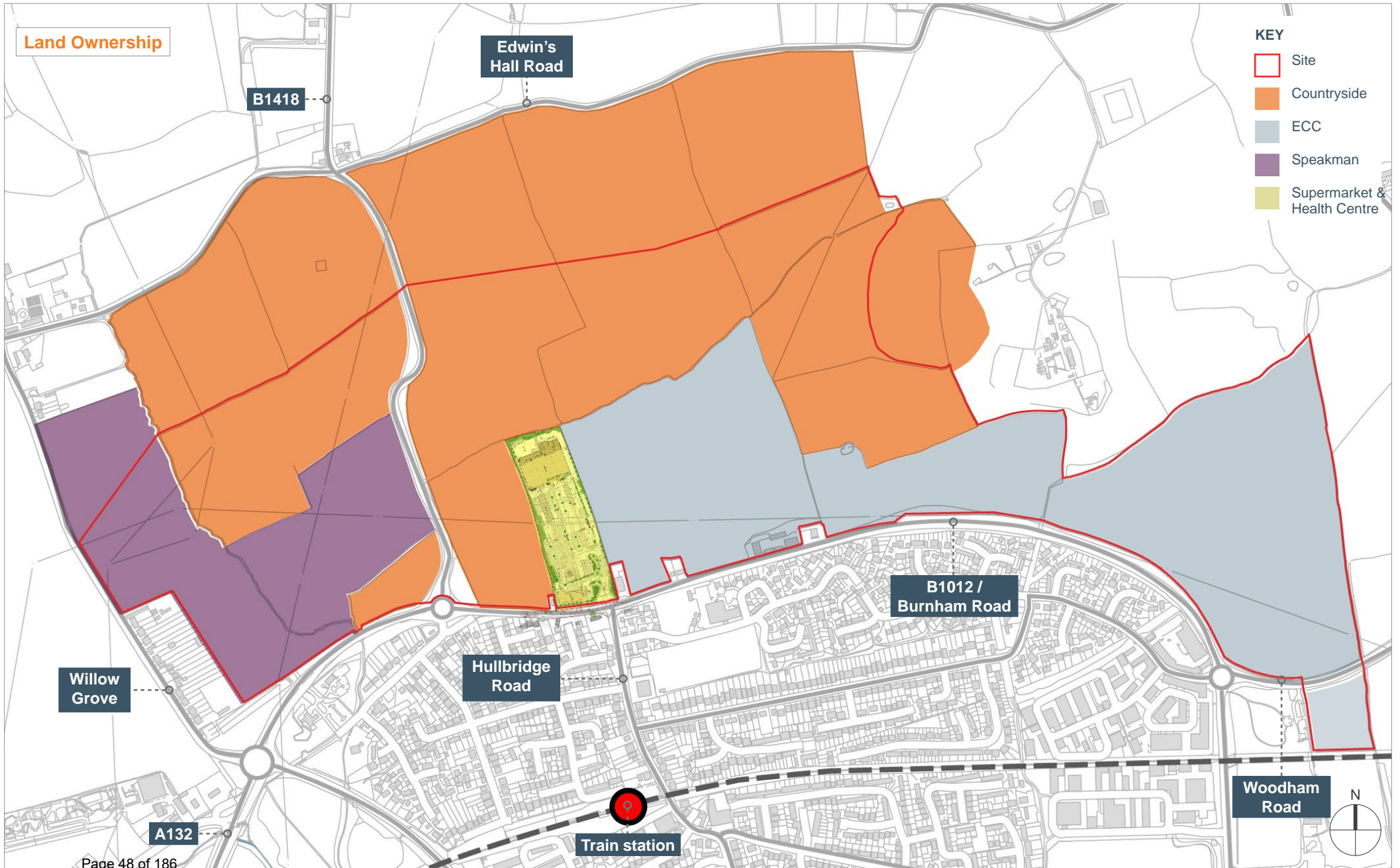
Land shown in orange on the plan opposite is under option with Countryside Properties, whilst land to the west of this (outlined in purple on the plan opposite) is under option with Bellway.

The land to the east and south-east, stretching to the eastern boundary of the site (shown in light blue on the plan opposite), is within Essex County Council's ownership.

During 2019, a new development was completed at the centre of the site (as identified on the plan opposite in yellow). This comprises a large new Sainsburys supermarket with associated petrol filling station, and the Crouch Vale medical centre. This is currently the only major development on the site.



Drainage ditch which forms the boundary between ECC and Countryside land.



SITE ANALYSIS

| ACCESS AND MOVEMENT

The southern boundary of the site is defined by the B1012 Burnham Road. This continues south-westwards, beyond the town, becoming the A132 and forming the main vehicular access route to and from South Woodham Ferrers. The B1012 continues east from the town along Woodham Road, either side of which the easternmost parts of the site are located.

The western boundary of the site is defined by Willow Grove, an unclassified local road that leads to Hyde Hall and East Hanningfield. Within the western part of the site, the B1418 leads northwards from Burnham Road towards Woodham Ferrers and Bicknacre.

The key vehicular route from the site into the town is Hullbridge Road, which leads directly to the railway station and then into the wider town.

A network of cycle routes exists within and around the town, generally on street but with some off road and bridleway routes. However dedicated cycle routes around the northern edge of the town, along Burnham Road or within the site, are currently absent.

There is a well-developed network of Public Rights of Way in the local area, with a pedestrian route around the southern side of the town through Marsh Farm Country Park. From the site, pedestrian and cycle linkages into South Woodham Ferrers can be made across Burnham Road south-westwards via Old Wickford Road, south towards the railway station via Hullbridge Road, south towards the town centre via Bridleway 46, and south towards Saltcoats Park via Ferrers Road.

There are two Public Rights of Way which cross the site. Footpath 24 runs north from Burnham Road adjoining Hamberts Farm toward Edwin's Hall, from which connections with the wider network can be made. Bridleway 46 provides access south to the town centre and links with bridleway 25 which runs east, skirting the south-eastern part of Bushy Hill, before joining Woodham Road.



Bridleway no.46 provides links into South Woodham Ferrers from the site



Public footpath 24 looking south from Edwin's Hall Road



SITE ANALYSIS

TOPOGRAPHY AND VIEWS

The site lies on the boundary of two landscape character areas, both defined by distinct landforms. One is rolling Essex farmland and the other is a low lying estuarine landscape. The site slopes down toward the town, with high ground along Edwin's Hall Road and around Mill Hill and Bushy Hill. It forms the backdrop to the town in some views from the south.

The topography of the Site is in two parts. The western and central areas west of Bushy Hill are relatively flat, dropping from around 18m AOD in the centre of the site to 8m AOD in the southwest corner. To the north and east of this area the land rises steeply, often more than 1:15, to the higher ground along Edwin's Hall Road and east to Bushy Hill. The top of Mill Hill is approximately 40m AOD, Bushy Hill and Edwin's Hall Road are both around 60m AOD. A valley formation and stream is evident through this central part of the site, rising in Edwinshall Wood and draining south westwards toward Fenn Creek.

The eastern part of the site falls from Bushy Hill towards Woodham Road at approximately 25m. Again gradients of over 1:15 are reached in places.

The series of viewpoints identified offer an overview of the views into the site and beyond from publicly accessible routes. The views are shown on the following two pages. A description of each is provided here:

View 1: This view is taken from the western boundary of the site and portrays the character of the land west of the B1418, showing a relatively flat landform with the constraints of the pylons. Glimpses of the site beyond are visible through the field boundaries.

View 2: The view is taken at the bottom of Mill Hill from the B1418 looking across the site with glimpsed views of South Woodham Ferrers beyond. It portrays the character of the site when approached from the north and the visual connection between the proposed site and the town.

View 3: A view from the north-east, approximately 300m from the site boundary, illustrates the character of the central part of the site, between Bushy Hill and the B1418. This view also emphasises the undulating landform and its role in screening the site.

View 4: An expansive view taken from the north-east corner approximately 250m from the site boundary portrays the context of the site. Bushy Hill on the left-hand-side and Mill Hill on the right frame the view, screening parts of the site beyond. The densely vegetated corridor along the route of the brook is clearly visible and crosses through the heart of the site. This view also shows the visual relationship of the site with South Woodham Ferrers.

Views 5 and 6: Views from Woodham Road east of the site portray the character of the eastern-most field within the site boundary. They show that the majority of the site is screened from eastern views by Bushy Hill, the only part visible is the eastern most field.

View 7: Taken from Crouch Estuary, this viewpoint represents the distant views of the site from the open landscape south-east of the site, due to distance, topography, and vegetation, only the eastern-most field is visible.

View 8: This view from the junction of Burnham Road with Woodham Road illustrates the limited visibility of the site along Burnham Road. In most locations, only glimpsed views are afforded through the existing vegetation.

View 9: This view looks across Burnham Road up Bridleway 46. From this location, either side of the bridleway, the site is screened from Burnham Road by the existing planting and topography.

View 10: This view looks across Burnham Road up Public Footpath 24, beside Hamberts Farm. Glimpsed views of the site are afforded through the existing vegetation.

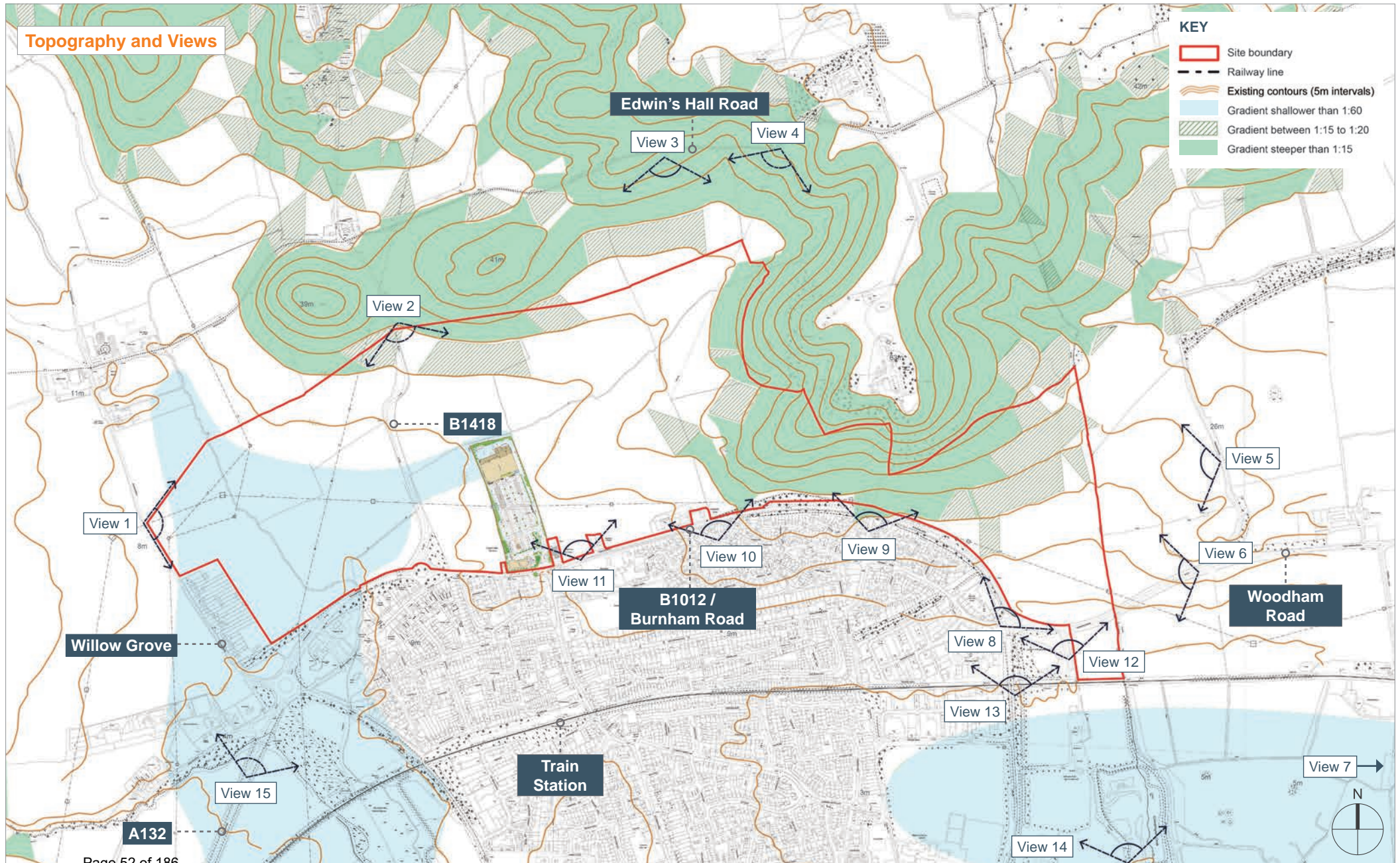
View 11: This view is taken approximately midway along Burnham Road and shows a wide opening in the field hedge and vegetation creating a rare opportunity for a long distance view across the site to the higher ground and countryside beyond. This visual connection makes this a key viewpoint.

View 12: This view shows the eastern part of the site from the Memorial Garden south of Woodham Road.

View 13: This view from the railway bridge on Ferrers Road shows part of the eastern most field, framed by existing trees along Ferrers Road.

View 14: This is a more distant view of the eastern part of the site from Compass Gardens.

View 15: This is a more distant view from Burnham Road to the south-west, with a glimpse of the higher ground to the north of the site above the tree line which screens the site itself.



SITE ANALYSIS



View 1: from the site's western boundary



View 2: from the B1418



View 3: from the north-east



View 4: from the north-east



View 5: from Woodham Road



View 6: from Woodham Road



View 7: from the Crouch Estuary



View 8: from Burnham Road



View 9: from Burnham Road



View 10: from Burnham Road



View 11: from Burnham Road



View 12: from the Memorial Garden south of Woodham Road



View 13: from Ferrers Road



View 14: from Compass Gardens



View 15: from Burnham Road

SITE ANALYSIS

NATURAL ENVIRONMENT

The Bushy Hill Local Wildlife Site lies adjacent to the site on Bushy Hill, including Edwinshall Wood, an area of potentially ancient broadleaved woodland, and is protected by a Tree Preservation Order. The Local Wildlife Site extends southwards into part of the site to the north of Burnham Road, comprising an area of acid grassland, with a series of terraced slumps, important for scarce invertebrates.

The majority of the site is in arable agricultural use. The area around Mill Hill comprises an area of semi improved grassland. Within the remainder of the site there is a well-developed network of hedgerows, with a field pattern that is still recognisable in part from the 1881 Ordnance Survey map. Some lengths of hedgerow have been lost over time, occasionally marked by trees. Most hedgerows are predominantly comprised of Hawthorn and Blackthorn.

Two watercourses run through the site towards Fenn Creek, to the south-west. There is one pond on site, and one adjacent to the boundary. There are numerous ponds in the surrounding area, especially to the north and east of the site.

There are some good quality broadleaved trees within the site particularly along the central watercourse and the watercourse north of Shaw's Farm in the west of the site. A belt of relatively recent mixed planting is evident on the south edge of the site, associated with the construction of Burnham Road. Other trees are associated with field boundaries.

The hedgerows, watercourses, and field margins provide ecological connectivity through the site and into the wider landscape.

Ecological Surveys have been undertaken on site during 2017 and 2018 to identify the important habitat features. These features are identified on the plan opposite. Species found to be using the site include Reptiles, Bats, Breeding and wintering birds, Badger, and Great Crested Newt.



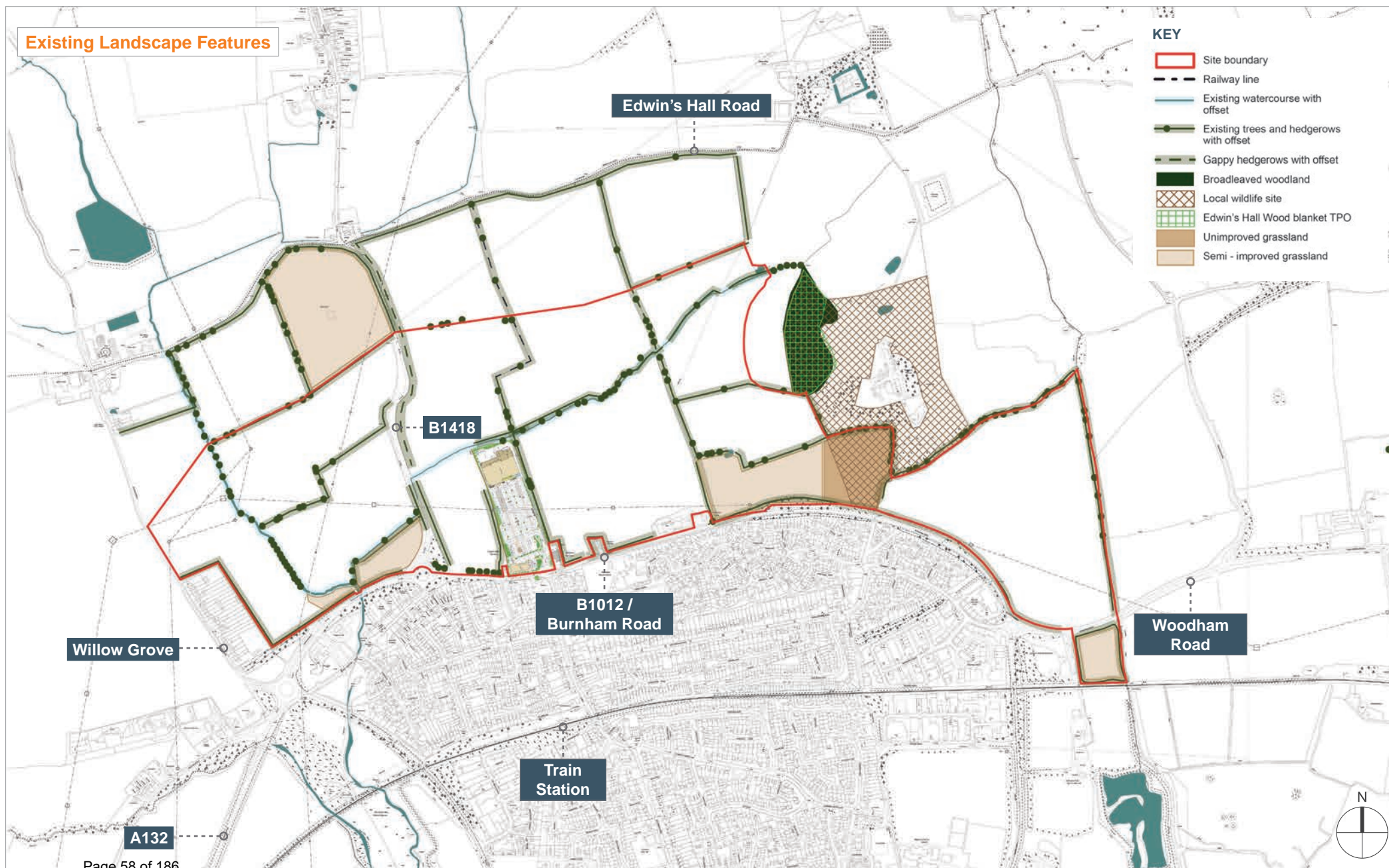
View west across site from the edge of Edwinshall Wood



Woodland margin along the edge of Edwinshall Wood



Mature trees within hedgerows and field margins



SITE ANALYSIS

| FLOODING AND SURFACE WATER DRAINAGE

The existing topography of the site falls in general from the east to the west with steep falls from approximately 50m AOD on the north eastern boundary to approximately 10m AOD at the B1418. The site to the west of the B1418 is relatively flat and low lying in comparison to the eastern side.

An ordinary watercourse crosses the site flowing from north east to south west through the site before passing below the B1418. This picks up a number of tributaries across the site before connecting into the watercourse which flows from north to south along the western section of the site.

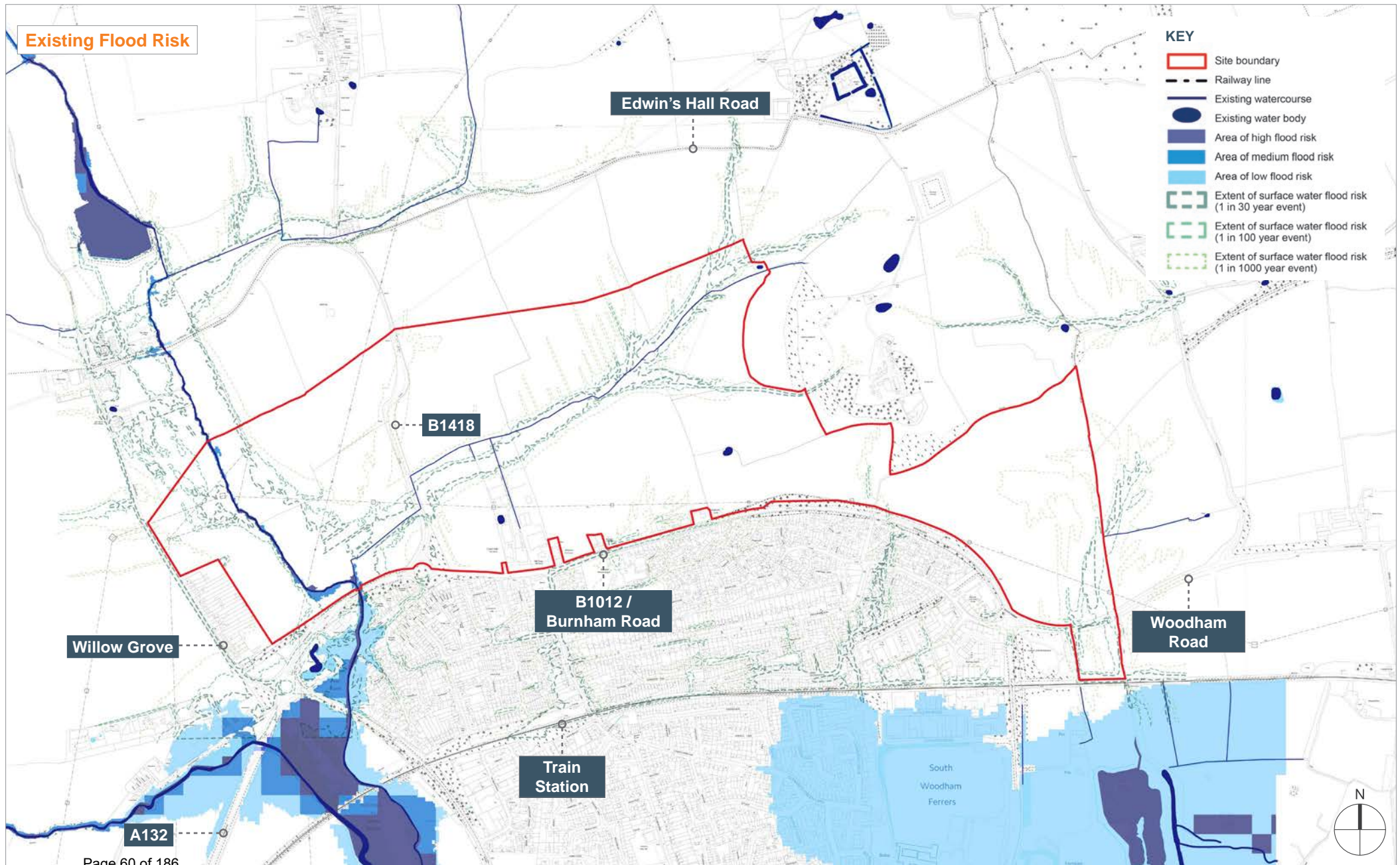
The Environment Agency (EA) Flood Maps for planning show the majority of the site falls within Flood Zone 1, which has a low probability of flooding. The site lies partially in Zone 2 (land having between a 1 in 100 and 1 in 1000 annual probability of river flooding) and Zone 3 (land having a 1 in 100 or greater annual probability of flooding) along the line of the watercourses in the south western section of the site.

The site is identified on the EA flood maps as being at risk from flooding from surface water. Discussions with the Lead Local Flood Authority have confirmed that the 1 in 1000 year surface water flood risk zone is not a constraint on proposed development. Development within the 1 in 100 or 1 in 30 year surface water flood risk zones will need careful consideration. Appropriate routing of overland flows will be included in the design to ensure surface water drainage is appropriately managed.

The site is not situated within a groundwater source protection zone and there are no abstraction points within 0.5km of the site.



Existing drainage ditch within site



SITE ANALYSIS

| UTILITIES

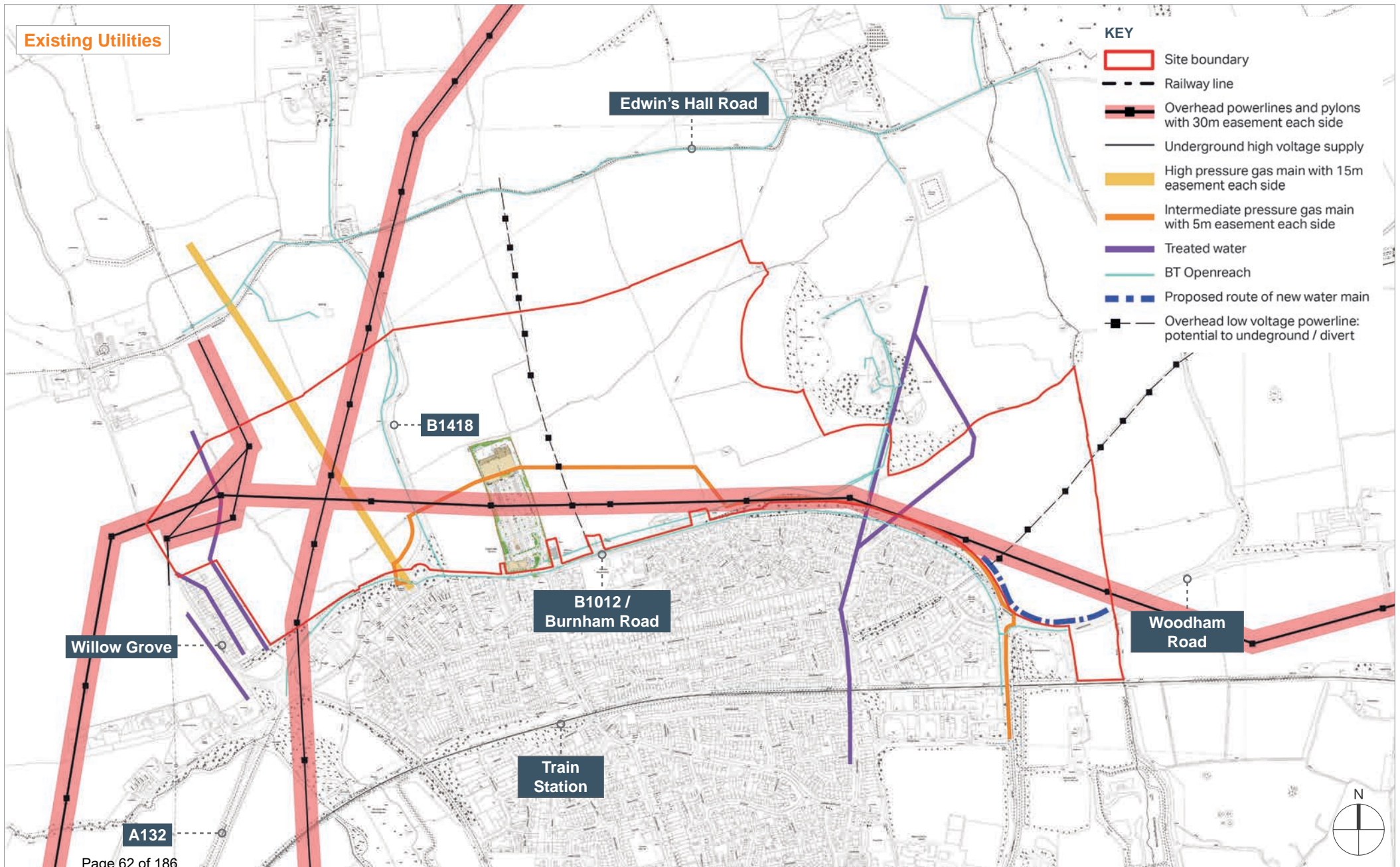
A number of utilities run across the site, both over ground and underground. The most notable utility crossing the site comprises the overhead power lines. These are 132kV and require a 30m stand-off in relation to residential use. The main overhead power line affecting the site runs in an east-west direction closely following the southern boundary onto Burnham Road. Further overhead power lines criss-cross the site on the western side. It is assumed that, at this stage in the design process, these over head power lines will remain in place with the masterplan incorporating them into the overall design.

There are further low voltage power lines on the site, but these have been omitted as they can be placed underground.

A high pressure gas main runs underground in a south east – north west direction across the site. It originates from a point to the east of the junction between Old Wickford Road and Burnham Road. This has its own easement of 15m. An intermediate gas main, also originating from the same point, runs in an east-west direction across the site through the central areas. It crosses the new supermarket development site, just to the south of the new retail unit before heading back towards Burnham Road and then following the route alignment towards the south. Again, this has an easement of 5m.

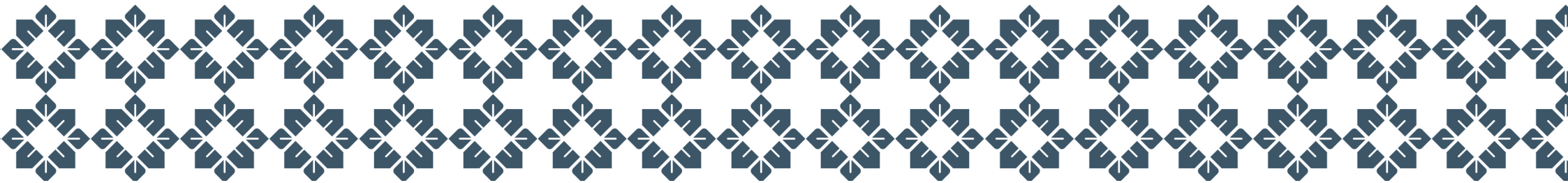
Other utilities include a number of treated water and water distribution pipelines in the east and west of the site.



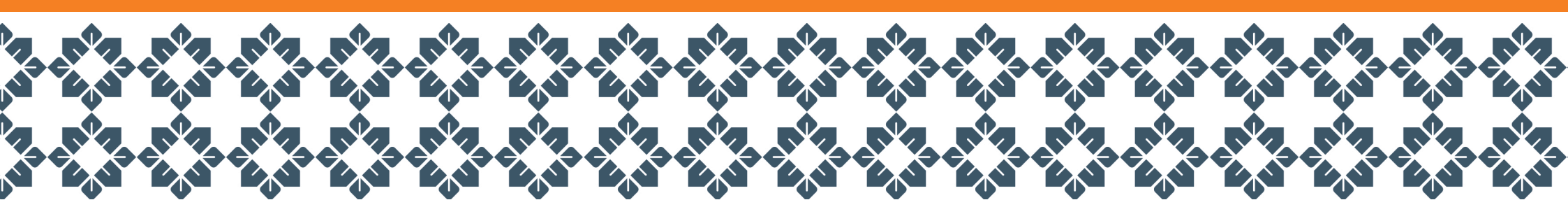


SECTION 4

THE VISION



This section describes the Vision for Land North of South Woodham Ferrers, identifying the key aims and objectives for the site



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

THE VISION

Land to the north of South Woodham Ferrers will become the next new chapter in the town's evolution and growth.

Our Vision is to create a high quality, sustainable and inclusive new neighbourhood that, once completed, will have the 'feel' and function of an integral part of the town, but with its own character and identity.

The new neighbourhood will sit within a **high quality and varied green infrastructure** framework that respects the existing landscape context



The new neighbourhood will be a **healthy place** that offers spaces for outdoor activity as well as quality walking and cycling routes both within the site and to the surrounding countryside



The new neighbourhood will be **fully integrated with the adjoining community** and well connected to key services and facilities in the town



The new neighbourhood will have a **strong sense of place and community**, focused around a central, accessible and mixed use local hub



The new neighbourhood will cater for a **cross section of society**, offering market and affordable housing as well as a location for travelling show people

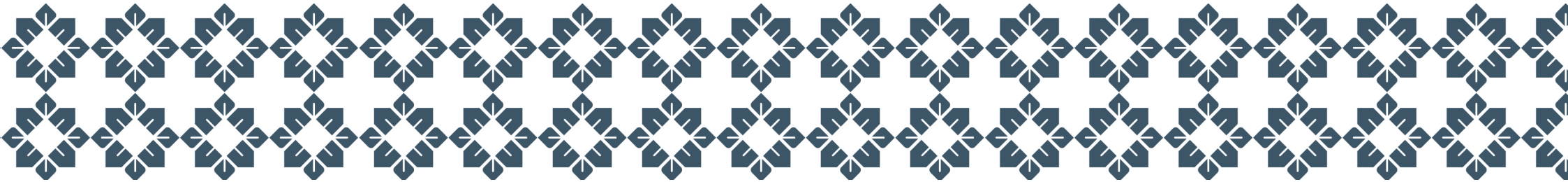


The new neighbourhood will be an **attractive and characterful** place and a new northern gateway into the town

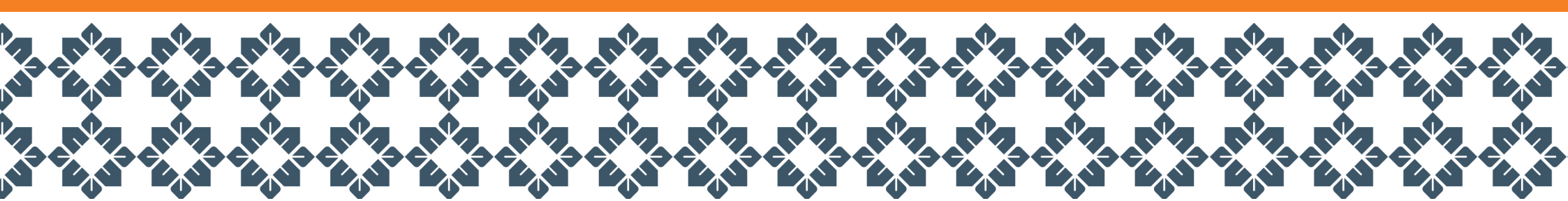


SECTION 5

CREATING THE GREEN GRID



This section outlines the key strategies which together enable the creation of the 'Green Grid', the landscape led framework which provides the structure for the proposed masterplan



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

DRAINAGE STRATEGY

| DRAINAGE

In accordance with Planning Practice Guidance the proposed development will aim to keep more vulnerable development, such as residential, in areas identified as being within Flood Zone 1. Where development is adjacent to Flood Zone 2 and 3, appropriate checks will be undertaken to ensure that the development is at an appropriate level above the adjacent Flood Level and that safe access and egress can be achieved.

The site is also subjected to Pluvial/Surface Water Flooding Risk. The ordinary watercourse that crosses the site with a North-East to South-West direction has a total contributing catchment of approximately 170ha. The total area of the central area of development, to the east of the B1418 and to the west of Bushy Hill, is approximately 38ha, amounting to 22% in relation to the total ordinary watercourse catchment.

The drainage strategy is in accordance with the Essex County Council SUDS Design Guide and will manage rainfall at source by providing five attenuation ponds, mimicking the natural drainage regime and limiting discharge from the developed areas to the equivalent 1 in 1 year greenfield run off rate. This will significantly reduce the pluvial flows for the catchment and reduce the pluvial risk. The drainage strategy will mimic the natural flows for the site and attenuation features will be placed within existing pluvial flood risk areas, sized appropriately to manage pluvial flows.

To further protect the development and manage the pluvial flows, a network of swales around the boundary of the site will be provided to not only protect the site from overland flow but also to preserve the existing drainage regime. The swales will be of adequate capacity to convey the 1 in 100 years Greenfield Runoff including a 40% allowance for climate change.

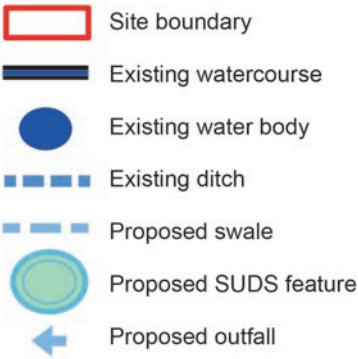
The eastern part of the development, north of Woodham Road and to the south of Bushy Hill, is drained via 2 attenuation ponds, applying a source control approach. There are known local issues in this area which originate from a small catchment and where possible the development will seek to address these through the new SUDS scheme. Swales will not only provide protection from overland flow flooding the site but mimic the current drainage regime of the wider area.

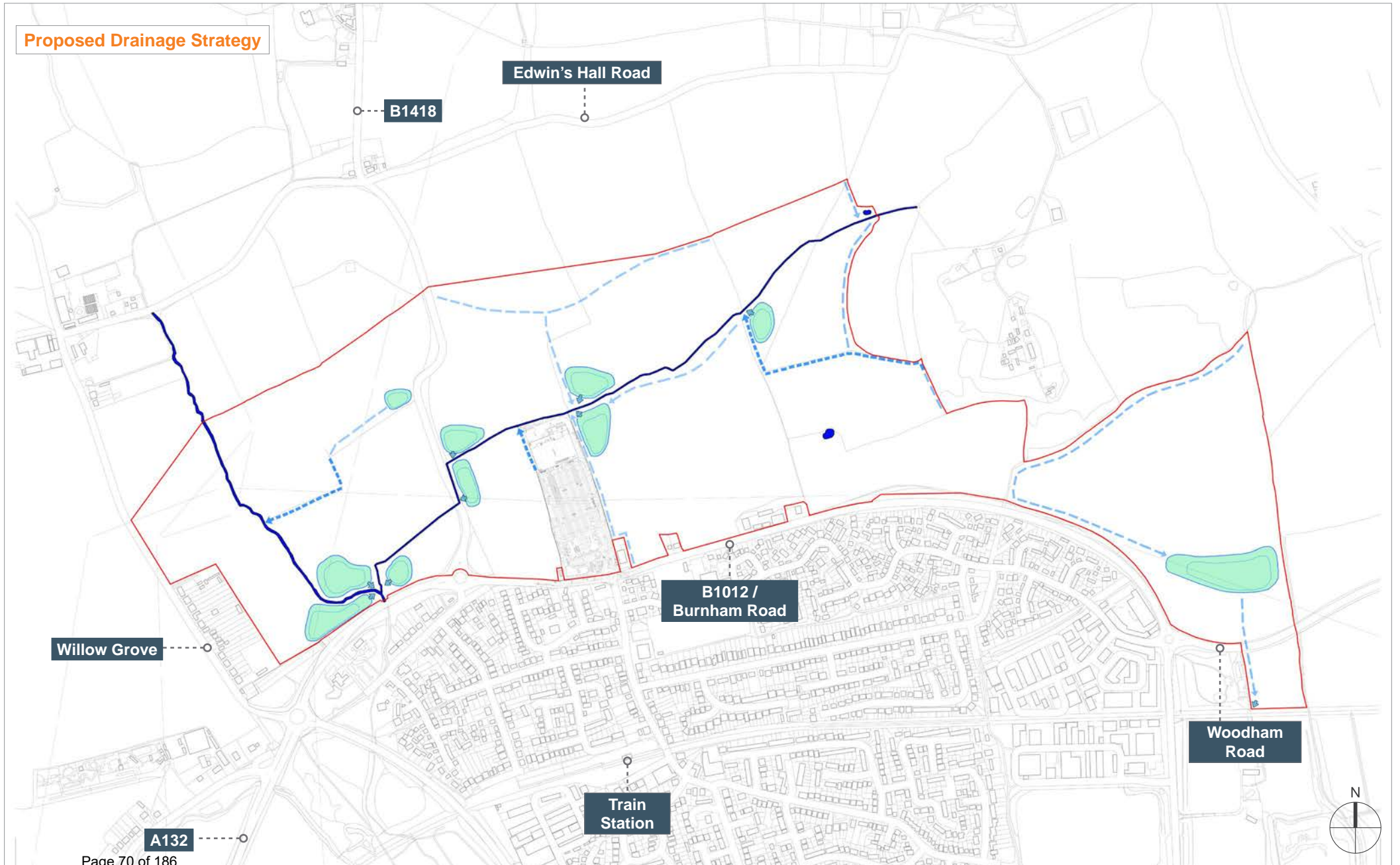
For the western part of the development, pertaining the plot west of the B1418, an attenuation pond is provided in accordance to the aforementioned design rationale, discharging to the existing ditch. Most of the contributing catchment to the existing ditch originates from the development land promoting betterment to the Pluvial Flooding issues downstream since the development will limit the discharge to the equivalent 1in1 year greenfield runoff.

In order to ensure no disruption to the current drainage regime and also to safeguard the development from overland flows, a series of swales is provided with the main watercourse as the ultimate receptor. The swales will be sized according to the contributing catchment ensuring their conveyance capacity. Furthermore, controls could be put in place to control velocities in the swales, promote sedimentation and attenuation if required in the detailed design stage.

The drainage strategy for the individual development parcels will include, where possible and applicable, permeable paving and open swales for the provision of highway drainage to promote attenuation and treatment.

Through the implementation of the new drainage system, flows of water into the existing system will be slowed which could see an improvement on the existing drainage.





ECOLOGY

Ecological Surveys undertaken on site in 2017 and 2018 identified the Bushy Hill Local Wildlife Site, grasslands, ponds, watercourse, and hedgerow and tree habitats as important for foraging and roosting bats, Great Crested Newt, reptiles, foraging and breeding birds, and Badger.

The intrinsic value that habitats including mature trees, ditches, hedgerows and ponds have with regards to biodiversity has been key in the design of the masterplan with a focus on a living landscape that benefits all. As such, habitats of importance will be retained, protected and enhanced within the scheme to provide improved habitat for protected species in the long term.

The existing stream, mature trees and hedgerows are retained and a grassland buffer will be established along ditches and hedgerows to improve the quality of the habitat provided there for invertebrates, reptiles, amphibians and foraging bats.

Although some existing grassland will be lost as a result of the development, additional acidic grassland and wildflower rich meadows areas will be created around the Bushy Hill Local Wildlife Site to enhance the wildlife habitat. This site will be further enhanced with the creation of new ponds, providing additional breeding habitat for Great Crested Newts, reptiles, and breeding and wintering birds and the replanting of gappy hedgerows to provide multi-functional wildlife corridors for mammals, amphibians and reptiles.

The drainage strategy has been designed to complement existing ecological features to provide a Blue / Green corridor through the site and to ensure habitat connectivity between these features for protected species and providing a multifunctional open space for residents and wildlife, thus reducing recreational pressure on local designated sites. In addition, an increase in ponds will provide a net gain in breeding habitat locally available to Great Crested Newts.

The site will be designed to provide at least 10% biodiversity net gain, which will be detailed and secured through future planning applications. A lasting management regime will be established to ensure that the habitats are maintained in optimum condition for protected species. The grassland areas will be managed as wildflower meadows with scrub patches, providing habitats that are in decline within the existing agricultural landscape. At least one new tree will be planted for every new resident.



View east across site towards Edwinshall Wood



View west across site from the edge of Edwinshall Wood

-  Site boundary
-  Existing watercourse
-  Existing water body
-  Existing trees
-  Existing hedgerow
-  Existing local wildlife site
-  Grassland habitat
-  Proposed new hedgerow
-  Proposed SUDS feature
-  Stream corridor habitat

Proposed Ecology Strategy



LANDSCAPE STRATEGY

LANDSCAPE

Parkland arc

The site forms part of the missing link in the arc of parkland and public space around the town. A band of publicly accessible space and/or routes around the site's northern edge would complete the parkland ring.

Areas of local importance in the landscape

The parkland arc would link the four areas of particular local importance in the landscape; namely Fenn Creek, Mill Hill, Bushy Hill and Saltcoats Park. Of these areas Mill Hill, Bushy Hill and the connecting ridgeline are visually significant. Key views of these areas from the edge of the town and the surrounding landscape should be protected and enhanced.

The northern edge of the site was the subject of much analysis in the Northern Boundary Study submitted in determining the extent of the allocation. It is recognised that the form of development proposed and the open spaces created must be sympathetic to this sensitive edge. Building heights would be restricted so as not to be visible over the ridgeline to the north.

The eastern edge of the site is also visually sensitive and will form part of the new gateway into the town. The field boundary is straight so care must be taken to create a sinuous edge to the built form, stepping back in places and punctuated with small open spaces and tree planting.

The Bushy Hill Local Wildlife Site (LWS) forms the green heart to the site. There are opportunities to create pedestrian and cycle links through its lower parts to connect the two parts of the site. This must be carefully done to avoid compromising the LWS.

Central green spine

The central water course and treeline forms a strong green spine running through the centre of the site. Similarly, the western watercourse would be retained as the backbone of a strong green infrastructure network. Both retained spines would be enhanced with links to other interconnected open spaces, forming a green infrastructure network that permeates the site. Open spaces would be multi-functional, incorporating amenity space, opportunities for play, SUDS and water management, and biodiversity benefits where possible.

Landscape routes

The proposed landscape routes between the existing town / new development and the wider countryside are formed around existing Public Rights of Way or as connections between areas of particular importance in the landscape, for example the link between Burnham Road and Mill Hill.

North-western edge

The large area of flat ground to the north west of the site near Ilgars Manor contains fewer field boundaries and would be suitable for the provision of formal sports facilities, including the potential relocation of the rugby club. This use forms a soft buffer to the Ilgars Farm complex and a gentle transition to the open countryside beyond. Any pitches here would be unlit.

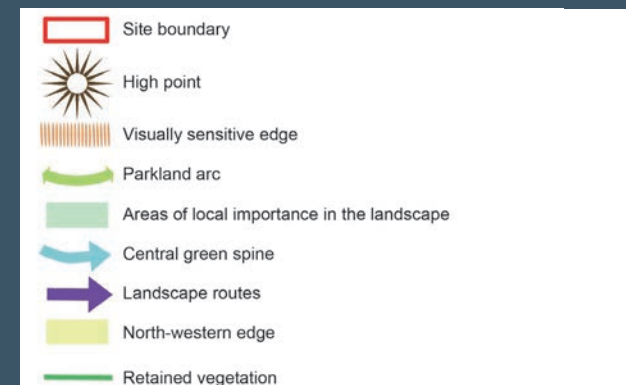
Retained vegetation

The majority of the existing trees and hedgerows would be retained and incorporated into the wider green infrastructure network. Particularly good quality trees identified in the arboricultural survey would be celebrated as the focal points of open spaces, on key views or as features in their own right.

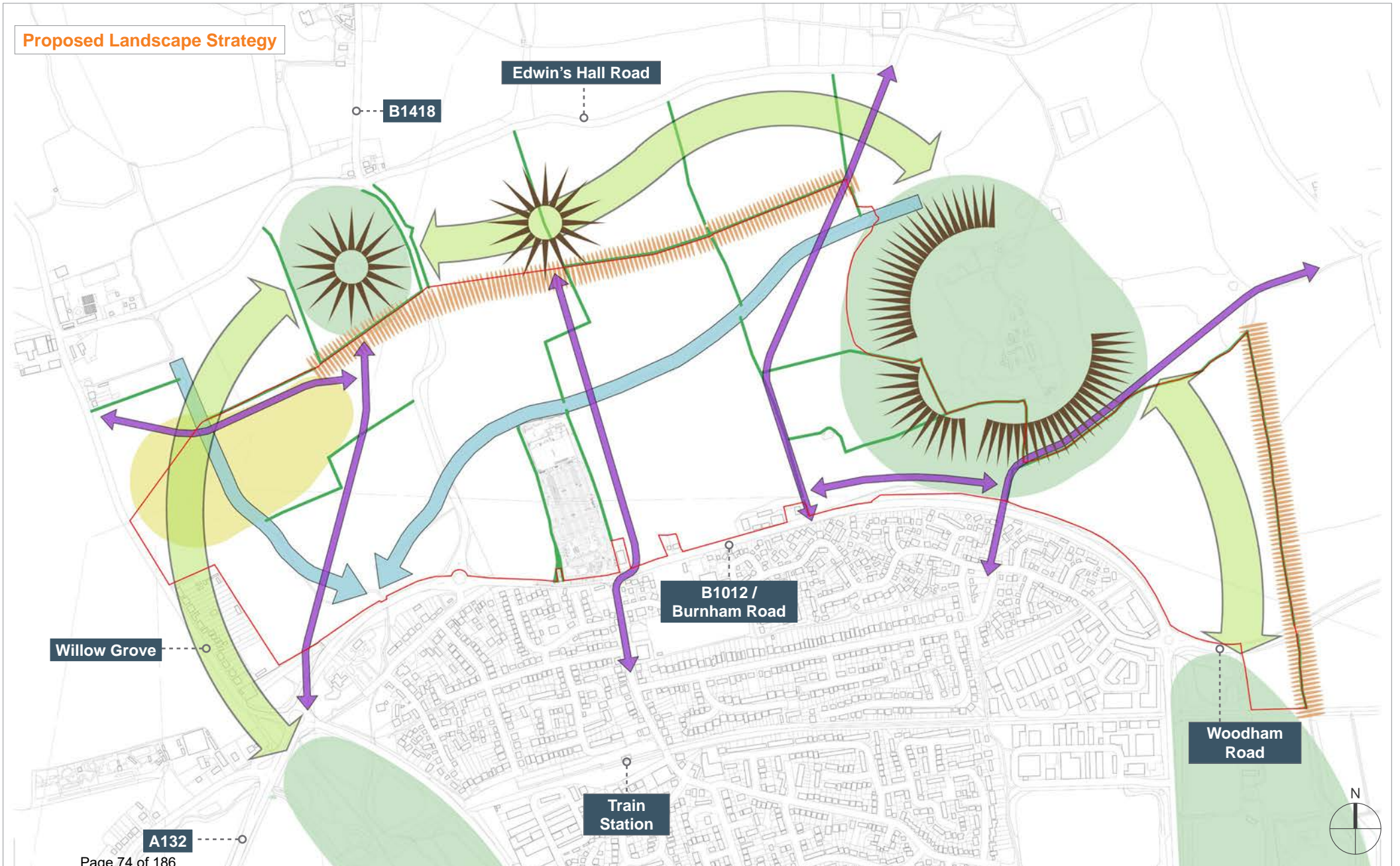
Public rights of way

The existing public rights of way (PROW) network within the site would be retained, and enhanced with links to the wider network and within the site, for example connecting the western and eastern parts of the site through the LWS.

A Habitat Regulations Assessment (HRA) identified a potential increase in recreational pressure on the nearby Crouch and Roach Estuaries (SPA, SAC, Ramsar). Discussions have taken place with Natural England on the HRA and the provision of wider access to the countryside. Potential additional routes for improved access could link to the high ground at Mill Hill to the west, through the site to the west, and to Edwin's Hall Lane and nearby PROW to the north. Access will be provided throughout the site to allow links to the wider PROW network. These HRA routes fall outside the allocation and would be grassed paths on field edges. By creating suitable routes for walkers on the northern side of the site, the pressure for recreational walking on the more sensitive routes around the estuary can be reduced.



Proposed Landscape Strategy



PEDESTRIAN AND CYCLE DESIRE ROUTES

DESIRE ROUTES

Walking and cycling are the priority forms of travel within the development. The pedestrian and cycle access strategy described here has been developed in consultation with Chelmsford City Council. Discussions with Essex County Council Highways officers are ongoing in regard to the nature of use of existing public rights of way, their surfacing and integration into the proposed wider footpath and cycleway network.

Crossing points

A key element within the Pedestrian and Cycle Strategy has been the identification of crossing points across major roads, in particular Burnham Road. These are vital for the creation of pedestrian and cycle linkages from South Woodham Ferrers into and through the site.

These crossing points are shown on the diagram opposite, and proposals for each location are described in greater detail within Section 5 of this document.

Key pedestrian and cycle routes

The diagram also identifies key pedestrian and pedestrian/cycle desire routes within the site, showing how these integrate with existing pedestrian / cycle corridors within South Woodham Ferrers and existing public rights of way through the site.

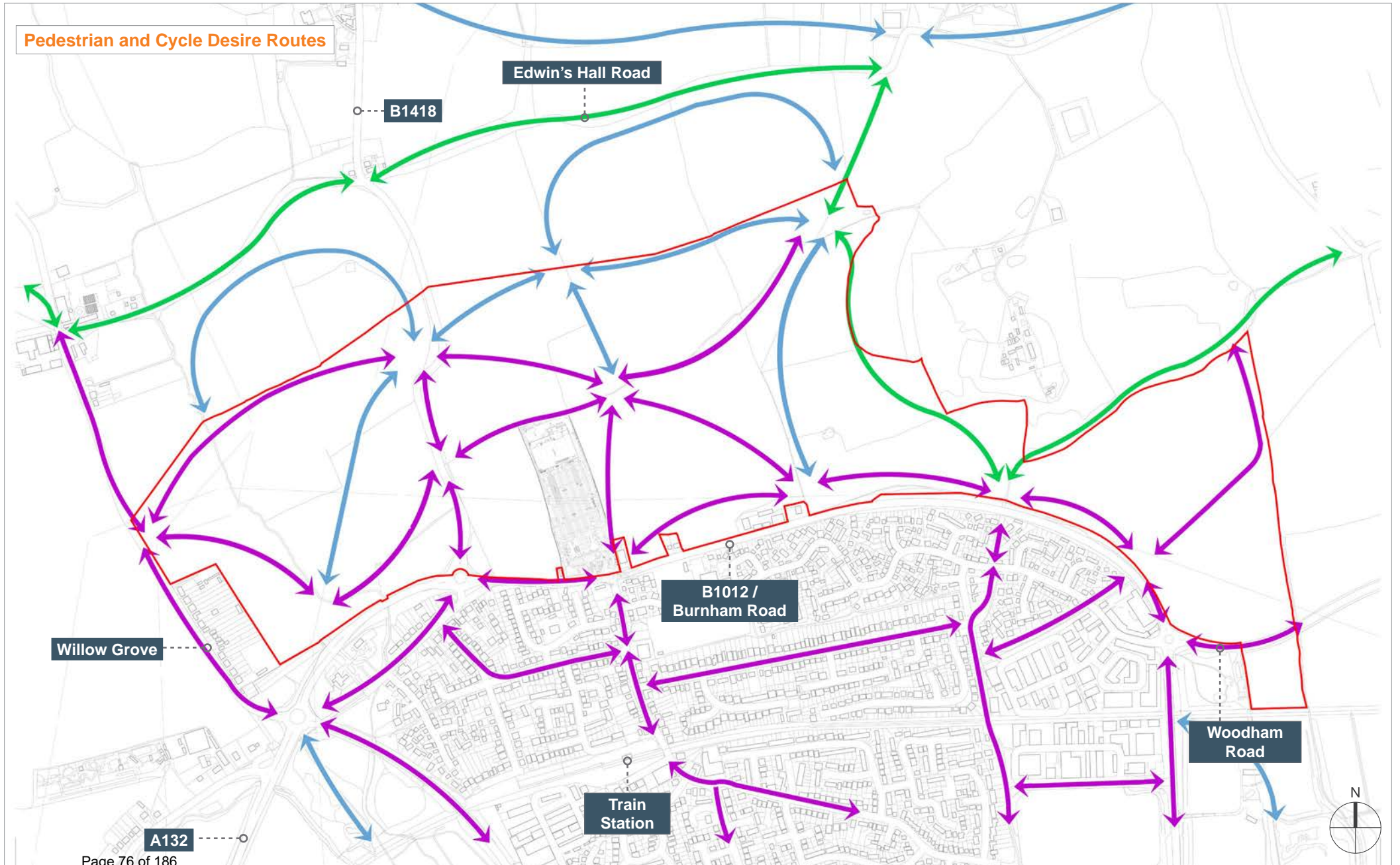
Creating links to public rights of way beyond the site is also a key consideration. In particular, the following routes have been taken into account:

- The network of public footpaths to the north of the site connected by Footpath 24 running through the site;
- Public Bridleway 25, continuing eastwards as Bridleway 17 towards Stow Maries;
- The potential for establishing a new route along the alignment of the former railway line to Maldon, linking via Bridleway 17 with existing Bridleway 24 which follows the former railway line to the east of the site;
- The opportunity to create a pedestrian, cycle and bridleway link partially through the site to provide access from Bridleway 25 towards Bridleway 21 which runs west from Ilgars Manor towards RHS Hyde Hall.

Provision of these routes will enable convenient non-vehicular access to key amenities and destinations within the town, together with increased recreational opportunities within the site and improved linkages to the existing network of public rights of way beyond the site.

The Pedestrian and Cycle Strategy also identified a number of proposed improvements to the existing pedestrian / cycle corridors within South Woodham Ferrers.





THE GREEN GRID

| GREEN GRID

The 'Green Grid' constitutes the spatial framework for the proposed masterplan, providing a comprehensive landscape led structure within which the proposed uses can be distributed.

The 'Green Grid' is generated by combining the strategies for drainage, ecology and landscape, also taking into account the constraints imposed by the various utilities that run through the site, in particular the overhead power lines. The edges of the corridors created by the utility easements will be softened to avoid overly straight linear open spaces.

The 'Green Grid' can be understood as comprising a number of interlinked elements:

Higher Ground

The higher ground including Bushy Hill and the rising land and prominent hilltops to the north, much of which lies beyond the site boundary, establishing the northern edge to the masterplan and providing a landscaped setting of strong character to the masterplan as a whole.

Stream Corridor

The corridor alongside the central tree lined watercourse, creating a strong green spine through the main part of the site, with ecological enhancements and integrating many of the proposed SUDS features

North / South Corridors

These three corridors cross the main part of the site roughly perpendicular to the central stream corridor. The alignment of each corridor is generated by a combination of existing site features and potential opportunities:

The central corridor runs between the Burnham Road / Hullbridge Road junction and the central hilltop to the north of the site. This alignment retains and reinforces the existing visual connection across the site from Hullbridge Road and Burnham Road, and also provides an extension through the site of the existing movement corridor along Hullbridge Road, linking the heart of the new development with the railway station and the heart of the town.

The western corridor runs from the Burnham Road / Willow Grove / Ferraers Road junction towards the western hilltop. This provides the opportunity to create a visual link through the site focused on the hilltop, incorporating pedestrian and cycle access. It also enables the retention of the existing overhead power lines, by following their alignment.

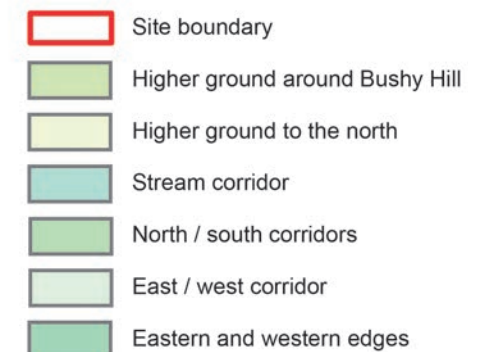







The eastern corridor is aligned on the existing Footpath 24 and the retained hedgerow alongside, creating a further visual and movement connection through the site aligned to important existing site features.

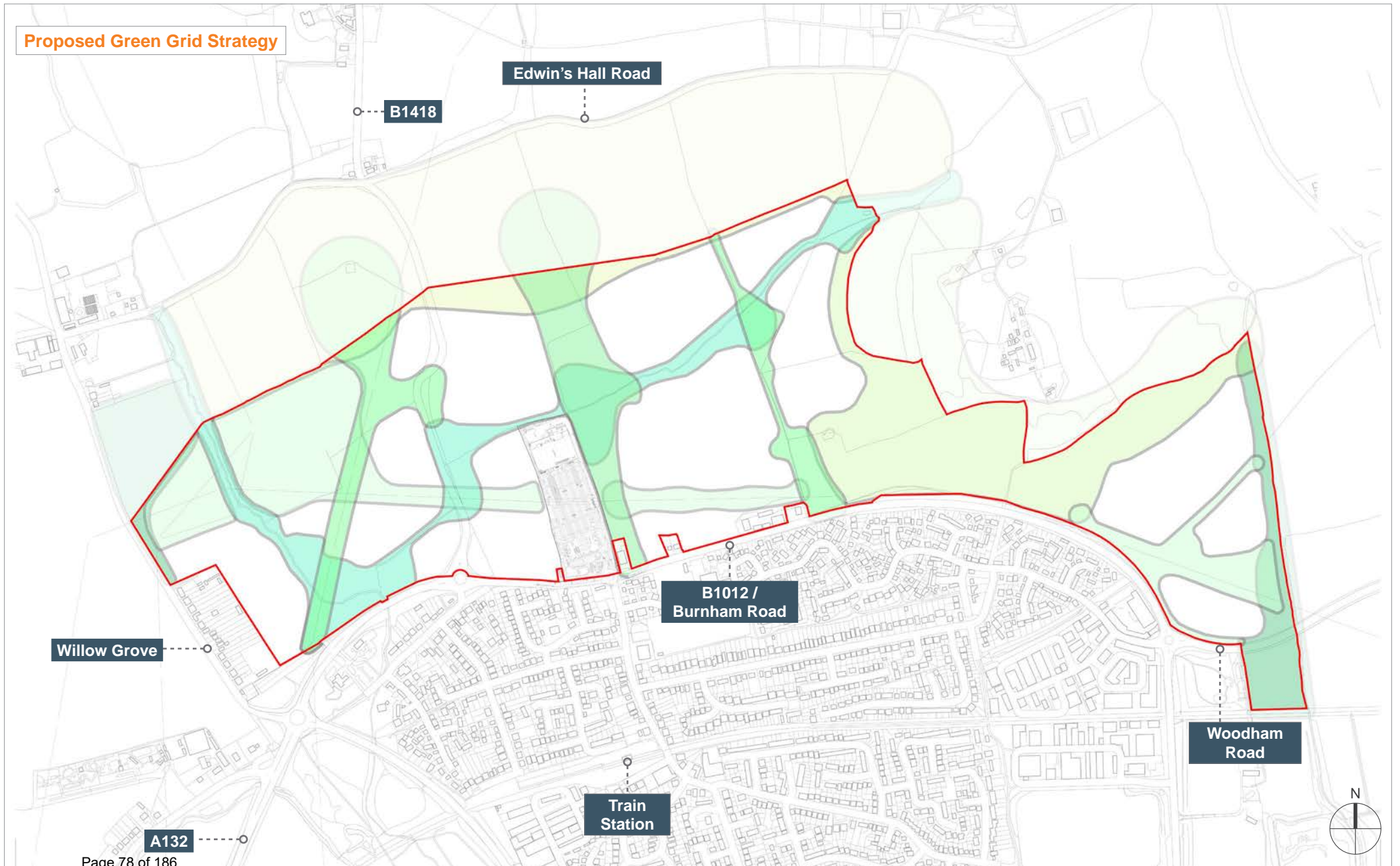
East / West Corridor

This corridor runs intermittently from east to west across the whole site, providing further connectivity across the site parallel to Burnham Road. It also enables the retention of the existing overhead power lines, by following their alignment. This corridor will be meadow and grassland with occasional tree planting where utility constraints allow.

Eastern and Western Edges

These areas define the eastern and western edges of the masterplan. Their landscaped character will respond to their location on the edges of the masterplan and the creation of appropriate relationships with the wider landscape.

- 
-  Site boundary
 -  Higher ground around Bushy Hill
 -  Higher ground to the north
 -  Stream corridor
 -  North / south corridors
 -  East / west corridor
 -  Eastern and western edges



THE GREEN CIRCLE

| GREEN CIRCLE

The Masterplan will make a significant contribution towards the establishment of a 'Green Circle' of interlinked landscaped spaces and routes all around South Woodham Ferrers:

Existing landscaped areas to the south of the site

Fenn Creek, Marsh Farm, Compass Park, Saltcoats Park, Memorial Garden. Adjoining current edges of the town to the west, south and east. Accessible from the town and providing a recreational pedestrian route around the edge of the town.

Radar Hill

Radar Hill (more accurately called Bushy Hill) is prominent visually as a tree lined backdrop to the town. Its lower slopes are located within the site. Other than Bridleway 25 running along its southern edge, it is not currently accessible for public access.

Additional tree planting within the site around the base of Radar Hill will be incorporated, together with enhancements to existing grassland areas. A new recreational route within the site around the western edge of the hill will provide a link between Bridleway 25 and Footpath 24, leading north-eastwards from the site into the surrounding countryside.

Mill Hill

Mill Hill, located adjoining the site to the west of the B1418, is another prominent high point to the north. It is not currently accessible for public access.

On the southern slope of Mill Hill, the existing grassland will be enhanced, with new tree planting creating a form of community woodland on its northern slope. A new permissive pedestrian route will enable public access from the site to the summit, enabling enjoyment of the extensive views available over the town and across the wider Crouch Estuary. An information board could be provided here.

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Northern boundary

Where the site's northern boundary is defined by existing hedgerows, these will be retained and enhanced. New buffer planting will be provided elsewhere along this boundary.

The lower north-western part of the site will be excluded from development, with this area incorporating landscaping and formal recreation provision.

New routes will be established along the site's northern boundary to enable public access along this entire edge.

Stream corridor

The existing stream corridor through the centre of the site will be enhanced, with pedestrian and cycle routes enabling access from east to west within the site as well as along its northern edge.


Community open space and Hullbridge Hill

Within the centre of the site, a landscaped corridor will provide a visual and accessible link between Hullbridge Road and 'Hullbridge Hill', located adjoining the site to the north. Within the northern part of this corridor, a community open space will be located, potentially incorporating an informal kickabout area, amenity space with seating and outdoor exercise equipment. A permissive route can also be established east between Hullbridge Hill and Footpath 24.

Eastern boundary and allotments

The establishment of a landscaped buffer along the site's eastern boundary, together with the provision of pedestrian and cycle routes within the site, will enable connection between Radar Hill and Woodham Road.

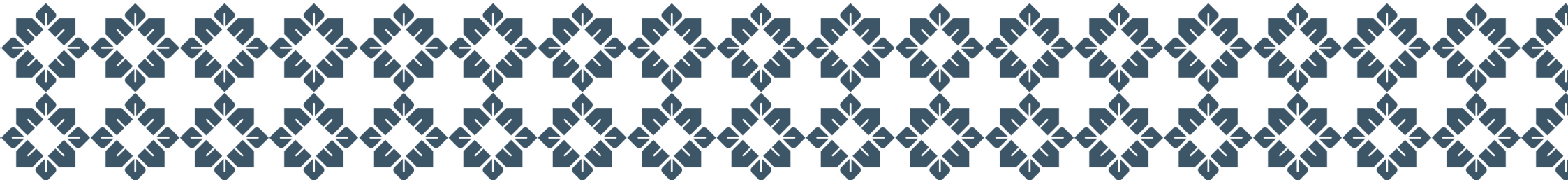
To the south of Woodham Road, new allotments provision will reinforce the landscape-led character established by the existing parks and gardens here.

-  Landscape buffer
-  Community Open Space
-  Grassland
-  Sports Facilities
-  Stream Corridor
-  New Woodland Planting
-  Allotments
-  Radar Hill
-  Existing woodland
-  Existing landscaped area
-  High ground with view south to the River Crouch
-  Proposed green links
-  Existing green links
-  Developable Area



SECTION 6

CREATING THE FRAMEWORK MASTERPLAN



This section describes the proposed distribution of community and recreational facilities, land uses and development areas within the framework established by the 'Green Grid'



LAND NORTH OF
**SOUTH WOODHAM
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OPEN SPACE PROVISION

OPEN SPACE

Despite the various constraints within the site there is scope to provide a well-connected network of multi-functional open spaces and formal provision whilst maintaining the sensitive northern boundary. The open space requirement for the masterplan site sets out a minimum of 5.88 ha for the allocation of 1,000 units.

The precise arrangement of open spaces is to be determined but the general distribution is shown opposite. This will be refined in tandem with the development of the masterplan. This will include the location and arrangement of the formal sports facilities.

Current standards require 4 ha of formal recreation for the allocation of 1,000 units. The large area of flat ground to the north west of the site near Ilgars Manor would be suitable for the provision of the formal playing facilities. This would form a soft buffer to the Ilgars Farm complex and a gentle transition to the open countryside beyond.

The full extent of this area as identified on the diagram opposite measures 12.7 hectares, within which an area of 6.2 hectares is unconstrained for formal recreational use by existing features such as overhead power lines or the stream.

Play spaces would be distributed around the site to give good walkable access to users of all ages. The quantum of space proposed and the content of the play spaces will be compliant with the requirements of the relevant planning policies. Play facilities would be grouped, and form part of larger multi-functional open spaces. Natural play will be encouraged, and the use of natural materials favoured. Opportunities for informal play throughout the site will be maximised, including play trails and trim trails.



Precedent examples of play spaces



-  Site boundary
-  Formal recreation - full extent
-  Formal recreation - unconstrained land
-  Childrens' and Teenagers' play facilities
-  Childrens' play facilities
-  Allotments

Proposed Recreation Strategy



FORMAL RECREATION FACILITIES

LOCATION OPTIONS

The location of the formal recreation facilities within the masterplan has been the subject of extensive analysis. Three potential locations were considered, and a proposed location has been determined.

Key location principles

In considering potential locations for the formal recreation facilities, key principles were identified:

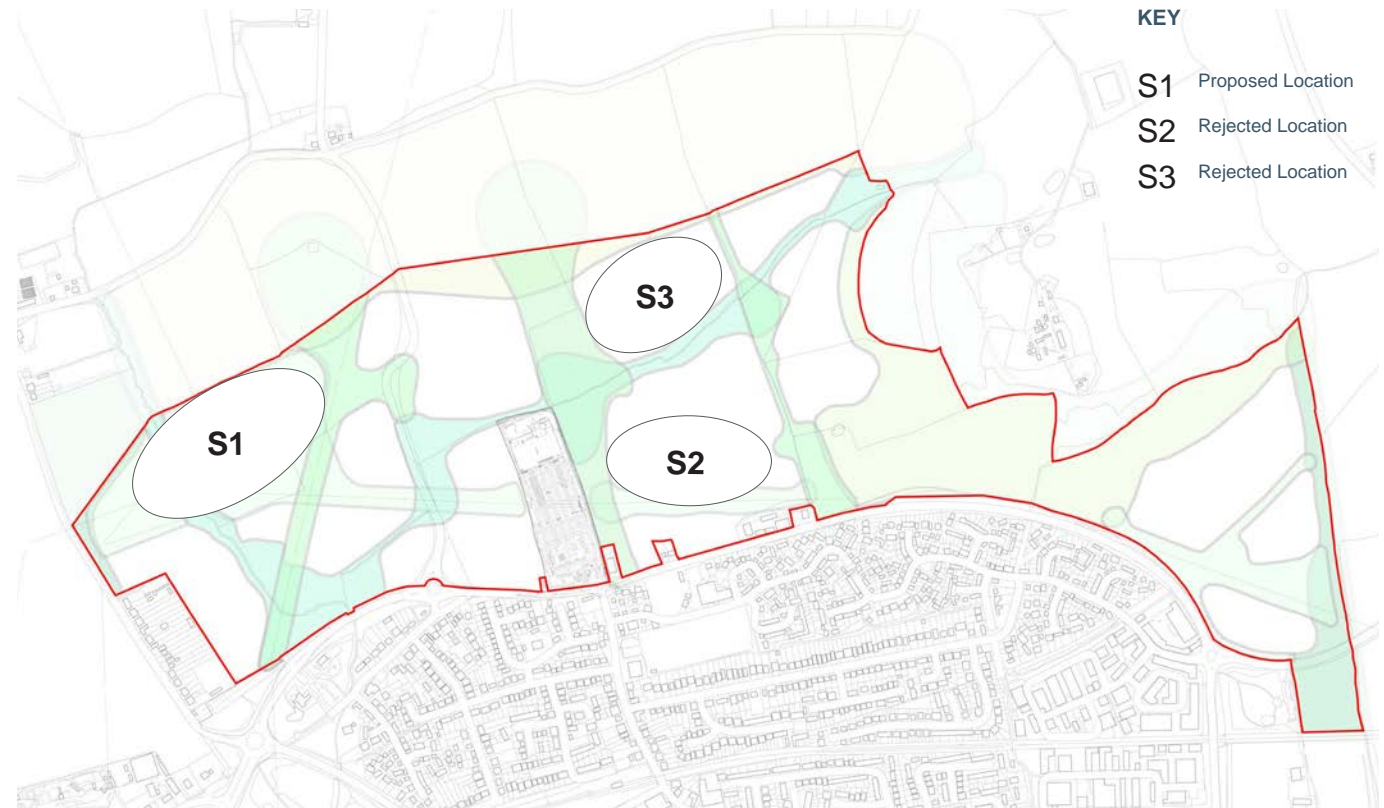
- Sufficient land area not constrained by existing site features such as overhead powerlines;
- Land with flat or relatively flat topography;
- Single contiguous location preferred to facilitate efficient management and avoid unnecessary duplication of associated facilities;
- Ease of access and potential for early delivery;
- Does not compromise the wider masterplan.

Area S1 - Proposed location

This location is the only area within the site which satisfies the key location principles identified above.

It provides a single contiguous area with sufficient unconstrained land to meet policy requirements, incorporating some of the flattest land within the site. Accessibility is good, and the location close to the new B1418 junction would potentially enable early delivery. Its location adjoining key pedestrian / cycle desire routes would enable safe and convenient connectivity to the wider site. Connection over the stream can be made via a footbridge.

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Area S2

This area was rejected primarily because of the resulting impact on the wider masterplan.

This area is envisaged as the focal heart of the masterplan, with a local centre, primary school, and associated new homes together creating a strong sense of place and identity within the masterplan as a whole. Locating the formal recreation facilities here would prevent the creation of a focal heart in this central location, with its great connectivity to the existing settlement and its proximity to the supermarket and health centre development immediately to the west.

Area S3

This area was rejected because, due to its topography, it is unable to provide sufficient land area in a single contiguous location.

The topography in this area increases in gradient northwards. The flatter land in the southern part of this area is not of a sufficient size to accommodate the full requirement for formal recreational provision in a single contiguous location.

The location of this area away from Burnham Road or the B1418 would also prevent early delivery.

PROPOSED LOCATION

The diagram here analyses the proposed location for formal recreation facilities in greater detail.

The full extent of this area (within the orange dashed line) measures 12.7 hectares. Combining the two areas within the yellow dashed lines creates an area of 6.2 hectares, within which sports pitches can be laid out in an unconstrained way according to more detailed requirements. Current standards require 4 hectares of formal recreation for the allocation of 1,000 units.

The extent of the unconstrained land has taken into account existing man-made constraints such as the overhead power lines and existing natural features such as the stream. The high pressure gas main and associated easement running roughly north to south through this area is not considered a constraint on formal sports pitch provision, albeit that homes would not be able to be located within 30m of the power lines.

This area can be conveniently accessed from the B1418 via a new junction, with pavilion / changing facilities and associated car parking provided within the eastern part of the area.

It is envisaged that a new pedestrian and cycle link is to be constructed across the existing stream; as well as linking the two areas of unconstrained formal recreation, this link will also form part of the wider pedestrian / cycle route network within and beyond the site, connecting the wider site with wider recreational routes to the north-west such as Bridleway 21 towards RHS Hyde Hall.



DEVELOPMENT AREAS AND LAND USE

| DEVELOPMENT AREAS AND LAND USE

The diagram opposite identifies the potential development areas within the site.

The majority of the development areas within the masterplan are proposed for residential use, incorporating a wide range of dwelling types and tenures across the site as a whole, including self build and specialist residential accommodation.

To enable the creation of a balanced new community, a number of non-residential uses are also proposed within the masterplan. These uses are summarised here.

Potential options for their location are considered later within this document. The preferred locations for these non-residential uses are shown on the proposed framework masterplan.

The extent of potential development areas shown are of sufficient capacity to accommodate all policy requirements.

The extent of potential residential development has taken into account the required offsets in relation to the overhead power lines; no homes are proposed within a 30m easement zone each side of the power lines.

Local Centre

The Local Centre is envisaged as creating a central focus for the new community. It is envisaged that the significant retail and health facility provision currently under construction on the former Crouch Vale Nursery site will provide these specific functions in relation to the proposed new community. However the Local Centre is likely to incorporate complementary services from the tertiary sector (for example a hairdressers) and community uses such as a nursery or community hall / focal building.

Primary School

The masterplan incorporates land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery.

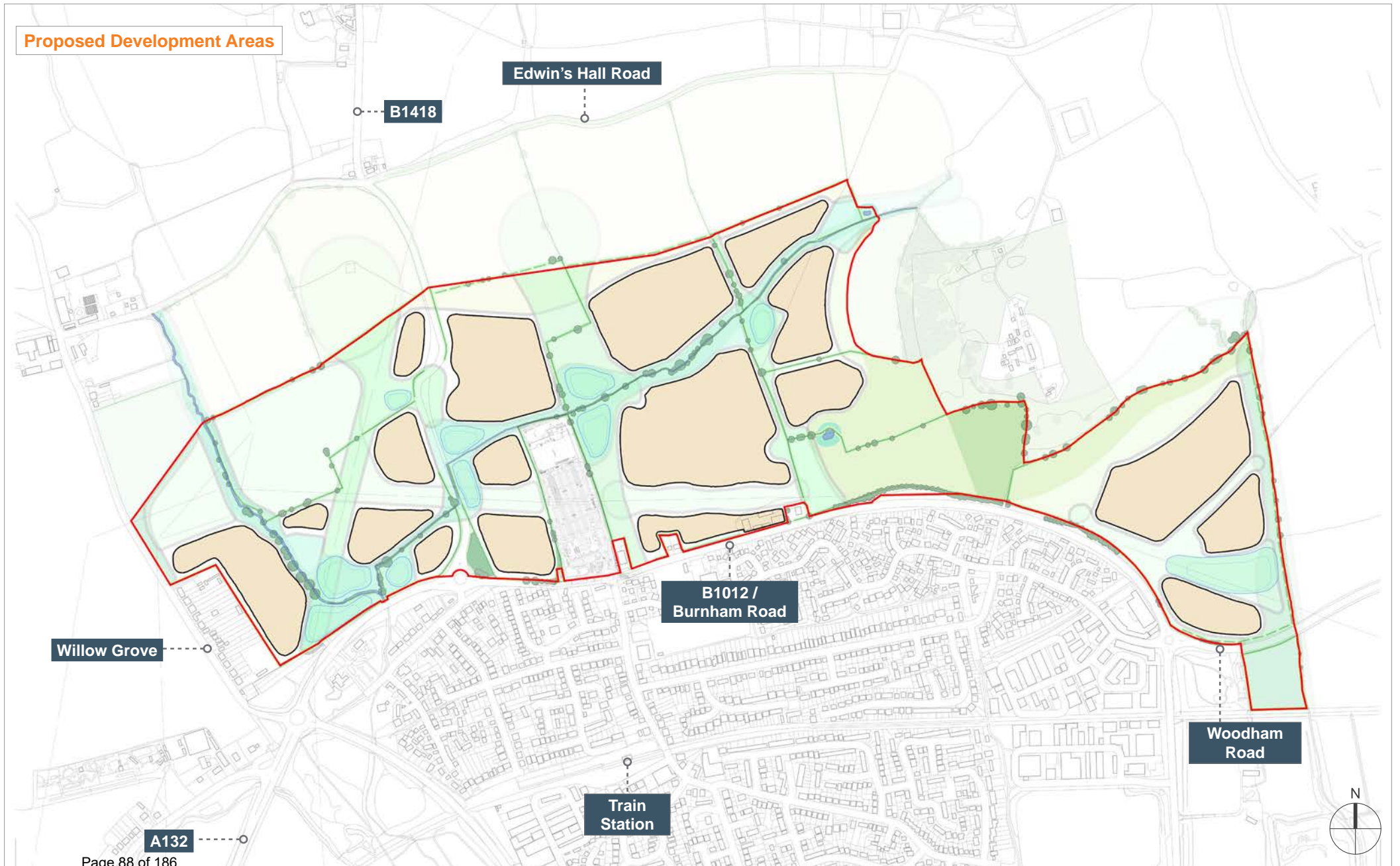
Mixed Use and Employment

Provision of 1000 sqm of business floorspace, which could include a range of unit sizes and types, within a range of use classes, forms part of the proposals. A second early years and childcare nursery is likely to be located within this area, as well as small scale convenience retail to serve this area within the site.

Travelling Showpeople

Emerging policy requires the provision of five serviced plots for travelling showpeople within the masterplan. A key requirement for this is convenient vehicular access from a main road, avoiding lengthy routes within the site.





ACCESS AND MOVEMENT

| ACCESS AND MOVEMENT

Pedestrian and cycle links

Provision for walking and cycling within and to and from the site is a priority. The site can be satisfactorily connected on foot and by cycle to the main facilities within South Woodham Ferrers, including local schools, the railway station, the shopping and employment areas. More details of these connections are shown on page 71.

Integrating the proposed development into the existing settlement is essential. Providing appropriate crossing facilities to Burnham Road and improving the environment for pedestrians and cyclists by reducing vehicle speeds will therefore be important. More details of these crossing facilities are shown on pages 72 and 73. All parties agree that reducing the speed limit on Burnham Road to a maximum of 40mph would be desirable subject to appropriate traffic modelling at the planning application stage to demonstrate that the impact on journey times would be acceptable.

This diagram shows in greater detail how the pedestrian, cycle and bridleway desire routes identified in the previous section of the document are integrated with the 'Green Grid', recreational uses, development areas, and the site's surrounding context.

Vehicular access

The diagram also shows the principles of how vehicular access to the development areas can be achieved throughout the proposed masterplan. Access into the development from the existing highway network is proposed at a number of locations, either through the modification of existing junctions or the creation of new junctions.

Within the site, a hierarchy of streets with a range of typologies will be established, providing appropriate accessibility and reinforcing placemaking, in accordance with local and county-wide guidance.

The Bradwell B proposals, whilst at an early stage, indicate the use of Burnham Road for HGV movements through the construction process. The planning applications for this masterplan and the Bradwell B proposals will identify and assess impacts on the highway and mitigate these accordingly.

Wider highway mitigation

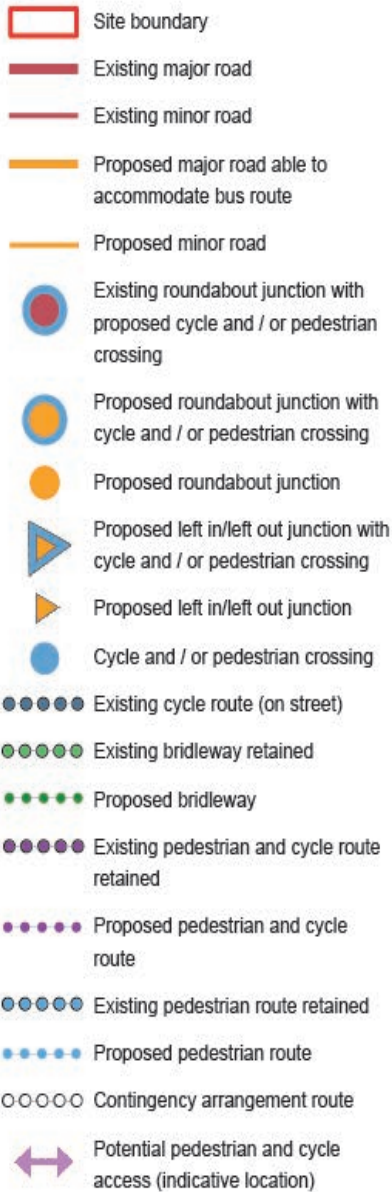
Policy SGS10 requires Improvements to the local and strategic road network as required by the local highways authority. The improvements include capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements.

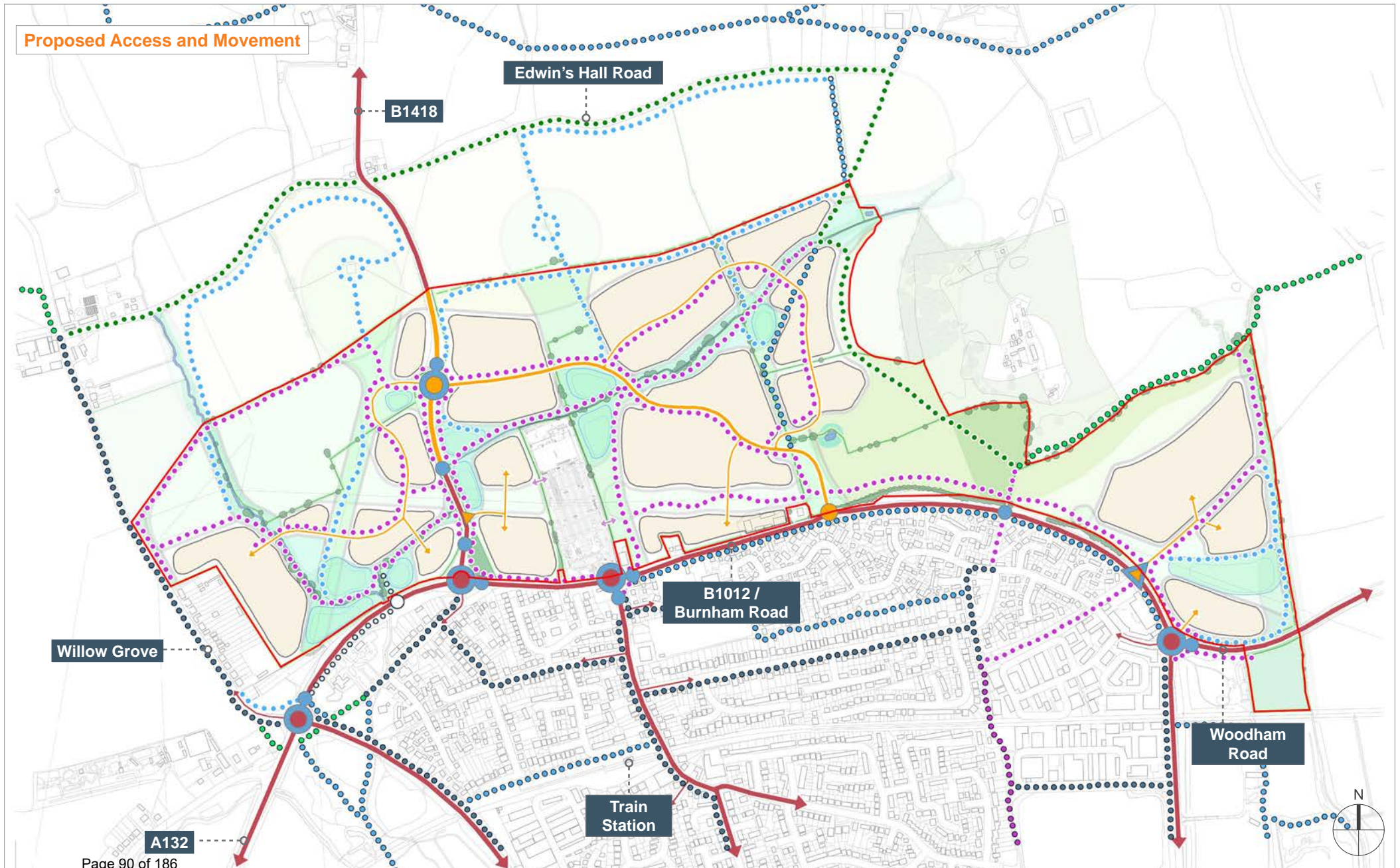
In collaboration with the local highways authority, a number of options are being considered to improve capacity at the Hawk Hill and Rettendon Turnpike Junctions as well as the A130 Northbound slip for the purpose of agreeing a final scheme to be implemented as a result of a Planning Condition attached to a future permission. These options are set out in the infrastructure schedule in Appendix 1 at the end of this document.

Rat running through the town and via Ferrers Road

The capacity of the B1418 / Burnham Road junction is currently a major constraint which causes traffic to block back on Burnham Road to and through the Hulbridge Road junction leading to congestion, which encourages rat running. The proposed improvement to the Burnham Road/B1418 Junction which is subject to ECC testing will add additional lanes on the Burnham Road and the B1418 which will therefore reduce queuing and rat running.

Notwithstanding the above, to provide comfort that the issue of rat running is being addressed, the developers would propose to provide a contribution through the S106 Agreement to cover the implementation costs of a package of traffic calming measures on local roads.





ACCESS AND MOVEMENT

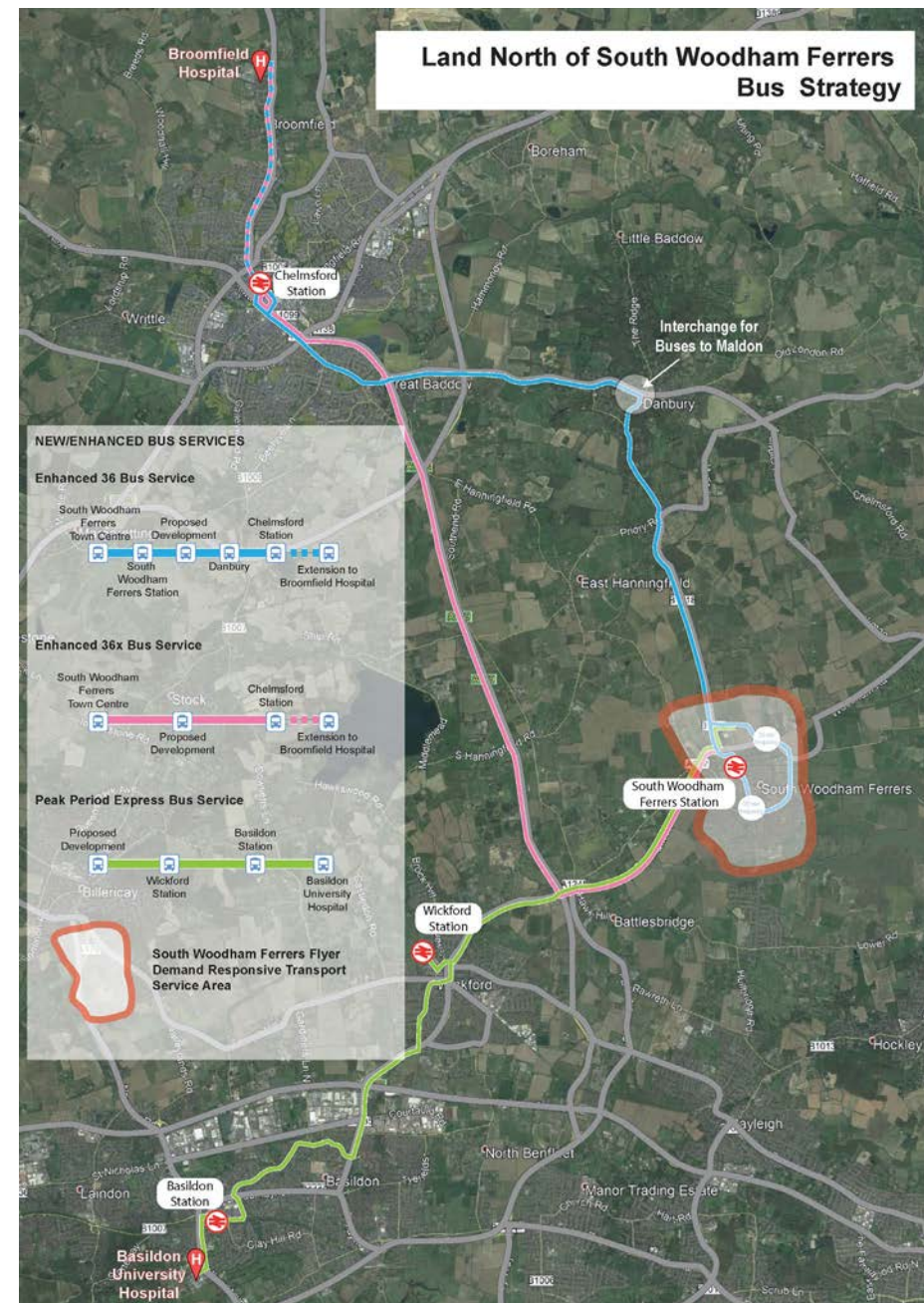
SUSTAINABLE TRANSPORT

As part of the development, the following sustainable transport options are being considered in order to support a shift away from private car use:

- Divert the 36 bus service (or equivalent) through the development providing a clockwise and anti-clockwise service to serve the development and town centre. The masterplan is designed to allow bus services to be routed through the development. Services would be introduced through a phased approach to the introduction of bus services with interim solutions such as taxi-buses considered at the initial occupation prior to a full service becoming viable;
- Increase the frequency to a 20 minute service;
- Enhanced frequency commuter service (36X or equivalent) to Chelmsford benefitting from infrastructure upgrades described above;
- Provision of a Demand Responsive Bus Service for the South Woodham Ferrers Area;
- Peak period service to Wickford and Basildon that could be delivered in two ways: a) as part of a wider network adjustment by ECC using contributions to provide a South Woodham-Wickford-Basildon Service; or b) the use of the Demand Responsive Bus Service to provide a shuttle service;
- Improvements in services to Broomfield Hospital.

A number of measures to encouraged reduced use of the car will also be considered through future planning applications, which may include:

- The provision of a Smarter Choices Campaign for the wider area promoting sustainable travel;
- The implementation of a Better Points Scheme where residents car earn rewards for their 'green' travel choices to be extended to include South Woodham Ferrers;
- Provision of up to one years' free bus travel on local and proposed bus services for up to four persons in each household;
- Provision of a cycle training/cycle maintenance course on site for all residents;
- Provision of Travel Packs for all residents to include sustainable travel information;
- Car club provision for residents and businesses on site and available to the rest of South Woodham Ferrers.



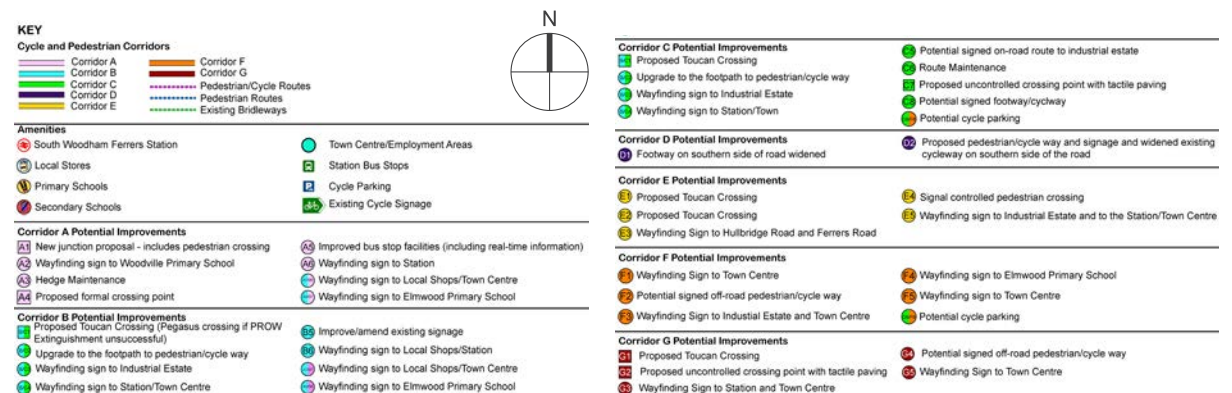
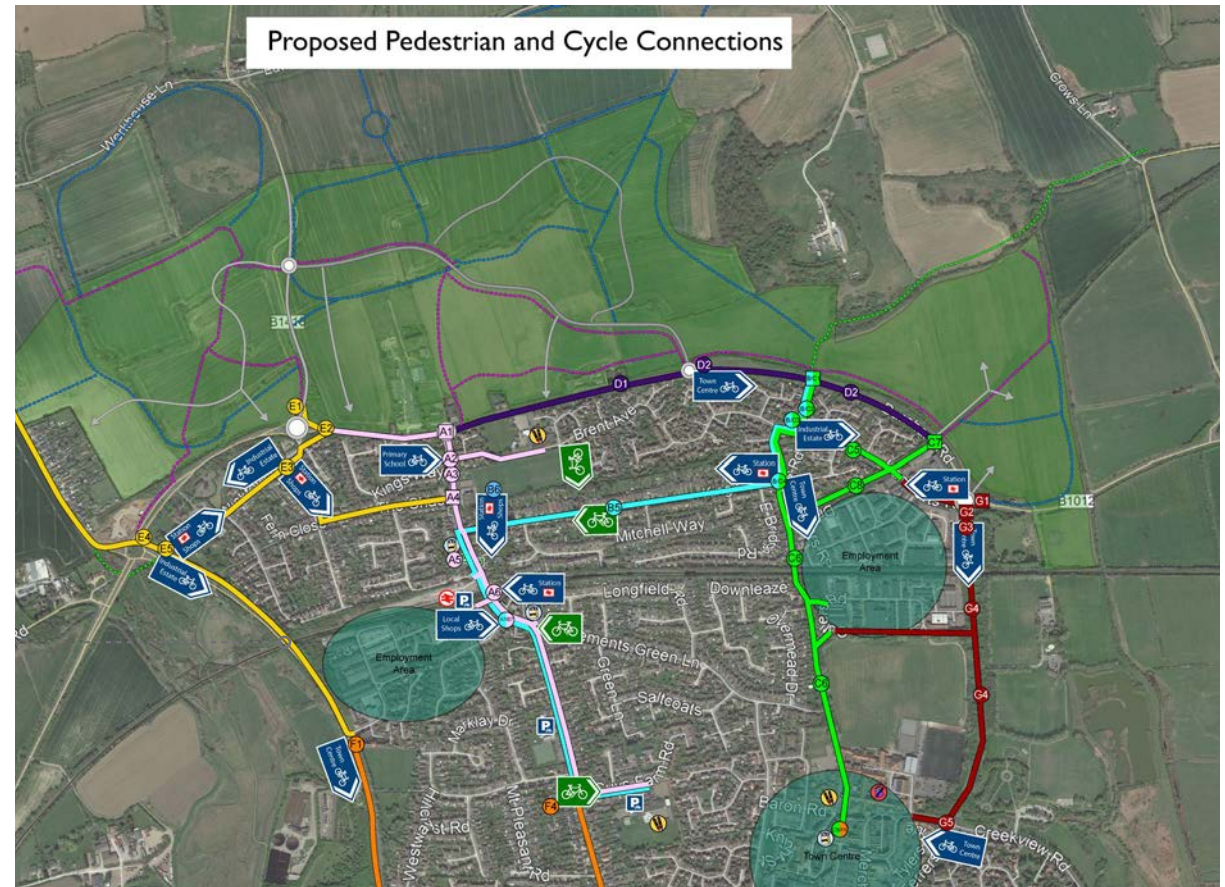
PEDESTRIAN AND CYCLE LINKS

The vision for the masterplan identifies integration with the existing town as a key component for the delivery of new development. As well as providing a high quality movement and access network within the masterplan, there is an opportunity to enhance the pedestrian and cycle network within the existing town to make it a more attractive alternative to car use.

A pedestrian access strategy has been developed that has explored the key routes that could be used from the site over the Burnham Road and into key destinations such as the town centre, and interventions that may be possible to support the enhancement of the network.

Approval has been granted for a signalised crossing to serve the planned supermarket and healthcare development (application reference 14/00830/FUL), together with an informal crossing on the west side of the junction and a zebra crossing on Hullbridge Road. Opportunities exist for further crossings within land controlled by the promoters or within the highway boundary. There is a preference for the extinguishment of Bridleway 46 to become a cycle route, with a crossing on to Burnham Road designed for cyclists. Extinguishment of PROWs is a separate matter to planning. Additional pedestrian and cycle linkages between the supermarket and healthcare development and the wider site may be possible subject to technical and land ownership considerations.

A new bridleway connection is proposed to connect routes in the east to the west.



ACCESS AND MOVEMENT

BURNHAM ROAD CROSSING POINTS

A key objective of the masterplan is to provide safe crossing points on the Burnham Road to encourage walking and cycling along with the reduction of the speed limit on Burnham Road to 40mph to prioritise pedestrians. A range of crossing options have been considered, and the proposed crossing points are identified on the drawing opposite and described below. Discussions are ongoing with Essex County Council Highways about preferred and alternative design solutions, and further survey work will be required to inform decisions to be made on final designs (including a Transport Assessment to be submitted as part of any future planning application for the site).

Crossing 1 - Existing Burnham Road / Ferrers Road / Willow Grove Roundabout

There is an opportunity to provide a staggered signal controlled pedestrian crossing at the Burnham Road / Ferrers Road / Willow Grove roundabout with footways to be extended on both sides of the Burnham Road. A connection from the masterplan can be provided to the application boundary for that part of the site. A contingency route is shown incorporating an alternative crossing location in the event that this does not prove possible.

Crossings 2 and 7 - Existing Burnham Road / B1418 / Old Wickford Road Roundabout

Capacity improvements at the Burnham Road / B1418 junction will allow for toucan crossings to be provided on Burnham Road (crossing 2) and the B1418 (crossing 7) forming part of a cycle route towards the railway station and commercial areas. Discussions are taking place with Essex County Council regarding the most appropriate design to achieve these capacity improvements.

Crossing 3 - Existing Burnham Road / Hullbridge Road Roundabout

The masterplan can upgrade the recently implemented signalised crossing on Burnham Road, provided as part of the Sainsburys development, to a toucan crossing. This provides a pedestrian and

cycle route towards the railway station.

Crossing 4 - Existing Bridleway no.46 crossing point

A toucan crossing is proposed here if the existing bridleway is successfully extinguished, to allow for strategic connections to the town's cycle network linking to the town centre and railway station, along with a new footway / cycleway along the frontage of the site. If the bridleway is not extinguished, a Pegasus crossing would be required. An alternative option of a footbridge has been considered in this location, but this is not considered appropriate as the change in levels would discourage its use, the structure would adversely impact existing residents living either side of the existing bridleway.

Crossing 5 - New Junction on Burnham Road North of Hamberts Road

A left in left out junction is proposed here, along with a new footway / cycleway on the frontage of Burnham Road that links to pedestrian and cycle routes within the development. An uncontrolled crossing over the Burnham Road with tactile paving would be located here, aligning with the route of the former South Woodham Ferrers to Maldon railway.

Crossing 6 - Existing Burnham Road / Woodham Road / Ferrers Road / Hamberts Road Roundabout

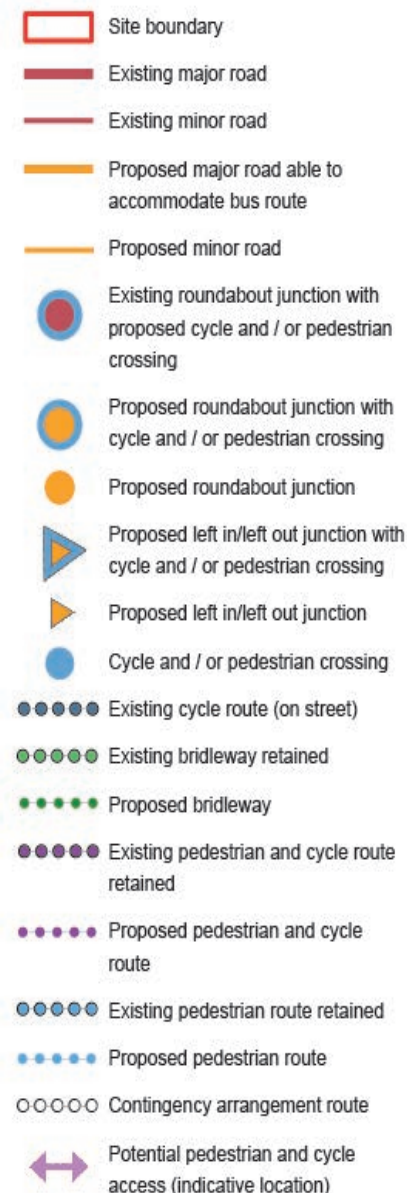
An enlarged roundabout junction is proposed here to allow separate connections to the proposed mixed use area. The enlargement of the roundabout will also include a controlled crossing.

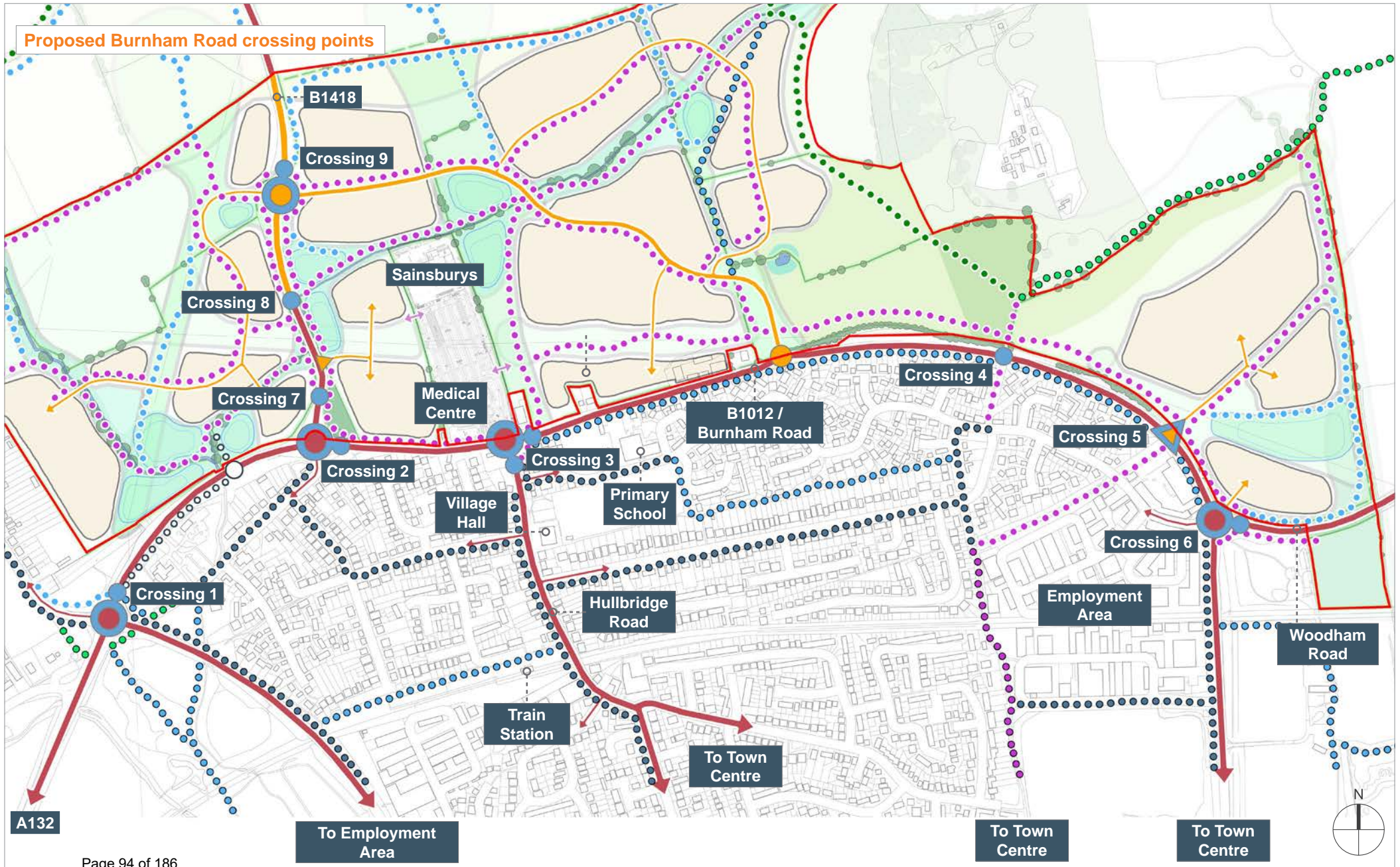
Crossing 8 - B1418

A controlled crossing here connects routes to the east and west of the B1418.

Crossing 9 - B1418

A crossing to the north of the new roundabout access junction on the B1418 connects routes between the eastern and western development parcels.





LAND USE LOCATION OPTIONS

LOCAL CENTRE

The Local Centre is envisaged as comprising a central focus for the new community. It is likely to incorporate complementary services from the tertiary sector (for example a hairdressers) and community uses such as a nursery or community hall / focal building.

Key location principles

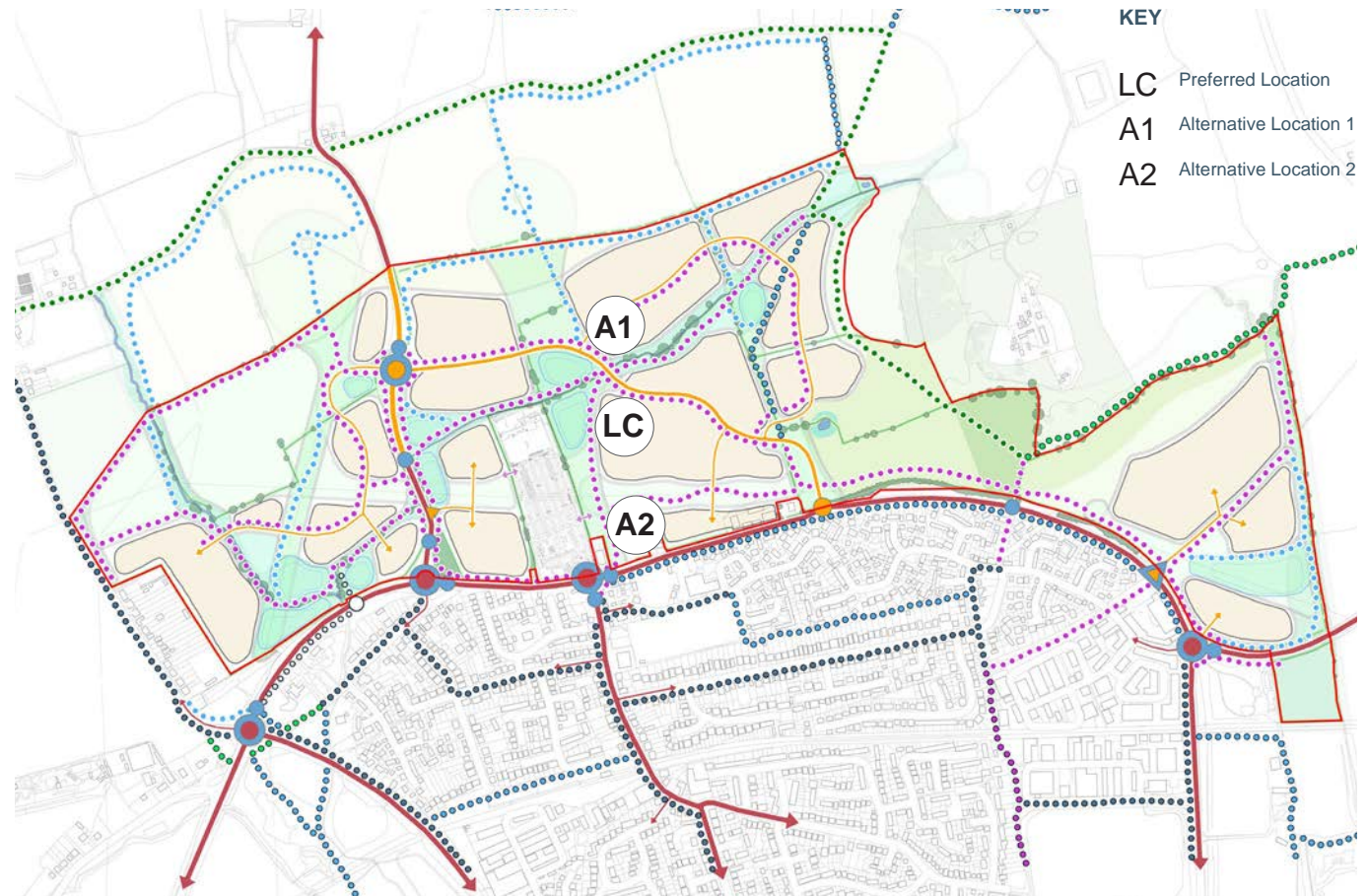
In considering potential locations for the local centre, key principles were identified:

- Central location within the masterplan;
- Proximity to the new retail and health facilities on the former nursery site;
- Relatively flat topography to enable co-location with the primary school;
- Ease of pedestrian and cycle access, ideally via the central north / south corridor;
- Ease of vehicular access, ideally via the spine street.

Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Well connected via the central north / south corridor, the east / west stream corridor and the spine street, a local centre here would become a central focus for the new community, especially when co-located with the primary school.



Alternative location 1

This alternative location is the only other location within the masterplan that would meet all the key location principles.

However its location further to the north makes it less central in relation to the wider site and takes it further away from the new retail and health facilities.

Alternative location 2

This alternative location would give the local centre greater proximity to the new retail and health facilities. However it is less central within the development, and would require more convoluted vehicular access or the creation of an additional vehicular access off Burnham Road. The existing overhead power lines to the north also prevent co-location with the primary school.

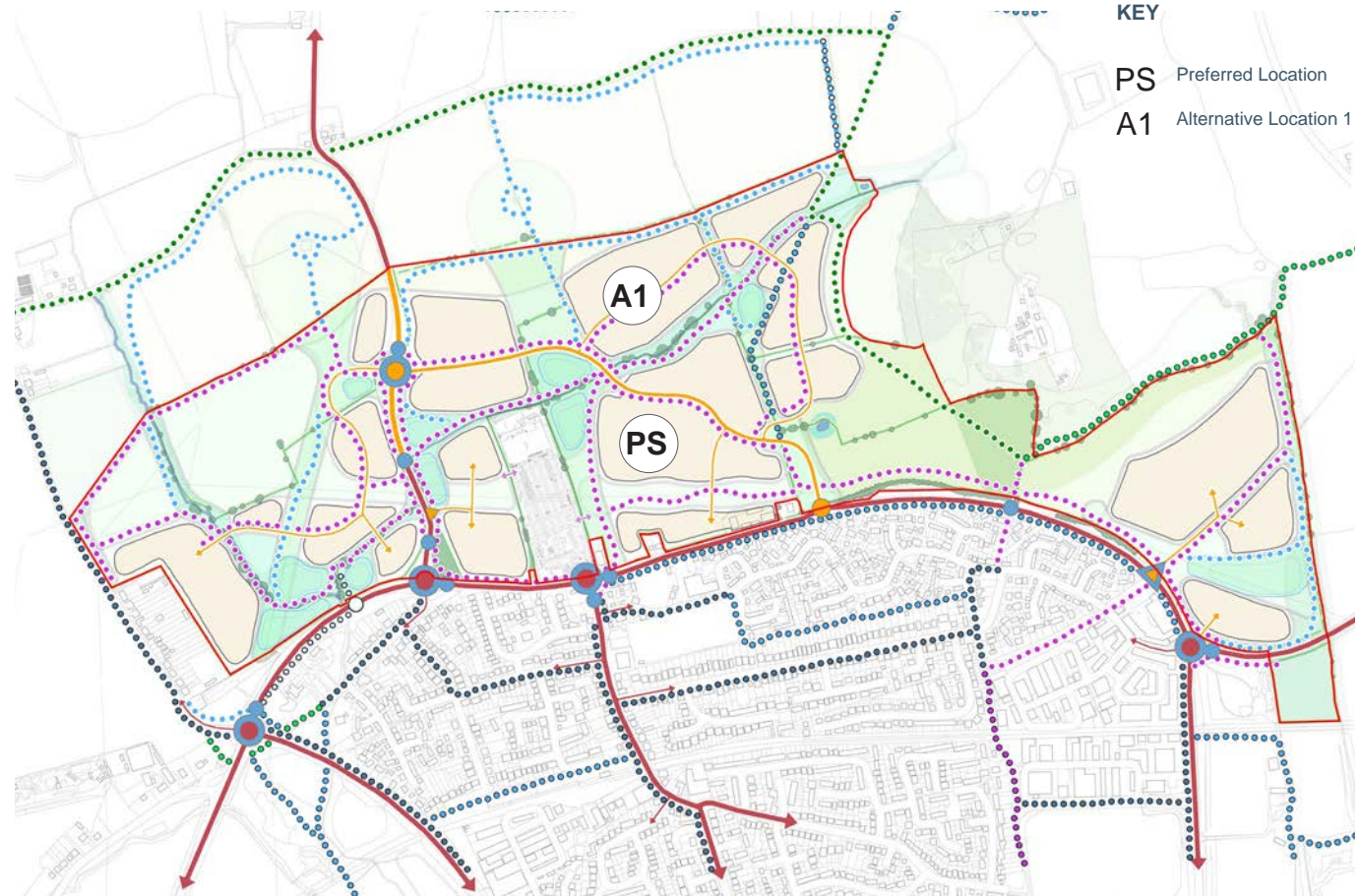
PRIMARY SCHOOL

The masterplan incorporates land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery.

Key location principles

In considering potential locations for the primary school, key principles were identified, with reference to Essex County Council's 'Education Site Suitability Checklist':

- Central location within the masterplan;
- Proximity to the local centre to create a 'community hub';
- Ease of pedestrian and cycle access from within the development.
- Relatively flat topography;
- Absence of existing utility constraints;



Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Adjoining the preferred Local Centre location, close to the new retail and health facilities, creating a central community focus at the heart of the masterplan.

Alternative location 1

This alternative location could be considered if alternative location 1 for the Local Centre was chosen, to maintain co-location of the Local Centre and primary school.

However its location further to the north makes it less central in relation to the wider site and takes it further away from the new retail and health facilities.

MIXED USE AND EMPLOYMENT

Provision of 1000 sqm of business floorspace, which could include a range of unit sizes and types within a range of use classes, forms part of the proposals.

Key location principles

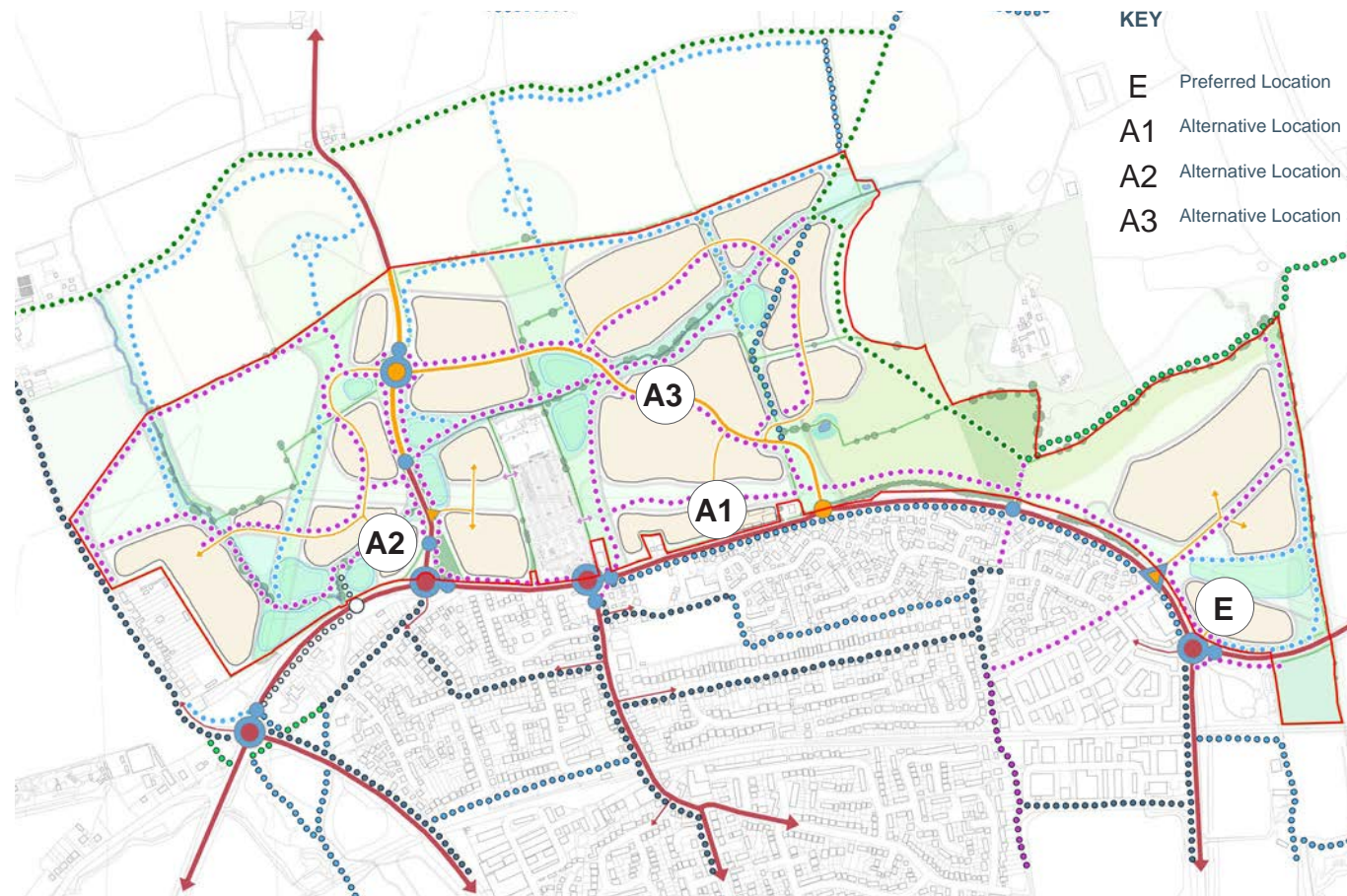
In considering potential locations for employment provision, key principles were identified:

- Ease of pedestrian and cycle access from within and beyond the development;
- Ease of vehicular access from the surrounding highway network;
- Relatively flat topography;
- Need for sensitivity to potential existing and proposed adjoining residential areas;
- Potential integration with existing utility constraints;

Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Access (vehicular, pedestrian and cycle) in this location is straightforward, and does not compromise potential residential parcels. Proximity to the existing Hamberts Road employment area is also of benefit.



Alternative locations 1 and 2

These locations fronting Burnham Road have appropriate topography and enjoy straightforward pedestrian and cycle access from the existing town and the new development. Vehicular access direct from Burnham Road however is subject to assessment of junction proximity. There is the potential of some disturbance to existing residents to the south of Burnham Road.

Alternative location 3

This location would enable the provision of employment uses within the centre of the layout, co-located with the Local Centre. This location would be slightly less convenient for vehicular, pedestrian or cycle access from the existing town. Its proximity to new homes would also be likely to restrict the range of employment types appropriate within this location.

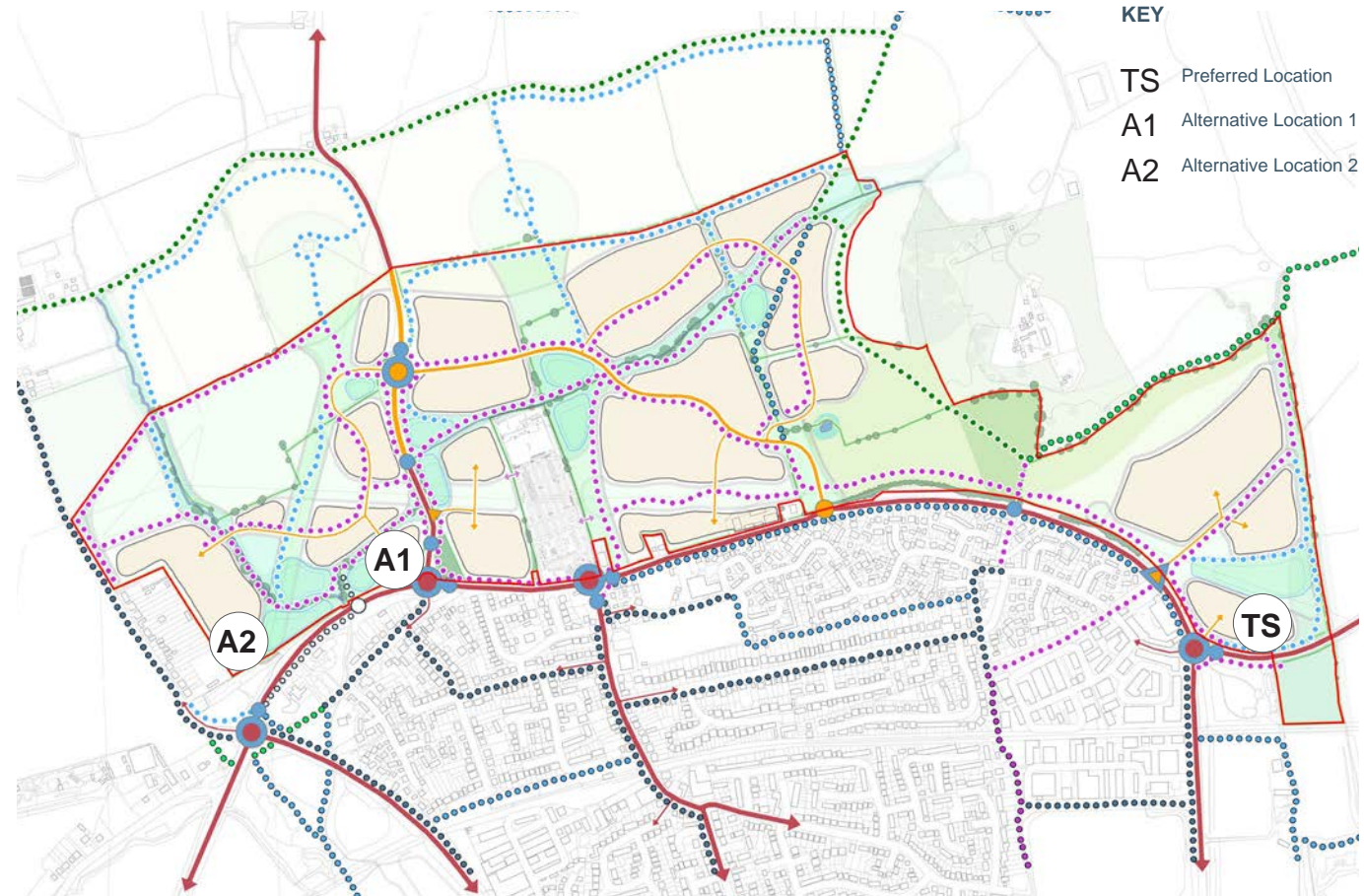
TRAVELLING SHOWPEOPLE

Emerging policy requires the provision of five serviced plots for travelling showpeople within the masterplan.

Key location principles

In considering potential locations for the travelling showpeople provision, key principles were identified:

- Ease of vehicular access, ideally directly from the wider major highway network;
- Avoidance of areas of high flood risk;
- The ability to create a clearly defined area;
- Need for sensitivity to potential existing and proposed adjoining residential areas;
- Minimise visual impact;



Preferred location

The identified preferred location is that which best meets the key location principles identified above.

Vehicular access off the existing Burnham Road / Woodham Road / Ferrers Road roundabout, possibly in association with the employment area, would be relatively straightforward, and the risk of impact on existing residents and the new homes would be minimised.

Alternative location 1

This location off Woodham Road would also potentially be suitable. Vehicular access direct from Burnham Road however is subject to assessment of junction proximity.

Alternative location 2

This location could also be suitable, subject to vehicular access from Burnham Road being feasible. This location would minimise the travel distance to the site for the residents. It would however potentially be perceived as generating disturbance to existing residents on Willow Grove.

FRAMEWORK MASTERPLAN

FRAMEWORK MASTERPLAN

The framework masterplan opposite has been generated by bringing together the design strategies described in Section 4, the Green Grid, and the uses, facilities and access proposals described on the previous pages:

Drainage strategy

Restricting development to areas of lower flood risk and incorporating a network of SUDS features and swales to limit discharge rates and manage overland flows.

Ecology strategy

Retention and enhancement of important existing habitats, with the creation of additional grassland areas, tree and hedge planting, creation of new ponds, and establishing a lasting management regime.

Landscape strategy

Responding sensitively at the edges of the proposed development, and structuring the layout around the green grid created by existing watercourses and hedgerows.

The Green Grid

The 'Green Grid' constitutes the spatial framework for the proposed masterplan, providing a comprehensive landscape led structure within which the proposed uses can be distributed.

Desire routes

Identifying key pedestrian and cycle desire routes through the site, together with connection points with the existing town.

Open Space

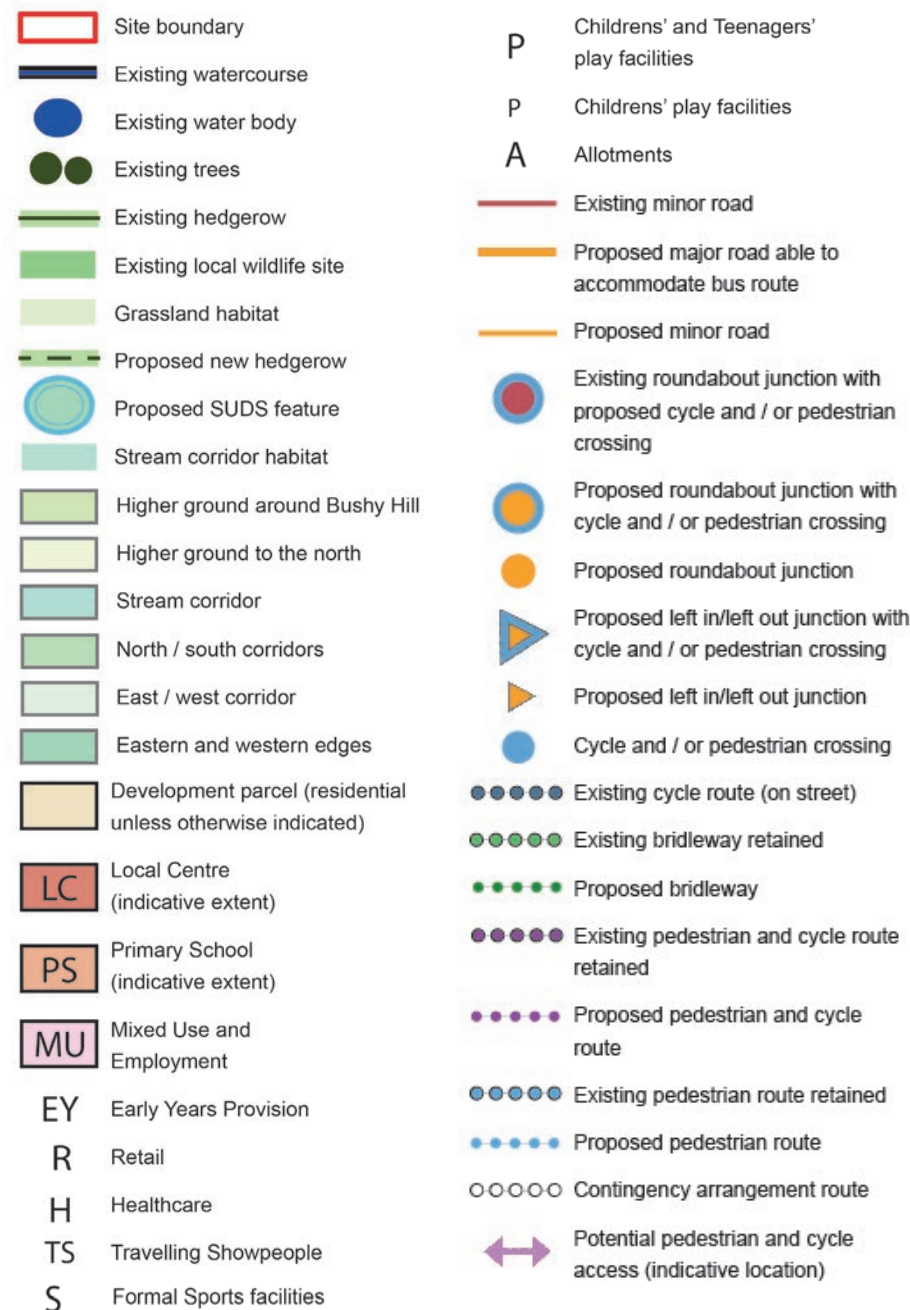
Provision of a well-connected and distributed network of open space and formal provision, meeting policy requirements whilst maintaining the sensitive northern boundary.

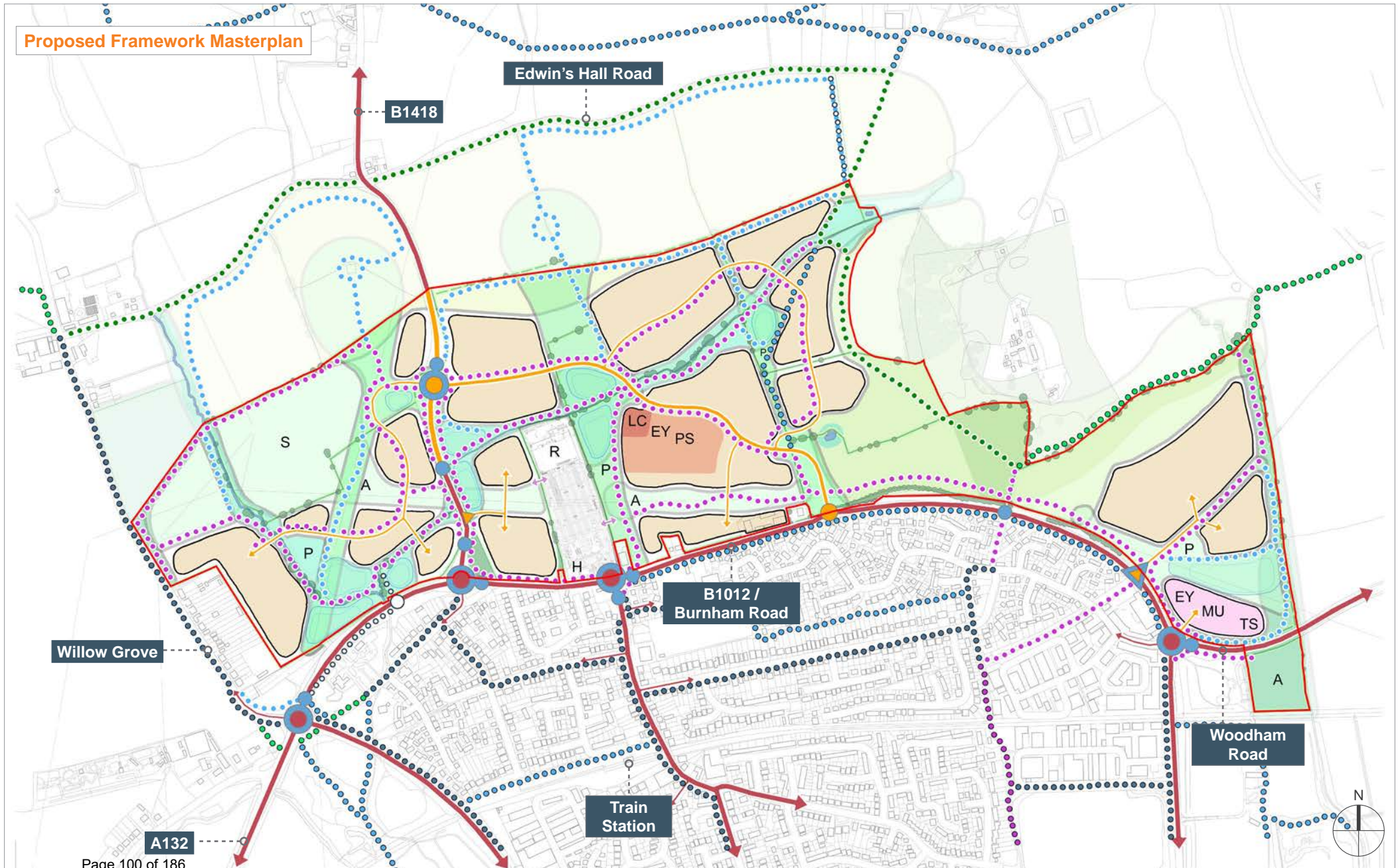
Development areas and land use

The creation of development parcels set within the framework established by the 'Green Grid', incorporating a wide range of residential dwelling types and tenures across the site as a whole, as well as focal community and education facilities, employment, retail and healthcare, with their preferred locations identified.

Access and movement

Creating pedestrian and cycle links responding to identified desire routes and safely connected with the existing town. Provision of vehicular access throughout the proposed development including for public transport.





RESIDENTIAL DENSITY

| RESIDENTIAL DENSITY

The diagram opposite identifies the principles of how residential density varies across the development areas within the site which include residential use.

Variations in residential density across a masterplan are important for a number of reasons, including:

- Reinforcing the creation of different characters within the masterplan, helping establish richness of local identity in a considered way for different areas within a wider coherent whole;
- Responding to existing constraints within or directly adjoining the site, helping to enable different areas within the proposed development to relate to their immediate contexts in an appropriate way;
- Ensuring that a wide range of dwelling types can be successfully accommodated and located appropriately within the wider masterplan so that a mixture of household needs can be met.

Three density types are proposed within the masterplan; the principles guiding their characteristics and location within the masterplan are described here.

The residential density approach described here results in the potential for up to 1,200 new homes across the masterplan as a whole.

Residential Density - higher

Areas of higher residential density are clustered within the central part of the masterplan. These are the areas closest to the existing supermarket and medical centre as well as the proposed local centre and primary school. They also enjoy the closest access to the railway station via Hullbridge Road.

These areas are likely to contain a mix of flats and houses, with the houses predominantly being smaller or medium sized. There will be a smaller proportion of larger detached houses in these areas. The residential density here is envisaged as being around 40 dwellings per hectare.

Residential Density - medium

Areas of medium residential density are distributed throughout the masterplan. These areas are generally not immediately adjacent to the local centre, nor in the most sensitive locations around the site's boundaries.

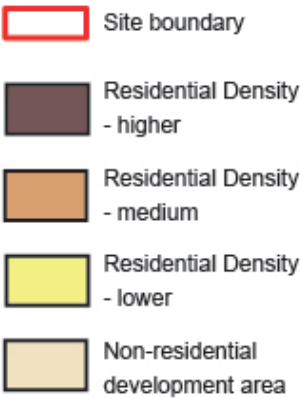
These areas are likely to predominantly contain houses, with occasional flat buildings. A wide range of house sizes and typologies are appropriate. The residential density here is envisaged as being around 30 dwellings per hectare.

Residential Density - lower

Residential development in the most sensitive locations within the site are generally envisaged as lower in density. Particularly sensitive locations include:

- The edges of the development closest to the site's northern and eastern boundaries, adjoining the countryside beyond;
- The undesignated heritage asset of Hamberts Farm;
- The existing residential properties along Willow Grove, adjoining part of the site's western boundary.

Lower density areas are likely to predominantly contain medium or larger houses, generally detached or semi-detached in typology. The residential density here is envisaged as being around 20 dwellings per hectare.





CREATING THE HEART OF THE PLACE

THE CENTRAL CORRIDOR

The central corridor is a key element within the masterplan. It provides a linkage between the site across the Burnham Road / Hullbridge Road junction towards the railway station and the heart of the town. A number of the key recreational and community uses within the masterplan are likely to be located along it.

The plan opposite shows in illustrative format how this corridor might incorporate a variety of community uses and amenities. These are linked together by pedestrian and cycle routes, and are connected to the existing town across Burnham Road.

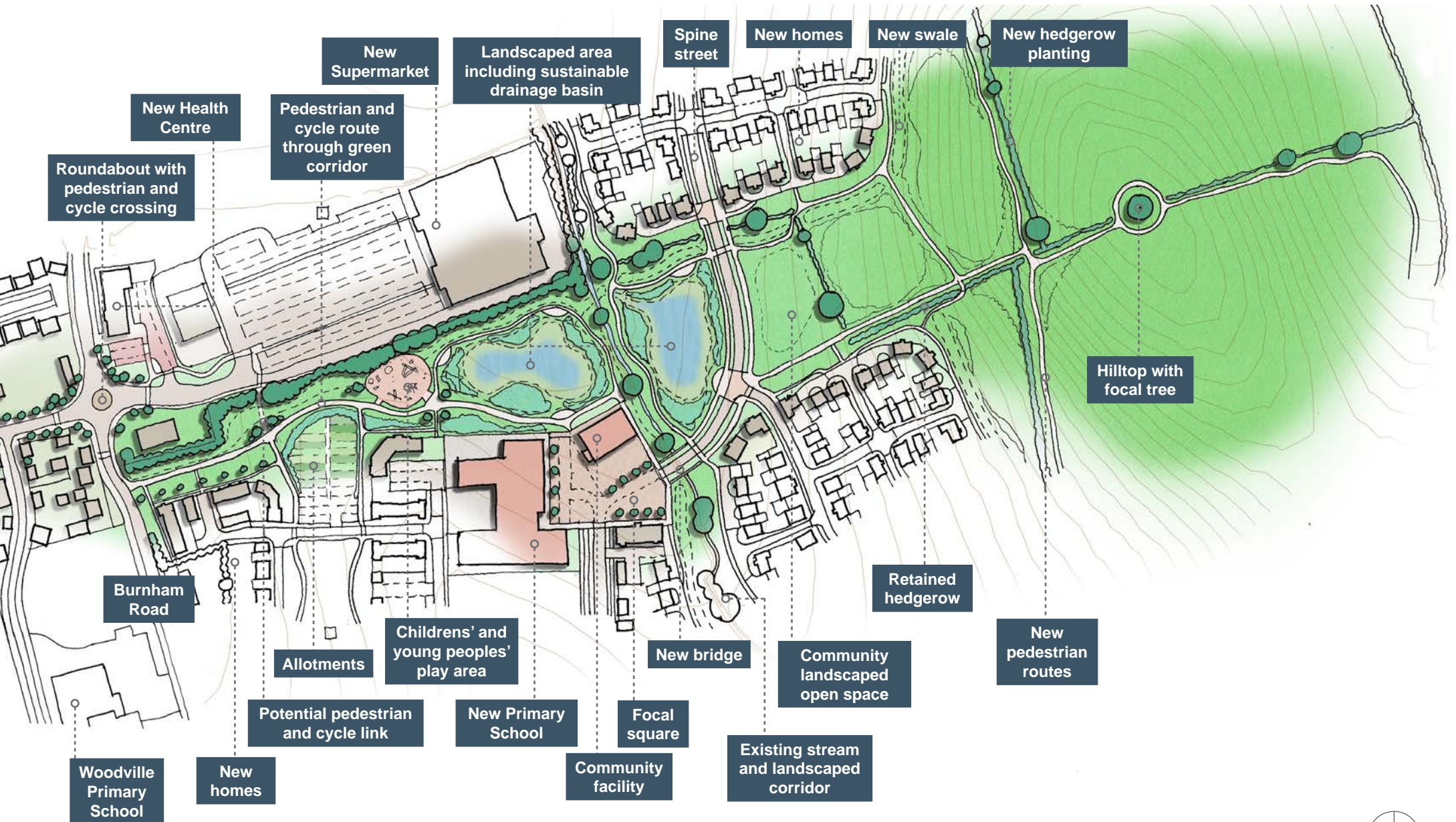


View from Burnham Road across the site towards the



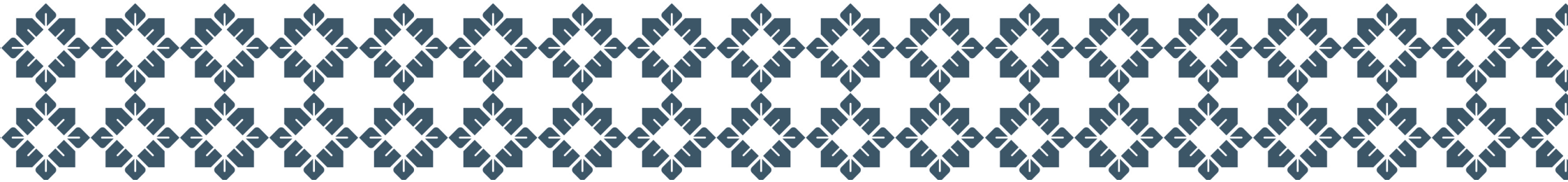
Central Corridor location
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SECTION 7

SUMMARY AND NEXT STEPS



This section summarises the key elements which will be provided within the proposals, and outlines the next steps towards their delivery



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

SUMMARY AND NEXT STEPS

| THE MASTERPLAN WILL DELIVER THE VISION IN THE FOLLOWING WAYS:

The new neighbourhood will sit within a high quality and varied green infrastructure framework that respects the existing landscape context:

- Retention and enhancement of key existing site features such as streams, trees and hedgerows;
- Around 45% of the site area will become public open space;
- Delivery of 10% biodiversity net gain;
- Planting at least one tree for each new resident;
- New planting buffers along northern and eastern site boundaries;

The new neighbourhood will be a healthy place that offers spaces for outdoor activity as well as quality walking and cycling routes both within the site and to the surrounding countryside

- Around 6 hectares of land for formal recreation including sports pitches;
- Over 10 kilometres of new pedestrian and cycle routes and bridleways within the site;
- Childrens' and young peoples' play provision in four locations across the layout;
- New allotments provided in various locations including south of Woodham Road;

The new neighbourhood will be fully integrated with the adjoining community and well connected to key services and facilities in the town

- Existing Burnham Road crossing points enhanced;
- New crossing points provided across Burnham Road and the B1418;
- Provision for public transport to be routed through the site;
- The centre of the layout adjoins Sainsburys and the Crouch Vale Medical Centre;

The new neighbourhood will have a strong sense of place and community, focused around a central, accessible and mixed use local hub

- The Local Centre is likely to incorporate complementary services from the tertiary sector and community uses such as a nursery or community hall / focal building;
- Land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery;
- 1,000 sqm of business floorspace, which could include a range of unit sizes and types within a range of use classes;

The new neighbourhood will cater for a cross section of society, offering market and affordable housing as well as a location for travelling show people

- Around 35% of the site area will become land for new homes, incorporating a range of dwelling types and residential densities;
- New homes will comprise a range of tenures including affordable, intermediate and private sale;
- Five serviced plots for Travelling Showpeople;

The new neighbourhood will be an attractive and characterful place and a new northern gateway into the town

- The layout will be structured around a 'green grid' comprising a variety of interlinked landscaped spaces;
- New homes will be arranged around a hierarchy of streets with a range of typologies, providing appropriate accessibility and reinforcing placemaking, in accordance with local and county-wide guidance;
- Buildings and the spaces between them will be of high quality design, responding to local and regional context and creating a strong identity;



10%
biodiversity Net
Gain



6 ha
of new sports
and recreation
facilities



10 km
of new foot and
cycle paths



**Integrated
placemaking**
with a strong
sense of
community and
character



**New
Community
Facilities**
for the benefit
of all



45%
of the site will
be public open
space



Up to
1,200
New homes of
mixed type and
tenure



One tree
planted for every
resident



NEXT STEPS

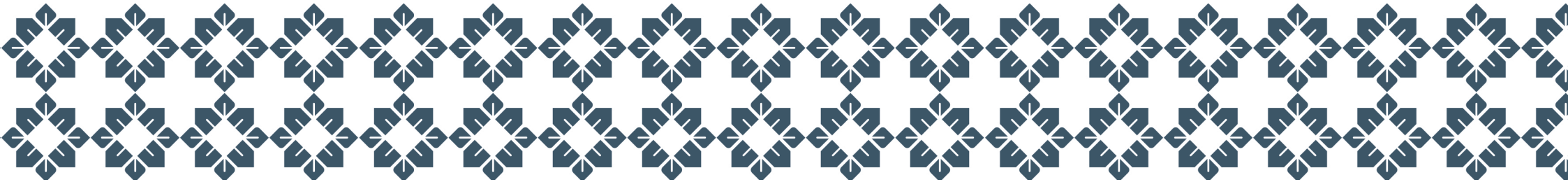
This Masterplan, once approved, gains formal status as part of planning policy in relation to the site.

Future planning applications will use this Masterplan as a basis for development of its principles in greater detail.

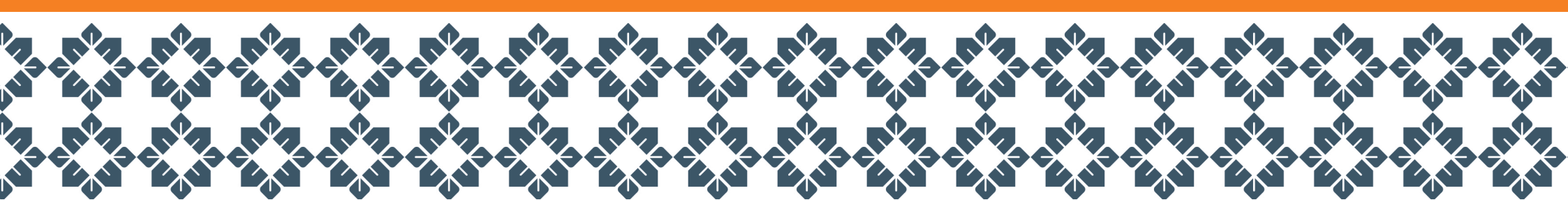
This document will be a material consideration in the approval process for future planning applications, which are envisaged as the next stage in the process of delivery of this site

SECTION 8

APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED



This appendix sets out the level of infrastructure to be provided as part of the allocated development at Land North of South Woodham Ferrers.



LAND NORTH OF
**SOUTH WOODHAM
FERRERS**
ESSEX

APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED

Introduction

This appendix sets out the level of infrastructure to be provided as part of the allocated development at Land North of South Woodham Ferrers, taking into consideration the high level requirements as set out within Policy SGS10. The quantum of infrastructure will be refined as the development progresses from masterplan through pre-application and application submission to determination.

This summary shows that through the masterplan, the infrastructure required to comply with Policy SGS10 will be delivered and in some cases exceeded.

1. Highway Infrastructure

The Local Plan requires:

- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority;
- Appropriate measures to promote and enhance sustainable modes of transport;
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate;
- Capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements;
- Multi-user crossings of the B1012 in South Woodham Ferrers which may include a bridge or underpass.

A schedule of highways improvements is set out below. These improvements will be scoped and agreed with ECC and then tested to inform Transport Assessments which will support future planning applications, to the satisfaction of the Highway Authority.

As such, the schedule of improvements is subject to further refinement as the proposals develop.

The improvements as set out below are required for all development scenarios with some further improvements identified above that which was tested at the Local Plan stage.

1.1 B1012 / B1418 Improvements

Burnham Road/Woodham Road/Ferrers Road roundabout and Crossing 6:

- Enlarged five arm roundabout with new development access arm;
- New Toucan Crossing on Woodham Road;
- Improved Island Crossing Points on Ferrers Road and Hamberts Road;
- New/improved footway from development on Woodham Road and Hamberts Road.

Burnham Road/Left in/Left-out access:

- New left-in/left-out junction with a central island.

New junction and Crossing 5:

- New island crossings across the junction and to the southern side of Burnham Road connecting to proposed cycle link.

Burnham Road Toucan Crossing at Crossing 4:

- New Toucan Crossing on Burnham Road;
- Extinguish the Bridleway on Southern Side of Burnham Road and provide pedestrian/cycle route.

Burnham Road New Access Junction:

- Proposed new 3-arm roundabout junction to serve as development access;
- Proposed footway/cycleway from development along northern side of Burnham Road;
- Widening of footway to south of B1012 between Hullbridge Road and Woodham Road.

The new roundabout would not restrict flow on Burnham Road and will be appropriately sized to serve the development.

Hullbridge Road/Burnham Road Pedestrian Crossing 3:

- Upgrading crossing to Toucan Crossing.

The Local Plan identified that this junction would be over capacity, and that as much capacity could be provided by a new roundabout brought forward by the new retail store. It was recognised that the developer should look to further mitigate the impact of their development through other access arrangements and sustainable transport links. The upgrade proposed will provide additional capacity above the conclusions of the local plan evidence base.

B1418/Burnham Road Junction and Crossings 2 and 7:

Junction modelling at the Local Plan stage suggested the junction would be over capacity. Mitigation was not designed as it was identified that this would be a main site access point and so any new site access would need to ensure all forecasted growth is accommodated in access proposals. The two options to be tested with the local highway authority are:

Option 1:

- Enlarged Roundabout junction to provide additional capacity and reduce queuing at junction;
- Proposed Toucan crossing on Burnham Road east of the roundabout;
- Proposed Toucan crossing on B1418 arm of the roundabout;
- Proposed footway/cycleway from development along B1418 eastern side and Burnham Road northern side.

Option 2:

- Provision of a signal junction to provide additional capacity and reduce queuing at junction;
- Proposed Toucan crossing on Burnham Road east of the roundabout;
- Proposed Toucan crossing on B1418 arm of the roundabout;
- Proposed footway/cycleway from development along B1418 eastern side and Burnham Road northern side.

Burnham Road/Ferrers Road Crossing 1:

- Provide a staggered pedestrian crossing on Burnham Road (cyclists dismount signs would be provided);
- Burnham Road localised widening west of the Willow Grove/Ferrers Road/Burnham Road junction;
- Extension of the two lane taper southbound, west of the Willow Grove/Ferrers Road/Burnham Road junction arm of the roundabout;
- At the eastbound approach to the junction, widen the flare to 3 lanes at the junction.

Tabrum's Farm Junction:

- New taper lane on Burnham Road for left-turning vehicles into Tabrum's Lane.

1.2 A130 / A132 Improvements

Hawk Hill Junction:

The Local Plan evidence identified a capacity issue at the Hawk Hill junction and identified that the junction could be widened. It is expected that the developers implement the identified improvement or something similar, to the satisfaction of the highway authority, to reduce the impacts on the network. Examples of the options that the developer is considering to fully mitigate the impacts are:

Hawk Hill Junction Option A:

- Proposed hot cross bun junction, from A130 to A1245 with signalisation.

Hawk Hill Junction Option B:

- Signalisation of A130 off-slip arm.

The final option will be defined through the determination of future planning applications.

Rettendon Turnpike Junction:

The suggested mitigation proposed by Essex Highways at the Local Plan stage for this junction is to increase the flare length on Main Road and to create 3 lanes from the A1245.

If this mitigation is not sufficient, a developer would have to demonstrate that they can sufficiently mitigate this junction through a combination of infrastructure improvements and sustainable transport improvements for the development. The two options to be tested with the local highway authority are:

Option A:

- Left-turn only onto A132 and removal of the Turnpike West bus stop.

Option B:

- Signalisation of junction;
- Off-site cycle and pedestrian improvements;
- Upgrades to the network from the crossing points through to key destinations within South Woodham Ferrers.

2. Public Transport Infrastructure

Bus services

The following interventions have been identified to date so as to improve local bus services so that they are an attractive alternative to private car use. Along with extensions to local bus services, demand responsive technologies are proposed to enable residents to travel anywhere within a catchment area. Contributions will be secured through a Section 106 Agreement so that the developers support the creation of these new services for a set period of time to support them becoming viable options.

Policy SGS10 also requires creation of, or contributions towards the creation of a car club for new residents and businesses and existing businesses. The exact details of how a car club can be brought forward will also be secured through a Section 106 Agreement.

Extension of 36 bus service (or equivalent):

- Divert the existing 36 bus service (or equivalent) through the development providing a clockwise and anti-clockwise service to serve the development, town centre and Chelmsford;
- Provide the above service at a 20 minute frequency;

APPENDIX 1 - INFRASTRUCTURE TO BE DELIVERED

- Extend the service to Broomfield Hospital.

Extension of 36X bus service (or equivalent):

- Enhanced frequency commuter service to Chelmsford benefitting from the infrastructure upgrades described above. It is considered this is a measure that will increase bus modal share above that envisaged in the Local Plan evidence base.

Introduction of DRT service:

- Provision of a Demand Responsive Bus Service for the South Woodham Ferrers Area;
- A DRT service is an additional intervention to be delivered on the site compared to what was considered at the Local Plan. This would be a material benefit reducing car journeys within South Woodham Ferrers.

Peak period service to Wickford and services to Basildon:

This is delivered in two ways:

- As part of a wider network adjustment by ECC using contributions to provide a South Woodham-Wickford-Basildon Service; or
- The use of the DRT service to provide a shuttle service; or
- Developer contribution towards alternative proposals.

An additional peak period service to Wickford is considered above that which was assessed at the Local Plan.

The service period will be defined through the determination of future planning applications.

Provision of bus stops:

- Provision of new bus stops within the site and on Burnham Road to serve the whole development. The locations will be determined by the maximum travel distances from the spine road to serve residents.

3. Travel Plan

Travel Plans are used as a way to identify a number of soft measures to encourage residents to use more sustainable modes of transport.

Measures identified to date are summarised below. Measures would be identified within a Travel Plan and implemented as the development comes forward. These measures will be subject to change as the development progresses through the determination of future planning applications.

It is also likely that Chelmsford City Council and the Local Highway Authority would require Travel Plan monitoring to explore which measures are working effectively and which are not.

Specific Travel Plans would also be created for the employment and mixed-use areas and the primary school alongside the residential development.

Smarter Choices Campaign:

- The provision of a Smarter Choices Campaign for the wider area to promote sustainable travel. The Smarter Choices campaign is an additional intervention to be delivered on the site compared to what was considered at the Local Plan.

Better Points Scheme:

- The implementation of a Better Points Scheme where residents can earn rewards for their

'green' travel choices, to be extended to include South Woodham Ferrers. This would be a material benefit in reducing car journeys to and from South Woodham Ferrers.

One-year free Bus Travel for residents of the development:

- Provision of up to one years' free bus travel on local and proposed bus services for up to four persons in each household.

Cycle training/courses for residents:

- Provision of a cycle training/cycle maintenance course on site for all residents.

Travel Packs for residents:

- Provision of Travel Packs for all residents to include sustainable travel information.

Provision of a Car Club for residents and businesses on site:

- Provision for residents and businesses on site and available to the rest of South Woodham Ferrers.

4. Footpath, Cycle Path and Bridleway Infrastructure

Footpaths and Cycle Paths:

Within the masterplan, over 10km of footpaths and cycle paths are proposed. These paths are either new links or connecting existing paths into a wider network, including paths south into the town. Routes are also identified north of the allocation boundary and up to Woodham. Whilst these routes are outside of

the allocation boundary, they form part of the network being created. Delivery of these external routes will be secured through legal agreement.

Bridleway Provision:

The masterplan shows the extinguishment of Bridleway 46, 108m in length, in favour of a pedestrian/cycle route, along with cycle track downgraded to footpath from Bridleway so cyclists can legally link to the new and existing Bridleways. These two bridleways will be replaced with a route up to Edwin's Hall Road which is approximately 1,100 m in length; 860m of this is within the allocation boundary.

The bridleway will be secured through a legal agreement to be attached to an outline planning permission to ensure its delivery as part of a comprehensive package of sustainability measures.

5. Open Space Infrastructure

Policy SGS10 requires the provision of open space across the site.

Requirements for open space are as follows:

- Allotments and community gardens - 0.864ha;
- Amenity green space- 1.152ha;
- Play space (children) - 0.144ha;
- Play space (youth) - 0.144ha;
- Parks and recreation grounds - 4.752ha of which 4.4ha may be rugby club.

As shown within the masterplan, the site provides 64ha of green space. As such the site over-provides on all types of the open space. Sufficient provision is made within the masterplan for formal recreation facilities such as the relocation of the rugby club if Chelmsford City Council wish to pursue this option.

6. Education Infrastructure

Early Years and Primary School:

Policy SGS10 requires land to be reserved for the provision of a 2 form entry primary school (420 pupil places) along with an early years and nursery facility or two standalone nursery facilities. This will also be secured through a Section 106 Agreement.

Sufficient land is identified within the masterplan for a 2 form entry school and nursery, and a standalone nursery. The development would generate 58 nursery school places when completed, and 191 primary school aged pupils.

The delivery of a school on this site would will serve the development and a wider catchment if the County Council choose to call upon the land.

Secondary and Post 16 Provision:

Secondary, post 16 and SEND places will be addressed through Section 106 contributions and the sums will be based on the forecasted populations within these age groups based on the housing mix to be secured.

School Transport:

Alongside the school places, sums would be required in order to provide the transport for children to attend schools. Contributions for transport will be secured through a S106 Agreement based on the submitted housing mix and forecasted school age population.

7. Environmental Infrastructure

Chelmsford City Council declared a climate emergency in July 2019. An Environmental Action Plan was adopted in January 2020. Within the plan, there is a clear commitment for the City Council to undertake

a greening programme to significantly increase the amount of woodland and the proportion of tree cover in Chelmsford.

The site can provide new trees at a rate of at least one new tree per every new resident. Based on an average occupancy, the site would deliver a minimum of 2400 trees (1000 homes) up to 2880 trees (1200 homes). These trees will form part of the community woodland proposals as they develop, alongside the site wide landscaping that will be secured as proposals progress.

An extension to Bushy Hill Local Wildlife Site is also proposed and further details will be secured through the planning application process. The site will also provide electric vehicle charging capacity as required by Development Management Policies.

8. Summary

This schedule is provided to set out the high level approach to infrastructure provision at Land North of South Woodham Ferrers. It demonstrates that the site meets Local Plan policy requirements, and in some cases exceeds these. The schedule above includes a range of off site highways works that are not set out in masterplan, and it gives a clear indication of the commitment to deliver appropriate infrastructure.

The masterplan is the stage of the process where high level land use principles are secured. Further work is ongoing to agree the design solution to off site highway work. The various options put forward are subject to further refinement and testing through pre-application and determination of future planning submissions.

LAND NORTH OF
SOUTH WOODHAM
FERRERS
ESSEX



BroadwayMalyan^{BM}

David Lock Associates
Town Planning and Urban Design



Bellway



Chelmsford City Council Policy Board

14 January 2021

Strategic Growth Site Policy 10 – North of South Woodham Ferrers Masterplan

Report by:

Director of Sustainable Communities

Officer Contact:

Sally Rogers, Senior Planning Officer – sally.rogers@chelmsford.gov.uk

Purpose

This report is asking the Policy Board to recommend to Cabinet the approval of the masterplan for the North of South Woodham Ferrers Local Plan Site Allocation.

Recommendation

1. The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1 with any changes arising from the further recommendations be approved.
 2. That the Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to negotiate any final changes to the masterplan ahead of the consideration by Cabinet.
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1. Background

- 1.1. The masterplan presented in this report relates to Strategic Growth Site Policy 10 – North of South Woodham Ferrers, which is brought forward by Countryside Properties, Bellway Homes and Essex County Council. The formal determination of

masterplans consists of two stages: consideration by Chelmsford Policy Board and then approval by Cabinet.

- 1.2. Strategic Policy S7 sets out the spatial strategy (i.e. the scale and distribution) for new development over the period of the Local Plan. In allocating sites for strategic growth this policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council. This is to ensure we are creating attractive places to live and the successful integration of new communities with existing. Masterplans are to demonstrate how the site will satisfy the requirements of the respective site policies.
- 1.3. The site policy for strategic growth site 10 requires the following amount and type of development:
 - Around 1,000 new homes of mixed size and type to include affordable housing
 - Travelling showpeople site for 5 serviced plots
 - 1,000sqm of business floorspace
 - 1,900 of convenience retail floorspace (This has already been provided by the Sainsbury's supermarket)
 - Potential co-location of a new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery or two new stand-alone early years and childcare nurseries
 - Neighbourhood centre
 - Local and strategic open space
- 1.4. The Council's Masterplan Procedure Note updated in October 2019 sets out what masterplans should contain. For this site, the core content of masterplan covers:
 - Context and site analysis
 - Landscape, ecology and drainage strategy – creating the green grid and green circle
 - Access and movement
 - Land use
 - Infrastructure to be delivered
- 1.5. The masterplan covers the whole of the allocation, even though the land across the site is in several ownerships and will be brought forward by two different developers; Countryside Properties and Bellway Homes. The masterplan does not secure detailed site planning or housing typologies.
- 1.6. Developer obligations will be secured by way of a s.106 Agreement as part of the outline planning application. A summary of the Infrastructure to be delivered as part of the development is included at Appendix 1 of the masterplan document.

2. The Journey to This Stage

- 2.1 Stage 0 of the masterplan process required the developers to carry out a thorough site and context analysis. The context analysis looked at existing connections, land uses and destinations in the town. Nearby heritage assets and protected sites were identified as part of the wider setting to the allocation. Stage 0 also required a thorough site analysis. This included topography surveys, tree, hedge and ecology surveys, flood risk and identification of the location of the numerous utilities that cross the site.
- 2.2 The layering of the site constraints allowed identification of the developable areas and fed into the development of landscape, flooding and movement strategies. The developers worked with CCC officers, ECC Highways and the Local Lead Flood Authority in accordance with an agreed PPA to collaboratively develop the first draft masterplan.
- 2.3 Countryside properties undertook informal early engagement with South Woodham Ferrers Town Council during the development of the draft Masterplan (Stage 0) and in the lead up to Stage 1 consultation. Meetings took place with the Town Council's Neighbourhood Plan Committee and newly created Masterplan Committee in September and November 2019. In addition, a site visit was arranged with members of the Town Council on Tuesday 21 January 2020.

Community and Technical Stakeholder Workshops

- 2.4 On 29th January 2020 community and technical stakeholder workshops (Stage 1) were held at Champions Manor Hall in South Woodham Ferrers. The workshops provided the opportunity to gather the views of all key, local political and community stakeholders in the town. The workshops concentrated on four main themes, which were:

- Highways and transport
- Drainage and utilities,
- Landscape, ecology and open space
- Land use and layout.

The format of the session was an overview presentation from the developers followed by four themed tables for discussion, with twenty minutes per discussion on each table. The relevant technical consultants from the developers' project team were available on each table to answer questions. Feedback was collated via a scribe for each table and all attendees were provided with a comments form for completion either at the session or to be submitted by 3rd February.

- 2.5 Following the workshop sessions, separate meetings were arranged with the relevant representative from Sport England and the Rt Hon John Whittingdale OBE MP, the Member of Parliament for Maldon, (the constituency within which the site lies), to brief them on the Masterplan and receive feedback, as they were unable to attend the workshop sessions.

- 2.6 A feedback report was produced by the developers following the session, which prompted amendments to the masterplan. The alterations included changing the land use of the parcel to the east of the Garden of Remembrance from housing to allotments and identifying an additional early years facility within the mixed use area.

Public Consultation

- 2.7 The public consultation on stage 2 of the masterplan ran for six weeks during June-July 2020. The consultation was doubled from the usual three-week period due to the pandemic which meant that the developers were unable to hold conventional walk-in exhibitions. The City Council displayed site notices and consulted all residents surrounding the site allocation by letter. The site promoters sent consultation leaflets with a freepost feedback form to all properties in South Woodham Ferrers, a total of 7,103 addresses. A comprehensive project website by the site promoters was also available throughout the consultation period, which included a virtual public exhibition and a live chat service. A dedicated freephone line and email address were also set up for the local community to speak with the site promoters.
- 2.8 The comments received from the public consultation have been summarised and the comments have been discussed between Countryside Properties and City and County Council officers. This has resulted in a final masterplan document.

Quality Design Review

- 2.9 The masterplan was reviewed by the Essex Quality Design Review Panel on 20th July 2020. The panel were generally positive about the proposal and had suggestions for improvements and matters needing greater clarity. Many of the points raised by the panel will need to be addressed at planning application stage, when more detailed designs of the development will be known. For example, the panel were keen for the buildings to have adaptability and flexibility in their design. This might include shared facilities and IT hubs for remote working as well as other neighbourhood related facilities. Comments were also raised about street landscaping along Burnham Road so that it reads as a street rather than as a road. The comments raised have all been summarised and programmed for attention at the different phases of the proposal.
- 2.10 The Panel's main comments and suggestions for the masterplan stage were as follows:
- further integrate walking and cycling routes into the layout for better connections and greater consideration to the treatment of Burnham Road in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements
 - There is a need to link the development in with the existing Sainsburys building
 - Greater clarity on whether this development will be an extension to the existing town or whether it will have its own identity
 - The current implementation of the green circle strategy into the masterplan is weak and ineffectual, in particular across the north of the site

- 2.11 The site promoters responded to the comments of the review panel and made subsequent changes to the plan.

Member Presentation

- 2.12 Prior to the Chelmsford Policy Board meeting all members were invited to a briefing by the developers on 9th November 2020 setting out the content of the final draft masterplan. Following this meeting further changes were made to the document and a further briefing will be held on the 7th January to explain the alterations to the masterplan following members' feedback.

3. Overview of Masterplan Content

Land Uses

- 3.1. The constraints of the site, in particular topography, natural landscape features and utilities have dictated the developable areas of the allocation. The flattest parts of the site are to the central and western parcels. These areas have been used for the main site facilities. The development has a central spine, which runs adjacent to the Sainsbury's development creating a north/south corridor. The Local Centre, which would be located within this spine is envisaged as comprising a central focus. Its location to the centre of the site means that it would be close to the existing retail and health facilities and has ease of pedestrian and cycle access via the central north/south corridor. The local centre is proposed to be co-located with the primary school and early years facility to create a community hub.
- 3.2. The proposed mixed-use business floorspace is located to the eastern side of the site on the lowest part of the hill on this side. This location integrates well with the existing employment area on the southern side of Burnham Road and will read as an extension to it. The co-location of employment areas protects the amenities of the existing residents. The location is also close to the existing roundabout which will have four arms to provide direct access to this parcel.
- 3.3. The travelling show people site is to be co-located with the mixed-use business area. The reason for this location is similar to the employment area in that it is separated from existing residential properties and provides ease of access via the new roundabout arm. Travelling show people have large long vehicles therefore a short access route from Burnham Road through the site is needed. Concerns have been raised about the location of the travelling show people site near to the garden of remembrance. The garden of remembrance is separated from this site by Woodham Road. The proposal also seeks to include a pedestrian route and a landscaped buffer along this southern edge. Consequently this relationship would be acceptable.
- 3.4. The area for strategic sport would be located to the north west of the site. This is a relatively flat 12.7ha parcel, within which an area of 6.2ha can be laid out as sports pitches without constraints from overhead power lines or utility easements. This area

can also be conveniently accessed from the B1418 via the new roundabout junction. This area will include a new sports pavilion and car park to serve the new facility.

- 3.5. The site is landscaped led and approximately 45% of the allocation will become public open space, which includes allotments, play areas, strategic pitches and an extension to the existing wildlife site at Bushy Hill with additional acidic grassland and wildflower rich meadows areas. There is a commitment from the site promoters to deliver 10% biodiversity net gain and planting at least one tree for each new resident.

Movement and Connections

- 3.3 The site is located to the north of South Woodham Ferrers and is separated from the town by Burnham Road. One of the key concerns from local residents is the impact of this development on the local highway network, particularly congestion along Burnham Road and how this development will be able to connect to the main town.

- 3.4 The development to the north of the town was allocated in the adopted Chelmsford Local Plan following detailed examination by the Planning Inspectorate. The Inspector considered the highway impacts of the allocation and stated as follows in her report:

"In relation to impacts of the allocation on this network, I am satisfied that these have been appropriately considered and can be suitably addressed through the requirements set out in the Plan. This includes relevant local highway junction improvements to improve capacity. This and other detailed mitigation will be confirmed through the production of a transport assessment at the planning application stage, as required by the policy. This approach is justified.

Furthermore, there is no substantive evidence before me to demonstrate that any further significant highway improvements, including the suggested dualling of the A132 and the provision of a new road to the north of the site, are necessary to mitigate any traffic impacts from the development."

- 3.5 In accordance with the Inspector's recommendations a planning application will follow this masterplan which will be accompanied by a transport assessment to show that the development, together with proposed junction improvements, will have an acceptable impact on the highway network.
- 3.6 The masterplan document sets out the broad principles for the proposed junction improvement options at Appendix 1. This is a new section to the document, which was added after the first Members' briefing. It demonstrates a commitment from the site promoters to ensure that the development would not give rise to worsened capacity issues on the network.
- 3.7 The appendix explains that options for Burnham Road include an enlarged roundabout at the B1418/Burnham Road Junction to provide additional capacity and reduce queuing at the junction, or provision of a signal junction. At the Burnham Road/Ferrers Road/Willow Grove roundabout options include localised widening west of the junction and extension of the two-lane taper southbound and widening the

flare to 3 lanes at the eastbound approach. A new taper lane on Burnham Road for left turning vehicles into Tabrum's Lane is also proposed. At the Hawk Hill Junction, two potential examples of solutions to capacity issues would be either a hot cross bun junction (where the road cuts through the roundabout) from the A130 to A1245 with signalisation or signalisation of A130 off-slip arm. At the Rettendon Turnpike Junction potential options include a left turn only onto the A132 and removal of the Turnpike West bus stop or signalisation of the junction.

- 3.8 The masterplan has involved lengthy collaborative working with ECC Highways, CCC Officers and the site promoters. A position statement from ECC Highways is attached as Appendix 4 in this respect. The scheme has been developed to comprise a comprehensive network of pedestrian and cycle routes, which follow desire lines and connect up to existing links to the main town. Following the Quality Design Review and public consultation, additional cycle routes have been added to the scheme as well as additional and improved crossings. The proposal now has 6 crossings over Burnham Road and 3 crossings over the B1418. The Burnham Road crossings would all be controlled other than crossing 5, which would be an uncontrolled crossing by the left in left out junction north of Hamberts Road. The character of the road will change, with a reduction in the speed limit to at least 40 mph. There is a potential that this will reduce further, to 30mph, although this is subject to continuing engagement with the Highway Authority.
- 3.9 The extensive sustainable transport network provided by the development seeks to take the pressure off the use of the private car by providing convenient and well connected routes from the new development into the town centre and to the railway station. The development will also facilitate a bus route and options being considered in order to support a shift away from the private car include diverting the 36 bus service through the development and provision of a demand responsive bus service for the south Woodham Ferrers area. Measures encouraged to reduce the use of the car, which will be considered through the future planning applications, may include one year's free bus travel on local and proposed services, sustainable travel information packs and car club provision for residents and businesses on site.

Green/blue infrastructure

- 3.10 The starting point for the masterplan has been to safeguard areas which hold most arboriculture or ecological value. The existing network of streams, hedges and trees were surveyed and for the most part they will be retained forming part of the green grid.
- 3.11 The green circle strategy has been well received by consultees and was strengthened following criticisms from the Quality Design Review. This now effectively creates a network of green spaces around the development to create a green circle of interlinked landscaped spaces and routes all around South Woodham Ferrers. The development includes a new recreational route within the site around the western edge of Bushy Hill that will provide a link between Bridleway 25 and footpath 24. New routes will then be established along the site's northern boundary to enable pedestrian access along this entire edge. Mill Hill, which is located to the west of the

B1418 is a prominent high point which is not currently accessible to the public. The proposal will open this area up to the public with a new permissive route. The existing grassland will be enhanced with new tree planting creating a form of community woodland on its northern edge.

- 3.12 The scheme has extensive open space and landscaping accounts for around 45% of the site. The proposals include formal and informal open spaces including enhancements to the Bushy Hill Local Wildlife site, allotments, play areas and strategic sports pitches. The wayleaves for the power lines are to be used as linear parks which will also provide connectivity for cyclists and pedestrians around the site.
- 3.13 The proposal also includes a significant enhancement to the local bridleway network by providing a missing link between the networks to the east and west of the site. A new stretch of bridleway, measuring approximately 1,100 metres in length is proposed to link up from the existing Bridleway 25 through the site to the west of Bushy Hill to connect up to Edwins Hall Road. The proposal also creates a total of 10km of new foot and cycle paths.

Residential density

- 3.14 During the summer of 2020, two scoping opinions were sought for the allocation site. Countryside Properties tested a figure of 1,250 homes on their part of the site and Bellway Homes tested a figure of 350 homes on their western parcel. These scoping opinions simply scoped out the matters that would need to be addressed in the Environmental Statements that will accompany the future planning applications. The opinions did not set the proposed number of houses.
- 3.15 The masterplan as now submitted seeks to provide for up to 1,200 homes across the allocation as a whole. Following Members' Briefing on 9th November additional pages were added to the masterplan document to give clarity on both the number of dwellings proposed and the residential densities across the site. This shows the lowest density, around 20 dwellings per hectare to the most sensitive locations at the edges of the development, near to the existing residential properties along Willow Grove and close to the undesignated heritage asset of Hamberts Farm. Medium density areas of around 30 dwellings per hectare are distributed throughout the allocation and the highest density parcels, around 40 dwellings per hectare, would be clustered within the central part of the masterplan close the central hub of the supermarket, health centre, primary school and local centre.

4. Public Consultation – Main Issues (masterplanning)

- 4.1. The public consultation resulted in 294 neighbour representations and representations received from a wide range of consultees. The responses ranged from matters that needed to be resolved at masterplan stage, those that needed to be addressed at pre-application and more detailed issues that will be covered by the planning application.

- 4.2. Appendix 2 sets out a summary of the responses received and Appendix 3 sets out the site promoters responses to the matters that needed to be addressed at masterplan stage.
- 4.3. City Council officers are content that the matters raised by the consultation have been addressed satisfactorily in the latest version of the masterplan and that the input from consultees and local residents has positively enhanced the development of the allocation proposals.

5. Conclusion

- 5.1. The masterplan demonstrates how the requirements of the Local Plan will be delivered on this site.
- 5.2. The vision is sufficiently ambitious to achieve a high-quality development which is well related to its context. The masterplan layout and other content provides a sound framework to guide successful placemaking and will support the planning application process as it should.
- 5.3. The masterplan is presented to Chelmsford Policy Board with recommendations that it be referred to Cabinet for approval subject to the inclusion of any further necessary changes with acknowledgement of those Further Considerations as listed.

List of appendices:

Appendix 1 – Masterplan

Appendix 2 – Summary of consultation and neighbour responses

Appendix 3 – Site promoters responses to consultation and neighbour responses at masterplan stage

Appendix 4 – Statement from Essex County Council Highways Authority

Background papers:

None

Corporate Implications

Legal/Constitutional:

None

Financial:

None

Potential impact on climate change and the environment:

New housing delivery can have a negative impact on climate and environmental change issues. Planning Policies, Building Regulations and Environmental Legislation ensure that new housing meets increasingly higher sustainability and environmental standards which will help mitigate this impact.

Contribution toward achieving a net zero carbon position by 2030:

The new Local Plan and emerging Making Places SPD will provide guidance to assist in reducing carbon emissions through development. This development will follow the published guidance.

Personnel:

None

Risk Management:

None

Equality and Diversity:

None. An Equalities and Diversity Impact Assessment has been undertaken for the Local Plan.

Health and Safety:

None

Digital:

None

Other:

None

Consultees:

CCC – Spatial Planning

Relevant Policies and Strategies:

This report takes into account the following policies and strategies of the City Council:

Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020

Chelmsford Climate and Ecological Emergency Action Plan

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

Consultee	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC
Natural England	<ul style="list-style-type: none"> - Greater detail on proposed habitat creation - Biodiversity Net Gain and management plan - Are there any priority habitats? 		<ul style="list-style-type: none"> - Project level HRA required - RAMS 	
Maldon District Council	<ul style="list-style-type: none"> - The absence of new bridleways is a missed opportunity within the schemes access and green infrastructure design - Supports the provision of a new primary school but it is not clear how secondary educational needs will also be met – this must be better addressed as there is inadequate explanation - 	<ul style="list-style-type: none"> - Accesses must be compatible with HGV use - Need to consider cumulative impact with Bradwell B - The majority of crossing points are proposed in conjunction with roundabouts – the development must ensure that these are safe and perceived to be safe to use. - Concerns about eroding the rural character to the east of the site – further landscape buffers required to the north and east 		<ul style="list-style-type: none"> - Concerns about the highway impact of the development – capacity improvements should be carried out in the Maldon District villages to the east - The eastern development parcel will be too isolated leading to an increase in short road trips - Question the location of the local centre given the remoteness of the eastern development parcels

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		<ul style="list-style-type: none"> - The employment area must be adequately screened 		
			<ul style="list-style-type: none"> - The development should contribute to RAMs and have a project level HRA to identify any further mitigation requirements 	
Essex Police		<ul style="list-style-type: none"> - The development should adopt the Essex Design Guide and adopt Secured by Design - Routes should promote natural surveillance - Burnham Road Crossing Points could be a crime and anti-social behaviour hotspot – recommend early engagement with DOCO - Recommend SMART technology and the use of a Central Management System for lighting 	<ul style="list-style-type: none"> - Essex Police would seek suitable developer contributions to mitigate the impact of the project during construction and upon completion 	

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		<ul style="list-style-type: none"> - Essex Police Designing out Crime would welcome consultation around any proposed design for retirement living or elderly accommodation - SBC Commercial aware should be sought for the mixed use retail area - Essex Police would welcome the opportunity to liaise with the development around the design of green spaces such as play areas and allotments - Engagement required regarding the security of pylons via the relevant Counter Terrorism Security Advisors 		
Essex County Council Major Development and New Communities	<ul style="list-style-type: none"> - The focal square must be traffic free and designed in such a way to encourage active travel and discourage inappropriate drop off. ECC object to the focal square as shown - Consideration should be given to the 	<ul style="list-style-type: none"> - There should be a clear consideration of the design principles of the Essex Design Guide - The masterplan should provide an indication of the potential mix of densities 	<ul style="list-style-type: none"> - ECC has a statutory responsibility to plan for and deliver Special Education Needs and Disabilities Provision (SEND). The development of this scale will generate a 	<ul style="list-style-type: none"> - Concerns that the employment uses are less integrated with the rest of the development particularly the neighbourhood centre and favour car based

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	<p>creation of a stretch of bridleway to mitigate the impact of the extinguishment</p> <ul style="list-style-type: none"> - Additional cycle routes required to the northeast and southwest, from crossing 5 and the Sainsburys crossing needs to be upgraded to a toucan including a cycle link to the south - Southern access route from the site onto willow grove should also accommodate cyclists - Pedestrian route east from B1418 crossing point south of the new roundabout should be a cycle route - Ped/cycle route needs to be shown on the eastern side of the B1418 from the crossing point south of the new roundabout to Burnham road - Ped route along the south side of Burnham Road will need widening - Crossing 1 – can a connection be provided from application site to proposed crossing location? - Crossing 3 – both ped and cycle 	<p>and building heights across the site and phasing</p> <ul style="list-style-type: none"> - Health Impact Assessment – ECC wish to be engaged in the scoping of this - Sport England Active Design Checklist should be part of any assessment - ECC would welcome the provision of grow on space as there is an identified shortage of such provision - The development should not further contribute to the carbon footprint of the county or the UK, recognising that homes built now that do not reach this standard <i>add</i> to the size of the challenge to be net zero by, at the latest, 2050 - energy onsite should be decarbonised and incorporate renewable energy generation and low carbon heating into housing 	<p>need for pupils of primary and secondary school age with SEND requirements. Where needs cannot be met onsite through co-located facilities then financial contributions will be sought</p> <ul style="list-style-type: none"> - The applicant would be expected to prepare an Employment and Skills Plan (ESP) and make a financial contribution towards skills - Consideration of local capacity for post 16 provision needs to be assessed within the sites IDP and this will determine if a contribution for post 16 infrastructure is required 	<p>movement as they are away from the rail station</p>
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Matrix for stage two consultation responses

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	<p>improvements needed</p> <ul style="list-style-type: none"> - Crossing 6 – this needs to be a controlled crossing - The primary school should include access to greenspaces and play areas to allow connection to nature 	<p>and throughout the site to satisfy all or close to all of the energy demand</p> <ul style="list-style-type: none"> - Welcome more information on how the design and layout of the development would contribute to microclimatic cooling, and minimising solar glare on buildings - It is recommended that the development applies the Building with Nature standards endorsed by Natural England 		
Stow Maries Parish Council		<ul style="list-style-type: none"> - Strongly object to building on the higher ground below Bushy Hill 		<ul style="list-style-type: none"> - The pedestrian crossings and roundabouts will slow traffic more – suggest the use of bridges/underpasses
Planning Listed Buildings and Conservation		<ul style="list-style-type: none"> - There is a need for a detailed heritage assessment, to inform the layout and design precisely what buffers are required, 		

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		<p>which views should be protected and how the landscape framework should be used to mitigate the impacts. This detailed study should be reflected within a section on heritage within the site analysis element</p>		
Runwell Parish Council		<ul style="list-style-type: none"> - Concerns about the impact of the development on roads in this area which are already at or close to capacity. Also the potential of the Bradwell B development to add to further transportation issues - Concerns about management of water and drainage and protection of the River Crouch from pollution 		
East Hanningfield Parish Council		<ul style="list-style-type: none"> - The B1012 is already over capacity – concerns that residents of the new development will use the minor road network to the A12 and Chelmsford 		

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		<ul style="list-style-type: none"> - Suggestion for traffic calming at the East Hanningfield end of Creephedge Lane 		
ECC Historic Environment Branch			<ul style="list-style-type: none"> - the EIA, when it is submitted, should contain a section for the Historic Environment which includes the summary of the Desk Based Assessment, and Aerial Photo and Lidar surveys, and reference to further mitigation measures which should include evaluation by trial trenching, even if it is suggested they are covered by conditions on any planning approval. 	
Public Health and Protection		<ul style="list-style-type: none"> - EV charging point infrastructure should be provided 	<ul style="list-style-type: none"> - There is a potential for contamination from agricultural uses - An air quality impact assessment will be 	

Matrix for stage two consultation responses
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			required for this development	
Planning Trees and Landscaping	<ul style="list-style-type: none"> - The planning application should seek a minimum 10% net gain in biodiversity 	<ul style="list-style-type: none"> - The phasing of development should be mindful that habitat should be created early on in the development, such as restoration to the local wildlife site, to avoid or reduce the time-lag between losses and gains. 		
Parks and Green Spaces		<ul style="list-style-type: none"> - A sports pavilion/changing rooms and 120 parking space car park will be needed 		
Councillor Poulter – Ward of Bicknacre and East and West Hanningfield		<ul style="list-style-type: none"> - Concerns relating to traffic management on the B1418 and to a lesser extent on Willow Grove and Creephedge Lane - The new proposed roundabout on the north of the site will encourage greatly increased use of the B1418 unless there are physical restrictions preventing traffic turning north out of the site or 		

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		<p>south into it</p> <ul style="list-style-type: none"> - Creephedge Lane north of Hyde Hall is a narrow winding road, not suited to an increase of traffic. This issue could be addressed by physical methods of road width restrictions but taking account of the use of the road by agricultural machinery 		
Sport England	<ul style="list-style-type: none"> - Consultation should take place with the National Grid to assess any restrictions the overhead powers lines on the western area would present to using this area - Need to consult with Cadent to assess whether the potential installation of a primary drainage system to support sports pitches would be a constraint - Concerns about two playing fields being separated by the stream - Some of the routes shown as pedestrian routes should be altered to pedestrian and cycle routes 	<ul style="list-style-type: none"> - Consideration will need to be given to the design of the pavilion to ensure that it meets the needs of the users of the playing field - Attention should be given to the design of the green spaces and attenuation basins adjoining the local centre and primary school to ensure that they are as multi-functional as possible because this open space is likely to provide a focal point where the community will walk/cycle to as a destination 	<ul style="list-style-type: none"> - When a full planning application is being prepared, the detailed design and layout of the sports ground should be discussed with Sport England, CCC, the relevant sport's governing bodies and the potential clubs that would use the site - A planning application will need to be supported by a feasibility study which assesses the ground conditions of the site 	

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			<p>and proposes a suitable scheme for addressing the ground conditions in order to ensure that the sports pitches will be fit for purpose.</p> <ul style="list-style-type: none"> - A contribution will be required through CIL for off-site indoor sports facilities - The development should incorporate Sport England's Active Design principles and a planning application should be accompanied by an Active Design guidance checklist 	
<p>South Woodham Ferrers Town Council</p>	<ul style="list-style-type: none"> - There is an issue with the desired route through to William de Ferrers secondary school as children may not be safe using uncontrolled crossings 	<ul style="list-style-type: none"> - Believe that a co-ordinated set of junction improvements should be established now at masterplan stage - The transport evidence base that was used for the local plan is no longer sound – evidence on traffic flows 	<ul style="list-style-type: none"> - Traffic models conducted in 2016 are now out of date – peak time light control at the four current junctions would be required to maintain the balance of access between through traffic, traffic from the existing town 	<ul style="list-style-type: none"> - Concerns that the road transport plan is too focused on traffic getting in and out of the individual building site sectors within the new development - Concerns about the health risk or

Matrix for stage two consultation responses

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		<p>needs to be carried out before adoption of the masterplan</p> <ul style="list-style-type: none"> - Two new significant infrastructure projects (Lower Thames Crossing and North Chelmsford Link road) will put additional strain on the A130/A12 junction (at Howe Green), the ability to ingress at egress at the Turnpike and the A127/A130 junction. - It is not clear as to what sports will be serviced on the main sports area – the Town Council would like to liaise with the City Council to determine the best use of the recreation allocations. - 	and the new site	<p>perceived risk of people living/using the school under or close to the power lines</p> <ul style="list-style-type: none"> - There is confirmation from Bradwell that any generating capacity would need a new connection to the national grid – concerns that this would affect the layout of the development. Power lines could be re-routed elsewhere. - Concerned that the sports and recreational areas are being too heavily decided on Chelmsford-centric commercial service operations of the City Council and not based on residential need - Underpasses could be
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Matrix for stage two consultation responses
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				used at crossing points 4 and 5, but these would need to be lit, safe, free from flooding and should be 24/7 CCTV monitored
Essex Bridleways Association	<ul style="list-style-type: none"> - The site policy requires the development to consider new and enhanced cycle routes, footpaths, public rights of way and bridleways - A bridleway is needed to link the eastern and western networks. Suggest using land to the north 			

Matrix for stage two neighbour responses

South Woodham Ferrers – Strategic growth site 10

Neighbour comments	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/ no further action needed
Principle of the Development		<p>Surprised not to see more retail areas</p> <p>This should be put on hold until after Bradwell B</p>		<p>Objections to the principle of the development</p> <p>Land should be allocated elsewhere</p> <p>Reducing the speed limit of Burnham Road will increase congestion</p> <p>The plan should be capped at 500-700 homes</p> <p>Local residents' opinions are not taken into account</p> <p>Will this be part of other schemes to join Battlesbridge, Rettendon and North Woodham Ferrers together</p>
Transport	<p>The pedestrian route through the BP garage seems ill conceived</p> <p>The traffic along the Burnham Road will be even worse if Bradwell B goes ahead</p>	<p>The traffic in and out of south Woodham Ferrers is already congested, especially at peak times. This will make it worse.</p> <p>There is not enough bus provision</p>	Traffic in the southbound carriageway of the A132 results in recurring subsidence. The road surface of the A132 needs improving	<p>Object to the building of more roundabouts</p> <p>Consideration should be given to widening the roads behind Radar Hill and using these to</p>

Matrix for stage two neighbour responses

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	<p>The existing footpaths should be kept and improved upon</p>	<p>There is an urgent need to upgrade the B1418 which has poor site lines at the junction with Edwins Hall Road and dangerous bends</p> <p>The current rail system does not have the capacity for this number of new residents. Train services need to be more regular, bigger trains and cheaper</p> <p>The Burnham Road should be improved for bicycles</p> <p>When the new Sainsburys was built a new round about was created and this caused months of traffic disruption</p> <p>The pedestrian route into the top of Hullbridge Road from the Health Centre roundabout is inadequate as the pavement is too narrow</p> <p>Junction improvements need to be considered now and not at planning application stage</p> <p>Traffic will increase on King Edward Roads Road, Ferrers Road and Inchbonnie Road to avoid</p>	<p>Will the new footpaths and cycle paths be regularly maintained as the existing paths in SWF are awful</p> <p>Who will run and manage the new commuter bus service and will this be permanent?</p> <p>Because of clay subsoil suggest that the new road should be piled with reinforced concrete slab on top</p>	<p>access the development</p> <p>Reducing the speed limit of Burnham Road will increase congestion</p> <p>There is a need for a footpath built from bottom of hill up to Woodham Ferrers</p> <p>The number of pedestrian crossings over Burnham Road will increase congestion</p> <p>The A130 needs an underpass/flyover to join at both ends</p> <p>A132 to and from Rettendon needs to be dual carriageway</p> <p>The road between the Shaw Farm roundabout and the junction of the B1418 needs to be dual carriageway</p> <p>Will Creephedge lane from the roundabout past M&S petrol station be widened. It is dangerously narrow</p> <p>The B1012 needs to be dual</p>
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Matrix for stage two neighbour responses

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		<p>congestion on the Burnham Road</p> <p>The Sainsburys roundabout is poorly designed and will create a bottleneck</p> <p>Traffic surveys need to be carried out at 7am</p> <p>Excess traffic uses Old Wickford Road and Creephedge lane</p> <p>This will result in parking problems in the town</p> <p>Traffic modelling must be completed before the masterplan is agreed</p> <p>Junctions 19,20 and 21 are all already over capacity</p> <p>The B1012 is a Priority One Route, which the masterplan fails to recognise</p>		<p>carriageway from the Burnham Roundabout next to the traveller's site up to the Rettendon turnpike</p> <p>There should be walkways or bridges to be built across Burnham Road</p> <p>Willow road should be widened and the houses to the left of the B1418 should access Shaw Farm roundabout from there</p>
Healthcare		<p>The existing doctors are already overwhelmed – it is very difficult to get an appointment</p> <p>There is only one person who can</p>		

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		<p>do chiropodist</p> <p>The dentist is overstretched already</p> <p>Will the existing healthcare centre be extended to cope with the additional people?</p> <p>There is not enough car parking at the health centre</p>		
Travelling Showpeople	<p>The travelling showpeople site is too close to the early years</p> <p>The mixed use area will clearly all become travelling showpeople</p>			<p>It is not wanted or needed and should be moved further away from the main town due to the problems it will cause</p> <p>Concerns about the location close to the memorial gardens</p> <p>Do the showpeople buy or rent these sites?</p> <p>Do the showpeople pay council tax?</p> <p>How will this site be monitored and how will you prevent it from being used by other travellers?</p> <p>Will there be animals on the</p>

Matrix for stage two neighbour responses
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				<p>site?</p> <p>How many people would be allowed on each of the plots?</p> <p>Who would be responsible for managing the site?</p>
Drainage	<p>No greater than existing greenfield run off rate should be “less than”</p> <p>The road by the new Sainsburys is known to flood</p> <p>There should be consultation with Anglian Water to ensure that there is sufficient capacity within the existing local sewage system</p>	<p>How does a hydro brake device work and how does this interact with a vortex flow control at high rainfall events?</p> <p>How will the weir on the fishing reservoir upstream of Fenn Brook interact with the proposed flood prevention measures?</p> <p>There are two pinch points on Fenn Brook which has the effect of backing up the discharging Brook causing an over topping of the channel into the Old Wickford Road – suggest a swale to be constructed alongside the roadway</p> <p>Fenn Brook needs dredging and a maintenance schedule put in place</p> <p>When the River Crouch is at high tide, Fenn Brook is affected by a negative return of sea water from</p>	<p>Who would be financially responsible for the maintenance of the flood prevention measures?</p> <p>What contribution is being made to the other flood defences around SWF?</p> <p>Rainwater should be re-used and treated as a valuable resource</p>	

Matrix for stage two neighbour responses

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		<p>the river</p> <p>A previous overtopping of the Fenn Brook watercourse adjacent to the Old Wickford Road/Fennfields Road area caused flooding, including raw sewage</p>		
Impact on the town centre	<p>What provision is being made for teenagers?</p> <p>There are no employment opportunities locally for all of the new residents</p> <p>What impact will the new local centre have on the existing town centre and businesses</p>	<p>The Asda shopping area is now full of empty units, we need banks, building societies and a range of high street shops</p> <p>The existing town centre needs rejuvenation</p> <p>What we need is cinemas, restaurants and pubs to be built not more houses</p> <p>We need a better swimming pool as this is old, dated and too small</p> <p>Where will everyone park when using the town?</p> <p>This will result in more cars parking in residential streets for the train station</p>	What provision is there for increased police, fire and ambulance coverage	<p>This will result in a rise in crime in the area</p> <p>This will turn SWF into a borough of Chelmsford, losing its individuality</p>

Matrix for stage two neighbour responses

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Education	<p>Will the primary school be able to accommodate the average number of new families in the development?</p> <p>The new primary school should have its own sports field</p>	<p>Has the Council given consideration for the provision of a new secondary school as William De Ferrers will not cope</p>		<p>If you need to open another school then the Chetwood Primary school should be re-opened</p> <p>The town has ample early years provision, this is not needed</p>
Character of the Area	<p>Will access to Radar Hill still be in place for walkers?</p> <p>The proposal will harm the beautiful countryside and views</p> <p>The Burnham Road will divide the new and old parts of the town</p>			
Housing provision		<p>We would be interested in large 4/5 bedroom houses on good sized plots with large gardens</p> <p>What provision has been made for elderly housing/care homes and bungalows?</p> <p>You should build affordable housing</p>		<p>Will existing SWF residents be given first refusal on the affordable housing</p>

Matrix for stage two neighbour responses

South Woodham Ferrers – Strategic growth site 10

		<p>for younger people – freehold not leasehold</p> <p>Is there any provision for over 55 supported housing?</p> <p>Keen to make sure that smaller houses are built – 2/3 bedroom homes</p> <p>Affordable housing will not be affordable enough</p>		
Trees and Wildlife	<p>There is no mention of a consideration for wildlife - the site has pheasants, hares, rabbits, foxes and birds of prey</p> <p>There are badgers and bats in the area</p> <p>There is a pair of nesting buzzards right in the middle of the development site</p> <p>The open space to the south of Bushy Hill should remain natural for wildlife and not be mown grass</p> <p>There are significant trees in the field to the left of the B1418 and behind Sainsburys which should be kept</p>	<p>What provision is made to protect species such as hedgehogs and swifts</p> <p>A dry culvert should be installed beneath B1012 Woodham Road, together with appropriate fencing, in the south eastern corner of the site to encourage mammals to travel beneath the road rather than over it to access land to the south</p> <p>Lighting should be designed to avoid disturbance to wildlife</p> <p>Suggest provision of owl boxes, swift bricks, bird boxes, bat roosts and wildlife permeable boundaries</p>	<p>Who will manage and maintain the new landscaping</p> <p>The adjacent nature reserve should not be impacted by the increased number of people</p>	

Matrix for stage two neighbour responses

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		Apple trees should be planted in every garden		
Employment	What is “mixed use” area – this is too vague What is meant by “local centre”			The 1000 sqm of business floor space is not needed – there are plenty of empty premises in the town centre
Residential Amenity	When Bradwell is complete this section of road will be used to move low level nuclear waste, putting the health and safety of residents at risk The area will become overpopulated	Noise pollution Properties on Willow Grove will be overlooked	The extra traffic will result in an increase in pollution which would be harmful to the people living in the area	Increased use of footpath 24 will affect the privacy of Edwins Hall
Utilities	30% of properties between The Whalebone pub and Cornfields Road have WC backing up problems Has consideration been given to the fact that the pylons might need to be made bigger for Bradwell B Anglian Water have confirmed capacity issues with sewers in this area and are	The development should use solar power on buildings Will there be water saving features on the new buildings		

Matrix for stage two neighbour responses

South Woodham Ferrers – Strategic growth site 10

	<p>unable to cope with the volume during heavy rain periods</p> <p>What will happen to the overhead power cables and pylons? It is not good for residents to live close to them</p>			
Local Infrastructure		<p>The development should include a high street and a pub</p> <p>The fire station is too small to cope with such a big area to cover</p> <p>Can there be an athletics track on the proposed sports facilities?</p>		<p>Postal services will not be able to cope with 1000 more houses</p> <p>We don't need a taxpayer's clubhouse. All sports should use the facilities at Saltcoats</p> <p>The current proposed position of the sports facilities is remote, and thus unlikely to provide enhancement to the town</p> <p>Question the need for allotments</p>
Other matters		<p>Parks and river walks will be over run</p> <p>There should be real carbon zero solutions</p>	<p>What archaeological supervision will be provided for?</p>	<p>Will the rates go down in the area?</p> <p>The Council's website is cumbersome and deliberately</p>

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		<p>There is no mention of complying with the cop 21 Paris agreement on climate change</p> <p>The development should be constructed to minimise light pollution for the benefit of wildlife and local amateur astronomers</p> <p>Surplus heat from Bradwell B should be used to introduce district heating to developments nearby</p> <p>The development will adversely affect the setting of Edwins Hall, which is listed</p> <p>There is a high risk of landslip on this site</p>		<p>prevents people from submitting comments online</p> <p>Will this reduce house prices in the area</p>
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Matrix for stage two – Essex Quality Review Panel

South Woodham Ferrers – Strategic growth site 10

Issue	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/No further action needed
Connectivity/Movement Strategy	<p>Further opportunities to enhance the movement strategy across the site, in particular, integrating walking and cycling routes into the layout for better connections.</p> <p>Greater consideration to the treatment of Burnham Road will be key in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements.</p>	Burnham Road should be considered as a 'street' rather than as a 'road'. This includes opportunities for street landscaping, wider pedestrian pavements and active frontages.		Reduce Burnham Road to 30mph.
Sustainable Design	<p>It is considered that the large number of roundabouts contradicts the approach of providing a sustainable neighbourhood.</p> <p>The current masterplan layout does not promote the use of cycling/walking as a key mode of transport in particular south towards the existing town and station.</p> <p>Set out a clear list of sustainable design principles, which will inform the long-term building requirements for this masterplan and influence future codes and parameter plans.</p>	<p>A greater need for adaptability, flexibility and resilience in the designs of buildings and spaces.</p> <p>Shared facilities and IT hubs for remote working as well as other neighbourhood related facilities.</p>		

Matrix for stage two – Essex Quality Review Panel

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<p>Placemaking</p>	<p>The masterplan must demonstrate a clear link to the existing town and culture, as well as links to established destinations, and the impact the river and connections will have on the town.</p> <p>There is a great need to link in the development with the Sainsbury's building to provide a more connected amenity space. The series of ponds located here could be shifted to one side and allow space for more alternative uses onto this built form, creating a more inviting area that could be used all-year round.</p>	<p>This new community could be named as 'North Ferrers'; where a unique identity can be created, whilst also linking into the strong character established within South Woodham Ferrers.</p> <p>The spine road cutting through the site provides opportunities for this route to become more pedestrian friendly, and feature as a central element of the community.</p> <p>Further discussions with Sainsbury's in how the development will respond to the shop and vice versa, will help in drawing in a local centre with increased communal activities and active frontages at this key gateway location on site.</p> <p>The immediate surroundings around Sainsburys could become a detail area and help with creating a strong design code to be used as a standard framework for design quality over the long-term.</p> <p>Research into what amenities the</p>		<p>It is understood there is a 30 metres distance either side of these structures, and it is suggested for careful consideration of strategic open spaces to be implemented here.</p>
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Matrix for stage two – Essex Quality Review Panel

South Woodham Ferrers – Strategic growth site 10

		existing town currently lacks would be helpful in highlighting shortfalls and opportunities that could be captured within this masterplan. This would help to attract more non-residents to the site.		
Identity/Built Form	<p>Greater clarity on whether this development will be a series of extensions to South Woodham Ferrers, or a two-part extension.</p> <p>As the scheme appears to have 3 distinct areas of built-up residential development across the site, there is a possibility on linking these different areas onto the main road and creating their own primary connections to the town centre.</p>	<p>The proposed local centre has to be a welcoming and attractive place; the edges and relationships this area has to the wider context will be vital to the success of the space and making it an identifiable community.</p> <p>Visual assessments on key views from the south looking beyond the site to Mill Hill and Bushy Hill required.</p>		
Green and Blue Infrastructure	The current implementation of the green necklace strategy into the masterplan is weak and ineffectual, in particular across the north of the site.	Local planning authority policies on how green spaces are managed in the future outside the site will be important to discuss and understand the requirements of this approach.		The allotments and play areas are a critical social element for this development, and their current locations within the masterplan have caused some concern within the panel; a central approach would be more suitable in

Matrix for stage two – Essex Quality Review Panel
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				creating increased opportunities for social activities and communal feeling.
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Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

Consultee	Matters that need to be addressed at masterplanning stage	Response	Change
Natural England	Greater detail on proposed habitat creation Biodiversity Net Gain and management plan Are there any priority habitats?	Ecology strategy section sets out the high-level proposals for habitat creation. Masterplan document updated to include statement requirement a minimum of 10% BNG	Page 46: Last paragraph amended to read: <i>The site will be designed to provide at <u>least 10% biodiversity net gain which will be detailed and secured through the planning application</u>.. A lasting management regime will be established to ensure that the habitats are maintained in optimum condition for protected species</i>
Maldon District Council	The absence of new bridleways is a missed opportunity within the schemes access and green infrastructure design.	The team are considering how the masterplan can look to connect the eastern bridleways to the western corridors.	
	Supports the provision of a new primary school but it is not clear how secondary educational needs will also be met – this must be better addressed as there is inadequate explanation	Masterplan document to be updated to include statement setting out that secondary education dealt with through s106 matters.	Page 6: Additional sentence added before The Site: <i><u>“Details of other infrastructure requirements not set out in the policy such as secondary education will be addressed through S106 and CIL”</u></i>
Essex County Council Major Development and New Communities	The focal square must be traffic free and designed in such a way to encourage active travel and discourage inappropriate drop off. ECC object to the focal square as shown.	The focal square as shown is indicative and form art of the central corridor image which is illustrative at this stage to show how this central area may look from Burnham Road up to the ridge.	No change

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	Consideration should be given to the creation of a stretch of bridleway to mitigate the impact of the extinguishment	The team are considering how the masterplan can look to connect the eastern bridleways to the western corridors.	
	Additional cycle routes required to the northeast and southwest, from crossing 5 and	Cycle opportunities are proposed through a new pedestrian/cycle path from crossing 5.	No change

	The Sainsburys crossing needs to be upgraded to a toucan including a cycle link to the south	Change made	Access and movement plan and masterplan updated
	Southern access route from the site onto willow grove should also accommodate cyclists	This is noted but no change required to the masterplan.	no change
	Pedestrian route east from B1418 crossing point south of the new roundabout should be a cycle route.	Change made	Access and movement plan and masterplan updated
	Ped/cycle route needs to be shown on the eastern side of the B1418 from the crossing point south of the new roundabout to Burnham road.	Change made	Access and movement plan and masterplan updated
	Ped route along the south side of Burnham Road will need widening	The strategy proposes that the crossings link towards southern connections to the Burnham Road, so this is not required.	No Change required

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	Crossing 1 – can a connection be provided from application site to proposed crossing location?	This connection to Crossing Point 1 can be provided along Willow Grove.	No Change required
	Crossing 3 – both ped and cycle improvements needed	Change made	Access and movement plan and masterplan updated
	Crossing 6 – this needs to be a controlled crossing	Change made	Access and movement plan and masterplan updated
	The primary school should include access to greenspaces and play areas to allow connection to nature	This is noted and welcomed. We are required to make the land available for the provision of the school at 2fe. The design and layout of the school will be decided by ECC	No Change required
Planning Trees and Landscaping	The planning application should seek a minimum 10% net gain in biodiversity	Masterplan document updated to include statement requirement a minimum of 10% BNG.	Page 46: Last paragraph amended to read: <i>The site will be designed to provide at <u>least 10% biodiversity net gain which will be detailed and secured through the planning application</u>.. A lasting management regime will be established to ensure that the habitats are maintained in optimum condition for protected species</i>

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

Sport England	Consultation should take place with the National Grid to assess any restrictions the overhead powers lines on the western area would present to using this area	Formal recreation section to be updated to include reference to easement of 30m. details of the formal recreation facilities will be secured at a later stage.	<p>Page 56 amended to include: <i>The full extent of this area as identified on the diagram opposite measures 12.7 hectares, within which an area of 6.2 hectares is unconstrained for formal recreational use by existing features such as overhead power lines or the stream. Easements of 30m either side of the power lines ensures that no development</i></p> <p><i>Page</i> <i>The high pressure gas main and associated easement running roughly north to south through this area is not considered a constraint on formal sports pitch provision, albeit that buildings would not be able to be located within the easement area.</i></p>
	Need to consult with Cadent to assess whether the potential installation of a primary drainage system to support sports pitches would be a constraint	This is a detailed element of design that will be refined through pre-application and planning application submission.	No Change required
	Concerns about two playing fields being separated by the stream	The stream is not considered a constraint to bringing the two sites forward.	No Change required
	Some of the routes shown as pedestrian routes should be altered to pedestrian and cycle routes	Amendment made to movement and access plan.	Access and movement plan and masterplan updated
South Woodham Ferrers Town Council	There is an issue with the desired route through to William de Ferrers secondary school as children may not be safe using uncontrolled crossings	The Sainsbury's crossing is proposed for upgrade to a toucan crossing.	Access and movement plan and masterplan updated

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

Essex Bridleways Association	The site policy requires the development to consider new and enhanced cycle routes, footpaths, public rights of way and bridleways. A bridleway is needed to link the eastern and western networks. Suggest using land to the north.	The team are considering how the masterplan can look to connect the eastern bridleways to the western corridors.	

Neighbour Comments			
<ul style="list-style-type: none"> Transport 	The pedestrian route through the BP garage seems ill conceived	The masterplan identifies the potential for a link in the west of the site. The exact location and details of the route will be established through the planning application process.	No Change required.
	The traffic along the Burnham Road will be even worse if Bradwell B goes ahead	Reference to Bradwell B has been included within the masterplan. The Bradwell B project is at a very early stage and discussions are ongoing with the Bradwell team to establish where there may be opportunities to address issues through collaboration.	Page 64: Insert new paragraph at end of page: <i>“The Bradwell B proposals, whilst at an early stage, indicate the use of Burnham Road for HGV movements through the construction process. The planning applications for this masterplan and the Bradwell B proposals will identify and assess impacts on the highway and mitigate these accordingly”</i>
	The existing footpaths should be kept and improved upon	Comment noted.	No Change required
<ul style="list-style-type: none"> Travelling Showpeople 	The Travelling Showpeople site is too close to the early years	Through discussion with ECC it has been suggested that the early years provision is proposed within the mixed use area to accommodate working parents and will be separate to the Travelling show people.	No Change required

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	The mixed use area will clearly all become travelling showpeople	The mixed use area will be designed at a later stage, specifically for business and light industrial uses and would not suit the requirements for Travelling Showpeople.	No Change required
<ul style="list-style-type: none"> Drainage 	No greater than existing greenfield run off rate should be “less than”		No Change required
	The road by the new Sainsburys is known to flood.	The implementation of the drainage scheme through the new development has the potential to provide a betterment within the existing drainage system. Page 44 updated.	Page 44: Insert additional sentence: <i>“With the implementation of the new drainage system through the development, there is an opportunity for the existing flood risk scenario to be improved as flows into the existing system are slowed down”.</i>
	There should be consultation with Anglian Water to ensure that there is sufficient capacity within the existing local sewage system	Discussions are ongoing with Anglian Water regarding the surface water and foul proposals and the most appropriate way to connect into the existing system. Discussions will continue through pre-application and planning application submissions.	No Change required
<ul style="list-style-type: none"> Impact on the town centre 	What provision is being made for teenagers?	Teenagers are provided for with the creation of 3 children's and teenage facilities. There will also be kickabout areas and the potential for facilities to cater for teenagers within the new Local Centre.	Open space plan updated to clarify children and teenage play areas.
	There are no employment opportunities locally for all of the new residents	Policy SGS10 requires 1,000sqm of business floorspace which is being provided. This new employment can provide the opportunity for jobs for new and existing residents.	No Change required
	What impact will the new local centre have on the existing town centre and businesses	The new development will seek to complement the existing town centre's	No Change required
<ul style="list-style-type: none"> Education 	Will the primary school be able to accommodate the average number of new families in the development?	Land has been made available through the masterplan for the education authority to bring forward a 2fe primary school based upon the projected increase in school children.	No change required.

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	The new primary school should have its own sports field	Land has been made available for the school to be brought forward.	No Change required
<ul style="list-style-type: none"> Character of the Area 	Will access to Radar Hill still be in place for walkers?	Radar Hill is outside of the masterplan boundary, however the masterplan proposals shows the provision of new walking routes around Radar Hill that may be connected to the routes around the hill.	No change required.
	The proposal will harm the beautiful countryside and views	The masterplan proposes to retain the views from the ridge down to the Crouch estuary and proposes a range of green areas and links.	No change required.
	What is meant by “local centre”	Development area and land use (page 60) and Land Use Location Options- Local Centre(page 66) describes what is meant by the local centre.	No change required.
<ul style="list-style-type: none"> Residential Amenity Utilities 	When Bradwell is complete this section of road will be used to move low level nuclear waste, putting the health and safety of residents at risk	Reference to Bradwell B has been included within the masterplan. The Bradwell B project is at a very early stage and discussions are ongoing with the Bradwell team to establish where there may be opportunities to address issues through collaboration.	Page 64: Insert new paragraph at end of page: <u>“The Bradwell B proposals, whilst at an early stage, indicate the use of Burnham Road for HGV movements through the construction process. The planning applications for this masterplan and the Bradwell B proposals will identify and assess impacts on the highway and mitigate these accordingly”</u>
	The area will become overpopulated	Any increase in population will be assessed through the planning process and mitigation provided to ensure that the impacts are suitably addressed.	No change required.

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	30% of properties between The Whalebone pub and Cornfields Road have WC backing up problems	Discussions are ongoing with Anglian Water regarding the surface water and foul proposals and the most appropriate way to connect into the existing system. Discussions will continue through pre-application and planning application submissions.	No change required.
	Has consideration been given to the fact that the pylons might need to be made bigger for Bradwell B	The masterplan makes allowance for power cables and pylons that may be increase. There is no development within the easements. Clarification to be provided that the development allows for increased powerlines capacity.	“The extent of potential development areas shown are of sufficient capacity to accommodate all policy requirements. <u>Easements of 30m on either side of pylons will be retained and addresses the future upgrade of pylons as part of Bradwell proposals. No development will take place within these easements</u> ”
	Anglian Water have confirmed capacity issues with sewers in this area and are unable to	Discussions are ongoing with Anglian Water regarding the surface water and foul proposals and the most appropriate way to connect into	No change required.

	cope with the volume during heavy rain periods	the existing system. Discussions will continue through pre-application and planning application submissions.	
	What will happen to the overhead power cables and pylons? It is not good for residents to live close to them	The masterplan makes allowance for power cables and pylons to be retained in situ and there is no development within the easements. Updates made where necessary to clarify.	No change required.
Quality Design Review Panel			

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

Connectivity/Movement	Further opportunities to enhance the movement strategy across the site, in particular, integrating walking and cycling routes into the layout for better connections.	<p>Additional walking and cycling routes have been included within the masterplan.</p> <p>The quantum of proposed new routes is also identified within the document.</p>	Access and movement plan and masterplan updated
Strategy	Greater consideration to the treatment of Burnham Road will be key in ensuring that this carriageway does not act as a physical barrier and reduce connectivity between the existing and new settlements.	<p>The masterplan is prepared within the context of the existing highway infrastructure. Burnham Road is to be reduced to 40mph, and as a key route, we are working within the existing highway infrastructure to improve connections. Between Sainsbury's and Hamberts Farm there are opportunities for rear vehicle access with frontage to Burnham Road- creates a road through the settlement rather than disconnected. Past Hamberts Farm, there is a change in levels and existing structural planting that will be retained.</p> <p>The central area and the eastern parcels are connected by a landscaped area.</p>	No change required- to be addressed in more detail at planning application stage.
Sustainable Design	It is considered that the large number of roundabouts contradicts the approach of providing a sustainable neighbourhood.	<p>The masterplan proposals focus on the existing highway context of Burnham Road and proposes a range of enhancements to support walking and cycling opportunities.</p> <p>A new roundabout on the B1418 and a new roundabout on the Burnham Road are proposed.</p>	No change required

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	The current masterplan layout does not promote the use of cycling/walking as a key mode of transport in particular south towards the existing town and station.	The main connection point between the development and the town centre at Hullbridge road has been amended to a toucan crossing to support crossing to the south. An additional cycle route is also proposed east of the B1418.	Access and movement plan and masterplan updated
	Set out a clear list of sustainable design principles, which will inform the longterm building requirements for this masterplan and influence future codes and parameter plans.	Masterplan to be updated to include sustainable design principles and supplemented with sustainable design review document.	Supplementary sustainability review to be appended to the masterplan document.
Placemaking	The masterplan must demonstrate a clear link to the existing town and culture, as well as links to established destinations, and the impact the river and connections will have on the town.	The masterplan will include a vision for the new development that links to the existing town and reinforcing the county riverside town Essex Design Guide- using the traditional styles and Essex vernacular Edges- completing the green ring	New section on vision included.
	There is a great need to link in the development with the Sainsbury's building to provide a more connected amenity space. The series of ponds located here could be shifted to one side and allow space for more alternative uses onto this built form, creating a more inviting area that could be used all-year round.	The central corridor is a key element of the masterplan to connect the Burnham Road to the high views on the ridge line. The central corridor images as shown are illustrative and is proposed to include a range of activities. Links between the site and the existing town through Sainsbury's will be retained in perpetuity. A management body will be secured for the site and will ensure the green links are open. Built form that backs onto Sainsbury's would not create a suitable amenity for residents, a landscaped route is more suitable. There would be increased separation and disconnection between the site and Sainsburys.	No change required
Identity/Built Form	Greater clarity on whether this development will be a series of extensions to South Woodham Ferrers, or a two-part extension.	The form and function of the site will be established through pre-application and planning application submissions where there will be further consideration of character areas.	No change required

Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	As the scheme appears to have 3 distinct areas of built-up residential development across the site, there is a possibility on linking	A roundabout on the B1418 has been identified as the most appropriate strategy for access	No change required
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Matrix for stage two consultation responses

South Woodham Ferrers – Strategic growth site 10

	these different areas onto the main road and creating their own primary connections to the town centre.	across the masterplan area and avoids the proliferation of accesses on the Burnham Road.	
Green and Blue Infrastructure	The current implementation of the green necklace strategy into the masterplan is weak and ineffectual, in particular across the north of the site.	The landscaping and green infrastructure strategy has been enhanced, bringing in the northern boundary and creating a series of destinations with different functions within the site.	Additional green infrastructure plan included within the landscape section to reinforce the proposals for connecting to the existing green destinations within South Woodham Ferrers and the development.

Essex County Council Highway Authority - Position Statement

Strategic Growth Site Policy 10 – North of South Woodham Ferrers Masterplan

4th January 2021

ECC provided Highways and Transport Evidence for the purpose of the Chelmsford Local Plan, Examination in Public to support the allocation for 1000 dwellings together with the other non-residential uses. This evidence identified through Transport Modelling the constraints on the network and the mitigation that would be required in terms of highways improvements and measures to encourage journeys by means other than the private car,

The developer has entered into pre-application discussions with ECC to support a future planning application on the basis that the Master Plan area could support up to 1200 dwellings, 200 above that tested in the Local Plan evidence base. We are working with the developer to assess the implications of the additional units through considering the vehicle trip rates and distribution and the operation of the critical network within South Woodham Ferrers and the surrounding roads including (A130/A132) Rettendon Turnpike Junction.

There are some parts of the network, for example the B1418/Burnham Road where the County Council accepts that the developer controls land that will allow for additional highways capacity to be provided above that tested in the Local Plan evidence base. However, there are other parts of the network for example the Burnham Rd/Hullbridge Road junction where the Local Plan Evidence Base identified that a transfer of trips to means other than the private car would be required in order to ensure that future congestion did not reach un-acceptable levels.

The developer in early pre-application discussions has indicated that a future application could include comprehensive enhancement to the Bus Network within South Woodham Ferrers providing links to Chelmsford and Wickford, including the potential implementation of Demand Responsive Travel, together with comprehensive cycle and pedestrian enhancements as well as fiscal and marketing incentives. The impacts of these and the residual impacts on highways movements will clearly be subject of detailed audit by the County Council in conjunction with the planning application and the County Council would need to be satisfied that the impacts can be addressed before the developers can proceed.

The County Council accepts there may be scope for some additional dwellings over the 1000 allocated. However, this is subject to assessment of the impact on the network and appropriate highway mitigation being provided in the form of a comprehensive package of highway measures, bus service improvements, cycle and pedestrian upgrades, and fiscal and marketing incentives to change travel behaviour.

Land North of South Woodham Ferrers - Green Infrastructure / Green Necklace Concept

1. This note has been produced to accompany the Green Infrastructure / Green Necklace Concept diagram, referred to as the green circle in the masterplan.
2. The submitted Masterplan Framework Document (MFD) outlines the thinking behind the green necklace concept.
3. This proposes that the allocation and its surrounding landscape assets can be used to form an arc of attractive multifunctional green spaces around the northern edge of the town, completing the ring of similar spaces that currently exist.
4. The attached plan shows an evolution of that concept. It shows the green infrastructure of the emerging masterplan as an interconnected network of landscape features and green spaces linked with routes for pedestrian and cyclists.
5. The strategy is formed of four key elements:
 - i. Areas of high ground with long views
 - ii. Woodland
 - iii. Open spaces
 - iv. Public Rights of Way and routes

Areas of high ground with long views

6. Mill Hill is a prominent local landmark with expansive views over the town and the River Crouch beyond. This would form a destination viewpoint with seating and interpretation.
7. The area of high ground to the east is being called Hullbridge Hill, forming a visual link to the south though the site, toward Hullbridge and Marsh Farm Roads and the former ferry crossing to Hullbridge. This would form a secondary destination viewpoint with seating and interpretation. The area lies beyond the allocation but can be linked to the site with a new permissive route. A view south east to the estuary can also be incorporated.



Woodland

8. Edwin's Hall Wood lies on the western slopes of Bushy Hill beyond the allocation and forms a distinctive feature in the local landscape and forms part of the Local Nature Reserve.



9. As part of the landscape strategy for the mitigation of views, biodiversity enhancement and carbon capture three new areas of woodland area are proposed totalling over 10ha. The area north of Mill Hill, which potentially extends to 4.5ha subject to more detail, would complement the wildflower grassland on the southern slopes.





Image - Tree planting at Great Kneighton Country Park, created through the allocated development at Great Kneighton.

10. The areas to the east form an extension to Edwin's Hall Wood and the tree cover on Bushy Hill, and the reinforcement of the treeline along the bridleway.

Open spaces

11. The open spaces proposed as part of this strategy are as follows:

Landscape buffer

12. These areas lie on the boundary of the site and comprise planted green corridors. The buffer to the north provides a linkage between the Hullbridge Hill and the footpath to Edwin's Hall Farm. The buffer to the east provides an additional offset and landscape mitigation in views from the east.

Community Open Space

13. This area runs through the heart of the development, linking the town to local centre, school and key green infrastructure. It will contain major play spaces, routes and drainage infrastructure. The area at the northern end forms the gateway into the countryside beyond.



Image - Community open space at Beaulieu.

Grassland

14. This area falls partly within the Local Nature Reserve and would significantly extend the area of grassland. This area would be managed for informal recreation and biodiversity.

Sports Facilities

15. The sports facilities are the subject of more detailed study in the MFD. It lies on an area of level ground with good access by foot, cycle and within easy reach of the B1418 for visiting teams. The area for pitches would be complemented with changing and parking facilities, in conjunction with a destination play space, forming a multifunctional active recreation hub for the town. The pitches are outside of any utilities easements.



Image - Formal sports facilities brought forward at Kingsmere, Bicester.

16. Children's play areas (LEAP) and Children's and teen areas (NEAP) are also incorporated into this area to form a destination playspace.



Stream Corridor

17. The central stream corridor and treeline forms a strong green spine running through the centre of the site and would be retained as the backbone of the green infrastructure network. The corridor would be multi-functional, incorporating amenity space, opportunities for play, SUDS and water management, and biodiversity benefits where possible.



Allotments

18. The allotments are proposed in three locations within the masterplan to enable access for all residents. The area east of the Garden of Remembrance is also shown as allotments as this is an area identified by the Town Council.

Public Rights of Way and routes

19. The elements described above would be linked through series of routes that complement and enhance the existing Rights of Way network.
20. The spaces proposed would be linked by foot and cycle connections to ensure that residents of all ages and abilities have access to the assets within and around the site.
21. A new bridleway route is shown within part of the site to the east and up to Edwin's Hall Road to connect Route 25 to Route 21 across the site.



Land North of South Woodham Ferrers

Creating a walkable and healthy community

Key to the development is the creation of a sustainable community which has integrated with the existing settlement facilitating and encouraging sustainable transport that will encourage healthy lifestyles.

Facilitating Sustainable Transport

Collectively, the sustainable transport measures will facilitate modal shift and reduce private car use and vehicle emissions. This helps reduce local air pollution, and supporting a healthy environment. Key measures to enhance sustainable travel include:



The development aims to create a low traffic neighbourhood to dissuade people from using cars, with the layout designed to promote walking and cycling links to key local amenities and transport services including the train station.



Provision of smart electric vehicle (EV) charging points in all homes and a number of community charge points



Provision of a wide range of uses and activities on the site so that a self-sustaining community



Smarter Choices initiatives including Travel Guides and Plans to allow existing local residents to use the opportunities to walk, cycle and travel by bus, created through the proposed development with the objective of reducing base traffic flows.



Homes designed to facilitate home working with flexible spaces along with the provision of high speed internet connectivity.

Sustainable Location

The sustainable location of the development and promotion of walking, cycling and public transport will support healthy lifestyles, reduce social isolation, and support local community services.



Walking and Cycling Strategy

Enhanced connections to South Woodham Ferrers, including the rail station with new and upgraded crossing points on Burnham Road.

Provision of over 10kms of walking and cycling routes that all connect into the existing rights of way/footpath and cycleway network.

Provision of a new bridleway route that links existing routes in the east and west together.

Reduction of speed on the Burnham Road to facilitate safe crossing arrangements and provision of six safe crossing points.

Improvements to the existing right of way network

Provision of secure cycle storage in all new homes

Cycle proficiency classes to encourage use of the bike in favour of the car.

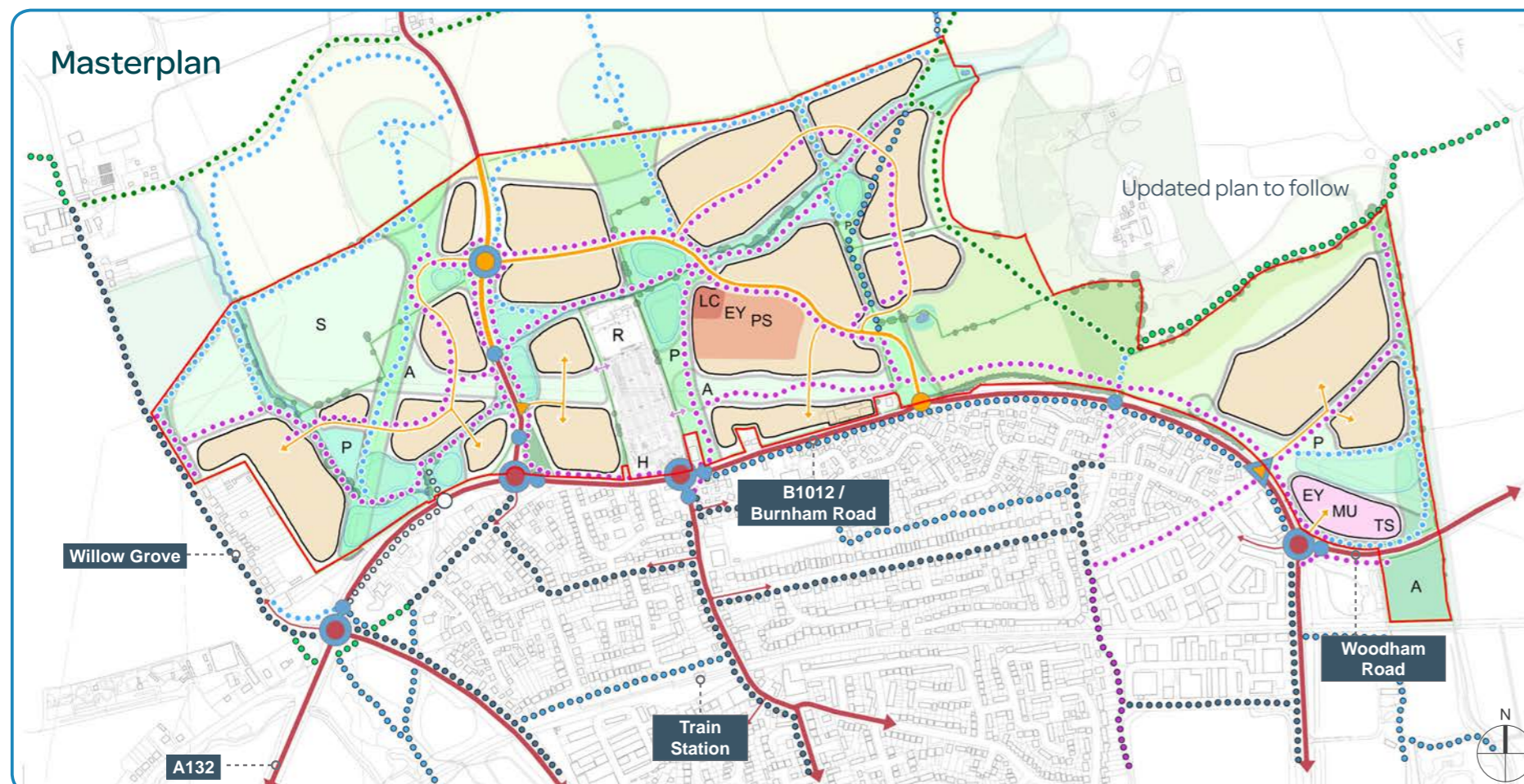


Bus Strategy

Primary route designed to accommodate the 36 bus service through the site and potential to increase its frequency.

Opportunity to improve other local services such as to Wickford.

Provision of improved/new bus services early in the development of the site and use of Travel vouchers to encourage use of bus services over use of the car.



Land North of South Woodham Ferrers

A development designed to create a healthy environment

The development at South Woodham Ferrers aims to create an active environment which is sustainable, delivers high quality homes and enhances the environment.

Active Environment and Connectivity

The development will provide a range of active environmental benefits and connectivity through:



- Provision of over 10km of footpaths and cycleways, connecting to the existing network.
- Creation of over 43 hectares of amenity and natural green space.
- Over 1 ha of play areas.
- Provision of 8.6ha of sports fields.
- 1.88 ha of allotments across the site.
- All open spaces and activities connected through the green infrastructure.
- Active street design which prioritises walking and cycling.

Biodiversity

The development aims to protect and enhance site habitats to deliver a 10% net gain in biodiversity through measures including:



- Retaining hedgerows and filling in hedgerow gaps.
- Retention of existing grassland areas.
- Restoration and enhancement of the habitat area to the south of Bushy Hill.
- Creation of new habitats including wildflower meadows, community orchards, woodland, and wetland habitats through the SuDS scheme.
- Tree planting which will exceed tree loss including 1 new tree for every new resident
- Specification of native tree species.
- Use of use climate tolerant species where appropriate.

Design of Homes and Spaces

New homes will be designed to provide residents with healthy living environments. The design of the development will include:



- The provision of a wide range and mix of housing including 35% affordable homes.
- Homes designed to comply with the Nationally Described Space Standards.
- Design of homes which prioritise natural daylight and comfortable living environments.
- Homes designed to include flexible spaces which are adaptable for the future.
- Provision of low energy new homes reducing energy costs for residents

Environmental Sustainability

The development will protect and enhance the environment through:



- Reducing local air quality effects through measures such as a sustainable travel plan.
- Design of energy efficient buildings which reduce energy use fabric and energy efficiency measures.
- Responsible sourcing of materials including using sustainable timber.
- Local suppliers and local labour.

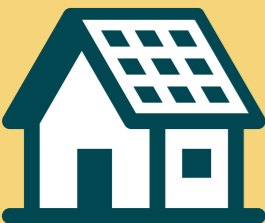
Land North of South Woodham Ferrers

Climate Change Mitigation and Adaptation

The UKCP18 climate projections show the UK will experience rising annual temperatures, reducing summer rainfall, increasing winter rainfall and an increase in extreme weather events. The development designed to be highly resilient to this future climate and minimise its impact on climate change.

Design of Homes and Spaces

To mitigate the impact of the development a range of measures will be incorporated to reduce the carbon emissions of the development through construction and operation, including:



- Assessment of the embodied carbon of new buildings and reduction of carbon emissions by 10%
- Delivering homes which achieve a 19% carbon reduction beyond the requirements of Part L 2013.

The detailed design of the development will explore options for development to make use of additional low carbon, renewable energy systems such as heat pumps and solar PV..

Water

To reduce the use of potable water new homes and buildings will be designed to reduce water consumption, including:



- Homes designed to achieve a water consumption rate of 110 litres/person/day; and
- Non-residential buildings to reduce water consumption by 25% in accordance with the BREEAM water efficiency Wat01 credits.
- Waste water heat recovery
- Water butts in gardens

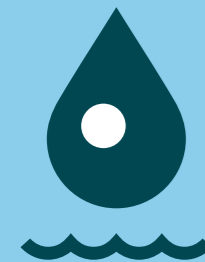
Carbon Sequestration

The significant provision of new woodland proposed and management of existing woodland has the potential to support the Council’s tree planting programme and help sequester carbon potentially saving over 600 tonnes of carbon.



Overheating

To minimise the risk on increasing summer temperatures and overheating all buildings will undergo thermal dynamic modelling using future climate projections to inform design to minimise overheating.



Flood Risk

To minimise the risk of increased winter rainfall and flooding to the site the development area is located in an area at low risk of flooding and will include a surface water drainage system designed to accommodate a 1 in 100 year storm event including a 40% allowance for climate change.

Land North of South Woodham Ferrers

A development that creates an inclusive community

The story around reducing the reliance on the car has already been told earlier.
This sub text should elaborate on the concept and benefits of inclusive communities



Supporting and Engaging Communities

We want to leave a positive legacy through our work with existing communities and to ensure that we deliver benefits for them and create more resilient and sustainable places. At South Woodham Ferrers this includes:

- Provision of community facilities as part of an inclusive development that brings new and existing residents together, including provision of a central Local Centre, and employment space.
- Play areas and green spaces that can be designed through local engagement.
- Potential for community involvement in the long term management of the site.
- Potential for new primary school and nursery facilities where parents will be able to meet and form new social groups.
- Community events that encourage use of the extensive open space provided for example cycling classes.
- Creation of a sports hub available to new and existing residents.



Improving Access to Education Skills and Employment

The development will help improve access to education and employment space through the provision of a new primary school and employment spaces. In addition through the construction phase Countryside will provide local training and skills development, aiming to provide:

- More local people in employment.
- More opportunities for disadvantaged & disabled people.
- Improved skills for local people.
- Improved employability of young people.

The provision of education and employment space will deliver local social value and benefit.



Access to Sustainable and Healthier Food Environments

The proposed development will include opportunities for local growing including:

- 1.88 hectares of allotments located in accessible locations across the masterplan.
- Opportunity to create a community garden.
- Fruit trees could be incorporated into the landscaping scheme.

APPENDIX 3

EXTRACT FROM MINUTES OF CHELMSFORD POLICY BOARD ON 14 JANUARY 2021

5. Strategic Growth Site Policy 10 – North of South Woodham Ferrers Masterplan

The Policy Board considered a masterplan for Strategic Growth Site Policy 10 – North of South Woodham Ferrers, which was being brought forward by Countryside Properties, Bellway Homes and Essex County Council.

The site policy for the site required, among other things, the following amount and type of development:

- around 1,000 new homes of mixed size and type to include affordable housing
- a travelling showpeople site for five serviced plots
- 1,000sqm of business floorspace
- 1,900 of convenience retail floorspace (this had already been provided by the Sainsbury's supermarket)
- the potential co-location of a new primary school with an early years and childcare nursery and one stand-alone early years and childcare nursery or two new stand-alone early years and childcare nurseries
- a neighbourhood centre
- local and strategic open space

In accordance with the Council's Masterplan Procedure Note, the core content of the masterplan provided context for the development and an analysis of the site; landscape, ecology and drainage strategies; information on access, movement and land use; and the infrastructure to be delivered.

The Policy Board was informed that the masterplan satisfactorily demonstrated how the requirements of the Local Plan would be delivered on the site and that its vision was sufficiently ambitious to achieve a high-quality development which was well related to its context. The masterplan layout and other content provided a sound framework to guide successful placemaking and would support the planning application process.

Questions and statements on the Masterplan had been received from five members of the public and South Woodham Ferrers Town Council. Some were detailed and technical in nature but, generally, they expressed concerns about the impact of the development on the road network around South Woodham Ferrers, the need for traffic calming measures, the potential congestion that could arise and the safety aspects of pedestrians having to cross a main road between the existing town and the proposed development; the effect the increased traffic would have on air quality; its potential contribution to exacerbating flooding and drainage problems that already existed in the area; the need for the provision of a primary school within the development site; and the need to ensure that the planned sports provision met the needs of a wide range of activities.

In response to those questions, officers said that:

- many of the issues relating to traffic would be addressed by the transport assessment and traffic modelling that would accompany any future planning application for the development. This would seek to mitigate the effects of congestion and rat-running and to provide safe crossing places. It would look to ensure adequate traffic flow and road capacity through a series of traffic management measures, junction improvements and the provision of and encouragement for the use of sustainable transport options. The Inspector for the Local Plan Examination in Public had accepted that the development could be accommodated without the need for a northern by-pass, and the promoters of the Bradwell B development would need to put forward measures to mitigate the effect of traffic associated with that project;
- an air quality assessment would need to be provided with a future planning application;
- the promoters of the development site were aware of the flooding problems in the area and of the need to provide a satisfactory drainage scheme in accordance with the County Council's SUDS Design Guide and to engage with Anglian Water regarding the sewage capacity;
- the local education authority would decide on the need for a primary school on the site but there was a view that it would be desirable and the developer had allocated a site for it and was willing to fund its provision; and
- the Council would continue to engage with sports clubs in South Woodham Ferrers and the Town Council over the strategic sports provision within the development to ensure that as broad a range of sports and activities as possible was catered for.

Members of the Policy Board felt that, in many respects, the Masterplan was exemplary and would create a high-quality, landscape-led and sustainable development with good open space provision. The concerns raised by the public and Town Council in their questions, however, were shared by a number of members, who asked whether the transport, air quality, flood risk and other assessments could be brought to the Policy Board before the Cabinet was recommended to adopt the Masterplan. The Policy Board was advised that, in accordance with the sequential approach to the development of strategic sites, such detailed assessments could not be produced until the principles of and objectives for a development had been agreed through the masterplanning process. The assessments would support and demonstrate the efficacy of the detailed proposals submitted at the planning application stage. Those responsible for carrying out the assessments would be made aware of the concerns about those aspects of the development and asked to ensure that they were taken into consideration at the planning application stage.

Responding to specific questions on other matters put by members, officers informed the Policy Board that:

- the traffic assessment would not use data obtained during the Covid-related restrictions on movement;

- the Masterplan sought to provide safe crossings in the right place for pedestrians and cyclists across the B1012 Burnham Road. It was envisaged that this road would become more akin to a street which would help integrate the new development with the existing town;
- the Clinical Commissioning Group was a consultee on the Masterplan and planning application and would comment on the level of health care provision required in association with the development;
- the land for a primary school would be secured by a Section 106 agreement for up to 10 years;
- the provision of the road infrastructure would be phased in accordance with the transport assessment;
- an Ecology Strategy had been produced which envisaged a biodiversity gain of at least 10%;
- a core objective of the Masterplan was to produce a new neighbourhood that would act and function as an integral part of the rest of South Woodham Ferrers but with its own character and identity; and
- the footpaths to the north of the site would abut the fields and be secured by a Section 106 agreement.

In approving the Masterplan members thanked officers for their work on it and ensuring that public consultation had been extensive and meaningful.

RESOLVED that

1. The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1, with any changes arising from the further recommendations be approved, and that consideration be given to the concerns highlighted by the Policy Board, namely that the outcomes of detailed assessments related to traffic generation, education provision, air quality, flood risk, and other relevant impact assessments that may be required as part of the future planning application process.
2. The Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to negotiate any final changes to the masterplan ahead of the consideration by Cabinet.



Chelmsford City Council Cabinet

2 March 2021

Community Funding Scheme Allocations

Report by:

Cabinet Member for a Fairer Chelmsford

Officer Contact:

Alison Chessell, Procurement & Risk Services Manager, alison.chessell@chelmsford.gov.uk, 01245 606598

Purpose

This report is to seek approval of the recommendations put forward by the Community Grants Funding Panel from the latest round of applications received.

Options

The following options are open to Cabinet:

- 1) Agree the recommendations put forward by the Community Funding Panel as set out in this report
- 2) Agree the recommendations put forward by the Community Funding Panel as set out in this report, with amendments.
- 3) Not agree the recommendations put forward by the Community Funding Panel as set out in this report.

Preferred option and reasons

Option 1) That Cabinet agree the recommendations put forward by the Community Funding Panel as set out in this report.

Recommendations

Option 1) That Cabinet agree the recommendations put forward by the Community Funding Panel as set out in this report.

1. Background

- 1.1. This report relates to the discretionary funding element of the Community Funding Scheme, which is split into two sections for allocation. The majority of the budget is allocated for Service Level Agreements with core providers while the remainder is available in the form of grants up to a maximum of £10,000 and is open for applications twice a year from eligible community groups.
- 1.2. The Service Level Agreements were previously approved for a two-year period ending 31st March 2022 and are allocated currently to five service providers.
- 1.3. Expressions of interest for the remaining funds are scored in line with the Our Chelmsford: Our Plan funding criteria by officers and considered by the Community Funding Panel.
- 1.4. The latest round of applications was considered by the Community Funding Panel during January and the Panel's recommendations are set out in the report.
- 1.5. All applications are subject to the grant budget being approved by Full Council in February 2021.
- 1.6. Cabinet will be updated if there are any changes to the Community Grants budget following Full Council meeting in February 2021.

2. Service Level Agreements

- 2.1 Of the £290,000 budget for 2021/22, £232,000 has been allocated under Service Level Agreements as shown in table 1. These payments represent the second year of the two-year service level agreement with the providers.

Table 1 – Service Level Agreements

Organisation	Activity	Grant Allocated
Chelmsford CAB	Generalist advice services.	£113,000
Chelmsford CVS	Core funding for support of Chelmsford's Voluntary and Community Sector organisations	£36,000
Chelmsford CVS	Volunteer Agency Project	£18,000
Essex YMCA	Core funding for youth projects within Chelmsford	£25,000
Chelmsford Community Transport	Core funding for accessible transport vulnerable Chelmsford residents	£40,000
AMOUNT ALLOCATED VIA SLA		£232,000
BUDGET 2021/2022 – subject to approval Feb 2021		£290,000

3. Community Grant Applications

3.1 Table 2 provides a summary of the community grant applications received and recommendations for awards from the Community Funding Panel.

3.2 These applications were received in the autumn round of applications and considered by the panel in January 2021.

Table 2 – Community grant applications. Summary Information for applications received in the Autumn application round.		
Applicant	Requested Grant	Recommended Grant
Millrace Furniture Restoration	£3,250	£5,000
CHARMS	£10,000	None
InterAct Chelmsford	£10,000	£10,000
Support 4 Sight	£4,000	£4,000
Hearing Help Essex	£8,500	£8,500
Families InFocus	£10,000	£10,000
Crossroads Braintree & Chelmsford	£10,000	None
TOTAL		£37,500

Further details of all the applications are included in Appendix 1 to the report.

4. Conclusion

4.1 The recommendations put forward by the Panel equate to £37,500 of discretionary funding being allocated. If the recommendations within this report are approved by Cabinet, this would leave a balance of £20,500 of discretionary funding available for the second round of the Community Funding Scheme, which is expected to take place in May (subject to final approval of the budget in February).

4.2 All unsuccessful applicants will receive written feedback on their application and notified of the next application window should they wish to resubmit.

4.3 Payments would be made to applicants in April 2021 following Cabinet approval.

List of appendices:

Appendix 1 – Details of Discretionary Awards.

Background papers: None

Corporate Implications

Legal/Constitutional: The Community Grants Panel is formally constituted.

Financial: The Community Discretionary Grants budget is pending final approval at February Council 2021

Potential impact on climate change and the environment: None

Contribution toward achieving a net zero carbon position by 2030: A separate fund for projects to assist in achieving a net zero carbon position is being developed.

Personnel: None

Risk Management: None

Equality and Diversity: None

Health and Safety: None

Digital: None

Other: None

Consultees:

Relevant Policies and Strategies:

Our Chelmsford Our Plan

Appendix 1

Details of the Community Grants Awards

Brief outline of applications received	
Millrace Furniture Restoration	Requested £3,250
<p>This is a niche project that provides work experience to individuals that are recovering from mental health issues. The project enables a small number of people to regain their confidence, learn new skills and improve their chances of becoming independent and potentially find paid employment.</p> <p>The project usually generates some income through running courses in furniture restoration to the general public – this has not been able to take place in the last year due to COVID-19.</p> <p>An uplift on the requested amount has been suggested that will cover costs of materials and resources and of exam fees and accreditation.</p> <p>Recommended award £5,000</p>	
CHARMS The Essex Therapy Centre	Requested £10,000
<p>CHARMS operate a hyperbaric oxygen chamber which can be used for therapeutic treatment of a range of neurological conditions. The group also provides other therapies, advice and support.</p> <p>Unfortunately, the application is lacking information, including evidence of need and demonstration of benefit.</p> <p>The project failed to score the minimum required financial score, receiving 11/20 (min is 15). It also failed to score the minimum overall score, receiving only 48/100 (min is 50).</p> <p>Recommend no award be made due to not scoring minimum threshold requirements.</p> <p>Feedback letter to be sent.</p>	
InterAct Chelmsford	Requested £10,000
<p>InterAct provide a range of clubs and activities to allow vulnerable and disadvantaged young people to make friends, learn to challenge themselves and grow in confidence and self-esteem. These young people often experience social exclusion, loneliness, low self-esteem and lack confidence.</p> <p>The application also asked for contribution to delivery of MHFA (Mental Health First Aid) training for adults.</p> <p>Recommended award: £10,000 but ringfenced to support Chelmsford resident participants.</p>	
Support 4 Sight	Requested £4,000
<p>A resource centre in Chelmsford for people who are partially sighted. Provides advice, guidance and access to specialist demonstration equipment – technology-based aids as well as day to day practical items; magnifiers, lighting etc.</p> <p>Also run a desk at Broomfield to support newly diagnosed people, undertake home visits focussing on safety and hold social events to provide peer support and reduce isolation.</p> <p>Recommended award: £4,000</p>	

Hearing Help Essex	Requested £8,500
<p>HHE (Hearing Help Essex) aims to relieve the isolation and loneliness of those with an acquired hearing loss by offering practical help, support and guidance.</p> <p>A team of trained volunteers carry out cleaning and basic maintenance of NHS hearing aids, helping users to understand the controls and fitting. Supporting new users to keep using their aid.</p> <p>Provision is usually delivered by home visit, sessions in care and residential homes, in the community in parish halls and at their Chelmsford Resource Centre in Moulsham Street. The Resource Centre also provides an equipment loan service, allowing service users to try out specialist equipment in their own homes.</p> <p>Recommended award: £8,500</p>	
Families InFocus	Requested £10,000
<p>Families InFocus provide support, advice and assistance to families with children and young people who have any special educational need or disability (SEND).</p> <p>Services are delivered via a helpline and 121 (face to face) support. Issues dealt with include education, disability benefits, health, social care, housing, leisure and transport. Issues may be resolved with just a few contacts whilst others require significant input over a longer period. Outreach work is also undertaken in partnership with out organisations. Families seeking help are often in poor emotional health, feel isolated and may be residing in poor environments or be lone parents. The service is free and open to all as well as via referral from other organisations.</p> <p>Recommended award £10,000</p>	
Crossroads Braintree & Chelmsford	Requested £10,000
<p>Early Intervention Scheme – new project. Provision of emergency respite to carers.</p> <p><i>‘We would look to provide carers with 4 weeks respite while they apply for direct payments which would fund respite going forward.’ ‘...enable carers in Chelmsford to attend clinical appointments for themselves, re-connect with their wider community or just provide a well needed break to prevent potential mental health issues.’</i></p> <p>A very weak application that does not supply information relating to the nature of the services to be funded, the need for them or any detail relating to the beneficiaries.</p> <p>The project failed to score the minimum required financial score, receiving 11/20 (min is 15). It also failed to score the minimum overall score, receiving only 35/100 (min is 50).</p> <p>Recommend no award be made due to not scoring minimum threshold requirements.</p>	