

# Chelmsford Policy Board Agenda

4 November 2021 at 7pm

Council Chamber, Civic Centre, Chelmsford

## **Membership**

Councillor I Fuller (Chair)

## **and Councillors**

H Ayres, D Clark, W Daden, J Galley, N Gulliver, G B R Knight,  
G H J Pooley, R J Poulter, A Sosin, N Walsh, R T Whitehead  
and T N Willis

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# CHELMSFORD POLICY BOARD

4 NOVEMBER 2021

## AGENDA

### PART 1

Items to be considered when members of the public are likely to be present

#### 1. 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

Minutes of meeting on 14 October 2021

#### 4. Public Questions

Any member of the public may ask a question or make a statement at this point in the meeting. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Board 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](mailto: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.

#### 5. Masterplan for Land East of Chelmsford Site 3a – Manor Farm

#### 6. Policy Board Work Programme

## 7. Urgent Business

To consider any other matter which, in the opinion of the Chairman, should be considered by reason of special circumstances (to be specified) as a matter of urgency.

## PART II (EXEMPT ITEMS)

NIL



**MINUTES**  
of the  
**CHELMSFORD POLICY BOARD**  
held on 14 October 2021 at 7:00pm

Present:

Councillor I Fuller (Chair)

Councillors D Clark, G H J Pooley, R J Poulter, A Sosin, N Walsh and S Young

Also present: Councillor M J Mackrory

### 1. Apologies for Absence

Apologies for absence had been received from Councillors H Ayres, W Daden, J Galley, N Gulliver, G B R Knight, R T Whitehead and T N Willis. Councillor Ayres had appointed Councillor Young as her substitute.

### 2. Declarations of Interest

Members were reminded that they must disclose any interests they knew they had 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 became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

### 3. Minutes

The minutes of the meeting 5 July 2021 were confirmed as a correct record.

### 4. Public Questions

There were no questions or statements from members of the public.

### 5. Solar Farms Supplementary Planning Document

The Policy Board considered the results of public consultation on a draft Supplementary Planning Document (SPD) which aimed to provide guidance on preparing, submitting and assessing planning proposals for solar farms proposals and their locations. The SPD took into account the requirements of national planning policy and guidance, local planning

policies and other relevant strategies. It provided practical advice for solar farm applicants, Council planners, local stakeholders and communities in the consideration of solar farm proposals.

It was suggested that, for clarity, in Appendix 2, the following amendments should be made:

- in paragraph number 7.17, after the word “public’s” and before the word “enjoyment” in the penultimate line, the words “and local residents” should be added, as should the words “at the expense of the applicant” at the end of the paragraph; and
- in paragraph 7.19 after the word “safety” , add “local residents”

Asked to clarify the meaning of paragraph 7.34, officers said that this related to possible future community ownership and stewardship schemes. How this might evolve in future developments was not yet clear but it could include the stewardship of assets through which energy was supplied to a particular development and the financial and governance arrangements that were needed to oversee and maintain those assets.

It was emphasised that in order to comply with the Local Plan and national planning policies on solar farms, and having regard to all material considerations, the SPD could only refer to preferred locations in general terms, rather than specific or prescribed locations, and that the merits of any given site could only be considered at the planning application stage. The general policies in the Local Plan would guide prospective developers on the types of site that would be acceptable and the suitability of specific sites could be discussed with them at the pre-application stage as set out in the guidance contained within Section 7 of the SPD.

RESOLVED that

1. The proposed changes to the SPD attached at Appendix 2 of this report to the meeting be agreed and that the Cabinet be recommended to approve the amended document.
2. It be recommended to the Cabinet that the amendments to paragraphs 7.17 and 7.19 set out above and 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 be undertaken to adopt the SPD and that the Cabinet be recommended to authorise the Director of Sustainable Communities in consultation with the Cabinet Member for Sustainable Development to approve the necessary legal and procedural adoption material.

(7.03pm to 7.25pm)

## 6. First Homes Planning Advice Note

Members were informed that in May 2021, the Government had published a Written Ministerial Statement that set out plans for delivery of a new type of affordable home ownership product called First Homes. To support the future development of First Homes, the Government also set out changes to national planning policy, which now required that a minimum of 25% of all affordable housing units secured through developer contributions be delivered as First Homes.

Elements of the national criteria applying to First Homes, and the purchasers of First Homes, were fixed whilst some could be amended by local authorities. As this was a new requirement and there was no policy covering it in Chelmsford's Local Plan, a Planning Advice Note had been prepared.

The First Homes Written Ministerial Statement also introduced a First Homes exceptions site policy to encourage First Homes-led development on land that was not currently allocated for housing. The draft Planning Advice Note supported the Local Plan and supplementary planning documents by providing clarity in response to common queries, changes in national policy or updated evidence.

Asked how it would be ensured that affordable homes in rural exception sites would be made available in perpetuity to those who met the criteria, officers said that the separate rural exception process would continue to be secured through planning obligations and monitored by the local authority. Separate arrangements would exist for First Homes exception sites whereby the developer/vendor would need to declare to the Council that they were complying with any planning obligations relating to the disposal or resale of a property to qualifying residents.

In response to further questions, the Board was informed that:

- The cap on the size of First Home exception sites outside but to adjacent to Defined Settlements or the Urban Areas would be the same as that initially put forward in national policy for entry-level exception sites i.e. one hectare or five per cent of the size of the settlement, whichever was the lower. This would ensure that developments on, for example, the edge of smaller villages were not out of proportion to existing development.
- If there was no demand for properties provided through First Homes on a particular site, the developer would presumably seek to renegotiate that planning obligation, although national policy drafting assumed that such a situation would not arise and that there would be a demand for such properties.

If approved, the Advice Note would be the subject of consultation before being submitted to the Cabinet for approval.

RESOLVED that

1. The draft First Homes Planning Advice Note be approved for a 4-week technical consultation, the consultation feedback and any subsequent amendments to the draft

First Homes Planning Advice Note to be considered by Cabinet ahead of final approval.

2. The Director for Sustainable Communities, in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, be authorised to negotiate any final changes to the First Homes Planning Advice Note arising from the Policy Board ahead of targeted consultation.

(7.25pm to 7.47pm)

## 8. Chelmsford Policy Board Work Programme

The Board received the latest version of its Work Programme for 2021-22. Members agreed that an additional meeting of the Board should be held on 2 December 2021.

RESOLVED that the latest Work Programme of the Board be noted.

(7.47pm to 7.50pm)

## 9. Urgent Business

There were no items of urgent business.

The meeting closed at 7.50pm

Chair



## Chelmsford City Council Policy Board

4 November 2021

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### East Chelmsford Masterplan – Strategic Growth Site 3a – Manor Farm

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#### Report by:

Director of Sustainable Communities

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#### Officer Contact:

Julie Broere, Senior Planning Officer – [julie.broere@chelmsford.gov.uk](mailto:julie.broere@chelmsford.gov.uk)

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#### Purpose

This report is asking the Policy Board to recommend to Cabinet the approval of the masterplan for the East Chelmsford Local Plan Site Allocation 3a – Manor Farm

#### Recommendation

1. The Policy Board recommend to Cabinet that the masterplan attached at Appendix 1 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 Council adopted its new Local Plan on 27th May 2020. The plan allocates land for development in locations across Chelmsford, including Location 3 – East Chelmsford. This location comprises the following four Strategic Growth Sites:

3a: East Chelmsford – Manor Farm (Residential) – Hopkins Homes

3b: East Chelmsford – Land North of Maldon Road (Employment)  
3c: East Chelmsford – Land South of Maldon Road (Residential)      Redrow  
Homes  
3d: East Chelmsford – Land North of Maldon Road (Residential)

- 1.2. The masterplan presented in this report relates to Strategic Growth Site 3a – Manor Farm which is brought forward by Hopkins Homes. Strategic Sites 3b, 3c and 3d are promoted by Redrow Homes whose masterplan was presented to Policy Board on 4 March 2021. As such, both developers have prepared separate masterplans – there is no Local Plan requirement for them to produce a joint masterplan – however, Hopkins Homes and Redrow Homes are engaging with one another to ensure consistency across the masterplans and CCC officers have considered both developers’ masterplans as they have progressed to ensure compatibility between the proposals.
- 1.3. The formal determination of masterplans consists of two stages: consideration by Chelmsford Policy Board and then approval by Cabinet.
- 1.4. 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 the creation of attractive places to live and the successful integration of new communities with existing. Masterplans are to demonstrate how the site(s) will satisfy the requirements of the respective site policies.
- 1.5. The site policy for Strategic Growth Site 3a requires the following amount and type of development:
  - Around 250 new homes of mixed size and type to include affordable housing.
  - A new Country Park.
- 1.6. The Council’s Masterplan Procedure Note updated in October 2019 sets out what masterplans should contain. For this site, the core content of the masterplan covers:
  - Context and site analysis
  - Constraints and opportunities
  - Landscape, ecology, heritage and drainage strategy
  - Access, movement and connectivity, including the cycling network
  - Land use and character zones
  - Green infrastructure – creating a network of green corridors
  - Country Park
- 1.7. The masterplan does not secure detailed site planning or housing typologies as these will be considered at planning application stage.

- 1.8. Developer obligations will be secured by way of a s.106 Agreement as part of any outline planning application.

## 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 location of local amenities. 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 numerous utilities which have dictated not only where the site allocation boundaries have been drawn but how the sites can be successfully masterplanned.
- 2.2 The layering of the site constraints allowed identification of the developable areas and fed into the development of landscape, flooding, heritage and movement strategies. The developers worked with CCC officers and ECC Highways Authority in accordance with an agreed PPA to collaboratively develop the first draft masterplan.
- 2.3 Joint meetings also took place with Hopkins Homes, Redrow Homes (Sites 3b-3d) and ECC Highways Authority to agree the shared access arrangements at the junction of Sandford Mill Road and Maldon Road.

## Community and Technical Stakeholder Workshops

- 2.4 Due to COVID-19 restrictions community and technical stakeholder workshops (Stage 1) were held remotely on 8<sup>th</sup> October 2020. Hopkins Homes prepared a virtual exhibition accessed online which stakeholders were able view prior to the workshops.
- 2.5 The workshops provided the opportunity to gather the views of all key, local political and community stakeholders within the local area. The workshops concentrated on six topic areas, which were:
  - Highways, access and movement
  - Heritage
  - Ecology, landscape and topography
  - Drainage and utilities
  - Place making
  - Country Park
- 2.6 The relevant technical consultants from the developer's project team were available to answer questions on the topic areas. Feedback was collated via a notetaker. Following the sessions stakeholders were encouraged to provide any further feedback, comments and questions to the developer.

- 2.7 Feedback from the Stage 1 consultation was collated and amendments were made to the masterplan. The issues raised and changes made are set out at section 7 of the masterplan attached at Appendix 1. Some of the main changes included further consideration to cycle routes and connections; strengthening recreational and leisure routes/spaces in response to Sport England's comments and strengthening the relationship between the landscape and built form, taking account of the site's landscape and historical sensitivities.

## Public Consultation

- 2.8 The public consultation on Stage 2 of the masterplan ran for six weeks between 23<sup>rd</sup> July 2021 and 3<sup>rd</sup> September 2021. The consultation was extended from the usual three-week period to six weeks due to the pandemic. Whilst the consultation coincided with the easing of COVID-19 restrictions (19<sup>th</sup> July 2021), it was agreed between the Council and developers to hold the consultation virtually given that the pandemic was and is ongoing and the potential reluctance of members of the public to engage in face-to-face meetings.
- 2.9 The City Council displayed site notices and consulted residents close to the allocation by letter (Molrams Lane, Maldon Road, Leach Close, Baddow Hall Crescent and Sandford Mill Lane).
- 2.10 The site promoters sent a consultation newsletter to approximately 3,000 addresses within the Great Baddow and Sandon area. The newsletter provided information on the masterplan and directed consultees to their website where further information could be found including a virtual exhibition. Members of the project team was also available via 'live chat' sessions that ran Monday-Friday for four weeks. A Saturday session was also available. Where requested, hard copies of the masterplan were provided to residents.
- 2.11 The comments received from the public consultation have been summarised and the comments have been discussed between Hopkins Homes and City and County Council officers. This has resulted in a final masterplan document.

## Quality Design Review

- 2.12 The masterplan was reviewed by the Essex Quality Design Review Panel on 16<sup>th</sup> September 2021. The panel recognised that the site was challenging and appreciated that considerable work had been undertaken to develop the proposal to its current stage. Furthermore, the panel were impressed by the quality of the presentation and how the proposal has been designed with landscape at the forefront of all the decisions.
- 2.13 It is considered that all the points raised by the panel are pertinent to either pre-application discussions and/or the planning application stage. A summary of their comments and at what stage they are likely to be addressed can be seen within the matrix at Appendix 2. The matrix shows that the panel considers the



following are key considerations for the next stages in the development process:

- The prioritisation of pedestrians and cyclists
- The safeguarding of green spaces and the integration of built form into the landscape
- Community health and well-being
- Sustainability

## Member Presentation

2.14 Prior to the Chelmsford Policy Board meeting, all members were invited to a briefing by the developers on 26<sup>th</sup> October 2021 setting out the content of the final draft masterplan.

## 3. Overview of Masterplan Content

### Land Uses and developable parcels

- 3.1. The constraints of the site have dictated the developable areas of the allocation. The site's topography is a key consideration with the land rising from the flood plain at the north to the edge of Maldon Road to the south. A high-pressure gas main, a foul sewer and water main all run through the site. A Bronze Age Monument also lies along the southern boundary of the site. It is one of a number of Bronze Age features within the Chelmer Valley. Its position overlooking the valley was most probably due to its siting and its relationship with the wider valley and is therefore important to its setting.
- 3.2. Also along the southern boundary is an established hedgerow which forms part of the more landscaped character of this side of Maldon Road comparative to the more built-up development on the other side. It also softens views of the ridgeline from the river valley. It is therefore an important landscape feature.
- 3.3. The development therefore needs to respond positively to all these key landscape and historical features as well as the constraints of the site.
- 3.4. However, all of the above have presented the opportunity for the creation of green corridors which have become one of the defining features of the development. These permeate through the site to provide a visual break and are the cornerstone around which the built form will be developed. They also provide a green link to the Country Park and the river valley beyond as well as preserving open views to and from the river valley.
- 3.5. The masterplan identifies developable parcels based upon the opportunities and constraints of the site. It then further identifies character zones within these parcels and the key landscape spaces. The identification of character areas gives the scheme depth and identity and promotes placemaking.

## Access, Movement and Connections

- 3.6. A five-arm roundabout is proposed at the junction of Sandford Mill Lane and Maldon Road which would provide access to Site 3a and Sites 3d and 3c (Redrow Homes). This is a result of discussions between Redrow Homes, Hopkins Homes and ECC Highways Authority. It is anticipated that a separate planning application for the roundabout will be submitted shortly. The design of the roundabout has been developed to take account of strategic pedestrian and cycle desire lines and design standards. Crossing points are proposed to ensure safe connections.
- 3.7. The access from the roundabout into Site 3a would continue as a primary loop road around the site with secondary and tertiary roads taken from this to create perimeter block sub-parcels. Where possible, loop road arrangements have been included to promote connectivity and to avoid the overuse of culs-de-sac.
- 3.8. The development is highly permeable with a network of pedestrian and cycle routes that are a mix of on and off-road, extending through the site and connecting to the proposed Country Park. Crucially, connections are provided east-west of the site facilitated through a segregated east-west cycle/pedestrian link. As seen in Figures 19 and 20 of the masterplan, this provides connections to:
  - South into the Manor Farm shop both east and west
  - South via a signalised crossing (west of the new roundabout) to provide connections to Site 3c (Redrow) and local schools
  - East to Sites 3d and 3b (Redrow) and beyond to the Park and Ride
  - West via a signalised crossing to facilitate access to Great Baddow and the local facilities and further beyond to the City Centre (off-site infrastructure works are envisaged which will be addressed at pre-application/planning application stage).
  - North via a pedestrian/cycle link adjacent to 'parcels 4' that will connect to the National Cycle Route (NCN1) (this will include some on road cycling on Sandford Mill Lane which forms part of the NCN1).
  - North to the Sandford Mill.
- 3.9. A plan is provided at page 66 of the masterplan showing both the East Chelmsford allocation as a whole and the wider area. This plan shows how the East Chelmsford sites would relate each other, connections between the sites and the wider area. Therefore, whilst the developers have produced separate masterplans, their masterplans are consistent with one another and both demonstrate how the sites are connected, coherent and maximise place making opportunities. Furthermore, there are shared infrastructure requirements and therefore they have and will continue to engage with one other on the delivery of the East Chelmsford development.
- 3.10. In addition, the same CCC and Highways Authority officers have been working with both developers on their masterplans to ensure consistency and coherency. The Council continues to be satisfied that the developers can come

forward with their masterplans, and in turn developments, independently without impacting on the delivery of the East Chelmsford allocation.

## Cycling

- 3.11. The masterplan includes an analysis on cycling options, recognising the importance of sustainable travel and the potential to improve cycling connectivity in the locality. The masterplan assesses five routes and identifies their strengths, weaknesses, constraints and infrastructure requirements. All five options present challenges due to the constraints of the surrounding urban environment, i.e., Maldon Road, existing housing and third-party land ownership which does impact on how far connections can be extended.
- 3.12. The masterplan identifies four preferred cycle routes with one route, Option 2, discounted due to the level of works required to deliver this route and the impact these would have on the character of the river edge and the Conservation Area (see Figure 22: Preferred Cycling Options on page 65).
- 3.13. Options 1 and 4 provide connections to the City Centre either through the Great Baddow to City Centre Cycle Route or NCN1. Whilst it is acknowledged that both of these options have constraints, it should be noted that they can be viably delivered by Hopkins Homes through both on and off-site infrastructure works. That is, Hopkins Homes are not restricted by third-party land ownership which is one of the key challenges to cycleway enhancements within this area.
- 3.14. However, the masterplan also identifies options 3 and 5. Option 5 shows the provision of a footway/cycle connection northwest through the Country Park to its boundary which could then facilitate the opportunity for future connections continuing west linking into the City Centre as identified in Figure 23: Wider Movement Strategy (page 66). The land beyond the boundary of the Country Park is outside Hopkins Homes' control, however the City Council, in discussions with Essex County Council, are exploring how these wider cycle connections could be delivered. Discussions are in the initial stages and further consideration will need to be given to landownership issues, appropriate funding streams, delivery etc. However, there is a commitment from both parties to look to see how an enhanced, coherent and connected cycle network could be achieved between East Chelmsford and the City Centre.
- 3.15. There will be discussions with Hopkins Homes at the next stages of the development process on how they could aid in enabling improvements to the wider area through developer contributions. Any contributions need to be appropriate and proportionate to the development.
- 3.16. On option 3, this shows a connection through the site to Sandford Mill. Sandford Mill is in the ownership of the Council and there is a potential that the Council could facilitate a more direct route to the national cycle route.
- 3.17. Overall, the masterplan provides a comprehensive analysis of cycling opportunities with the aspirations to facilitate, where possible, cycle connectivity both locally and to the City Centre.

## Green/Blue Infrastructure

- 3.18. The masterplan takes a landscape led approach and seeks, where possible, to retain existing trees and hedgerows, in particular the hedgerow along Maldon Road. The Council supports its retention as aids in softening views of the ridgeline from the river valley. Furthermore, it is envisaged that it will be strengthened with additional planting to better integrate the built form into the landscape when viewing the development from the north. It should be noted that this is why the strategic east-west pedestrian/cycle route shown on the masterplan is on the inside of the hedge line. It is also located in this position to create a more pleasant route for pedestrians and cyclists being set away from Maldon Road.
- 3.19. As set out above, the development is founded on the creation of green corridors that permeate the site and the creation of character zones around these spaces. Whilst it is inherently a housing development, the masterplan looks to establish the principles of a high quality, landscape led scheme that takes account of its surroundings including how it interacts with the proposed Country Park and the river valley and Conservation Area to the north.
- 3.20. On drainage, the site (including the Country Park), falls within Flood Zones 1, 2 and 3. All the proposed housing will be located outside of the flood zone and the development will be designed to mitigate flood risk as required by the Local Plan policies, including factoring in future climate change. Due to the site's topography, most of the Sustainable Urban Drainage features (SuDS) will be located along the northern boundary of the site as this is the natural drainage point. However, there is likely to be provision for SuDS associated with parcels 4, located to the east, and at the entrance to the site for drainage related to the roundabout.

## Density and height

- 3.21. Although indicative, the masterplan illustrates how the development would respond to both the urban and rural landscape. Residential density ranges between 22-38dph with lower densities and lower scale, e.g., two storeys, proposed where the development parcels transition to the Country Park and where they enclose the Bronze Age Monument.
- 3.22. Buildings should be generally restricted to a maximum of two storeys as required by the site policy. However, the Council broadly accepts the principle that there is some potential to include up to 2.5 and 3 storeys to create variety and/or where buildings turn corners/are gateway buildings. Or where the parcels are in less sensitive locations, for example adjacent to the A1114 slip road. However, where a greater scale is shown, it does not necessarily mean the area as a whole would be these heights. The masterplan is identifying potential areas and for both scale and density. The detailed design of the scheme will be the determining factor with consideration given to Local Plan

policies, planning design guidance and landscape sensitivities to ensure that a high quality and well-conceived development is delivered.

## Country Park

- 3.23. Sandford Mill is adjacent to Site 3a to the north and is allocated in the Local Plan as a Special Policy Area. It is envisaged it will be regenerated in the future for cultural, leisure and recreational purposes. Therefore, a site policy requirement for Site 3a is a new vehicular access from Maldon Road to Sandford Mill to improve access to this community asset. This is accommodated within the development parcel with a road subsequently leading to the Country Park where a car park is proposed for the Country Park and the future use of Sandford Mill. A pedestrian/cyclist bridge is proposed to connect the Country Park to Sandford Mill. The future regeneration of Sandford Mill and the Country Park will create an important community space for the locality.
- 3.24. There are existing footpaths that run through the Country Park that connect to the wider area. The masterplan identifies a series of additional walking and cycle routes, accompanied with rest stops, to promote leisure and recreation and the enjoyment of the Country Park.
- 3.25. Similar to the housing development, the masterplan identifies key character areas within the Country Park that will respond to the immediate locality and landscape features. These areas will provide interest and variety for users of the Country Park as they move through these spaces.
- 3.26. It is envisaged that a more naturalistic approach is taken with the Country Park, working with the landscape to enhance it rather than create new features. As the masterplan sets out, the principle is 'minimum intervention, maximum impact.' The purpose of this is twofold. Firstly, to ensure that the existing landscape character is preserved and secondly to ensure that the Country Park does not become a 'designation attraction', drawing visitors from further afield. The Country Park is intended to serve the locality in a sustainable manner, much like it currently does, being used by walkers and dogs walkers from the immediate area and those using the existing footpath network from the City Centre.
- 3.27. Overall, the Country Park offers an opportunity for a new strategic green space on the edge of the City Centre.

## Quantum of development

- 3.28. The Local Plan allocates '*around 250 new homes*' for Site 3a. Paragraph 7.117 of the Local Plan advises that this number of homes is based on the Council's initial and precautionary assessment of the heritage, landscape and utility constraints which was undertaken ahead of the masterplan process. However, this paragraph goes on to state that the masterplanning process will determine the final number of new homes, which could be in excess of 250 homes, whilst ensuring that the overall objectives of the site policy are not comprised.

- 3.29. The statement that the masterplanning process will determine the final number of homes was specifically added, specifically for this site, by the Planning Inspector for the Local Plan Examination. The Inspector's report states:

*'In terms of the capacity of the site to deliver houses, the policy quite rightly does not set a maximum but instead requires 'around 250 new homes' which provides adequate flexibility. However, the supporting text states that proposals significantly in excess of this figure are unlikely to be acceptable. Whilst I acknowledge the cautious approach of the Council in this regard, due to the presence of heritage, landscape and utility constraints, this wording is unduly restrictive at this stage. Indeed, it was agreed at the hearings that the precise number of houses to be built on the site will be determined through the detailed masterplanning process, based on further assessments. Accordingly, this wording needs to be amended to reflect this....'*

- 3.30. Hopkins Homes has comprehensively masterplanned Site 3a, engaging in two stages of consultation and ongoing discussions with the City Council. Through this process they have determined that, through a landscape led approach and taking account of the constraints and opportunities, the site is likely to be able to accommodate approximately 340 homes.
- 3.31. The site is sizable, with the site area of the housing development approximately 30ha. Through the analysis undertaken through the masterplan, the Council is satisfied that it is likely that 340 homes could be accommodated within the site. However, the acceptance of this at this stage does not preclude further discussions at pre-application and planning application stage. Development will still need to accord with the relevant national and Local Plan policies and planning guidance to ensure a high-quality, well-designed scheme is delivered. If this is compromised by the number of dwellings, then further discussions will be required. Ultimately, the final number of homes will come through the planning application process.

#### 4. Public Consultation – Main Issues (masterplanning)

- 4.1. The public consultation resulted in 94 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 Site 3a- Manor Farm
- 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.

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### List of appendices:

Appendix 1 – Masterplan

Appendix 2 – Summary of consultation and neighbour responses

Appendix 3 – Site promotor's response to masterplan consultation

### 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 adopted Local Plan and 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



# LAND AT SANDFORD PARK

MASTERPLAN DOCUMENT | OCTOBER 2021







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Barton Willmore  
The Blade, Abbey Square,  
Reading, Berkshire  
RG1 3BE  
T: 0118 943 0000  
E: info@bartonwillmore.co.uk

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by Barton Willmore

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## HOPKINS HOMES IS A LEADING UK HOME BUILDER SPECIALISING IN PLACE MAKING AND URBAN REGENERATION.

Hopkins Homes has established an enviable reputation for developing award-winning homes, whether contemporary city centre apartments, stunning riverside town houses, traditional style homes in market towns or peaceful East Anglian villages, that harmonise with their neighbours and surroundings whilst creating homes of character and individuality. From a start in 1992 Hopkins Homes, together with Hopkins & Moore, has grown from a small local company into a significant builder of quality homes, being recognised by the NHBC in their Quality Award Scheme, which is the industry's benchmark for the quality of a development in terms of build standard and overall site management.

Hopkins Homes has become the largest independent property developer in East Anglia providing homes throughout Suffolk, Norfolk, Cambridgeshire and Essex, and is immensely proud of the significant contribution that the company has made to the regional and wider economy through creating and supporting jobs, providing exceptional new homes and building sustainable communities.

Working with a number of leading regional and national architectural practices, Hopkins Homes has won a number of prestigious awards for design including The Daily Telegraph Award for Best House Design. Hopkins Homes has also appeared twice in the Sunday Times Fast Track 100 list of the UK's top 100 fastest growing companies.

The Hopkins Homes team of committed professionals, with skills which encompass planning, design, construction and after sales, use extensive research, experience and local knowledge to take a wholly fresh approach to the design and building of houses that reflect the traditional character of their setting, be it modern, contemporary or vernacular rural.

With a Hopkins Home you can be sure that your home has been designed and built to last. Architects work alongside Hopkins' in-house design team to ensure that the design and style of our final product is perfect for the chosen location.











The background of the slide is a wide-angle landscape photograph. In the foreground, there is a large, dark brown, textured field, possibly a plowed field or a field with low-lying vegetation. In the middle ground, there are several green fields and a line of trees with yellow and orange autumn foliage. In the background, a small town or village is visible, with houses and buildings. The sky is a clear, light blue with a slight gradient from white near the horizon to a deeper blue at the top.

# Introduction



1.1 PURPOSE OF DOCUMENT

This Masterplan Document has been prepared on behalf of Hopkins Homes in support of development on land to the north of Great Baddow (Manor Farm) also known as Sandford Park.

The Chelmsford Local Plan states that Strategic Growth site 3a East Chelmsford (Manor Farm), shown in Figure 1 opposite, is allocated for a new landscape-led, high-quality comprehensively planned sustainable neighbourhood that maximises opportunities for sustainable travel as well as a new Country Park.

This location represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. Furthermore, the development of the site would provide Great Baddow with a new neighbourhood contributing to the community and also a robust landscape and Green Infrastructure network that will provide local residents with an enhanced environment and public amenity benefit, positively reinforcing local character through sensitive design.

As part of the masterplanning process, and with a robust underpinning analysis of various site constraints and landscape context, the baseline characteristics of the site have been identified, analysed and appraised with the aim of providing the basis for a considered and sensitively designed, high-quality residential development.

This document includes analysis of the requirements of the Local Plan, landscape context, existing site constraints, landscape character, visual amenity and existing settlement patterns and characteristics.

It also sets out the opportunities that can be taken to creatively respond to the constraints and context of the site in an aspirational and creative way, leading to a masterplan and design framework that establishes a strong identity and sense of place for the development.

The content within this Masterplan Document is based on the following key themes:

- Site location and description.
- Site context analysis.
- Analysis of Local Plan policies and designations.
- Analysis of published landscape character.
- Historical context and character appraisals of neighbouring settlement areas.
- Analysis of site constraints.
- Development of strategic design opportunities.
- Establishment of masterplan framework.
- Creation of a design framework.
- Definition of key development parameters.

*This document has been developed through an iterative process in close collaboration with Chelmsford City Council and informed by extensive discussions with its officers, as required by the Masterplan Procedure for Local Plan Development Allocations to 2036 (October 2019 Update).*

*This is the final version of the Masterplan Document, and includes updates and revisions following feedback received through the Stage 1 and 2 Consultations.*









1.2 MASTERPLAN DOCUMENT STRUCTURE

The structure of the Masterplan Document has been based on the requirements of the Masterplan Procedure for Local Plan Development Allocations to 2036 document. Appendix 1: Masterplan Procedure of the above document sets out the required

stages and protocol for the preparation of masterplan documents to guide the design and development of Strategic Growth Sites. The Masterplan Document is required to include the following key information:

- A vision for the new place.
- Site and context analysis, including surrounding landscape, heritage, contamination, flood risk, important views, etc.
- Movement structure, including walking, cycling, public transport, vehicle circulation.
- Infrastructure strategy.
- Sustainable Drainage Strategy (SuDS).
- A framework for landscape, spaces and public realm.
- Land use and developable areas.
- Building heights.
- Layout principles.
- Delivery and phasing.

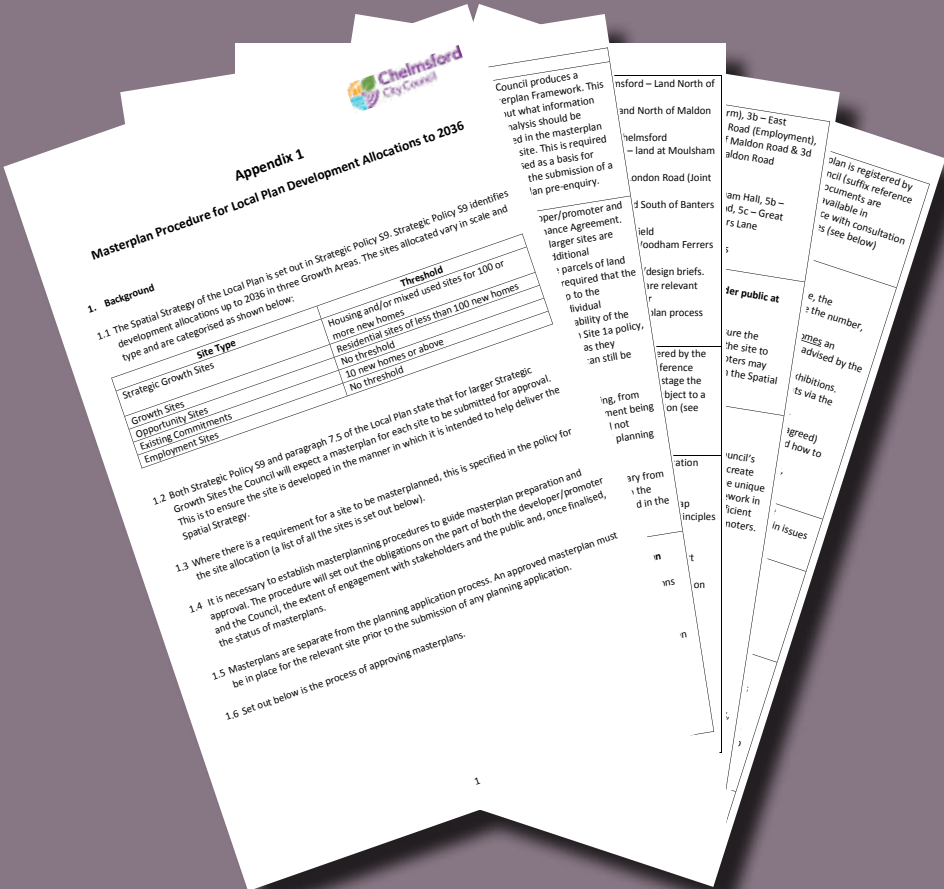
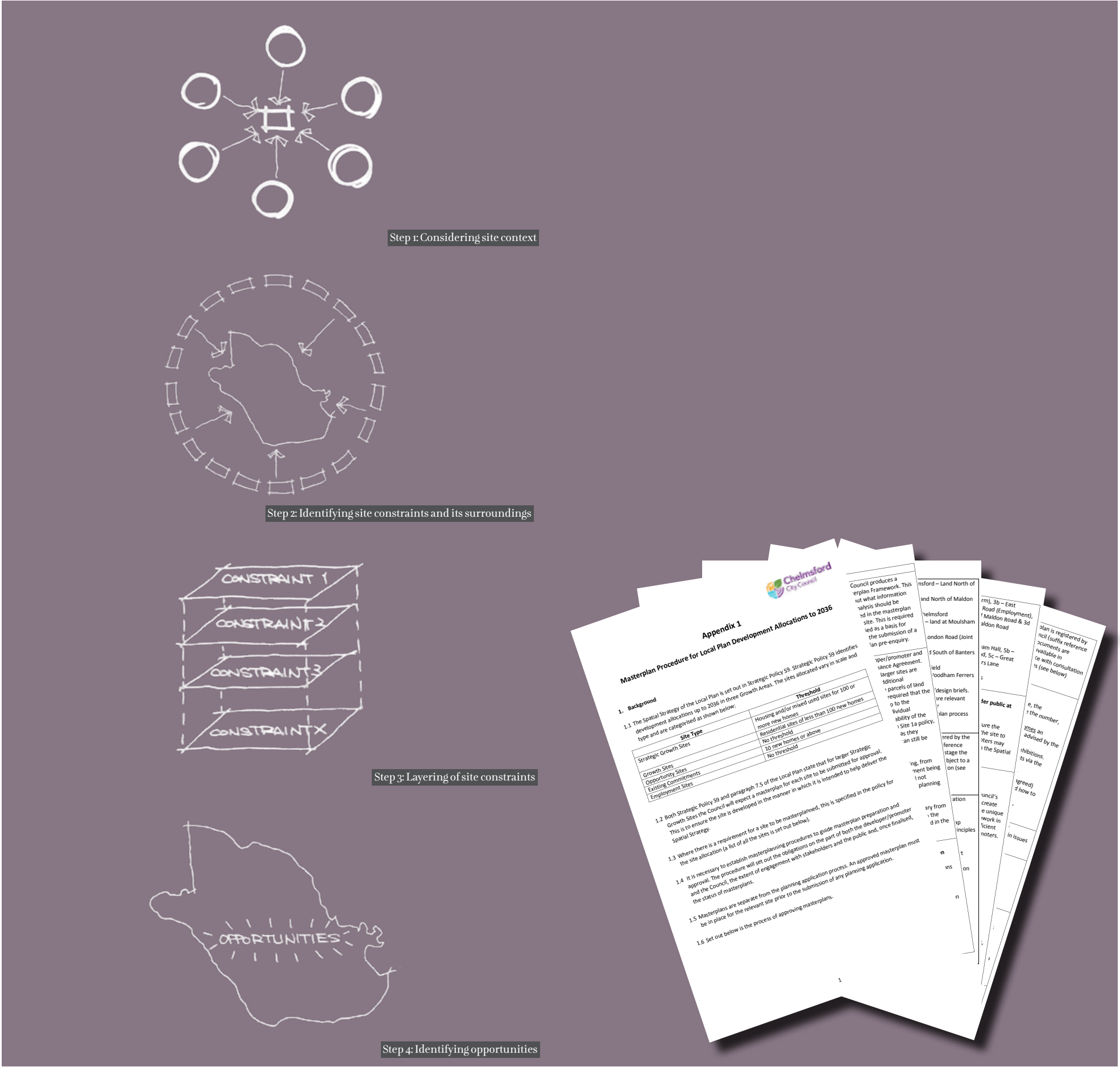
This Masterplan Document is set out in a structure that focuses first on an analysis of the wider context in which the site is located in terms of landscape, townscape, infrastructure and facilities, landscape character and planning policy.

the proposed development should respond to the characteristics identified.

The overall constraints arising from the layer based study are summarised together with the resulting opportunities at the end of Section 3. Section 4 subsequently explores spatially how these opportunities can be realised through a series of design vignettes resulting in the Masterplan Framework. Finally, Section 5 sets out the design principles in further detail, including a site wide character zone strategy.

This approach has enabled a robust understanding of the unique features of the site, and allowed a sensitive and considered design rationale to take form.

For every layer of the site and context analysis the constraints and opportunities are set out with respect to how the design of





### 1.3 SANDFORD PARK VISION

Our vision for Sandford Park is to create a place that offers residents a strong sense of belonging, a place they can be proud of and a positive sense of community.

We will deliver a sustainable community serving the needs of all ages, positively integrated into the existing townscape and landscape fabric of Great Baddow and the wider conurbation of Chelmsford, and with strong connections to the natural assets surrounding it.

The characteristics of the local landscape, the pattern of existing settlement and attractive green spaces, and the special history of the community of Great Baddow, combine to provide the context by which the character of Sandford Park will be strongly influenced, providing continuity with the key design traits and historic rural patterns of development found locally.

The Vision is based on the following key objectives:

- Deliver a landscape-led development with a diverse sequence of attractive multi-functional spaces integrating retained and enhanced landscape features with a new framework of locally characteristic, high quality landscape elements.
- Create a new Country Park focused on the river valley and its flood plain, protecting and enhancing the open landscape of the green wedge, and providing recreational open space for existing and future residents.
- Provide new housing at the right scale and of the right type to meet the existing and future needs of the community.
- Create an accessible and well-connected new neighbourhood where families can choose more sustainable ways to get to key facilities including schools, shops, the leisure centre and employment facilities and with a focus on providing safe and direct sustainable transport links.
- Provide attractive, safe and direct pedestrian and cycle ways utilising green corridor routes and public spaces to create improved connections to the Country Park.
- Protect and enhance existing habitats through strong multi-functional Green Infrastructure principles including a focus on sustainable drainage measures and sensitively considered habitat creation proposals.
- Promote healthy lifestyles through sustainable transport measures, high quality placemaking, and access to green space, designed with the community in mind.
- Create a new and attractive neighbourhood guided by robustly considered landscape and masterplanning principles.











# Site Context



2.1 SITE LOCATION & LANDSCAPE CONTEXT

The site is located within the administrative area of Chelmsford City Council in the county of Essex. It lies on the eastern edge of Chelmsford between the settlements of Great Baddow to the south and Chelmer Village to the north.

It sits approximately 4km to the south-east of the city centre, railway station and the city’s main employment area. Existing bus routes run along Maldon Road which forms the southern boundary of the site. Essex Yeomanry Way and Sandford Mill Lane make up the south-western and eastern boundaries respectively. The Chelmer and Blackwater Navigation and the River Chelmer form the northern site boundary.

The site encompasses an area of approximately 90ha primarily comprising a mixture of arable and pastoral agricultural land, a network of hedgerows and tree belts, various watercourses and waterbodies, and is crossed by a network of Public Rights of Way and agricultural tracks.

Residential development adjoins the site immediately to the south and west, with open landscape to the north and north-west, and subsequently further settlement beyond. The landscape to the east is occupied by Manor Farm and a series of cottages with the wider open agricultural landscape beyond between the settlements of Chelmsford and Danbury. To the west, the open landscape of the Chelmer Valley extends towards the city centre.

Figure 2 demonstrates how the site is placed within the existing urban and landscape

context and illustrates how the site relates to existing infrastructure and settlement patterns.

The masterplan area is in close proximity to the city centre while still benefiting from a relatively peaceful, natural environment as a result of the strong corridor of existing Green Infrastructure following the Chelmer Valley.

The Great Eastern Main Line Railway extends through Chelmsford from the north-east, creating a direct link with London Liverpool Street Station, while the A1114 trunk road provides a convenient link to the wider motorway network.

National Cycle Route 1 extends through the Chelmer Valley on a broadly east-west alignment, passing along the eastern boundary of the site on its route towards the city centre.

Vegetation within the river valley comprises small blocks of woodland and lines of trees that follow the watercourses and the major roads. Field boundaries, where they occur, comprise hedgerows with trees. Settlement, particularly on the edge of Chelmsford and Great Baddow, is frequently accompanied by canopy trees and hedgerows visible above and between intervening built form. However, the level of tree cover in the immediate vicinity of the site is relatively sparse, with more substantial areas of woodland typical to the east in the locality of Danbury.





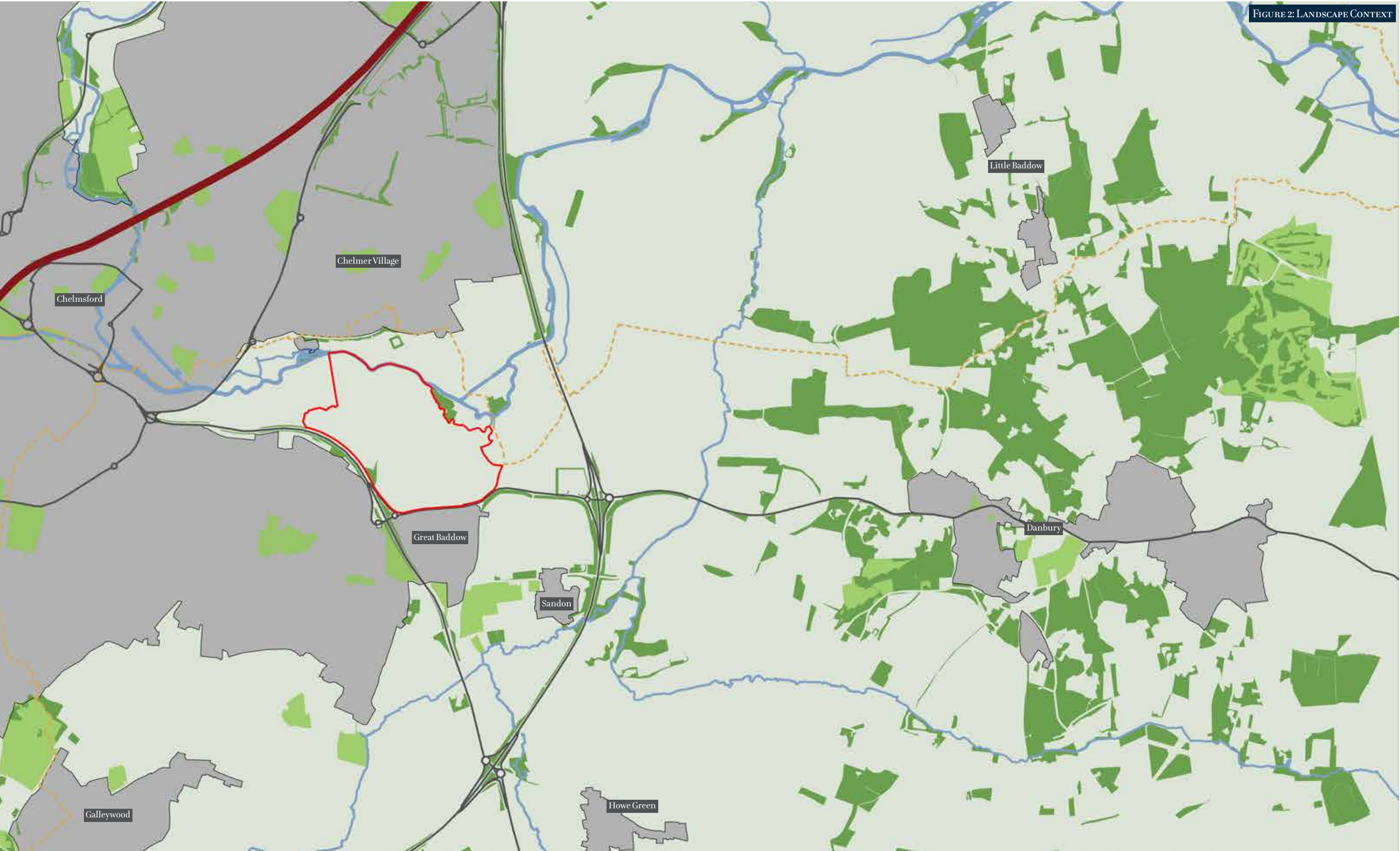


FIGURE 2: LANDSCAPE CONTEXT



2.2 HISTORICAL CONTEXT

This section comprises a narrative of the history of the wider settlement of Chelmsford, of which Sandford Park will be an extension, providing context to the proposed development. A site specific historic analysis is set out in Section 3.1.

The origins of Chelmsford go back to Roman times, when it was a fortified market town. The settlement has expanded steadily since the start of the 19th century, stimulated by the arrival of the railway in 1843 with many of the city's landmarks dating from the mid-late 19th century.

Improved connections encouraged industrial activity during the 19th century, notably in engineering and electronics. In 1899 the world's first radio factory was opened in Chelmsford by the Marconi Company.

At the turn of the 20th century, the population stood at almost 22,000, continuing to grow steadily to 2011, when the population stood at over 168,000.

The rich heritage of the city, which positively contributes to its townscape character, is illustrated with photographs of the following landmarks:

- 1. Marconi Tower.
- 2. Anne Knight Building built in 1824 (formally known as Quaker Meeting House).
- 3. Hylands House.
- 4. Chelmsford Police Station in 1910.
- 5. Marconi Factory.
- 6. Paper Mill Lock.
- 7. Chelmsford Central Baptist Church.
- 8. Chelmsford Cathedral Church of St. Mary.
- 9. Shire Hall.
- 10. Sandford Mill Science & Education Centre.
- 11. Chelmsford Museum.
- 12. High Street Stone Bridge





2.3 HISTORIC SETTLEMENT ANALYSIS

Historic mapping can be used to understand the evolution of the wider landscape and its relationship to the city of Chelmsford and neighbouring settlements.

Figure 3 - Map A shows the site as it was in the late 19th / early 20th centuries. It comprised small-to-medium sized irregular agricultural fields with an unnamed river tributary flowing west-to-east into the River Chelmer.

Map A shows the site being approximately 1.7km south-east of the centre Chelmsford at its closest point. There is clear separation between Chelmsford and Great Baddow, which at this time was a small nucleated settlement south-west of the site. Ribbon development on Baddow Road was established by this time, including workers' cottages.

Chelmsford's early-to-mid 20th century expansion to the south-east is captured in Map B. Princes Road had been constructed with associated new housing.

Development was already under construction to the south of the site by 1960; the 'horseshoe' shaped Baddow Hall Crescent is visible in Map B.

The parkland associated with Baddow Hall has been removed and the first stages of residential development around Baddow Hall Avenue and Pawle Close are identifiable

to the south-west of the site. The first stages of development to the north side of Great Baddow High Street and Tabors Hill is also visible.

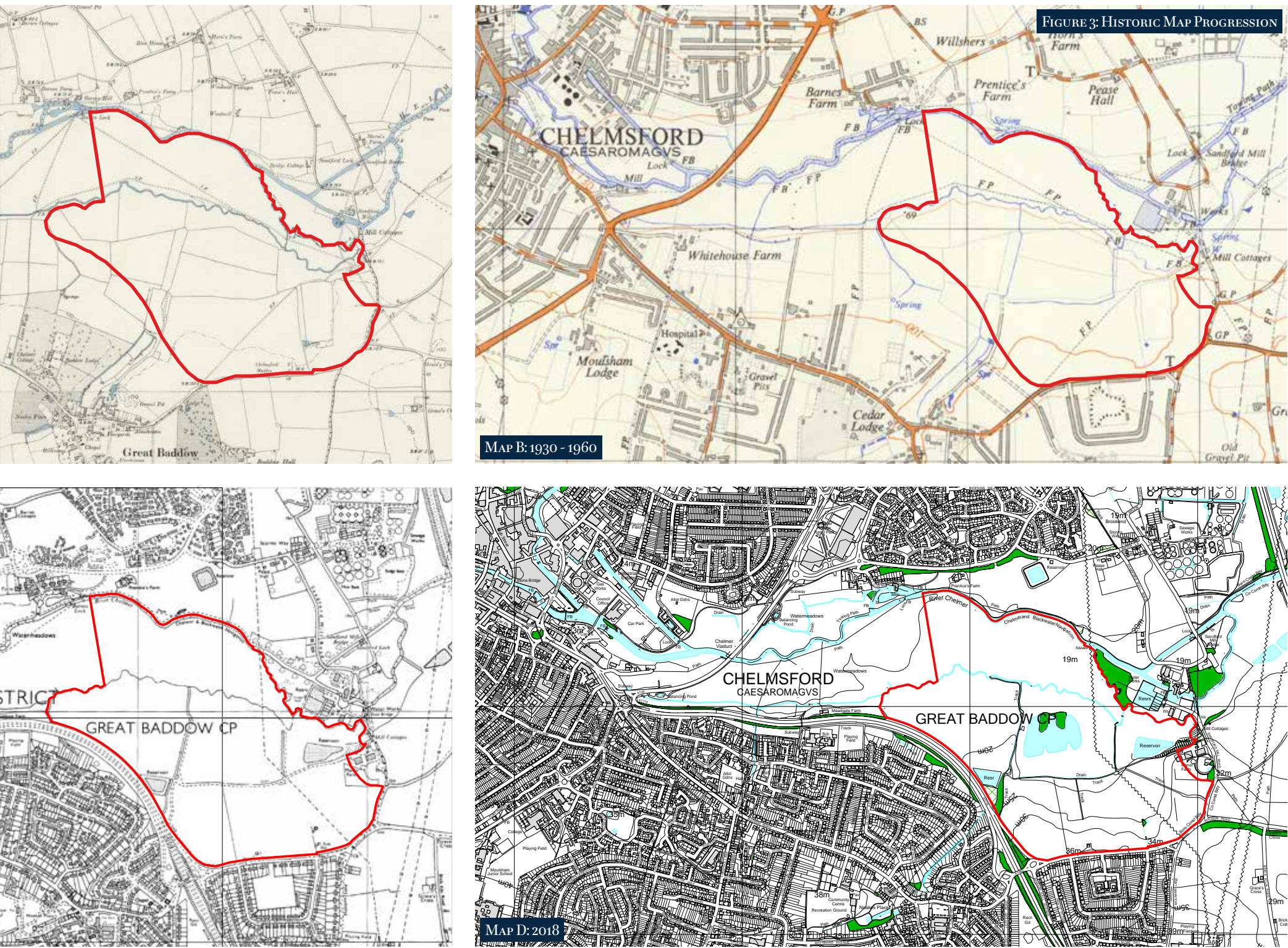
Land to the north of the site and River Chelmer remained open agricultural land at this time.

By 1990 (Map C) Chelmsford had expanded further to the east and south-east. The four-lane carriageway of Essex Yeomanry Way had been constructed, cutting across the agricultural landscape west of the site. Residential development was built adjacent to Essex Yeomanry Way around Tabors Hill. Residential development further enveloped the site to the south. By the 1990s houses on Baddow Hall Crescent have been completed,

Further residential development was also implemented to the north of River Chelmer by the 1990s, approximately 100m north of the Site at its closest point.

A small structure is also visible on the site of the Bronze Age ringwork enclosure, near the site's south boundary.

In most recent mapping (Map D): there is a further waterbody in the centre of the site. This is most likely the result of gravel extraction. Historic aerial images show the site as active in 2005, and by 2006 the gravel operation was closed and resultant depression filled with water. Further residential development was in place, north of Chelmer Village Way.



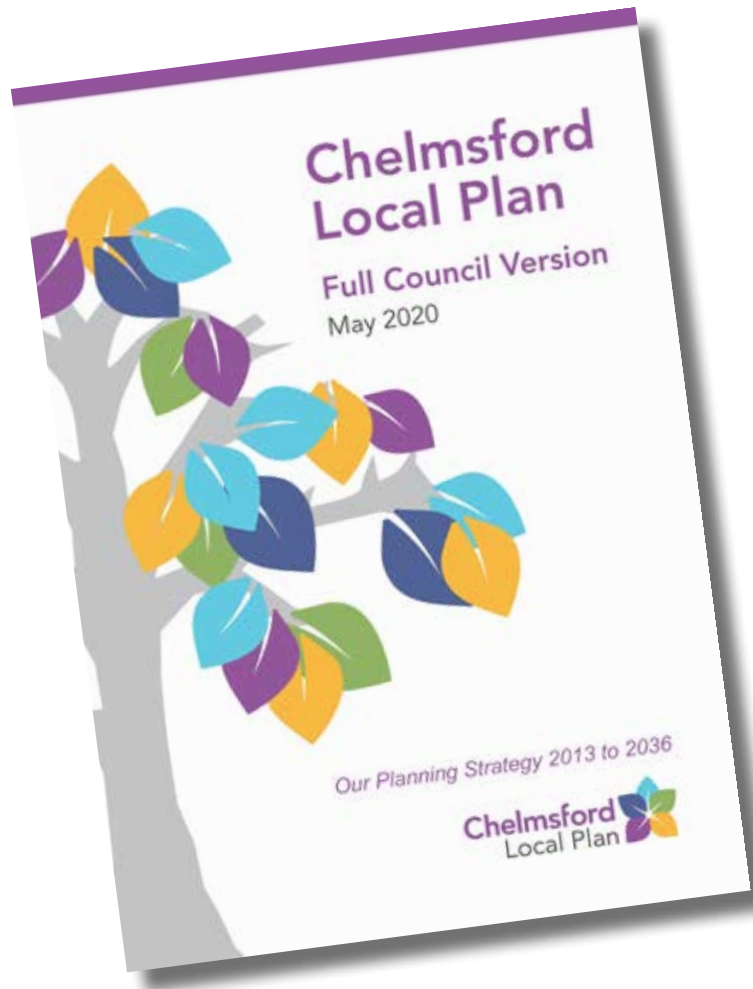


2.4 POLICY & DESIGNATIONS

The Chelmsford Local Plan, adopted in May 2020, has allocated the site for residential development. Strategic Growth Site Policy 3A of the local plan provides detail on principles and requirements for the development of the site. Strategic Policy S9 Infrastructure requires that infrastructure necessary to support new development must provide or contribute towards ensuring a range of green and natural infrastructure, net gain in biodiversity and public realm improvements. These include but are not limited to:

- Provision of a wide range of open space within development sites to meet amenity, recreational and functional needs.
- To contribute towards a multifunctional network of green infrastructure and to enhance biodiversity.
- Provision of new public realm and enhancements at key centres of activity.
- Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy.

*The supporting text for Policy 3a of the Chelmsford Local Plan explains that in identifying a figure of around 250 new homes for the site, the Council took a precautionary approach. The text also explains that the number of new homes to be provided on this site will be determined through the masterplan process, and that this may exceed 250, provided the overall objectives of the policy are not compromised.*



STRATEGIC GROWTH SITE POLICY 3a – EAST CHELMSFORD – MANOR FARM

Land to the north of Great Baddow (Manor Farm) adjacent to Chelmsford’s Urban Area as shown on the Policies Map, is allocated for a landscape-led, high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel as well as a new Country Park. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- Around 250 new homes of mixed size and type to include affordable housing.

Supporting on-site development:

- A new Country Park.
- New vehicular access road from Maldon Road into Sandford Mill.

Site masterplanning principles:

Movement and Access

- Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane.
- Provide pedestrian and cycle connections.
- Provide a well connected internal road layout.

Historic and Natural Environment

- Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area.
- Protect and where appropriate enhance the nationally significant Bronze Age monument and its setting.
- Protect important views into and through the site from across the Chelmer Valley.
- Create a network of green infrastructure.
- Provide suitable SuDs and flood risk management.
- Ensure appropriate habitat mitigation and creation is provided.
- Retain the WWII pillbox in the eastern part of the site and provide interpretation boards.
- Undertake a Minerals Resource Assessment.
- Undertake an Archaeological Assessment.

Design and Layout

- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Remove low voltage electricity lines from the site allocation and install electricity cables underground.

Site infrastructure requirements:

- Provision of a new Country Park and Visitor Centre at Sandford Mill with a landscape strategy and a delivery mechanism to provide for their long-term management and maintenance.
- Heritage interpretation, including information boards and public art.
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority.
- Appropriate measures to promote and sustain travel through sustainable modes of transport.
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and where appropriate bridleways within and between the sites and the surrounding area to enable the development to integrate with existing development areas and to provide links into City Centre, and the wider countryside beyond.
- Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority.
- Financial contributions towards other community facilities such as healthcare provision as required by the NHS/CCG.
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.
- Where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the authority will seek contributions, where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.



The site also forms part of the River Chelmer East and Chelmer and Blackwater Navigation Green Wedge. As part of the Chelmsford Local Plan evidence base, the Council carried out a review of Green Wedge parcels in the Green Wedges and Green Corridors: Defining Chelmsford’s River Valleys document, 2017.

The review recommends that the southern section of the site should be removed from the Green Wedge designation. Furthermore, the review states:

*“particular care would need to be paid to the type and quality of any development proposed such that the character of the river valley in this location is not compromised.”*

The northern part of the site remains within the green wedge allocation, and the proposed development will need to respond positively sensitively to this, particularly in respect of the interface between the green wedge and the housing allocation.

The following constraints and opportunities have been derived from local planning policy:


**Constraints**

- Conserve and enhance the character and appearance of the Chelmer and Blackwater Conservation Area.
- Protect and enhance the Green Wedge.
- Protect the Bronze Age ringwork enclosure and its setting.
- Protect important views into and through the site from across the Chelmer Valley.
- Retain the WWII pillbox in the eastern part of the site and provide interpretation boards.

**Opportunities**

- Provide a well-connected internal road layout.
- Provide pedestrian and cycle connections.
- Enhance the historic and natural environment.
- Create a network of multifunctional green infrastructure.
- Provide suitable SuDS and flood risk management.
- Ensure appropriate habitat mitigation and creation is provided that promotes biodiversity net gain and connects to a wider landscape scale Green Infrastructure network.
- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.
- Remove electricity lines and pylons from the site and install electricity cables underground.
- Ensure sensitive approach to the green wedge/housing allocation boundary.

**Legend**

- |  |  |
|--|--|
|  Masterplan Boundary  |  Local Wildlife Site          |
|  Green Wedge          |  Housing Allocation Site      |
|  Conservation Areas   |  Employment Allocation Site   |
|  Local Nature Reserve |  Country Park Allocation Site |

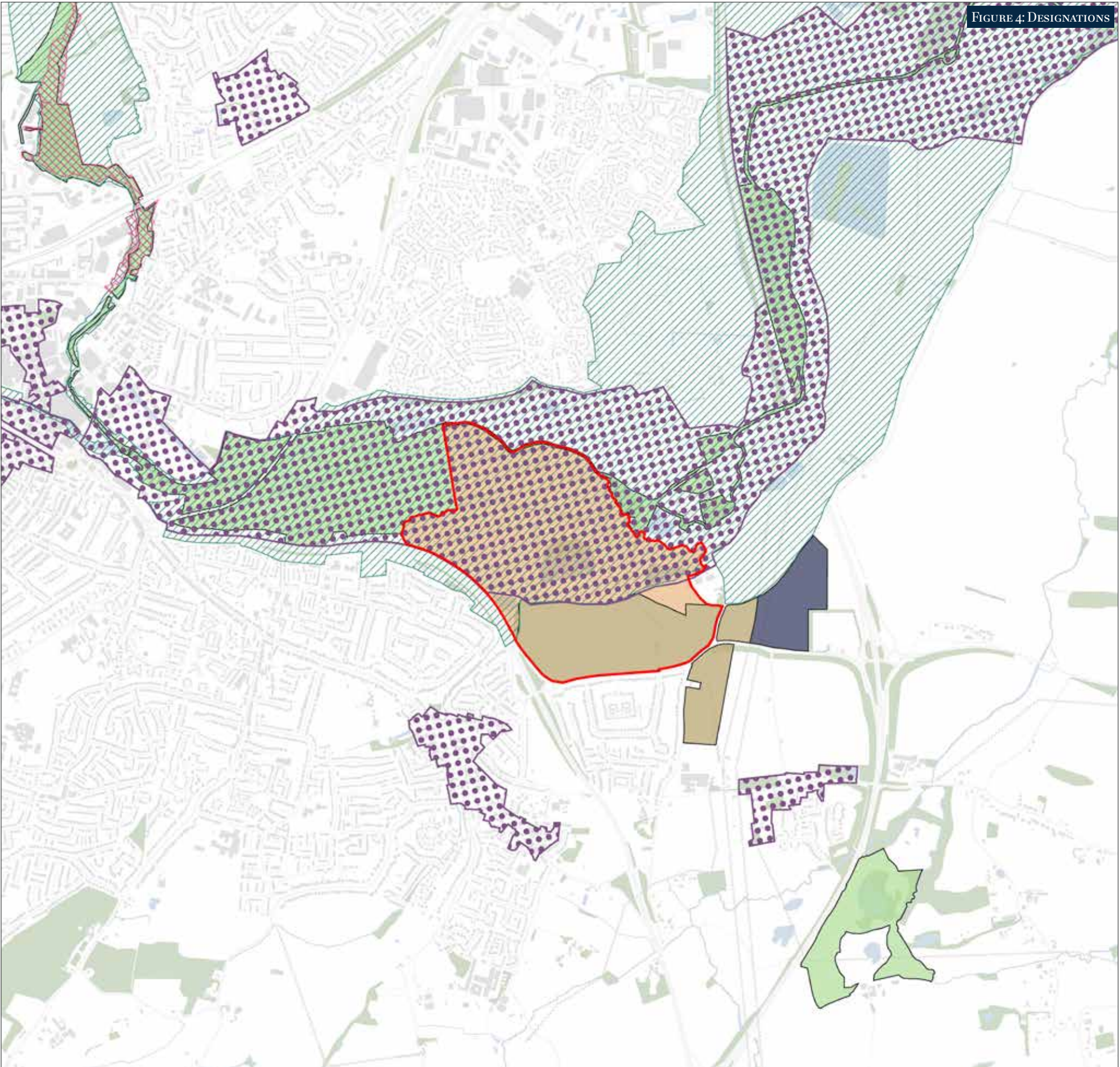


FIGURE 4: DESIGNATIONS



2.5 LANDSCAPE CHARACTER

A study of published landscape character assessments at national, county and local level has identified a series of landscape characteristics and guidelines to inform the design of the proposed development, the management of existing landscape features and the introduction of new, locally characteristic landscape features.

The site is located within the local Landscape Character Area A7a: Lower Chelmer River Valley Floor, with the following key characteristics identified:

- “Mixture of arable and pastoral fields on

the valley floor.

- The Lower Chelmer where it meets the River Blackwater has a wide flat valley floor.
- Extensive linear poplar and willow plantations are a distinctive feature in close proximity to the river.”

The constraints and opportunities arising from the guidelines of the local published landscape character guidance specific to Area A7a include the following:

Constraints

- Protect open character of river valley.
- Preserve long distance views across the valley.

Opportunities

- Increase in woodland and hedgerow planting including tree planting alongside rivers.
- Create areas of grazing meadow.
- Increase public access whilst protecting landscape character.
- Enhance the rivers and ditches.
- Introduction of willow pollarding and planting of native rare black poplar.
- Incorporate multi-functional Green Infrastructure into new development.
- Improve perimeter of reservoirs.

Legend

Masterplan Boundary

National Character Area (NCA) Profiles

NCA 86: South Suffolk and North Essex Clayland

NCA 111: Northern Thames Basin

Essex Landscape Character Areas

C - River Valley Landscapes, C6: Blackwater/Brain/Lower Chelmer Valleys

D - Wooded Hill and Ridge Landscapes, D3: Danbury Hills

E - London Clay Landscapes, E1: South Essex Farmlands

G - Urban Landscapes, G2: Chelmsford and Environs

Chelmsford Landscape Character Areas

A6 A - River Valley Landscapes

A6: Upper Chelmer River Valley

A7: Lower Chelmer River Valley, A7a: Lower Chelmer River Valley Floor

A8: Can and Wid River Valley

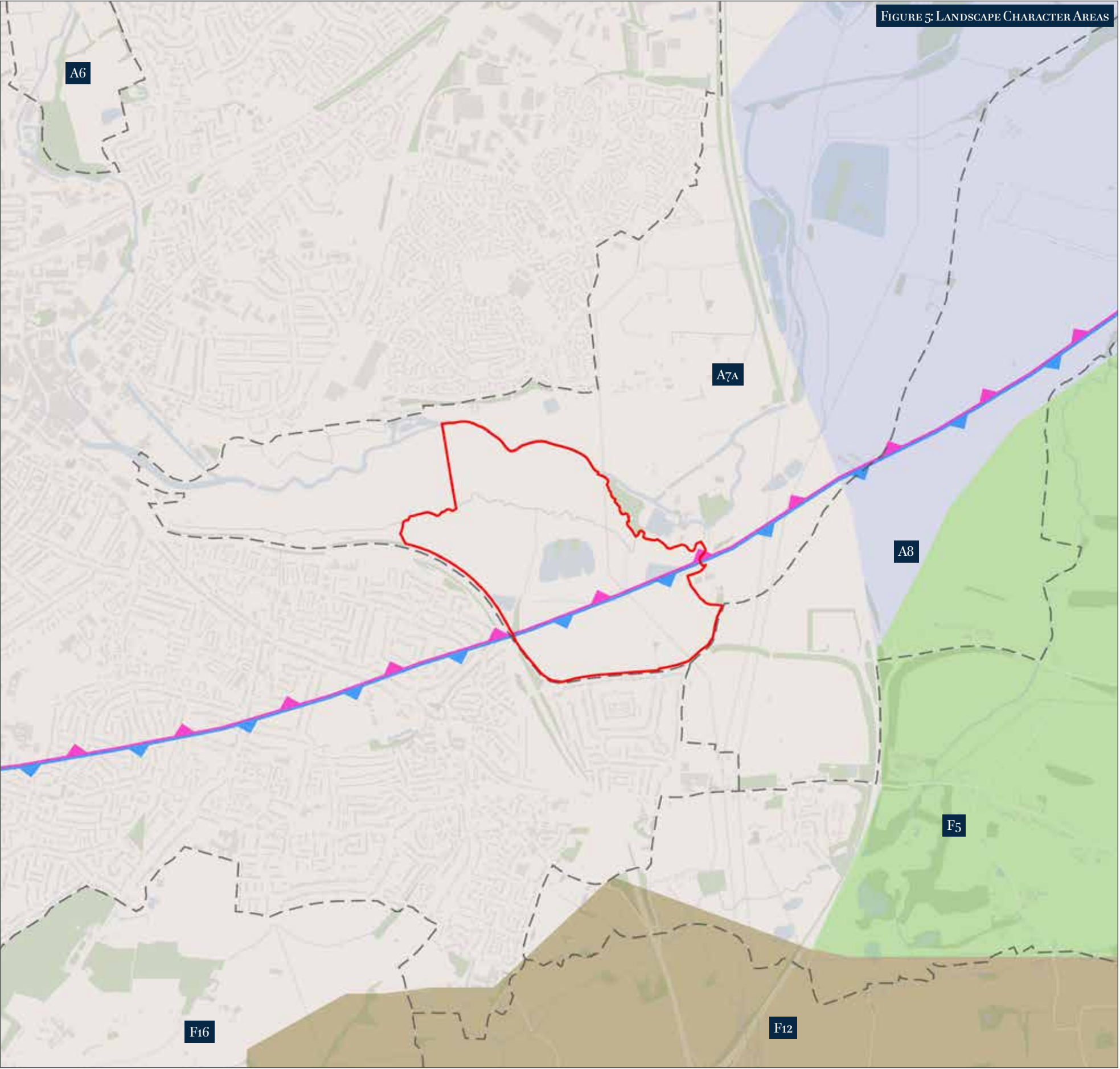
F - Wooded Farmland Landscapes

F5: Little Baddow and Danbury Wooded Farmland

F12: East Hanningfield Wooded Farmland

F16: Galleywood Wooded Farmland

FIGURE 5: LANDSCAPE CHARACTER AREAS



2.6 GREAT BADDOW VILLAGE DESIGN STATEMENT

The Great Baddow Village Design Statement (VDS) was adopted in 2011. It sets out a description of the Parish of Great Baddow, an area of 647 hectares with a population of 13,000 at the time of preparation. As a Supplementary Planning Document the VDS is a material consideration in the determination of local planning applications.

The VDS describes Great Baddow as being situated on a ridge of high ground rising from the flood plain on the south side of the Chelmer Valley to the immediate east of Chelmsford, with the northern limit of development noted as being limited by the Chelmer flood plain.

The VDS identifies and describes a series of character areas within the parish and provides guidance for existing and proposed development. The site is identified within a

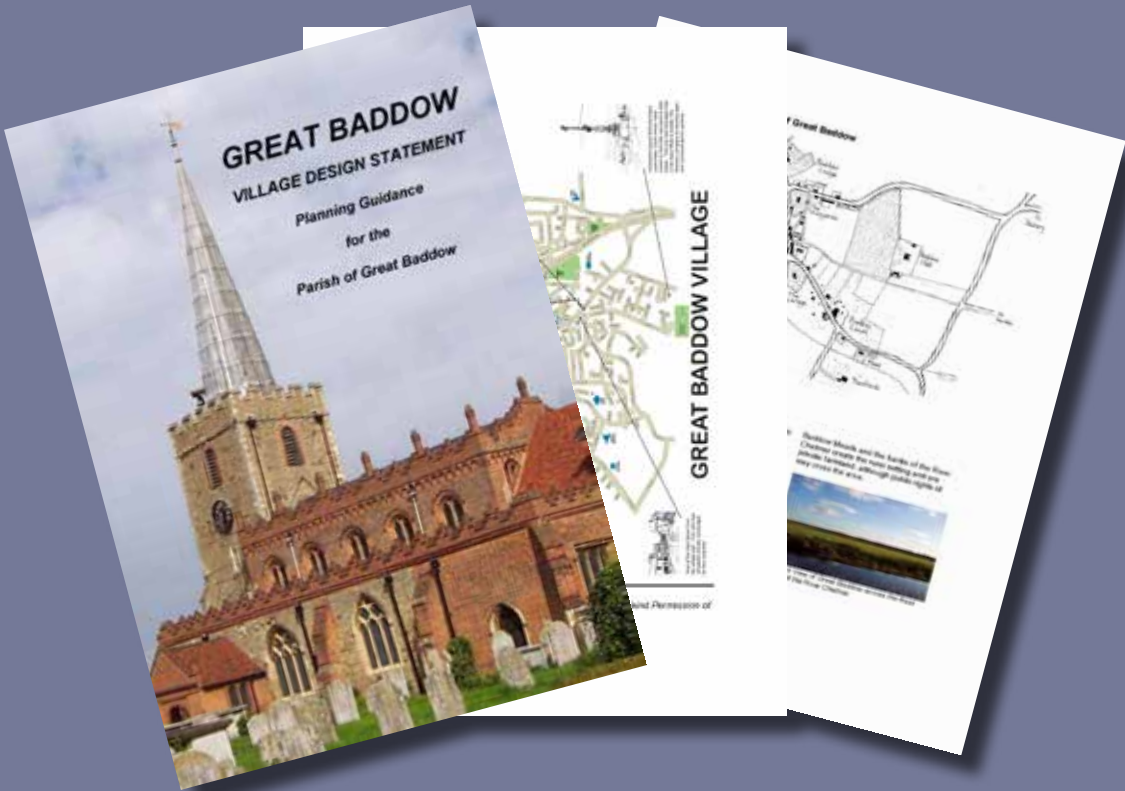
Rural Area (section 8) as Baddow Meads and Manor Farm. These are described as follows:

*"The flood plain (between the Baddow bypass and the River Chelmer) gives beautiful views from Maldon Road and is a haven for wildlife. It attracts many walkers. It is largely devoted to the grazing of cattle. It forms an essential part of the Chelmsford flood protection scheme, providing catchment for excess rain that has been passed through the centre of the town*

*This is an arable farm. Its fields come into view along Maldon Road after the turning to Molrams Lane. A new reservoir sits central to the landscape creating a new attractive feature overlooking the valley. The farmhouse itself was replaced in the 1960s."*

The Great Baddow Village Design Statement includes the following guidance relevant to the proposed development:

- Consideration should be given to improve the planting on the two roundabouts linking the Baddow bypass with Maldon Road.
- The retention of traditional style bus shelters along Maldon Road is supported.
- Streets should be designed for pedestrians as a priority, followed by cycles.
- Cars should not dominate streetscapes.
- Where shared surfaces are provided, it should be made clearer to drivers that they are entering them.
- Parking to serve dwellings should be provided within each plot and adequate access be provided to avoid obstruction.
- It is important to maintain planned open areas properly to ensure planting survives to enhance developments in years to come.
- The planting of suitable native species within parkland and elsewhere in the parish will be encouraged.
- Hedging around the Manor Farm site should be retained.
- Large areas of uniform hard standing in front of homes should be minimised and interspersed with plants.
- When designing new streets, parking places need to be carefully designed to ensure inconsiderate parking and obstruction does not take place .
- Where space permits cycle tracks should be kept separate from footpaths and pathways.
- Cycle tracks to Chelmsford avoiding main roads are needed, to encourage commuting by cycle and reducing road congestion at the Army and Navy.
- Road signs and street furniture to be kept to a minimum.
- Any street lighting should maintain light levels that will reduce the fear of crime but not add to light pollution.
- New and renewed cabling should be underground, wherever possible.
- More consideration of the effect of street furniture on the visual environment should be taken at the planning stage.
- Natural materials should be used wherever possible.



Opportunities

- Design the development with an emphasis on sustainable transport.
- Avoid dominance of vehicles in streets.
- Provide native tree planting, and ensure new landscapes are well maintained.
- Retain existing hedgerows wherever possible.
- Develop a sensitive approach to lighting and street furniture.
- Explore opportunities to underground existing overhead cables.



2.7 LOCAL FACILITIES & AMENITIES

The site is located within a local and wider area well-served by existing facilities and amenities including retail, employment, health, education and leisure, as demonstrated by Figure 6. This includes the Sandford Mill Science and Education Centre to the north of the site and the Vineyards shopping centre within 15 minutes walk of the site.

The area also has a number of schools for all ages including Baddow Hall Infant/Junior School, Sandon School, Meadgate School and Chelmsford College; all within walking or cycling distance of the site.

Chelmsford city centre is a 45 minute walking distance, reachable by car or bicycle and access to The Vineyards local shopping centre around 15 minutes walk away from the centre of the site. The site also benefits from the presence of existing recreational facilities within the local area including Hamptons Sports and Leisure Centre, Great Baddow Lawn Tennis Club, and Chelmsford Rugby Football Club.

As a result of this existing local provision of services and amenities, there is a sense of a vibrant existing community, with an ideal environment for families and children.

Future residents of the site would be well catered for in terms of shops, employment areas, leisure and sport opportunities, cultural destinations and transport nodes. This existing provision enhances the appeal of the site and creates the opportunity to provide a long-term healthy community, well integrated into the existing community.

The nearest facilities will become important resources for future residents of the site, particularly the Manor Farm Shop, the Sandford Mill Science & Education Centre, The Vineyards Shopping Centre, Baddow Hall, Meadgate and Sandon Schools and the Great Baddow Millennium Community Centre. These facilities will be considered as part of the design of the development and its connections with the wider area, promoting enhanced wayfinding, pedestrian access and legibility.

Future residents will also benefit from proximity to the Sandon Park and Ride and local bus routes, providing an opportunity for car free travel to the city centre and the railway station.

The proposed development will also benefit local facilities through greater footfall.

Constraints

- Retain the Manor Farm Shop, the only retail facility within the site.

Opportunities

- Provide improved access to the Sandford Mill Science and Education Centre.
- Provide enhanced wayfinding and legibility to local facilities and transport routes.
- Enhance access to the Manor Farm shop from the proposed development.
- Ensure safe and convenient walking and cycling routes are provided to link the site with the wider area, including safe routes for school children.



The Manor Farm Shop



The Sandon School



Sandon Village Hall



Great Baddow Lawn Tennis Club



Great Baddow Millennium Community Centre



Chelmer High Street



Hamptons Sport & Leisure



Baddow Hospital



Chelmsford Rugby Football Club



Meadows Shopping Centre



Moulsham Junior School



Chelmsford Train Station



Legend:

Masterplan Boundary

Amenities

1

The Manor Farm Shop

2

Sandford Mill Science & Education Centre

3

Baddow Village Surgery

4

Baddow Dental Practice

5

The Vineyards Shopping Centre

6

Baddow Hall Infant/Junior School

7

The Sandon School

8

Sandon Park & Ride

9

Sandon Village Hall

10

Great Baddow Lawn Tennis Club

11

Great Baddow Millennium Community Centre

12

Meadgate Nursery/Primary School

13

Baddow Road Dental Surgery

14

Chancellor Park Primary School

15

Brook End Gardens

16

Asda Supermarket

17

Chelmer Village Dental Practice

18

Chelmer Village Surgery

19

Chelmer Village Retail Park

20

Fox & Raven, Miller & Carter Steakhouse

21

Medicspot Clinic Great Baddow

22

Hamptons Sport & Leisure

23

Larkrise Primary School

24

Baddow Hospital

25

Great Baddow High School

26

Lidl Supermarket

27

Chelmsford College

28

Sunderland Lodge Surgery

29

Chelmsford Rugby Football Club

30

Aldi Supermarket

31

Meadows Shopping Centre

32

Moulsham Infants / Junior School

33

Moulsham High School

34

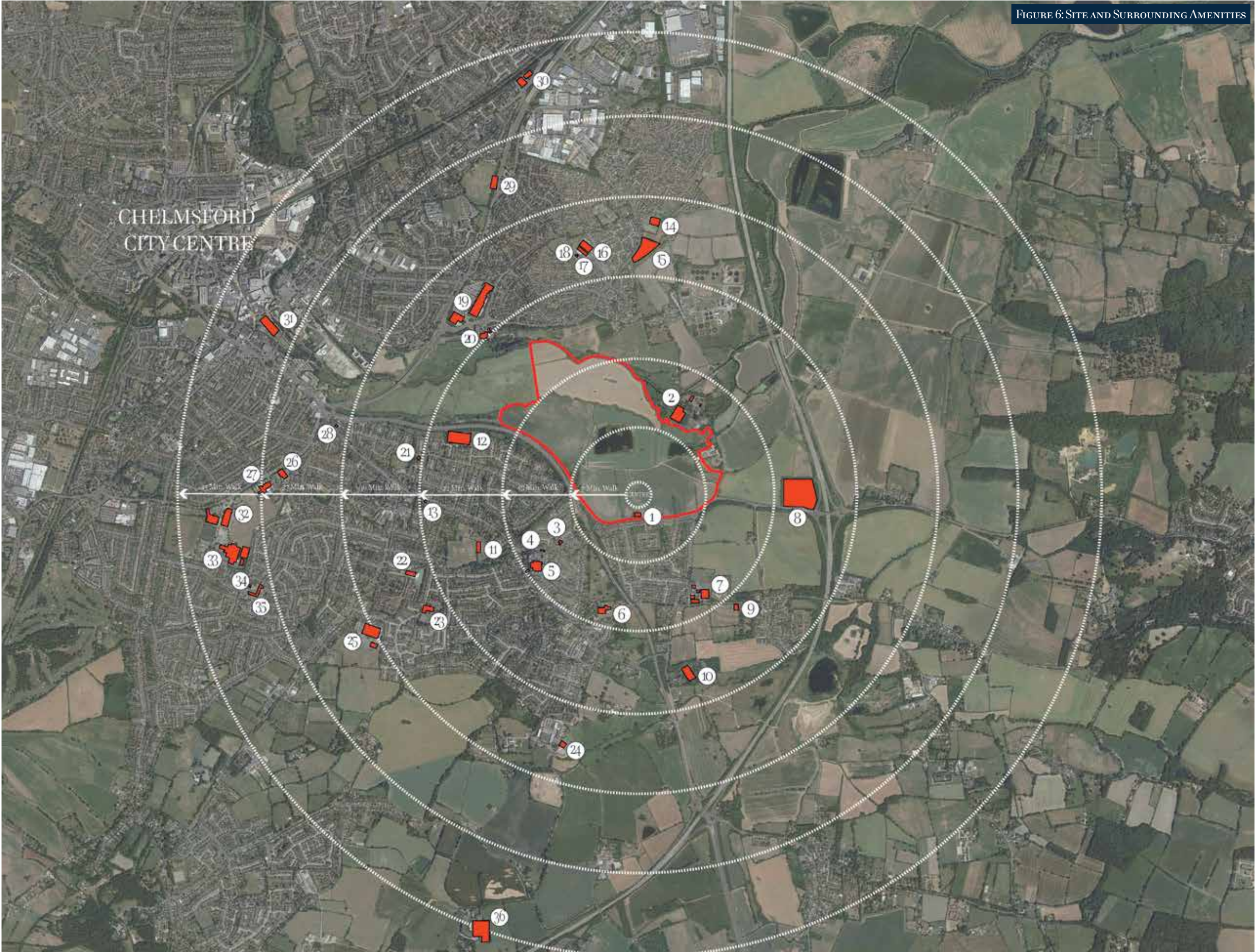
Moulsham Lodge Community Trust

35

Gloucester Avenue Shops

36

Baddow Park Industrial Estate





2.8 LOCAL BUILT CHARACTER STUDY

Local character and distinctiveness creates a sense of place, community identity and community ownership. To create proposals that strengthen and enhance the local distinctiveness of Chelmsford, the historic development, character and context of Chelmsford and the surrounding settlements must be explored and understood. By examining the basic design principles in the area, references for the design and layout of the development can be established. This will enable the creation of an integrated and responsive development, appropriate to the site's immediate context.

The general characteristics and influences of Chelmer Village, Great Baddow Character

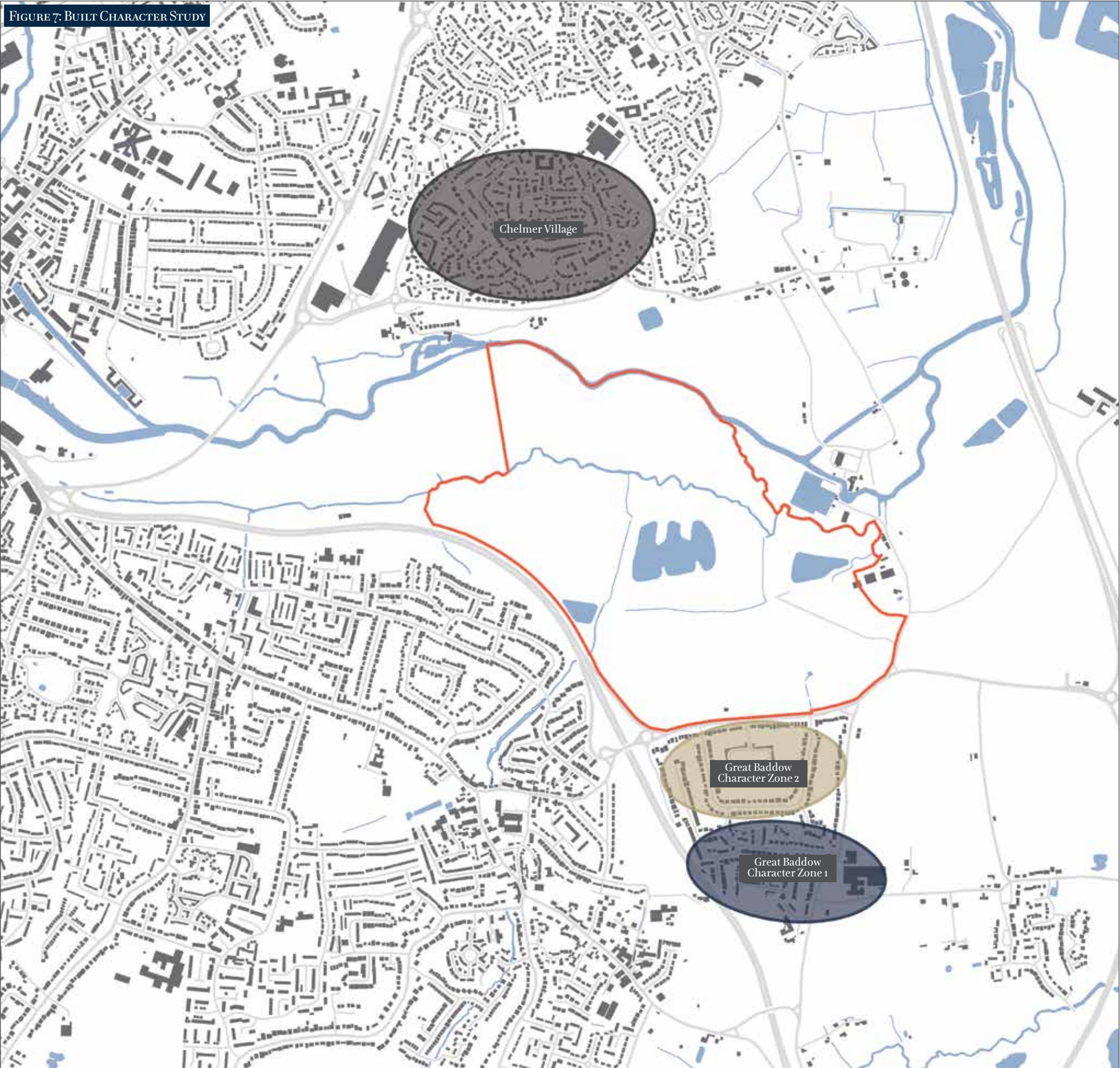
- Urban form and character.
- Building form.
- Public realm.
- Materials and details.

This approach aids legibility and integration of the development with the landscape, while maintaining distinctiveness and enhancing the character of Chelmsford.

Zone 1 and Great Baddow Character Zone 2 have been studied and site visits carried out, the location of each is illustrated in Figure 7. While each area is physically distinct from the other as a result of different urban and landscape structures that surround them, the areas do provide important references to inform the masterplan approach.

The character summary focuses on the general characteristics informed by the origins of evolution of the settlements and the resulting urban form and block form. The study focuses on the following categories:

While these are by no means the only areas of character in the surrounding townscape, they are appropriate references in terms of scale, character and quality to inform the development going forward.





Chelmer Village

Chelmer Village is a relatively new development, having been constructed in the 1990s. Predominantly residential this area consists of detached and semi detached houses with incidental green space. The site is bounded by two main roads (Chelmer Village Way/A138) with secondary roads leading into the site. Almost all roads feeding off the main road form cul-de-sacs leading to limited connectivity and legibility, or visual connections to wider context, however

this can also provide a sense of enclosure and security. Green open spaces are well distributed through the area, and there are good pedestrian and cycle networks through the site. Travelling through the site, strong residential frontages are presented, with public spaces defined and overlooked by houses, low rise (two storey) homes with a mix between terraced, semi-detached and detached units that create a clearly defined place.



Urban Form and Character	
Character Description	Semi-rural/village edge
Urban Form	1990s loose road structure
Building Form	
Building Types	Mix of detached, semi-detached, occasional terrace
Building Heights	2 to 2.5 storeys
Frontage	Set back with off street parking
Public Realm	
Landscape	Enclosed private frontage with soft landscape boundary treatments
Boundary Treatments	Soft landscaping/low level hedge to semi private frontage
Materials & Details	
Building Materials	Brick - red multi, buff brick, render/Tudor board details
Roofs	Red & brown interlocking tiles, slate
Details	Traditional porches, pitched and flat roof dormers, occasional brick chimneys. Plain casement windows, occasional mock sash



Block Structure:





Great Baddow Character Zone 1

Great Baddow Character Zone 1 is to the south of the site. It has a less clearly defined street character that contains a mix of housing constructed at different times during the course of the 20th century. The area includes mostly detached and semi-detached units with a proportion of bungalows varying the overall roof levels and adding to the sense of openness. Close by the local high street the uniform linear road structure for this area has good access to the primary road leading into it and also forms a loop allowing users a good level of permeability. Public open space is located to the south of the site with a strong emphasis on pedestrian

access that promotes a positive and car free environment.

It appears that there has been later development in-filled into the original plot structures. There is a clearly defined frontage with an offset from the road with front gardens that positively contribute to the sense of safety and community and clear separation of back gardens concealed from public routes. Car parking is often located at the fronts of houses, creating a car dominated environment mitigated by reasonable ownership taken by residents of the fronts of their houses. The public realm consists of streets and grass verges with little distinctiveness.

Urban Form and Character	
Character Description	Urban, established
Urban Form	20th Century mixed form. Areas of modern infill. Uniform road structure
Building Form	
Building Types	Mix of detached, semi-detached, occasional bungalows
Building Heights	1 to 2 storeys
Frontage	Set back with off street parking
Public Realm	
Landscape	Enclosed private frontage with soft & hard landscape boundary treatments
Boundary Treatments	Low level fence/brick wall
Materials & Details	
Building Materials	Brick - red multi, render, occasional boarding/tile hanging
Roofs	Red plain tiles, grey concrete tiles
Details	Plain casement windows, box flat roof dormers, chimney as ridge

Block Structure:





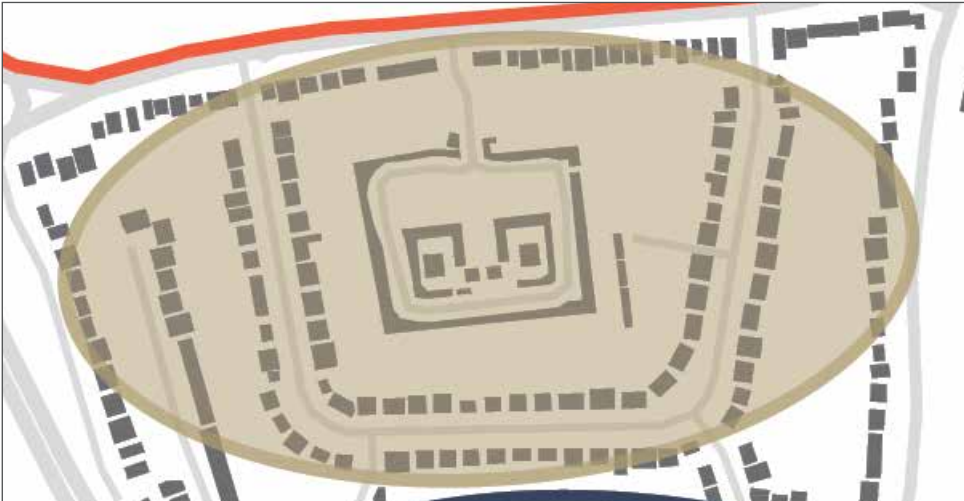
Great Baddow Character Zone 2:

To the centre of the previous location there is a new development constructed in the 2000's with a more formal arrangement centralised around public open space and a children's playground. Located near Great Baddow high street, it is in close proximity to some amenities but more focused around its green space. One point of entry and a shared surface loop road around the site combines both car usage and pedestrian and cycle usage. There is also a strong pedestrian route

through the centre of the site with green space either side and a central piece that defines the character of the area being green and contained. Strong frontage primarily from the two large apartment blocks gives the sense of security overlooking the green space and the detached and semi-detached units along the site give clear definition between the front and back with an increased emphasis on privacy.

Urban Form and Character	
Character Description	Modern infill development
Urban Form	2000s development. Pedestrianised/shared surface
Building Form	
Building Types	Mix of semi-detached, terraces and detached apartment blocks
Building Heights	2 to 3 storeys
Frontage	Minimal step back from road. Access direct onto shared surface
Public Realm	
Landscape	Minimal private frontage. Development based around large public open space
Boundary Treatments	Low level railings to apartments, brick walls to rear gardens. Occasional soft landscaping
Materials & Details	
Building Materials	Brick - red multi, buff brick, render, occasional boarding
Roofs	Slate
Details	Splayed flat roof bays, flat roof porches, pitched dormers. Occasional brick chimneys, plain casement windows

Block Structure:





2.9 DENSITY STUDY

An analysis of the density of existing housing in the surrounding area has been conducted to strengthen the understanding of the settlement pattern in Chelmsford, and to inform the density distribution within the site.

The Essex Design Guide states there is no upper density limit, and that *"by undertaking an appropriate context analysis, designers and Local Authorities will be able to determine the appropriate target density"*. On this basis, this study will assist in informing a sustainable, well integrated and responsive development, appropriate to the site's context.

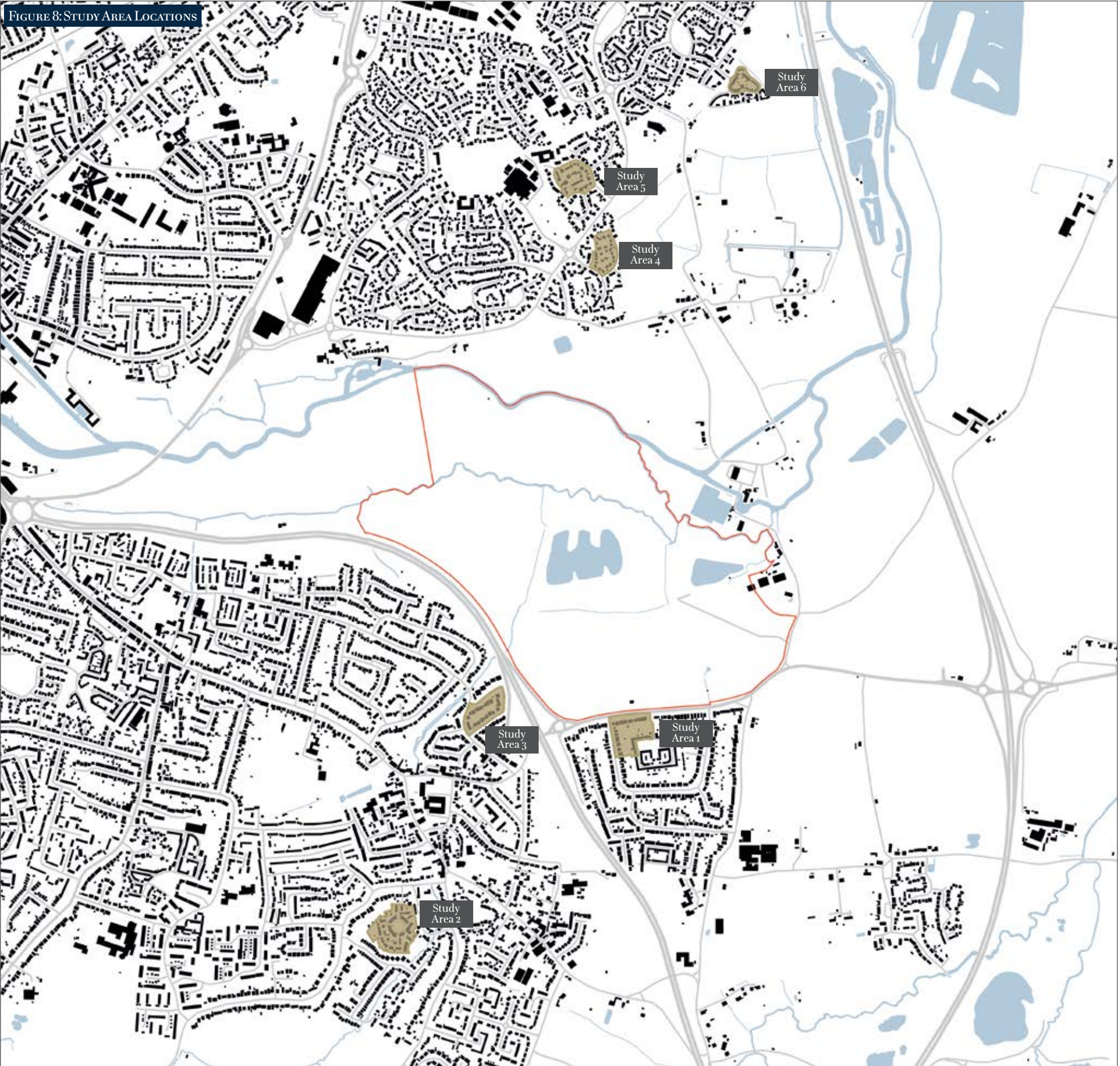
Figure 8 shows the six chosen areas, which are similar developments in nature (residential) and have diverse settlement patterns.

The densities (DPH - Dwellings per Hectare) were calculated based on housing units divided by a net site area. The housing units numbers were identified through OS mapping and comprehensive desk studies, and include apartments. The net site area was calculated according to the Essex Design Guide, which include private/communal open space, internal streets and multi-functional public space; and exclude public open space, streets along the boundary of the site.

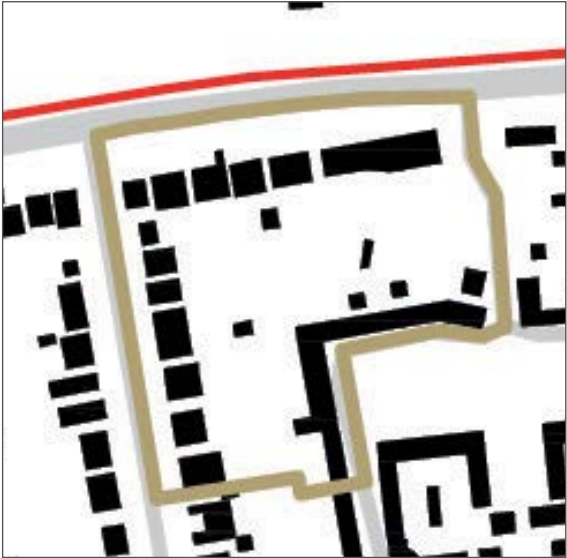
*Typical Density*

Analysis of the local area shows that the existing settlement pattern includes a density range typically between 20 and 40 DPH.

*This study shows a range of densities derived from local areas that the masterplan can be informed by to provide an appropriate range of built form character.*



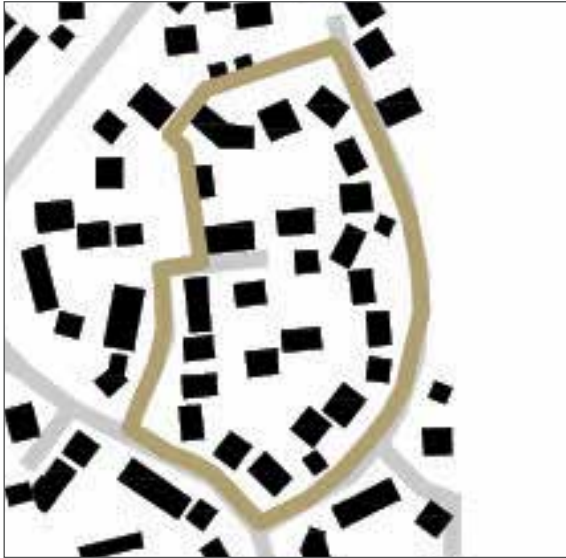




**Study Area 1:**

- Area - 3.93 acres / 1.59 hectares
- Units - 32

*Density - 20.13 dph*



**Study Area 4:**

- Area - 2.32 acres / 0.94 hectares
- Units - 28

*Density - 29.79 dph*



**Study Area 2:**

- Area - 4.59 acres / 1.84 hectares
- Units - 58 + 26 flats = 84

*Density - 45.65 dph*



**Study Area 5:**

- Area - 2.81 acres / 1.14 hectares
- Units - 40

*Density - 35.09 dph*



**Study Area 3:**

- Area - 2.89 acres / 1.17 hectares
- Units - 31

*Density - 26.50 dph*



**Study Area 6:**

- Area - 1.1 acres / 0.42 hectares
- Units - 14

*Density - 33.33 dph*







# Constraints & Opportunities



3.1 HERITAGE & ARCHAEOLOGY

The site sits within a rich historical context that strongly influences the character of the area and provides considerable opportunities to create a strong sense of place within the proposed development.

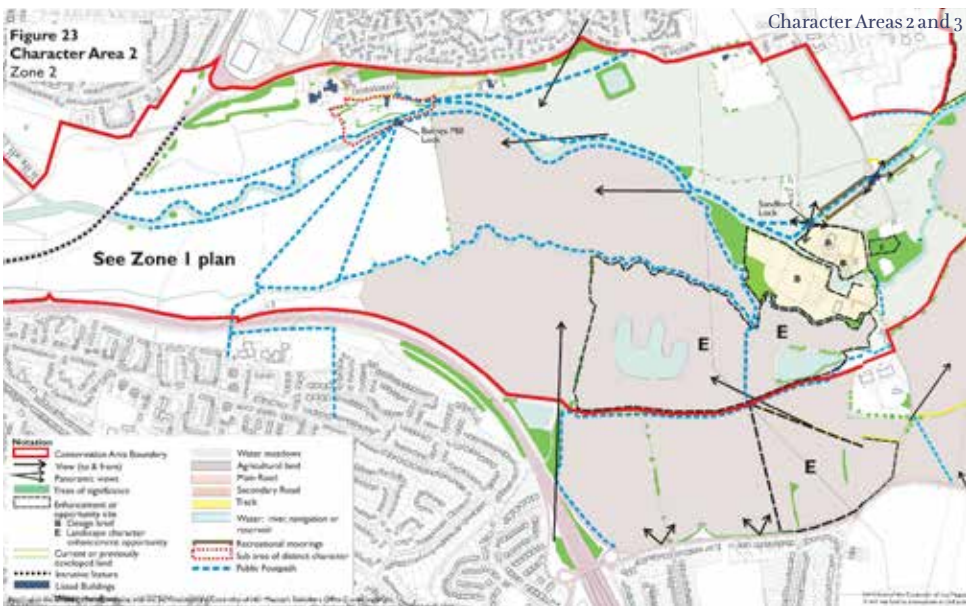
The following section gives an overview of heritage and archaeological constraints and opportunities relating to the proposed development. Key views, including a number of heritage features, are identified in Section 3.2.

CONSERVATION AREA

The Chelmer and Blackwater Navigation Conservation Area (CA) broadly follows the line of the River Chelmer and includes the northern part of the site. The navigation's "special interest" is summarised in the CA Character Appraisal (2009) as:

- *“Its economic significance as part of the late eighteenth century canal network ...;*
- *...a legacy of ... pre-railway industrial transport;*
- *Its contribution to the growth of Chelmsford in the nineteenth century;*
- *The architectural and historic interest of Springfield Basin...historic buildings,*
- *The technological interest of the navigation's locks and bridges;*
- *The topography of the surrounding landscape, including the flood plain water meadows and agricultural land;*
- *Views of surrounding churches...;*
- *Views to the navigation-related structures...;*
- *Trees and hedgerows;*
- *The changing setting of the navigation from urban to rural...; and*
- *Its present use for pleasure boats, walkers, cyclists and anglers.”*

The navigation's character is, in part, defined by its "open setting" outside the urban area. The site is within Character Areas 2 and 3



(Chelmer Road to Barnes Mill and Sandford Mill) of the CA, which are defined as "rural, river valley". Notable features include:

- *"Views eastward to Danbury Hill and Danbury church;*
- *Views westwards terminated by the tree planted edge of the Chelmsford town centre and its skyline;*
- *Views to the south-west, ...the primary focal point being the radio mast;*
- *Views into and across the river valley from the A138; and*
- *The overall quality of the valley landscape is high... The key feature of the landscape is rough pasture, which is grazed on the south bank of the river”.*

The CA appraisal notes that agricultural fields encroach on the water meadow from the south whilst residential development encroaches from the north.

The Sandford Mill water mill and its setting (eastward), Barnes Lock and Mills (north-westward), Pease Hall and associated buildings (north-eastward) all make a positive contribution to the CA.

Sandford Mill's setting comprises dense tree planting, which is a defining characteristic of this part of the CA.

With the exception of the navigation itself, and a pillbox, there are no built features that form part of the site. Therefore, the site's principal contribution to the significance of the CA is its openness.

The site positively contributes to the setting of the CA, through its rising topography that provides enclosure in the south east.

BUILT HERITAGE

The Built Heritage Statement informs the proposed development through identifying built heritage assets within the vicinity of the Site, and the likely effects of development on their significance. Key findings are summarised below:

Cathedral Church of St Mary

Although development may adversely impact part of the setting of this asset, it is considered to be less than substantial harm. Proposed mitigation would aim to reduce any harm through the incorporation of a site line through the development towards this asset along with the potential for heritage interpretation boards.

Church of St Mary, Great Baddow

Development would make a neutral contribution to the significance of this asset.



Barnes Mill

Although development may adversely impact part of this asset, the significance amounts to less than substantial harm.

Chelmer and Blackwater Navigation Conservation Area

While development may adversely impact part of this asset in the Conservation Area, the significance amounts to less than substantial harm.

FW3/Type-24 Pillbox

Development may result in a minor impact to the significance of this non-designated asset. Residual harm will be reduced by the implementation of heritage boards and/or conversion to a bat roost.

Great Baddow Mast

The upper-part of the recently Grade II listed mast is visible in a number of views in and around Great Baddow, including the site.

St John the Baptist, Danbury

Distant views accommodate this church spire, however, at such a distance the architecture of this building cannot be appreciated and there is no discernible relationship between this asset and the site.



NON-DESIGNATED HERITAGE ASSETS

A prominent recurring heritage feature, both on and in proximity to the site, are pillboxes that pay tribute to Chelmer Valley's role in WWII as a line of defence.

The majority of pillboxes are located east of the site, another is located adjacent to the southern site boundary (Figure 8). The following are located on site:

- *“Pillbox at Manor Farm, Sandford” including “Premonitory behind building near yard Manor Farm” (UID MEX 31657).*

ARCHAEOLOGY

A 2018 survey was commissioned to assess any archaeological potential and an already identified area of potential archaeological activity, including a small ring ditch on site, most likely from the Neolithic to Bronze Age period.

In addition, remnants of a Bronze Age ringwork enclosure are located near the site's southern boundary, partially covered by the Manor Farm shop.

Archaeological investigations carried out in 2019 found that much of the enclosure ditch is likely to be under the existing wooded hedge around the farm shop (north, east

and west), no additional settlement activity was detected.

All other archaeological finds outside the enclosure were therefore considered to be of "low significance." The Local Plan sets out that the enclosure should be treated "as if it were a scheduled monument" requiring an "appropriate buffer" with "green link to the river valley maintained", which informs the siting of the enclosure.

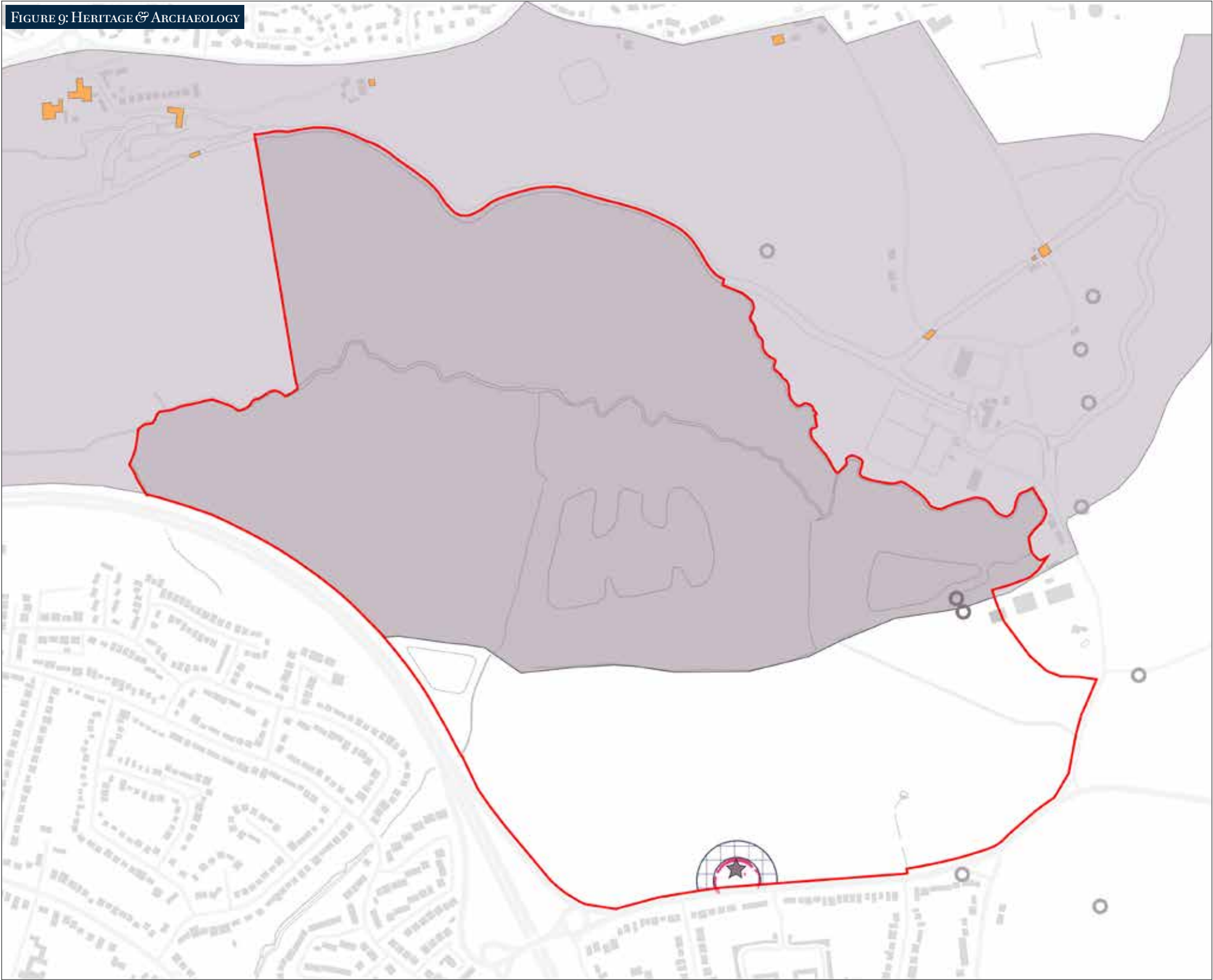
The archaeological work demonstrates that a landscape buffer of 20m around the exterior of the enclosure ditch would be appropriate. This can be confidently implemented demonstrating no impacts on any archaeology of medium to high significance, furthermore, preserving and enhancing the setting.

A more substantial buffer of 25m has subsequently been agreed through consultation with Chelmsford City and Essex County Council, with inclusion of a 25m wide landscape link to the valley floor.

This presents opportunities to conserve the setting of the enclosure by implementing an appropriate landscape buffer around it where creative design proposals can be employed to respectfully celebrate this historical feature.



FIGURE 9: HERITAGE & ARCHAEOLOGY



MASTERPLAN RESPONSE

Any harm to the heritage assets and their surroundings will be avoided through sensitively designed proposals. These heritage assets will be utilised to strengthen the ‘sense of place’ derived from the development. The following constraints and opportunities have been identified in order to achieve this.

Constraints

- Protect the setting of the CA.
- Protect the setting of the Bronze Age ringwork enclosure, Barnes Mill and WWII pillbox.
- Protect views eastward towards Danbury Hill and Danbury church.
- Protect views of St Mary’s Cathedral and St Mary’s Great Baddow.
- Protect views of the radio mast at Great Baddow and along the river valley from the A138.
- Prevent agricultural encroachment on the navigation and prevent further loss of grazing on the valley floor meadows.
- Prevent further urban encroachment into the valley floor.

Opportunities

- Restore the navigation’s water meadow and rough pasture habitat setting and increase grazing opportunities.
- Plant native trees within the river valley and enhance views towards existing areas of settlement.
- Protect and integrate the pillbox near Manor Farm within the proposed development.
- Enhance the setting of the pillbox near Manor Farm and introduce interpretation opportunities.
- Enhance the setting of the Bronze Age ringwork enclosure with a minimum 25m buffer and introduce interpretation opportunities.
- Provide a minimum 25m wide landscape link between the Bronze Age enclosure and the valley floor.
- Protect views of heritage assets to add character and legibility to the development.
- Include sight line from the site towards the Cathedral Church of St Mary.

Legend

- |   |   |              |
|---|---|--------------|
| Masterplan Boundary                                 | Bronze Age Ringwork Enclosure                     | WWII Pillbox |
| Chelmer and Blackwater Navigation Conservation Area | Bronze Age Ringwork Enclosure Ditches             |              |
| Grade II Listed Building                            | 25m Buffer for the Bronze Age Ring Work Enclosure |              |



3.2 IMPORTANT VIEWS

A visual appraisal of the site and the wider area has identified a number of views that are key considerations in the design of the proposed development. These views demonstrate the visual characteristics of the landscape both in terms of its openness, the influence of landform and the availability of views towards prominent landmarks in Chelmsford and Great Baddow.

*These views include:*

- Open, long distance panoramic views from the elevated slopes in the south-east of the site over the River Chelmer valley towards Chelmsford, including views of Chelmsford Cathedral.
- Open views from the southern boundary of the site, adjacent to the farm shop towards the River Chelmer and the Sandford Mill Science & Education Centre.
- Views south from the Conservation Area boundary at the foot of slope towards Maldon Lane, where existing built form and vegetation can be seen on the ridgeline.
- Views south towards Great Baddow from the flood plain where the parish church and Marconi Tower can be seen amongst other built forms from a wide area in and outside of the site, with other church steeples on the horizon.

*Constraints*

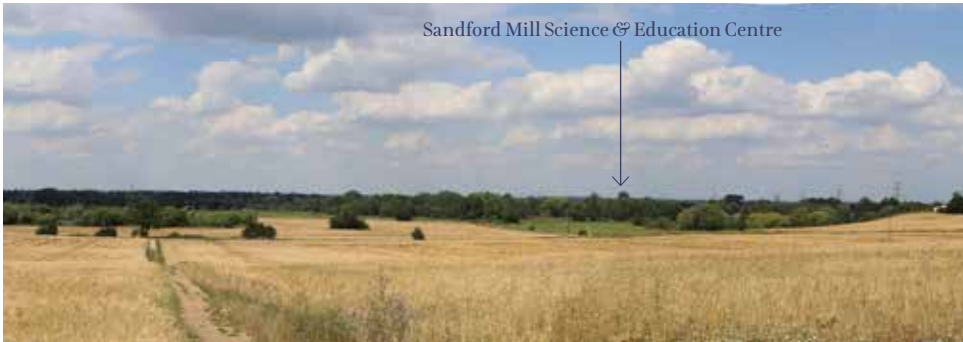
- Protect open elevated views towards Chelmsford from the south-eastern part of the site.
- Maintain openness of views of the northern part of the site as experienced from the flood plain.
- Retain visual influence Great Baddow Parish Church and the Marconi Tower as experienced from the northern part of the site.

*Opportunities*

- Provide sensitively designed built form on the southern part of the site to reduce visual impact and create variation in roof patterns.
- Provide sympathetic landscape interfaces to sensitive edges such as the southern Conservation Area boundary.
- Create visual links through the development to provide a sense of connectivity with the flood plain from the elevated slopes.



Viewpoint 1: View north-west towards Chelmsford from the elevated slope



Viewpoint 2: View north-east from the farm shop/bronze age ringwork enclosure



Viewpoint 3: View south-west from PRow 220\_2



Viewpoint 4: View south from PRow 220\_5 towards Great Baddow



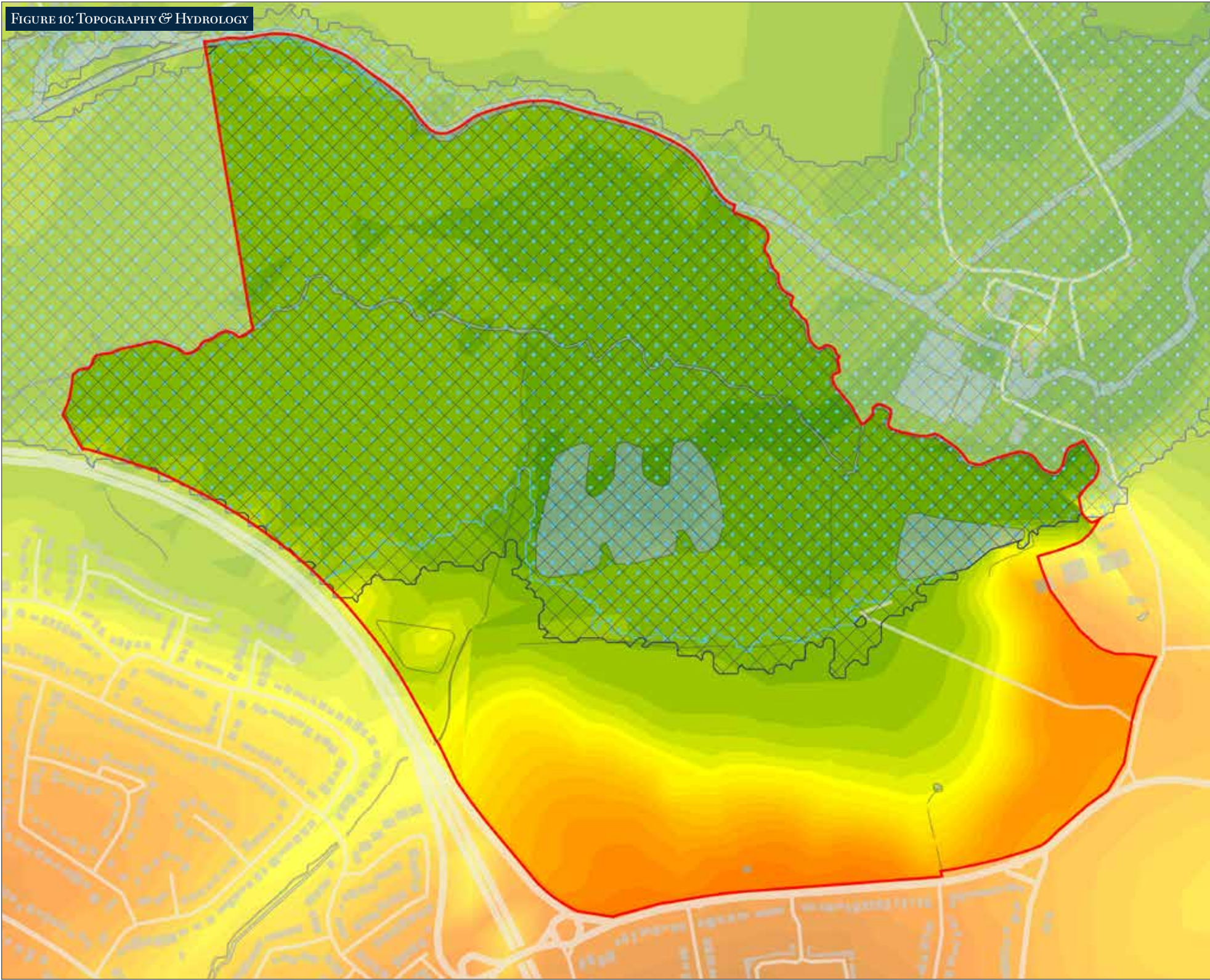
Viewpoint 5: View south-east from the PRow network to the west of the site



Viewpoint 6: View south from the River Chelmer towpath



3.3 TOPOGRAPHY & HYDROLOGY



**Legend**

Masterplan Boundary

Existing Water Courses and Features

Flood Zone 2

Flood Zone 3

Elevation (metre AOD)

Maximum 36m

Minimum 18m

At a regional scale, the site is located in the valley of the River Chelmer, which in part coincides with the Chelmer and Blackwater Navigation. This wider landscape is characterised by gently undulating land and wide river valleys that feature extensive flood plains.

The site lies to the south of the River Chelmer. Generally at a height of between 20 and 25m AOD, the northern part of the site occupies the valley floor and is therefore markedly flat and low lying. A small area of this part of the site lies below 20m AOD in its north-eastern corner in the vicinity of the water works.

In contrast, the southern part of the site encompasses the sloping valley sides, consistently rising up from the flood plain to a height of around 40m AOD at the existing settlement edge along Maldon Road. As a result, there is a distinct and conspicuous change in character between the northern part of the site, relating to the river valley, and the southern part of the site, reflecting the nature of the settled valley sides.

The Chelmer and Blackwater Navigation and sections of the River Chelmer run east-west through the river valley and define the northern boundary of the site, while a series of ditches and small watercourses run south to north and east-west through the lower lying part of the site and draining into the River Chelmer.

Due to the low lying nature of the area along the River Chelmer; the northern section of the site resides within a large flood plain. This section is classified as Flood Zone 2/3 according to the Environment Agency, meaning it is at risk of flooding. As such, most forms of development – including new homes – should avoid this area. Development will therefore be focused within the southern section of the site.

As shown on Figure 10, the site also features in its northern part prominent existing waterbodies which are remnants of historic mineral extraction activities. They are currently fenced off and used as private and day pass fishing lakes. This part of the site is also encompassed by the River Chelmer flood risk zone, as shown.

**Constraints**

- Built form on rising land will require careful design to reduce impact on views to the south from the river valley.
- Sloping underlying landform will necessitate intelligent approach to road layouts and building types to excessive cut and fill.
- The lower lying parts of the site within the River Chelmer floodplain should remain devoid of built form as this area coincides with a flood zone and the wider flood plain is typically free of built form.

**Opportunities**

- Existing characteristic of settled valley sides lends itself to new development being introduced within the north facing slopes of the site.
- Potential to utilise existing field drains and natural watercourse features as part of a well-integrated SuDS network, providing recreation, amenity and habitat opportunities as well as mitigating flood risk.
- Integrate existing waterbodies into Country Park for greater public amenity and biodiversity benefit.
- Overall site levels create opportunity to concentrate SuDS features at northern edge of developable area.

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3.4 UTILITIES

The existing network of buried and overhead services, together with parts of the site prone to flooding, is presented on Figure 11. There a number of utility services and infrastructure located within the site despite it largely being undeveloped, with many utility services crossing through the site boundary. Many of these existing features have easements which are key constraints informing the layout of the proposed development.

Significant constraining features include the easements of two HP gas mains, a foul sewer and a water main; all of which run through the southern area of the site marked for residential development. While diversions have been explored for these services, it would be undesirable in most circumstances due to the high costs that occur.

Instead, the masterplan will be designed to avoid these service easements where

possible. Efforts will be made to reduce the linearity of the urban form that can result from these easements running through developable areas.

Overhead power lines and the foul sewer will be diverted through the site to reduce their impact on the layout of the proposed development, whilst the gas and water main will be retained in situ and incorporated into the highway design or be located in open space.

On-going correspondence with local utility providers confirms there is capacity to serve the proposed development. Points of connection have been advised along any required reinforcement works to the existing infrastructure, unlocking the site from any potential supply issues which would inhibit development to this scale. Details of any connection and reinforcement works will be expanded further as the design of the development progresses.

Constraints

- Diversion of significant constraining utilities will incur high costs and are therefore best avoided. The masterplan will be instead incorporated these constraints into its design.
- Existing utility infrastructure may constrain the masterplan road layout.
- Diversion works may be required to enable delivery of off site highway works to form the site access.
- To supply the development, some services will require reinforcement works to the existing infrastructure.

Opportunities

- Diversion of overhead power lines and the foul sewer to reduce impact on masterplan is likely to be feasible.
- Residential development can be well supplied by utilities, as close points of connections and capacity can be made available.

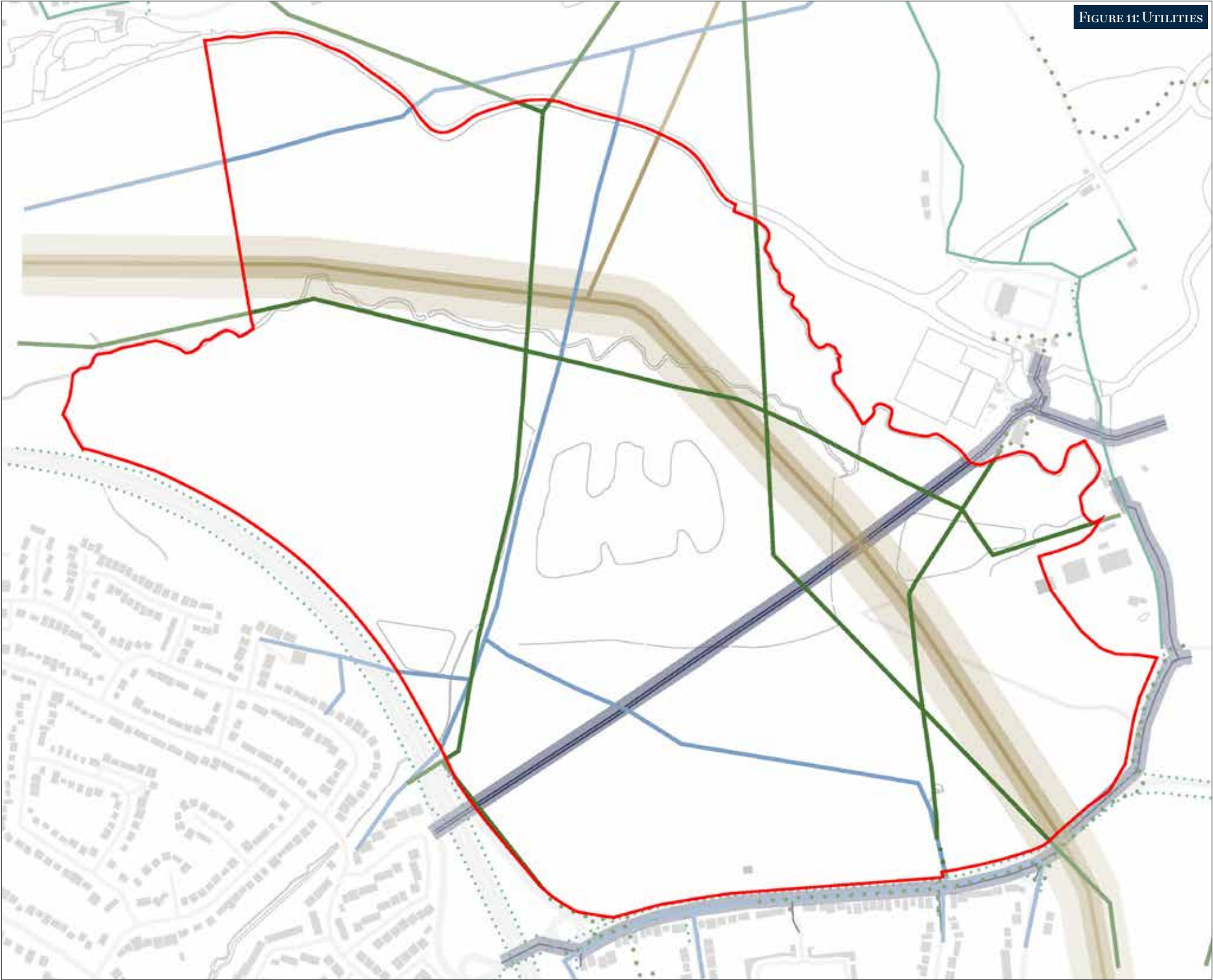


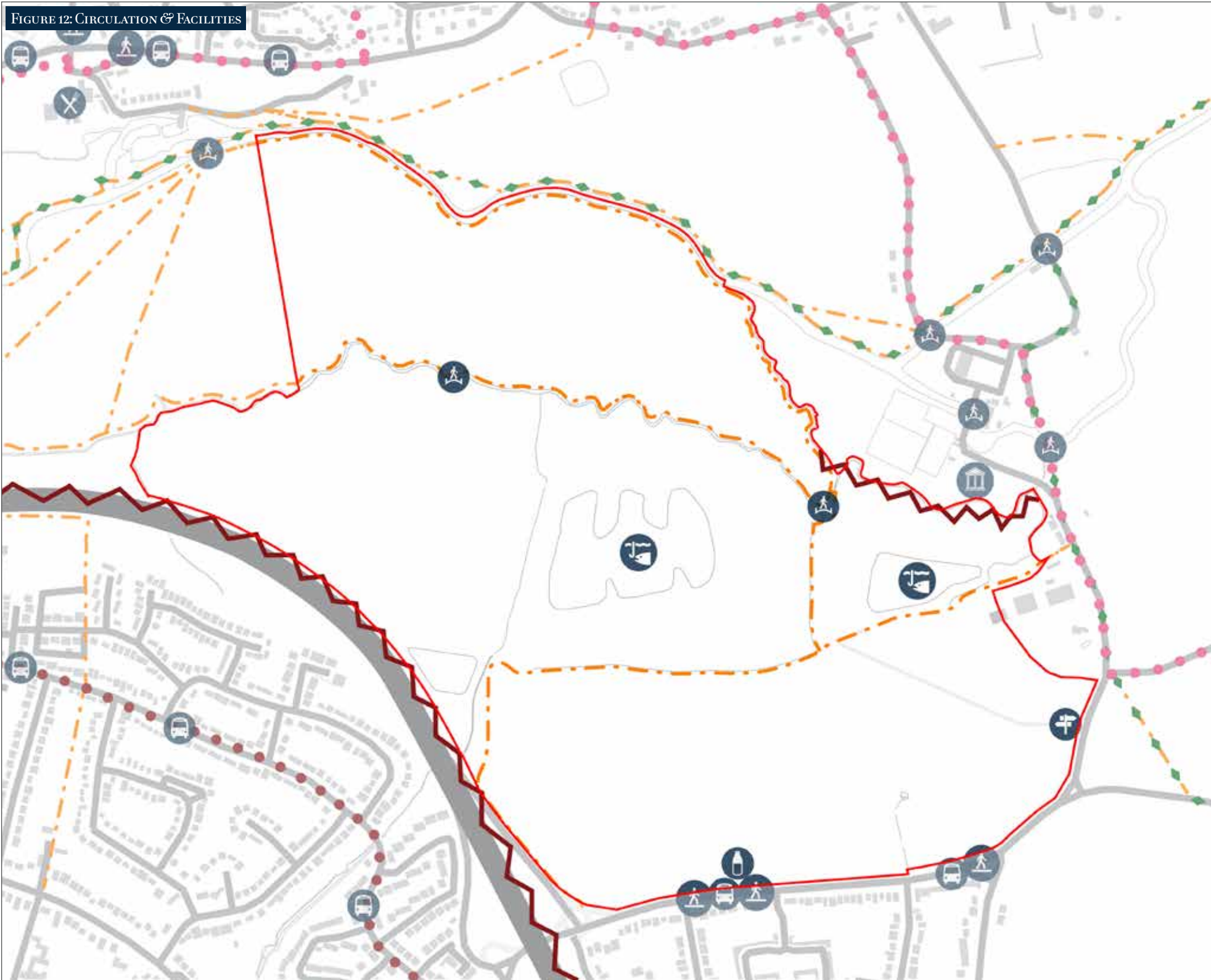
FIGURE 11: UTILITIES

Legend

- |                           |                           |   |
|---------------------------|---------------------------|---|
| Masterplan Boundary       | Electricity Overhead Line | Gas Pressure and No Build/Advisory GAS High Pressure Protection Zone from HSE |
| BT/Vodafone Overhead Line | Electricity Cable         | Potable Water Main and Easement (9.5m)  |
| BT Overhead Line          | Foul Water Sewer          |   |



3-5 CIRCULATION, FACILITIES & NOISE



Circulation:

A network of Public Rights of Way extends along the valley of the River Chelmer. The Saffron Trail runs along the northern side of the river, with an additional path extending along the southern side of the watercourse. A parallel footpath extends along the north-eastern boundary from the A1114 and passes east to west through the northern part of the site. A third footpath extends along the foot of the sloping southern section of the site between the A1114 and Sandford Mill Road. There are two footbridges crossing the watercourse within the site and another footbridge crossing the River Chelmer to the north-west of the site.

The site is well served by an established road network, including the A1114 Essex Yeomanry Way, Maldon Road and Sandford Mill Lane, which form the western, southern and eastern boundaries respectively. There is currently only vehicle access to the site via Sandford Mill Lane.

The A1114 is a substantial barrier to movement to the south-west of the site creating severance between it and existing settlement. A tributary of the River Chelmer also creates a barrier to movement to Sandford Mill Science & Education Centre to the north-east of the site.

A sustrans cycle route (NCN1) is present along Sandford Mill Lane, which connects Chelmsford city centre to the wider landscape to the east, while the Great Baddow to City Centre cycle route passes nearby to the west of the site.

Facilities:

Various facilities are present as shown on Figure 12, such as the Manor Farm Shop and fishing clubs within the site, bus stops along the Maldon Road and Sandford Mill Science & Education Centre.

Noise:

Vehicular movements on the adjoining transportation links, including A1114, Maldon Road and A12 (located to the east of the site) are identified as the main source of baseline environmental noise at the site.

An assessment of the site's suitability and appropriate acoustic mitigation will be submitted as part of the planning application, including a review of internal noise levels within habitable rooms and in private external amenity areas based on industry standard guidance.

The mitigation measures are likely to include considerate design of the site for dwellings with a view onto Maldon Road, A12 and Essex Yeomen Way and the provision of appropriate building façade mitigation.

Constraints

- Protect and enhance the PRoW network.
- Retain site access via Sandford Mill Lane junction.

Opportunities

- Provide enhanced vehicle entrance to the proposed development at the Sandford Mill Lane / Maldon Road junction.
- Provide enhanced pedestrian connectivity between Maldon Road and the River Chelmer.
- Provide a connection through the site between the Sustrans Cycle Route NCN1 and the Great Baddow to City Centre Cycle Route.
- Potential to provide enhanced pedestrian and cycle connectivity to Sandford Mill Science & Education Centre.
- Develop a coordinated approach to movement, including vehicular and non vehicular modes across the site and adjacent allocations.



3.6 LANDSCAPE APPRAISAL

The site comprises two main areas of differing character: the low lying and generally flat land associated with the river valley in the north, and the sloping land from the river valley to the existing settlement edge in the south.

The northern area of the site has little vegetation, creating an open and expansive character. Current land use in this area is a mix of predominantly pastoral (i.e. improved grassland) to the north, between two watercourses - the River Chelmer and the minor watercourse running parallel to the river further south; and predominantly arable farmland to the south of the tributary.

In addition to the two watercourses, three substantial waterbodies are present within the site, the largest of which is the central pond. Several ephemeral ponds and a ditch are also present in the area. Blocks of trees occur around the three large ponds, most notably including a block of mature woodland to the south of the reservoir adjacent to the south-western site boundary.

More vegetation occurs within the western and eastern extents of this part of the site, creating an intimate character that contrasts with the more open character of the central area. The south-western site boundary adjoining the A1114 Essex Yeomanry Way is marked by tree and shrub planting with large gaps at the western end offering views across the site and the land beyond.

The southern part of the site is a rising and undulating area of arable farmland, fringed to the south and sub-divided by native hedgerows. These well-established hedgerows extend around the south-western to south-eastern boundary, from which three north-south hedgerows extend into the southern part of the site, partially breaking up this area into separate parcels of land.

The undulating landform on the southern area of the site creates a variation in character, from enclosed in the west to open with expansive views in the east.

Constraints

- Protect open and expansive character of the site in the northern area.
- Protect any trees subject to Tree Preservation Orders.
- Protect vegetation, including trees and hedgerows.
- Protect existing watercourses and waterbodies.
- Openness of views in the centre of the site with long distance views towards the countryside to the east and medium distance views to landmarks within Great Baddow and Chelmsford.

Opportunities

- Manage open and expansive character of the site.
- Enhance management of existing vegetations and waterbodies.
- Provide new woodlands and hedgerow planting, where appropriate.
- Provide additional ponds and scrapes to encourage wetland habitats.
- Potential to form part of a wider green infrastructure network.
- Protection of long-distance views across the valley.



FIGURE 13: LANDSCAPE APPRAISAL

Legend

- Masterplan Boundary
- Location of Photographs





Improved grassland



Eastern fishing pond



Undulating arable farmland



River Chelmer



Central hedgerow within the site



Tributary of the River Chelmer



Hedgerow along Maldon Road



Woodland along A114



Ephemeral pond



3.7 ECOLOGY & BIODIVERSITY

This section includes a summary of the key information provided in the Ecological Appraisal prepared by Aspect Ecology, illustrated in Figure 14. It also includes an analysis of the level of importance identified for the landscape features on the site, as shown on Figure 15..

The site is not subject to any nature conservation designations, although two Local Wildlife Sites are located adjacent to the site's north-western and north-eastern boundaries.

The site provides opportunities for a range of faunal species, and a number of species have been recorded during surveys:

- Otter – evidence has been recorded from the River Chelmer to the north;
- Water Vole – watercourses and ditches within the site offer potential for this species, although no evidence has been recorded;
- Birds – a relatively diverse assemblage of birds has been recorded at the site,

largely associated with the watercourses and ponds, including the declining farmland bird species Skylark, Linnet and Reed Bunting; and

- Reptiles and amphibians – the ponds support potential habitat for amphibians, although Great Crested Newt is absent from the site. The arable fields and improved grassland which dominate the site are unsuitable for reptile species, although some potential habitat occurs in association with the watercourse corridors, pond margins and other semi-natural habitat areas.

On this basis, the arable fields within the southern part of the site are considered to be relatively unconstrained in terms of ecology, although consideration should be given to retention and enhancement of the boundary hedgerows.

There are opportunities for ecological enhancements, and a significant net gain for biodiversity could be provided by linking to the Local Wildlife Sites to the north.

Constraints

- Protect the environment of the River Chelmer for otters.
- Protect the environment for birds.

Opportunities

- Manage existing ditches and watercourses for marginal and emergent vegetation and control non-native species.
- Provide species-rich wildflower grassland for invertebrates.
- Manage existing hedgerows and provide new hedgerows for declining farmland bird species.
- Provide faunal habitat features such as Otter Holts, bat/bird boxes and swift bricks.
- The scheme will seek to achieve a minimum of 10% in biodiversity net gain.

FIGURE 14: ECOLOGY & BIODIVERSITY

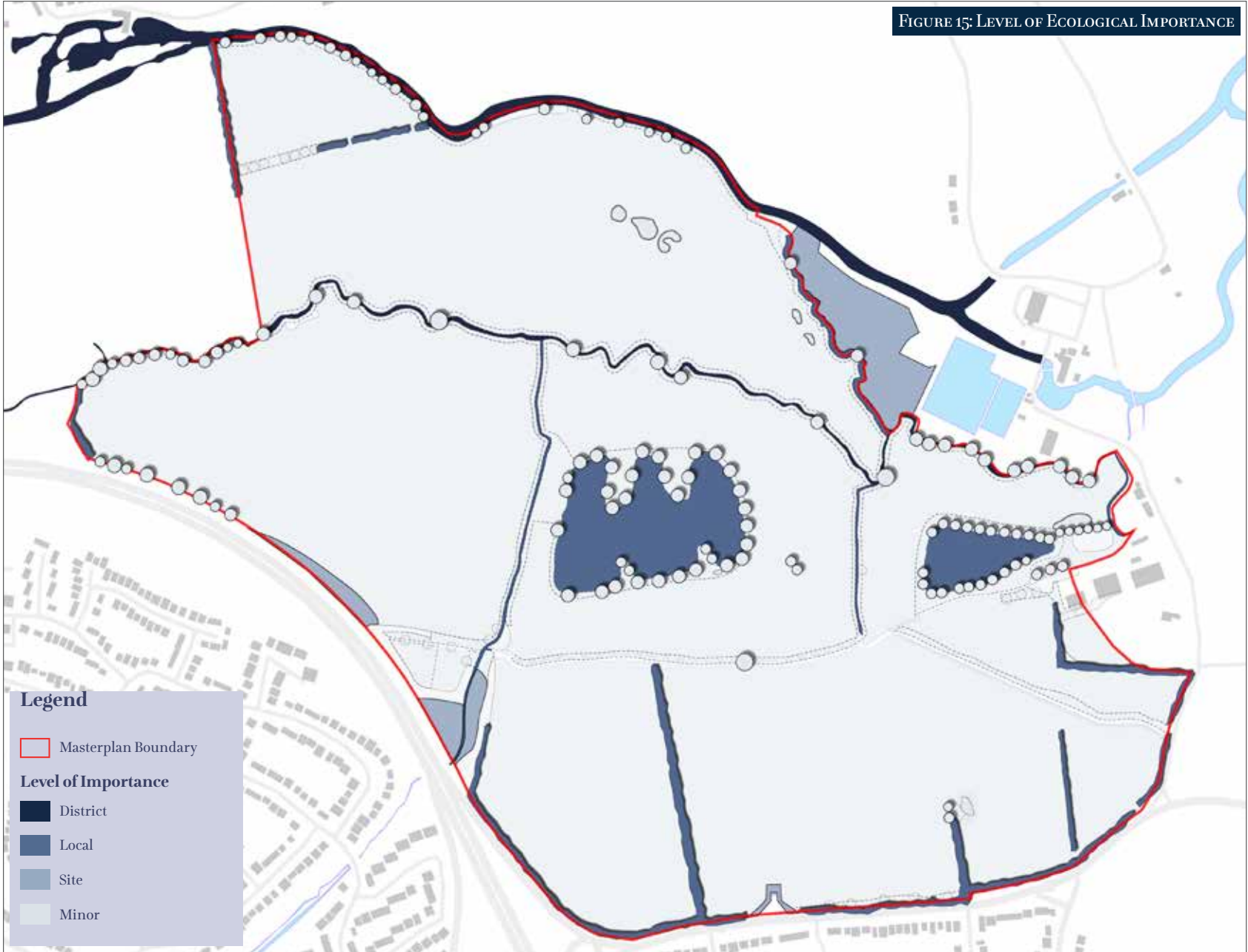


Legend

- |                         |                         |                |                                     |
|-------------------------|-------------------------|----------------|-------------------------------------|
| Masterplan Boundary     | Tall Ruderal Vegetation | Hedgerow       | Otter Spraint                       |
| Arable                  | Woodland                | Pond           | Potential Sensitive Ecological Area |
| Semi-Improved Grassland | Scrub                   | Ephemeral Pond | Tree                                |
| Improved Grassland      | Scattered Scrub         | Ditch          |                                     |



FEATURE	LEVEL OF IMPORTANCE	DESCRIPTION
Arable	Minor	n/a
Improved Grassland	Minor	n/a
Semi-Improved Grassland and Tall Ruderal Vegetation	Minor	n/a
Woodland	Site Importance	n/a
Hedgerows	Local Importance	H1: Box-cut
		H2: Treeline, somewhat gappy towards western end
		H3: Loose, scrubby
		H4: Gappy hedgerow
		H5: Line of young trees
		H6: Gappy
		H7: Box-cut
		H8: Box-cut
		H9: Line of young trees
		H10: Associated with c.6m wide grass strip. At the western end a 30-40m section has been replanted, approximately 5 years old
		H11: Extension of wooded strip at eastern end
		H12: Line of young trees
		H13: Relatively dense
		H14: Loose line of scrub and trees
		H15: Gappy
Tree and Scrub	Minor	n/a
Watercourses and Ditches	Local Importance	WC1: Minor ditch running behind residential properties.
	District Importance	WC2: Forms northern site boundary and main river channel with slow flow rate.
	District Importance	WC3: Tributary to main river with silty base, moderate flow rate and steep banks, approx. 60 degree angle. Stony/gravelly bed in parts.
	Local Importance	WC4: Along woodland edge, largely drying out, silted with debris. Does not connect to WC5, with main flow diverted along WC3.
	District Importance	WC5: Main river channel (River Chelmer), moderate flow.
	Local Importance	WC6: Runs adjacent to wooded strip, more of an engineered channel in the southern portion. Approx. 1.5m wide at base with steeply sloping 1m high banks.
	Local Importance	WC7: Formed at a junction of WC3, more of a ditch running south with a narrow V-shaped channel with 45-60 degree banks.
Ponds	Minor	Dr: Engineered earth channel with shallow flow over stony base.
	Local Importance	P1: Fishing lake
	Local Importance	P2: Fishing lake
	Minor	P3: Small pond/hollow
	Minor	P4: Small pond
	Minor	EP1: Shallow scrapes within field
	Minor	EP2: Shallow scrapes within field
	Minor	EP3: Flooded area of field adjacent to P2



Key Information

- The Ecological Appraisal notes that "none of the hedgerows are considered likely to qualify as 'important' under the Hedgerows Regulations 1997".
- All features with district and local importance will be retained, except limited sections of hedgerows to accommodate access to the site, and its internal road layout.
- Features with significant value to fauna, such as trees with bat roosting potentials, will be retained.
- The hedgerows to be removed to accommodate the access and internal layout to the site will be those identified with less desirable characteristics, for example hedgerows that are gappy (H6) and hedgerows formed of lines of young trees (H5, H9, H12)
- Any loss of hedgerows will be compensated for through the reinforcement of retained hedgerows and introduction of new hedgerows with an appropriate and diverse mix of native species.



3.8 ARBORICULTURE

An Arboricultural Survey was carried out by Sharon Hosegood Associates on the allocated land on the southern part of the site, with the quality and distribution of existing trees illustrated on Figure 16, together with the bat roosting potential of trees identified in the Ecological Appraisal prepared by Aspect Ecology.

The majority of the trees within the study area were categorised as Category B, having moderate quality and value. The only Category A tree within the site, located adjacent to the south-east boundary is protected by Tree Preservation Order (TPO) 2000/8.

A number of trees within the site were identified as Category U, and therefore categorised as unsuitable for retention.

All the hedgerows running north-south were identified as Category C, having low quality and value. In contrast, the majority of hedgerows bounding the site to the south along Maldon Road are classified as Category B.

As set out in the Aspect Ecology Ecological Appraisal, a number of trees providing bat roosting potential are present, whilst the site supports a moderate assemblage of foraging and commuting bats, with activity dominated by Common Pipistrelle.

Constraints

- Protect the TPO tree located on the south-east of the Site.
- Protect moderate - high quality and value trees (Category A and B).
- Retain where possible Category U trees that have been identified as having Moderate - High Bat roosting potential.
- Ensure development respects Root Protection Areas (RPAs) for retained trees and hedgerows.

Opportunities

- Manage existing trees appropriately to enhance their quality and value.
- Strengthen groups of trees by providing additional tree planting buffers.
- Plant new trees and hedgerows to strengthen the overall structure of vegetation.
- Provide a diverse palette of new tree planting as part of a holistic strategy of multi-functional Green Infrastructure and habitat enhancement.
- Provide new tree planting in the proposed Country Park in accordance with landscape character guidance.
- Positively integrate existing vegetation into proposed development.
- Potential to integrate street tree planting within proposed housing areas.



FIGURE 16: ARBORICULTURE

Legend

- |   |                                       |   |                                      |
|---|---------------------------------------|---|--------------------------------------|
| Masterplan Boundary                     | Category C - low quality and value    | Tree with High Bat Roosting Potential         | Tree with Low Bat Roosting Potential |
| Category A - high quality and value     | Category U - unsuitable for retention | Tree with Moderate Bat Roosting Potential     |                                      |
| Category B - moderate quality and value | Tree Preservation Order 2000/8        | Tree with Low-Moderate Bat Roosting Potential |                                      |





A1114 Essex Yeomanry Way



Pylon and electricity overhead lines



Pond within the site



Vehicle access gate to the site



Local Wildlife Site (LoWS)



Category U tree with High Bat Rooting Potential



Bus Stop on Maldon Road



River Chelmer and area of Chelmer and Blackwater Navigation Conservation Area



A ditch within the site



Rising topography in the southern part of the site



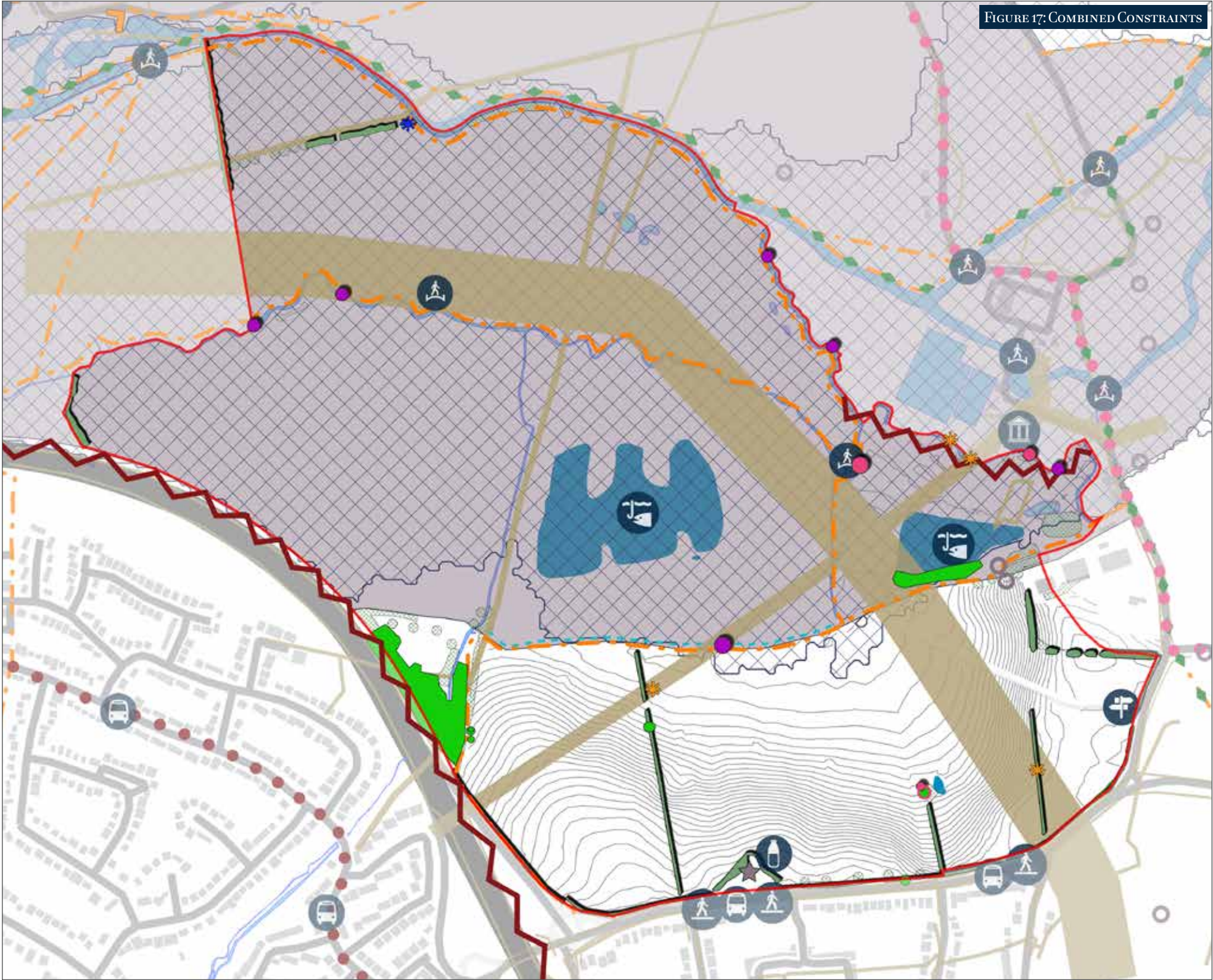
3.9 COMBINED CONSTRAINTS

Chapter 3 of the Masterplan Document has explored and analysed the various existing features, designations and characteristics of the site and its immediate surroundings. This has enabled the identification of key constraints and opportunities relevant to each aspect.

Each layer of constraints information has been explored in full detail in previous sections of this chapter, with the resulting combined constraints plan (Figure 17) illustrating the overall effect on the site.

This constraints plan has strongly influenced the emerging design of the proposed development.

Figure 17 demonstrates the complexity of the site in terms of constraints and existing notable features that have a strong influence on the character of the site and that must be addressed positively in order to prepare a successful design for the proposed development.





*Overall Constraints Summary*

- Conserve and enhance the character, appearance and setting of the Chelmer and Blackwater Conservation Area.
- Protect existing heritage assets such as the Bronze Age ringwork enclosure and the WWII pillbox.
- Protect important views into and through the site from across the Chelmer Valley including long distance views and the visual influence of notable landmarks.
- Protect open character of river valley and northern part of the site.
- Protect and enhance the PRoW network.
- Retain site access via Sandford Mill Lane junction.
- Protect existing vegetation, including trees and hedgerows that are to be retained.
- Protect existing watercourses and waterbodies.
- Protect the landscape features that provide habitat potential for wildlife.
- Provide a sensitively designed development that respects the underlying landform.
- Maintain the valley floor free of development.
- Prevent agricultural encroachment on the navigation and prevent further loss of grazing on the valley floor meadows.
- Avoid diversion of significant constraining utilities that incur high costs and incorporate them to the masterplan design.

*Overall Opportunities Summary*

- Provide a well-connected internal road layout with good pedestrian and cycle permeability linking with areas outside of the site, including a connection through the site between the Sustrans Cycle Route NCN1 and the Great Baddow to City Centre Cycle Route.
- Provide enhanced vehicle entrance to the proposed development at the Sandford Mill Lane / Maldon Road junction.
- Provide good opportunities for use of sustainable forms of transport including public transport.
- Enhance the historic and natural environment.
- Create a network of multi-functional Green Infrastructure strongly linked with existing networks outside of the site.
- Provide suitable SuDS and flood risk management and enhance existing waterbodies, including reservoirs.
- Ensure appropriate habitat mitigation and creation is provided, including ponds and scrapes to encourage wetland habitats. The scheme will seek to achieve a minimum of 10% in biodiversity net gain.
- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.
- Remove overhead electricity lines and pylons from the site and install electricity cables underground.
- Increase in woodland and hedgerow planting including tree planting alongside rivers comprising willow pollarding and native black poplar.
- Create areas of grazing meadow.
- Increase public access whilst protecting landscape character.
- Manage open and expansive character of the site.
- Maintain long-distance views across the valley.
- Provide species-rich wildflower grassland for invertebrates.
- Manage existing hedgerows and provide new hedgerows for declining farmland bird species.
- Allow landform to strongly influence the proposed development.
- Integrate existing waterbodies into Country Park for greater public amenity and biodiversity benefit.
- Provide SuDS features at northern edge of developable area.
- Protect and integrate the pillbox near Manor Farm within the proposed development and introduce interpretation opportunities.
- Protect and enhance the setting of the Bronze Age ringwork enclosure through a 25m buffer, a 25m landscape link to the valley floor and the introduction of interpretation opportunities.
- Provide sensitively designed built form on the southern part of the site to reduce visual impact and create variation in roof patterns.
- Provide sympathetic landscape interfaces to sensitive edges such as the southern Conservation Area boundary.
- Create visual links through the development to provide a sense of connectivity with the flood plain from the elevated slopes.
- Residential development can be well supplied by utilities, as close points of connections and capacity can be made available.









# Masterplan Framework

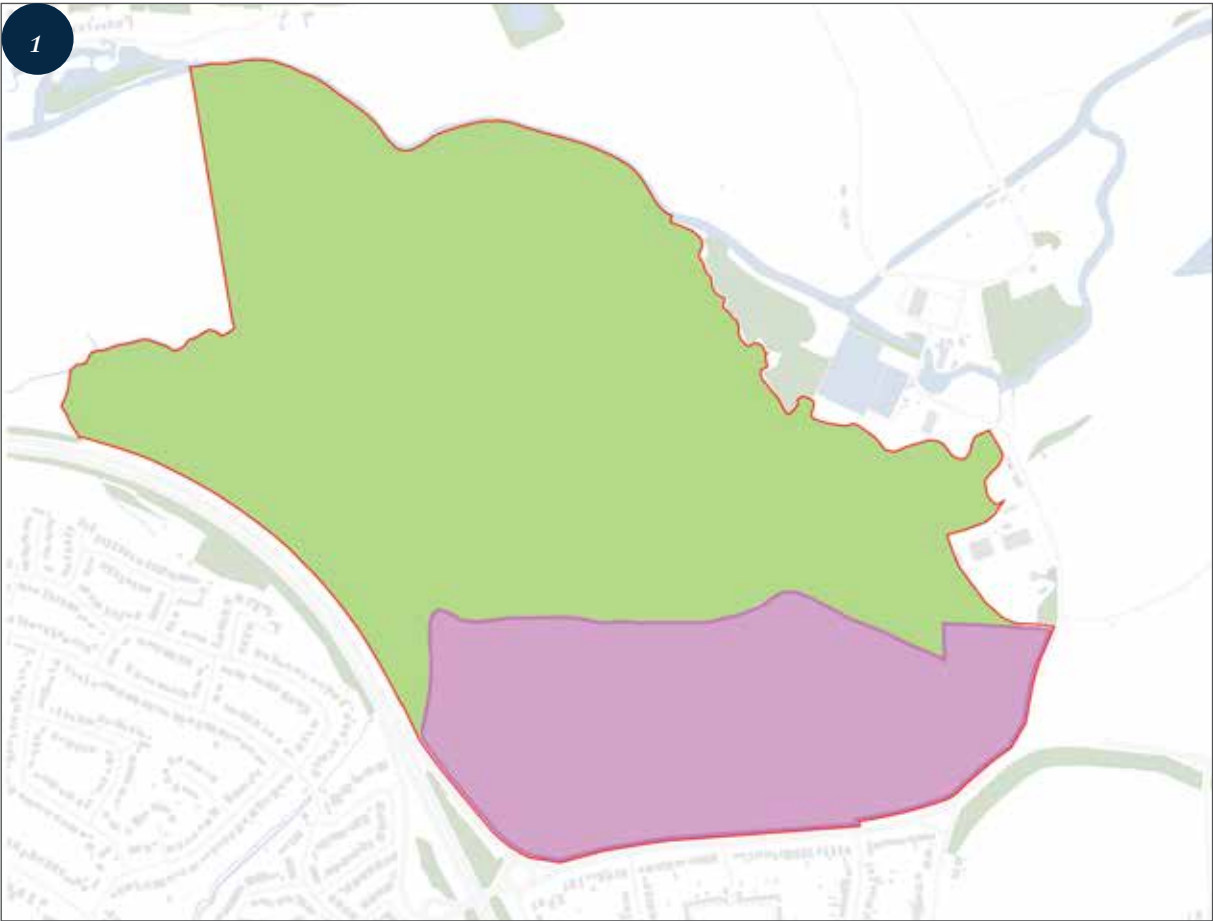


4.1 DEVELOPMENT OPPORTUNITIES

The identification of a series of constraints and opportunities has enabled a detailed understanding of the site, its landscape context and the key considerations that must be addressed by the proposed development at Sanford Park.

Following on from the layer based constraints exercise, a series of development principles, responding to the most pertinent constraints have been prepared, culminating in the Masterplan Framework drawing.

These principles, illustrated graphically in the following Opportunities Plans, demonstrate how the basic design parameters of the proposed development have been set out with respect to the following key constraints:



**1. Housing Allocation and Country Park**  
The southern part of the site is allocated as Strategic Growth site 3A of the Chelmsford Local Plan.  
The northern part of the site is within the green wedge allocation, therefore it will be dedicated to a Country Park to respond positively to the policy and provide access to high quality green space for existing and future residents of the area.



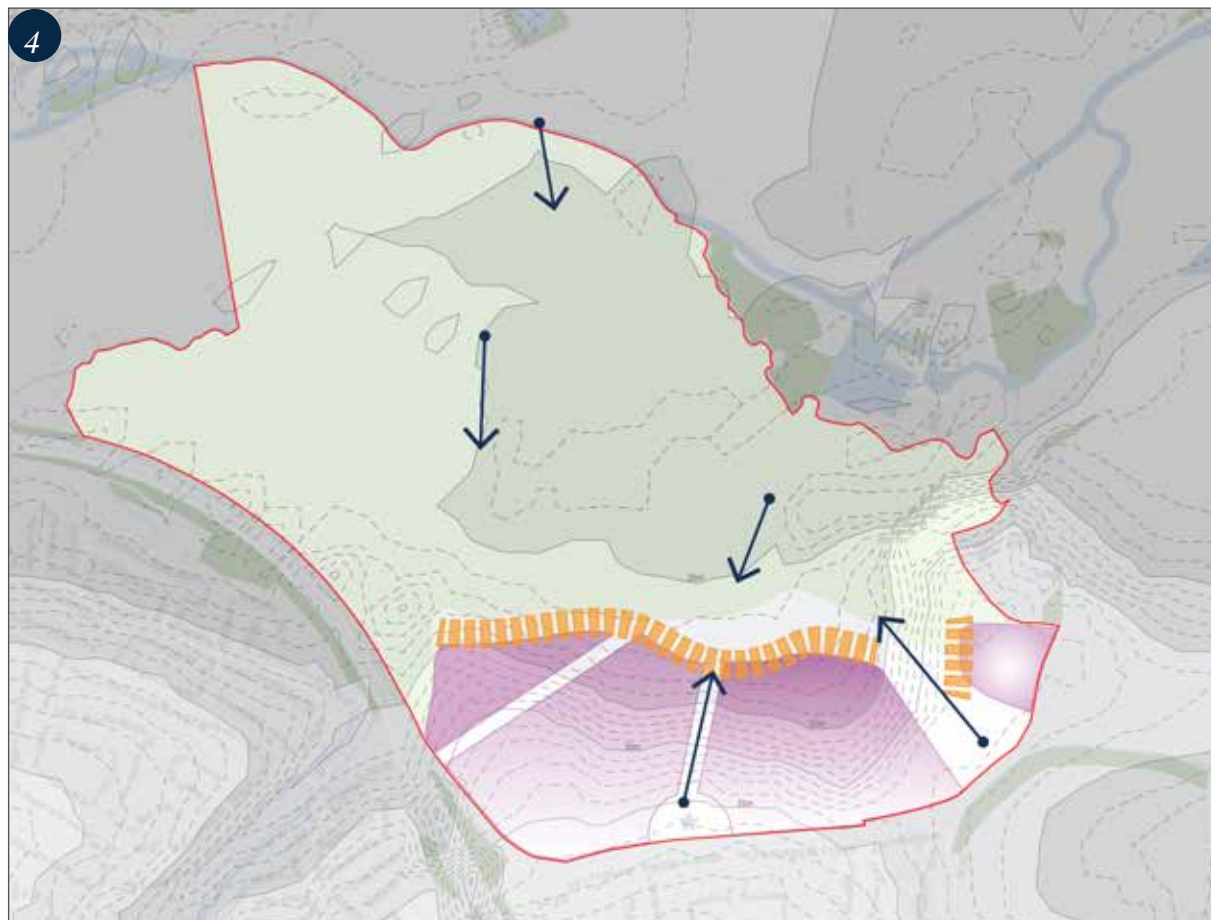
**2. Heritage Constraints**  
A 25m wide buffer for the Bronze Age ringwork enclosure is secured to protect the monument and its setting. An open landscape link will also be provided to maintain a connection between this feature and the valley floor.  
As the Chelmer and Blackwater Conservation Area does not overlap with the allocation, there will be no housing within its boundary. However, the proposed development will need to respond positively to the Conservation Area as it will be part of its setting.





### 3. Utilities Constraints

Where possible, existing utilities will be rerouted, however the site layout must function successfully in the context of the existing gas and water main.



### 4. Key Views and Sensitive Edges

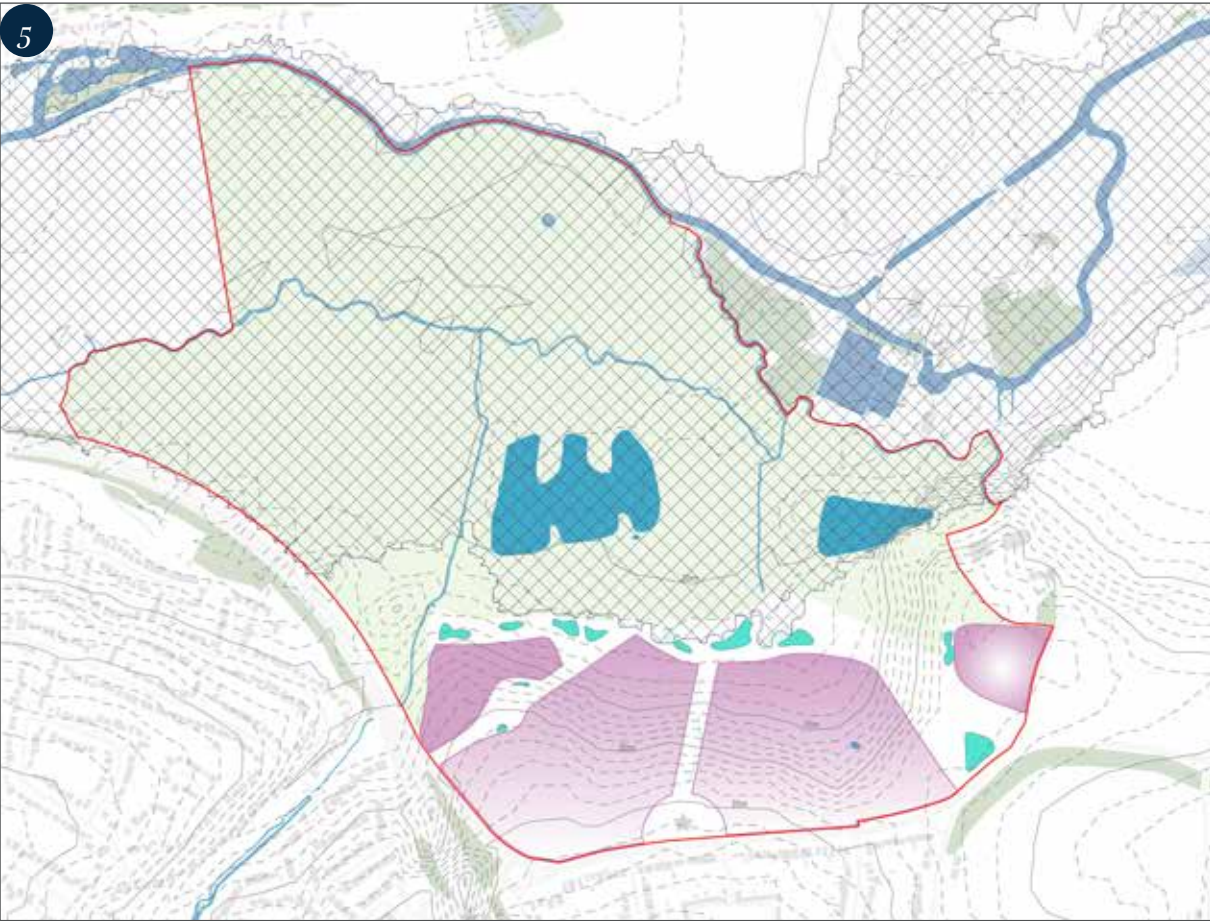
Existing open panoramic views towards Chelmsford city centre from elevated ground will be retained through the retention of a large swathe of open space in the south-east of the site, effectively subdividing the eastern parcel.

The edges of the parcels that front the Country Park will become the most sensitive edges of the development.

The design of the development will need to respond to these sensitive views and edges through architectural treatments as well as the creative use of green and blue infrastructure.

The southern site boundary is not considered to be highly sensitive due to the presence of existing residential built form on the skyline, together with Maldon Road. However, the proposed development will need to establish a strong and sensitive relationship with existing settlement patterns and allow adequate space for movement and green infrastructure along the southern edge.





**5. Blue Infrastructure and Landform**

No housing development will occur in the flood plain and the proposal will include a strong emphasis on blue infrastructure, including retaining and enhancing existing water features within the site in addition to providing new features as part of a sustainable drainage strategy.

These features will be most effective in the lowest part of the site, which also provides an opportunity to use blue infrastructure to create a sensitive transition zone between the proposed housing and the Country Park.



**6. Existing Vegetation and Ecology**

The majority of existing ecological and arboricultural features will be conserved and enhanced, including all category A and B trees and trees with moderate to high bat roosting potential.

The existing hedgerows on site will be largely retained, and will be reinforced with appropriate native species. Any hedgerow loss to facilitate access will be mitigated with extensive new native hedgerow planting.





#### 7. Push & Pull

The proposed development will establish the strongest possible relationship with Great Baddow through a sensitive treatment of the southern development edges. In places, such as the Bronze Age enclosure or the A1114 edge, the parcel edges are set further back to provide a generous buffer and sense of space. In others, the buffer is reduced to allow the scheme to function as an extension to the existing settlement.

The buffer will be consistently wide enough to provide space for movement and green infrastructure, and would widen at junctions with existing landscape features such as hedgerows to give a sense of the development fitting sinuously within the landscape.



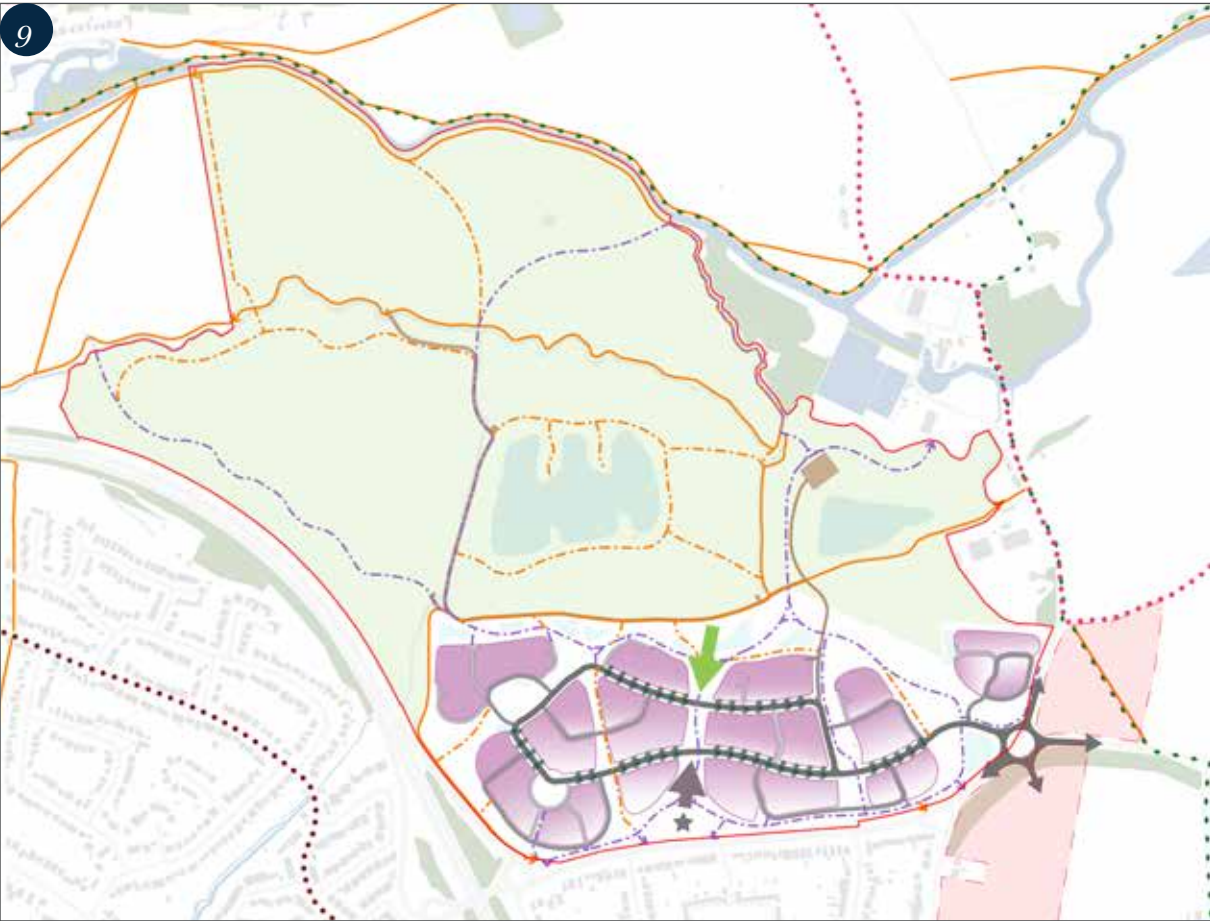
#### 8. Green Fingers

A series of 'Green Fingers' are proposed extending into the housing allocation from the Country Park, following existing landscape features, the link to the Bronze Age ringwork enclosure and the route of existing utilities. These extensions of open space permeate the development from the north, creating a neighbourhood that is strongly influenced by landscape.

In addition to the strong north-south 'Green Fingers', the east-west connections through the development are proposed using avenue trees and verges.

These fingers of open space would include activity 'hot spots' such as play areas to meet the amenity needs of new residents and provide high quality landscape spaces for people.





9. Access & Permeability

A clear hierarchy of internal access routes is proposed, with primary, secondary and tertiary access roads complimented by cycle paths and formal and informal footpaths, all with a strong relationship with the existing PRoW network.

The proposed road layout has been designed sensitively and efficiently work within topographical constraints, as well as respecting the setting of the Bronze Age ringwork and Conservation Area by ‘pinching’ inwards to the centre of the site. Tertiary roads are typically arranged in cul-de-sacs to avoid excessive cut and fill exercises.

Linkages to wider rights of way, cycle routes, and existing facilities would also be provided for pedestrians and cyclists will be provided as part of a sustainable transport strategy.

Masterplan Framework Legend

Masterplan Boundary

Housing Allocation

Bronze Age Ring Work Enclosure

25m Buffer for the Bronze Age Ringwork Enclosure

Proposed Developable Areas

Proposed Primary Road with Shared Footway/  
Cycleway

Proposed Secondary Road

Proposed Tertiary Road

Formal Public Open Space with Higher Levels  
of Containment

Proposed Car Park (up to 42 spaces) and  
Vehicular Access for the Country Park

Proposed NEAP

Proposed LEAP

Proposed Informal Kick-about Area

Proposed Green Spaces

Existing and Retained Trees

Potential Areas for New Tree Planting

Existing and Retained Hedgerows

Proposed Hedgerows

Proposed SuDS Features

Existing/Proposed Pedestrian Routes

Proposed Pedestrian/Cycle Routes

Proposed Grazing Area Access Route

Sustrans Cycle Route NCN1 and Cycle Route

Great Baddow to City Centre Cycle Route

Saffron Trail and Centenary Circle Long  
Distance Walks

Proposed Pedestrian/Cycle Bridges



## 4.2 MASTERPLAN FRAMEWORK



- A. Site entrance and proposed five arm roundabout.
- B. Development pulled back so that existing views towards Chelmsford from elevated land are maintained creating a stunning backdrop to the site entrance.
- C. Development pushes closer to Maldon Road, positively addressing the existing settlement edge and ensuring that the new development is perceived as a part of the wider settlement.
- D. A looser development edge is proposed around the Bronze Age ringwork enclosure such that new built form sensitively addresses the heritage feature and its setting.
- E. Principal pedestrian and cyclist entrance to the site from Great Baddow, forming a key secondary gateway.
- F. Parcel edges fronting onto the potable water easement are also formed in a softer geometry with groups of trees and proposed hedgerow running down towards the Country Park to help reduce the perceived impact of the existing utility on the housing layout.
- G. SuDS features located within the allocation boundary and dispersed along the Country Park frontage creating a network of green and blue features that provide a transition zone and help articulate this sensitive edge.
- H. Car parking provided at the eastern edge of the Country Park to provide vehicle access to the Country Park and Sandford Mill.
- I. Play spaces dispersed through the neighbourhood but with the larger provision co-located in this location so that it acts as an anchor to the Country Park.
- J. An undulating edge of development maximises the number of property frontages that positively address the park, making the most of that asset and the unique landscape setting of the development whilst avoiding a 'hard' linear built form edge to the park
- K. Movement route conceived as a loop road that works with the contours without following them exactly. This route would be a tree lined avenue which changes to a less formal character as it crosses the 'Green Fingers'.
- L. A more urban typology of open space at the heart of the western development parcel which forms a destination along the loop road and provides the opportunity for different housing typologies and landscape character.
- M. Eastern cycle gateways, providing sustainable onward links to the National Cycle Network, Site 3D and Sandon Village, School and Park & Ride.



5



A background image of a rural landscape featuring a golden field in the foreground, a line of trees in the middle ground, and a blue sky with white clouds. A small tower is visible in the distance behind the trees.

# Design Framework



5.1 ACCESS & PARKING

The layout of the proposed development at Sandford Park has been designed through an iterative process with the aim of providing a permeable access hierarchy, a logical and legible structure and a sensitive approach to plot access and frontages.

Access Strategy

The starting point for the access strategy is the primary loop with its associated dedicated cycle-path. The alignment of this key route has been developed through iterative design to respond to:

- Topography: by gently deviating from the landform to help create a varied roofline and a dynamic streetscape.
- Existing vegetation structure: by limiting the number of points at which the road crosses existing hedgerows.
- The existing settlement pattern and the bronze age ringwork enclosure: by pinching and pulling the alignment to establish strong relationships to the former and appropriate set backs from the latter.

The alignment of secondary and tertiary roads has been set out with the aim of creating a series of suitable sized perimeter block sub-parcels. Wherever possible, loop road arrangements have been included, with the only cul-de-sacs being tertiary roads that front onto the Country Park interface.

The proposed development will be designed to accord with local standards for waste collection.

Parking Strategy

A considered approach to plot access and parking has been developed, where the central finger - a key sensitive landscape space - will be designed with no vehicle access to plot frontages, and a direct relationship between landscape and built form.

The Country Park frontages are set out with a hybrid approach, where the parcels are defined to the north by a mixture of landscape and sensitively designed tertiary roads and private drives. The remainder of the development would be laid out with vehicle access to frontages.

Parking provision will be designed in accordance with local standards as part of the planning application.

Pedestrian Permeability

A network of pedestrian pathways has been set out to provide a high degree of permeability to complement footways on proposed primary, secondary and tertiary/shared surface roads.

This network positively incorporates existing Public Rights of Way, and provides a mixture of direct desire lines and attractive recreational routes. Pedestrians will have easy access to the Country Park as well as a key east-west route along Maldon Road.

A series of new, improved and retained crossings as shown on Figure 19 provide connectivity to existing settlement, the adjacent allocations, and the existing farm shop.

Buses

Bus operators are unlikely to divert services to enter the site given the accessibility of existing bus stops to future residents, and the delays to journey times that such re-routing would cause. Nonetheless, as demonstrated by Figure 19, future residents will have easy access to existing bus stops along Maldon Road, aided by a series of existing and proposed crossings.

Country Park Access

A controlled access car park with access track is provided linked to the primary loop. It is expected to provide capacity for up to 42 spaces with permeable surfacing suitable to its flood zone and Conservation Area location.

The route through the development will be accompanied by a dedicated cycle and pedestrian path with a bespoke landscape treatment to aid legibility. This route will include a bridge providing access to the Sandford Mill, and any visitor facilities that may be provided in this location.

Consideration will be given to non-vehicular access to equestrians within the Country Park. This will be explored further in consultation with Chelmsford City Council during the planning application stage.

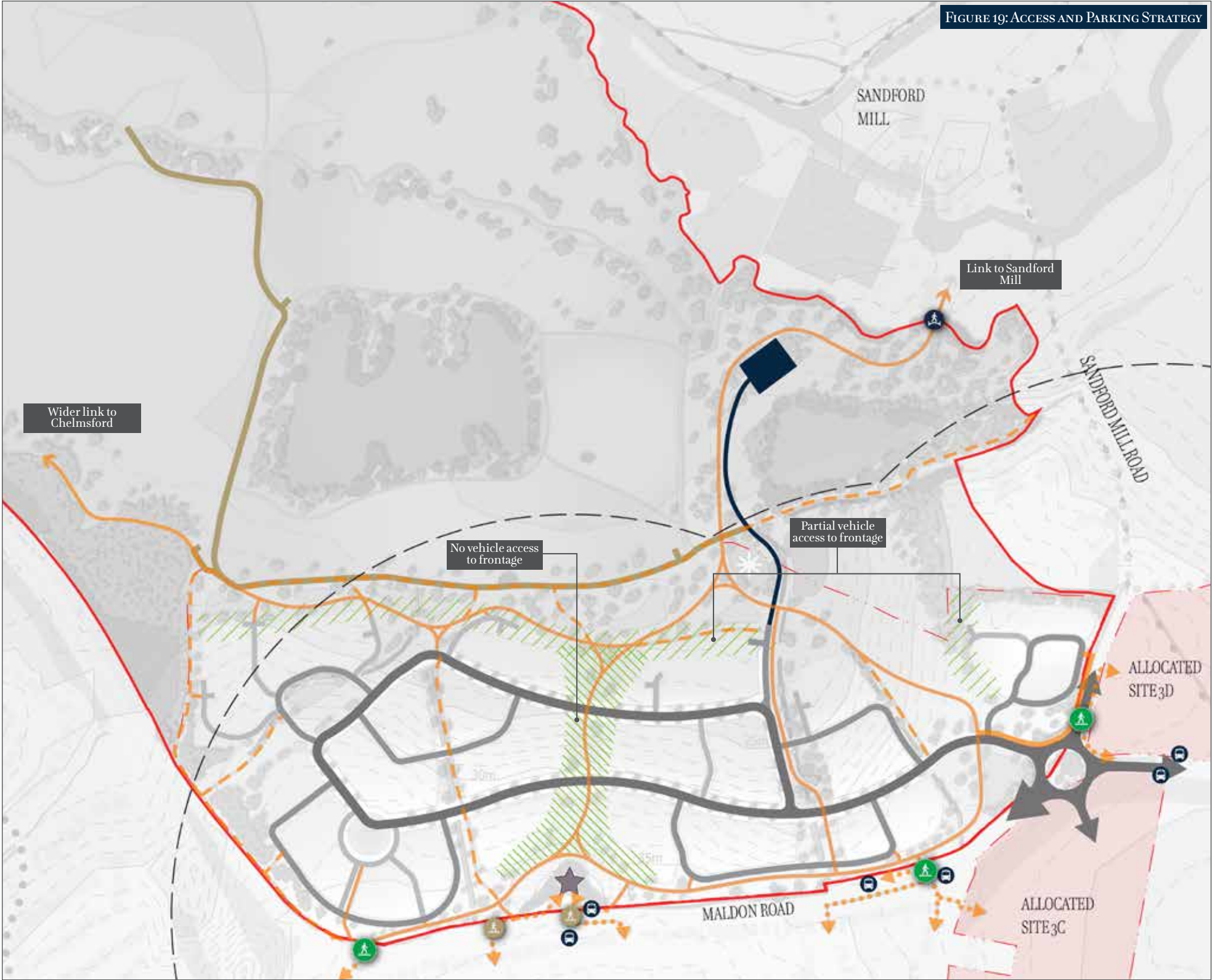
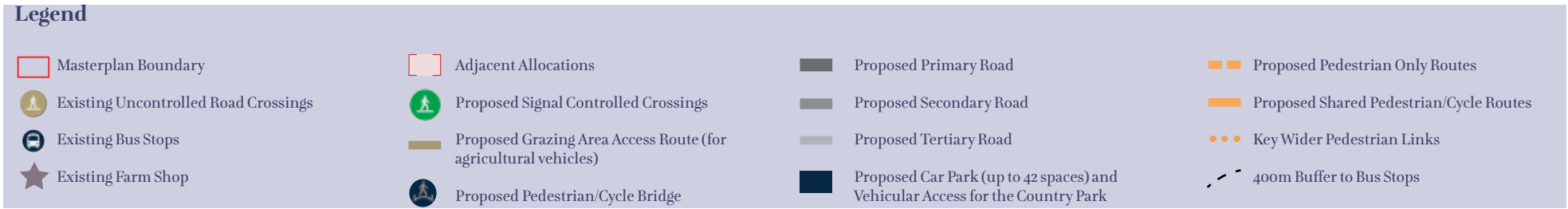


FIGURE 19: ACCESS AND PARKING STRATEGY





5.2 CYCLING



**Legend**

Masterplan Boundary	Great Baddow to City Centre Cycle Route	East-West Link - 3+2m Segregated Cycleway/Footway	Key Wider Cycle Links
Existing Farm Shop	Sustrans National Cycle Network Route 1	3.5m Shared Cycleway/Footway	Proposed Signal Controlled Crossings
Adjacent Allocations		Secondary & Tertiary Roads - On Road Cycling	Proposed Pedestrian/Cycle Bridge
		Country Park - Informal Cycle Tracks	

Cycling is at the heart of a sustainable housing development, and particularly so for Sandford Park given the site's location and opportunities it presents.

The design of the development includes a highly permeable and well-connected network of cycle routes, with a clear hierarchy and a design underpinned by the latest technical guidance.

At the top of the hierarchy, the East-West Link provides a safe, segregated alternative to cycling on Maldon Road and provides access to Great Baddow from the site and the wider allocated sites to the east.

The primary road and key linkages through the green fingers will be provided with shared cycle/footways, while informal recreational routes will be provided within the Country Park.

There will also be cyclable connections with the wider area, with a link to Sandford Mill in the north-east, adjacent allocations, the National Cycle Network Route and local facilities in the south-east, a connection to Great Baddow in the south-west, and a potential link to Chelmsford through the Country Park. There is also the potential for

the Sandford Mill route to connect directly to the National Cycle Network route.

Finally, a loop with a recreational, leisure focus will be provided within the Country Park itself. This hierarchy will determine the dimensioning and materiality of the various routes, from 5m wide tarmac surfaced segregated cycle-paths to 3m wide crushed stone informal tracks.

A series of signal controlled crossings provide safe crossing points to Maldon Road as well as access to neighbouring allocated sites. The scheme is also anticipated to have direct cycle access to the farm shop, as shown on Figure 20.

The proposed development will also be delivered with appropriate cycle parking infrastructure including bike stands in key locations within the layout to encourage sustainable transport within the site.

All off-site routes are shown indicatively and may be subject to third party land consents. Contributions to off-site improvements will be provided subject to the relevant tests set out in the NPPE.

Figures 19 & 20 demonstrate the anticipated site wide cycle and pedestrian permeability and hierarchy provided by a mixture of formal and informal cycle and walking routes and the secondary and tertiary road layout. It also shows how the development will fit within a wider context of pedestrian and cycle permeability. All proposals are indicative and subject to detailed design as part of the planning application.



5.3 WIDER CYCLING CONNECTIONS

The proposed development at Sandford Park is guided by a movement strategy that includes an emphasis on sustainable transport modes and aims to establish strong pedestrian and cycling linkages with wider existing networks, thereby taking advantage of the site’s strategic location in cycling and walking distance from the centre of Chelmsford and local facilities and amenities. The following sections explain the various aspects of the sustainable transport proposals.

A fundamental part of the emerging sustainable transport strategy for the proposed development is the ability for future residents of the development to commute to the city centre by bicycle.

The purpose of this section is to provide an analysis of the potential options for cycle routes between the proposed development and the city centre, objectively setting out the benefits and constraints affecting each route and allowing the creation of a practical and evidence based sustainable movement strategy.

Methodology

The five routes that have been assessed are illustrated in Figure 21. The five options have been chosen based on a combination of existing established cycle routes (Sustrans National Cycle Network Route 1 (NCN1) and the Great Baddow to City Centre Cycle Route (GBCCR)), and the potential establishment of new routes as discussed with Chelmsford City Council in March 2020, and subsequently in March 2021. The start and end point for all routes is the approximate centre of the residential part of the proposed development and the public square at the junction of High Street and Tindall Street in Chelmsford city centre.

Each route has been analysed in four key areas:

- Key statistics (e.g. distance, elevation gain).
- Existing status (e.g. National Cycle Network Route, footpath, towpath, etc.), and whether cycling is currently permitted.
- Current form (e.g. on road, off road, rough track, etc.).
- Current usage by cyclists (based on the Strava Global Heat Map).

This document also identifies any infrastructure needed to achieve full cyclability along each route, and any potential implications or constraints likely to affect their delivery.





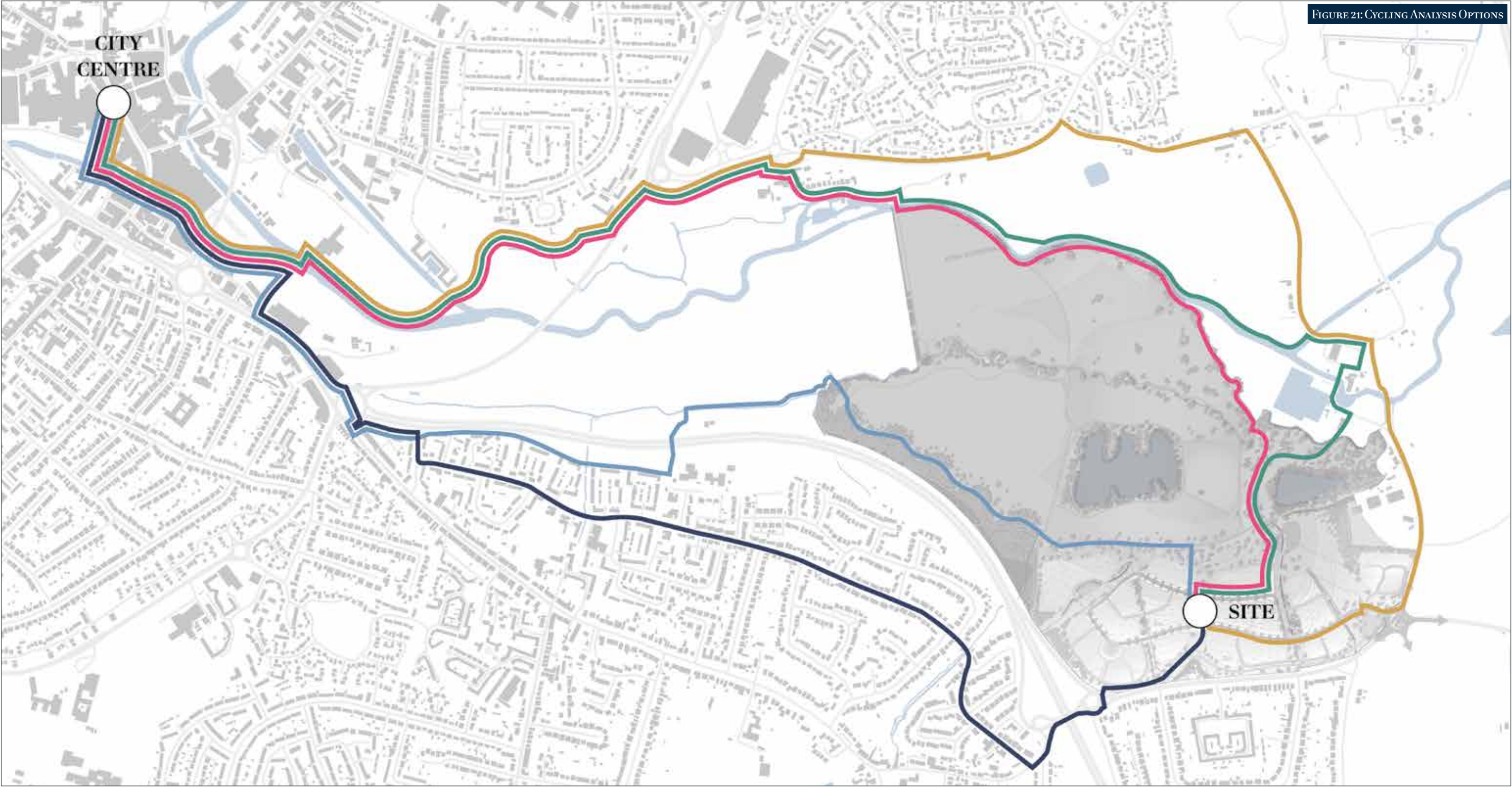


FIGURE 21: CYCLING ANALYSIS OPTIONS

**Legend**

- Cycling Route Option 1
- Cycling Route Option 2
- Cycling Route Option 3
- Cycling Route Option 4
- Cycling Route Option 5



CYCLE ROUTE OPTION 1

Route Length: 3.9km                      Elevation Gain: 58m

**Route Description:** This route would extend through the site in a south-westerly direction to Maldon Road and across the A1114 at the existing road bridge before joining the GBCCR at Longmead Avenue. This newly established cycle link runs along quieter residential streets before passing through subways under the Army and Navy roundabout and subsequently principally on segregated cycle paths to the city centre. There are current proposals to reconfigure the Army and Navy Roundabout, which are likely to include the provision of ‘at-grade’ crossings instead of an underpass.

*Strengths*

- Second shortest distance amongst the five cycling options.
- Minimum infrastructure increases the ability for quicker / efficient delivery and limits the number of stakeholders involved.
- Cycling permitted along majority of the route.
- Lighting already provided along the route.
- Makes efficient use of existing cycle infrastructure.
- Negligible impact on Heritage, Ecology & Landscape.
- High levels of existing usage.
- Not in the flood plain.

*Weaknesses*

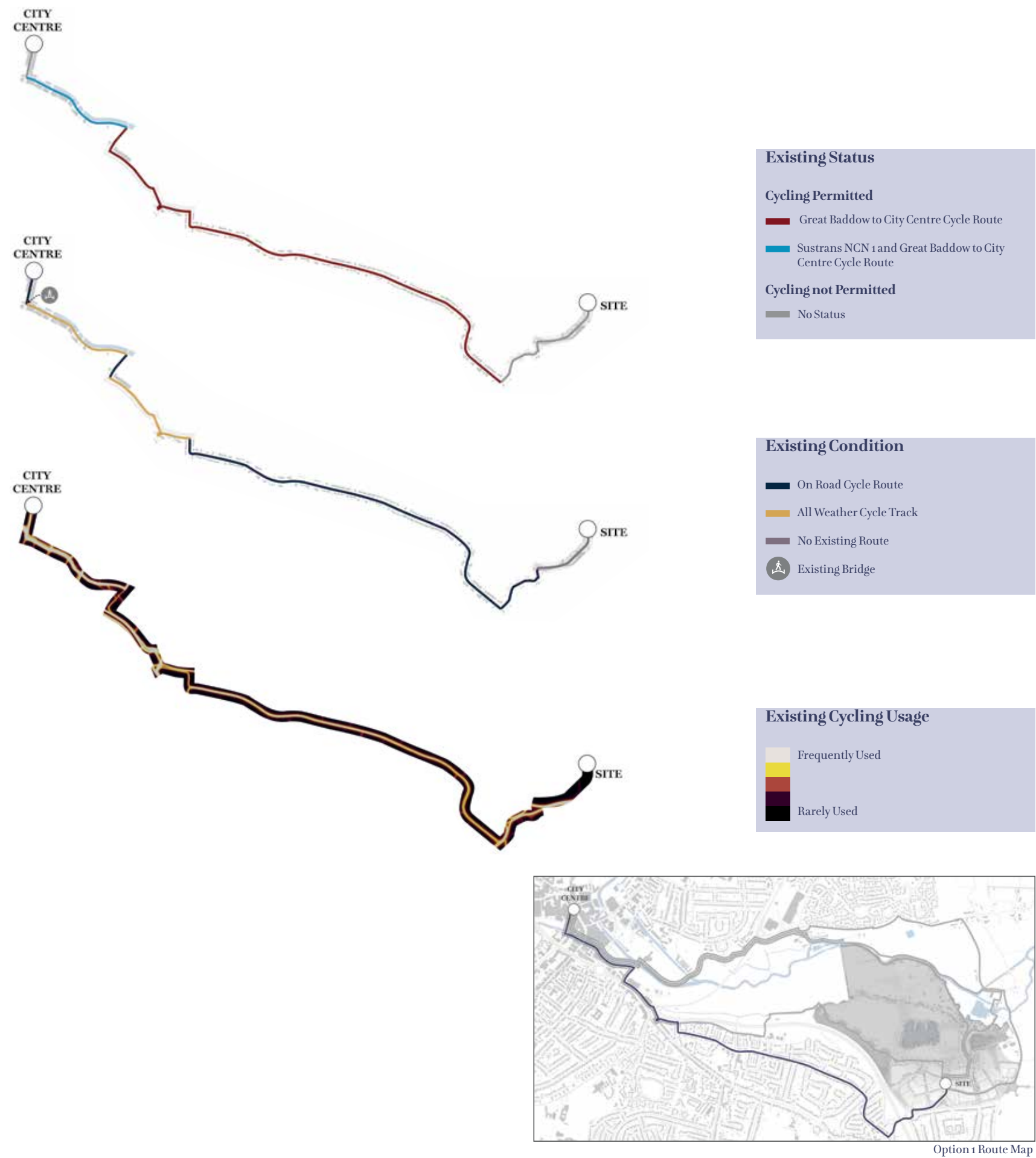
- Second highest elevation gain amongst the five cycling options.
- Substantial section of route is on roads.
- Not likely to be seen as a scenic route.

*Infrastructure Required*

- Toucan crossing of Maldon Road.
- Footway widening to Baddow Hall Avenue.
- Potential for a Copenhagen style crossing of Baddow Hall Avenue.
- Toucan crossing and or junctions works around Jeffrey Road, Maldon Road and Longmeadow Avenue to provide cycle connectivity onto Longmeadow Avenue.

*Constraints*

- Technical feasibility of cycle path upgrade over A1114.
- Changes to Army and Navy roundabout to be factored in.





CYCLE ROUTE OPTION 2

**Route Length:** 4.3km **Elevation Gain:** 54m

**Route Description:** This route follows the River Chelmer as closely as possible with the first section running through the proposed Country Park via an existing Public Footpath on the southern side of the Chelmer and Blackwater Navigation. The route would then cross the navigation in the north-west corner of the site where a new bridge would be required. The middle section would run along Mill Vue Road before joining NCN1.

Strengths

- Third shortest route.
- Route with minimal elevation gain.
- Highly scenic route.
- One of the most segregated from motor traffic.

Weaknesses

- Does not make use of existing crossing of the navigation.
- Cycling not currently permitted along Chelmer Navigation towpath.
- Approximately half of route not surfaced to a safe cyclable standard.
- Approximately half of route not currently used for cycling.
- Potential safety issues associated with cycling next to a watercourse at night with low levels of surveillance.
- Much of route is within the floodplain.

Infrastructure Required

- A new cycle compliant bridge over the navigation.
- Extensive sections of new cycle path would need to be constructed including lighting along the Chelmer Navigation.

Constraints

- New bridge over navigation is likely to be a large structure to allow cycling and continued passage along navigation.
- Heritage and Landscape & Visual impacts of new infrastructure in the Conservation Area.
- Ecological impacts as a result of construction activities and new paths/lighting along the river.
- Likely to be resistance from stakeholders based on previous cycling projects along the Chelmer and Blackwater Navigation.
- Relies on substantial upgrades outside of land controlled by Hopkins Homes.
- Likely to be the most expensive and difficult to deliver of the four options due to infrastructure required.

**Existing Status**

**Cycling Permitted**

- Sustrans Cycle Route NCN 1
- Sustrans NCN 1 and Great Baddow to City Centre Cycle Route

**Cycling not Permitted**

- Public Footpath (within the site)
- No Status

**Existing Condition**

- On Road Cycle Route
- All Weather Cycle Track
- Rough Track
- No Existing Route
- New Bridge Required
- Existing Bridge

**Existing Cycling Usage**

- Frequently Used
- Rarely Used



Option 2 Route Map  
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CYCLE ROUTE OPTION 3

Route Length: 4.8km                      Elevation Gain: 57m

**Route Description:** Route 3 extends northwards through the proposed Country Park via the Sandford Mill Science and Education Centre where a new bridge would be required over a non-navigable section of watercourse. From there, it would turn westwards and follow the Chelmer Navigation towpath to the vicinity of Barnes Lock, where it would connect to Mill Vue Road and subsequently to NCN1. This route could potentially remain on the towpath for a longer section as shown in Option 2.

*Strengths*

- Highly scenic route.
- Makes use of existing crossing of navigation.
- Approximately half of route is on an existing cycle way.
- Relatively high levels of existing usage.
- Provides a direct link to the Sandford Mill Science and Education Centre.

*Weaknesses*

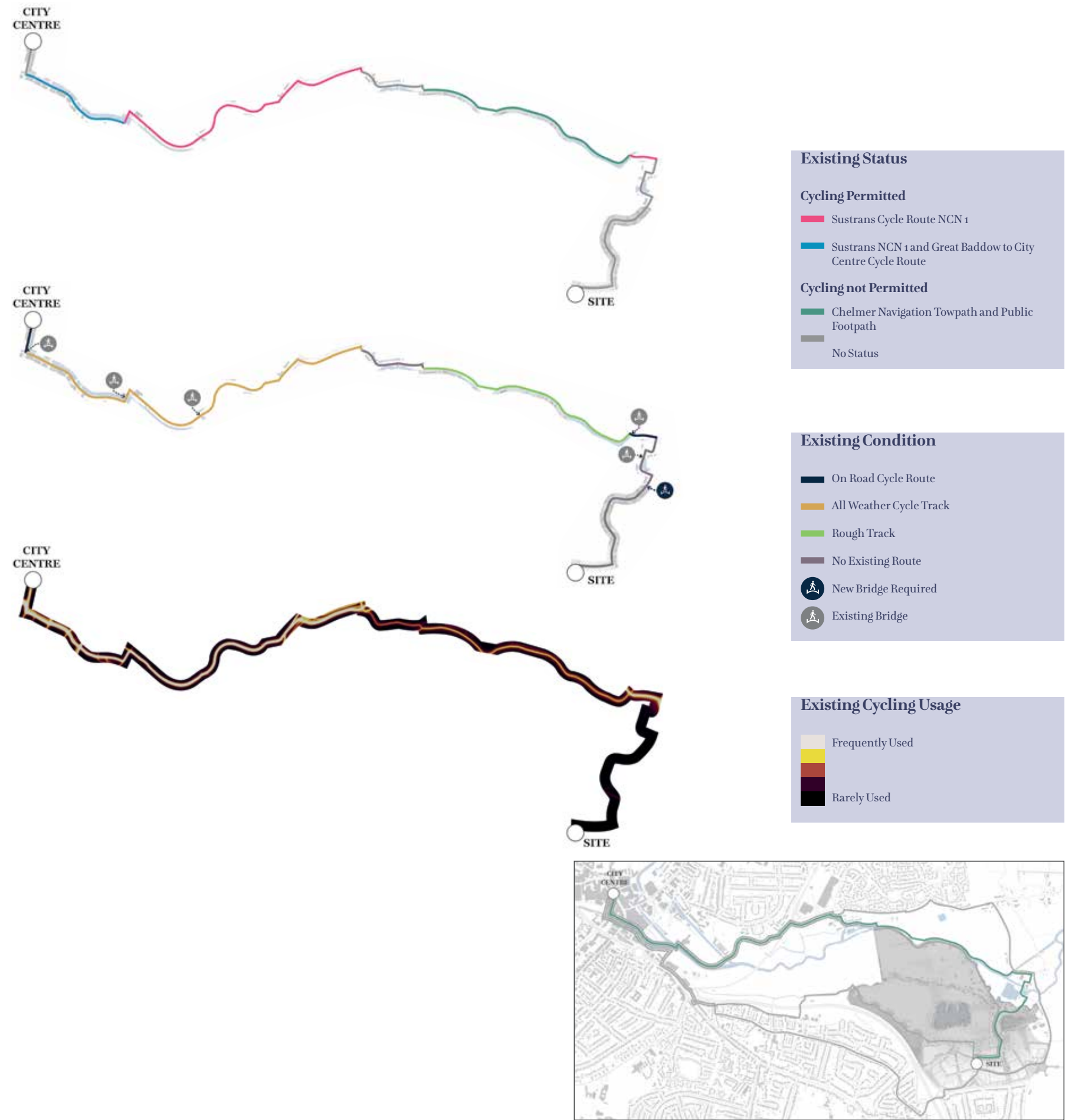
- Cycling not currently permitted along the Chelmer Navigation towpath.
- Chelmer Navigation towpath not surfaced to a cyclable standard.
- Higher elevation gain and route distance than Options 1 and 2.
- Much of route is within the floodplain.

*Infrastructure Required*

- New cycle paths within the site.
- New cycle compliant bridge over non-navigable section of watercourse.
- Cycle route through Sandon Mill Science and Education Centre.
- Construction of new cycle path including lighting along the navigation towpath.

*Constraints*

- Potential harm to the setting of the Chelmer and Blackwater Conservation Area.
- Heritage and Landscape & Visual impacts of new infrastructure in the Conservation Area.
- Ecological impacts as a result of construction activities and new pathways/ lighting along the river.
- Likely to be resistance from stakeholders based on previous cycling projects along the Chelmer and Blackwater Navigation.
- Relies on substantial upgrades outside of land controlled by Hopkins Homes.
- Section of route running through Sandford Mill Science and Education Centre not in Hopkins Homes control; although this could be viable in the future depending on the Council's input.
- Much of route is within the floodplain.





CYCLE ROUTE OPTION 4

Route Length: 5.3km

Elevation Gain: 78m

**Route Description:** The route initially follows Sandford Mill Lane via the proposed roundabout within the site, crossing the River Chelmer via the existing bridge along the Sustrans Cycle Route NCN1. NCN1 runs initially along quiet lanes and extends alongside Chelmer Village Way. The final section of NCN1 is primarily a segregated cycle path into the centre of Chelmsford.

Strengths

- Relatively low levels of infrastructure required.
- Makes efficient use of existing cycle infrastructure.
- Majority of route is on an existing cycle route.
- Where route is on roads, they are quiet country lanes.
- Makes use of existing bridge over the Chelmer Navigation.
- Relatively scenic route.
- Very high levels of existing usage.
- Provides a convenient connection to NCN1.

Weaknesses

- Longest route amongst the five cycling options.
- Highest elevation gain amongst the five options.
- Narrow width of existing bridge over Chelmer requires cyclists to dismount.
- Part of route is within the floodplain.

Infrastructure Required

- New cycle paths within the site.

Constraints

- Width of bridge over River Chelmer.
- Part of route is within the floodplain.



Option 4 Route Map  
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CYCLE ROUTE OPTION 5

Route Length: 3.65km                      Elevation Gain: 46m

**Route Description:** This route would extend through the proposed Country Park to the western site boundary, crossing a small watercourse to join Public Right of Way 220\_5. The route would then continue westwards past Meadgate Farm before running southwards through an existing underpass of the A114 and subsequently westwards again through existing public open space to the north of Meadgate Avenue to join the GBCCR at Meadgate Terrace. The latter part of this route follows the same section as Option 1 including current and future arrangements at the Army & Navy roundabout.

**Strengths**

- Shortest distance amongst the five cycling options.
- Route with minimal elevation gain.
- Relatively low levels of infrastructure required.
- Approximately half of route is on an existing cycle route.
- Makes efficient use of existing cycle infrastructure.
- High levels of existing usage on the western part of the route.
- Scenic route to the east.

**Weaknesses**

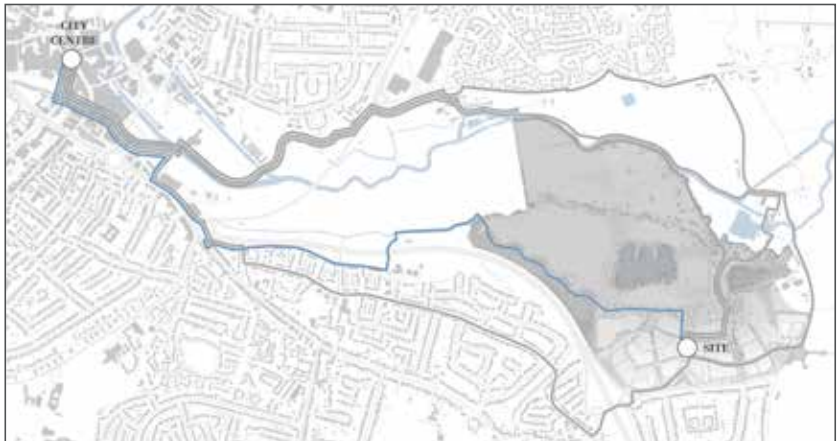
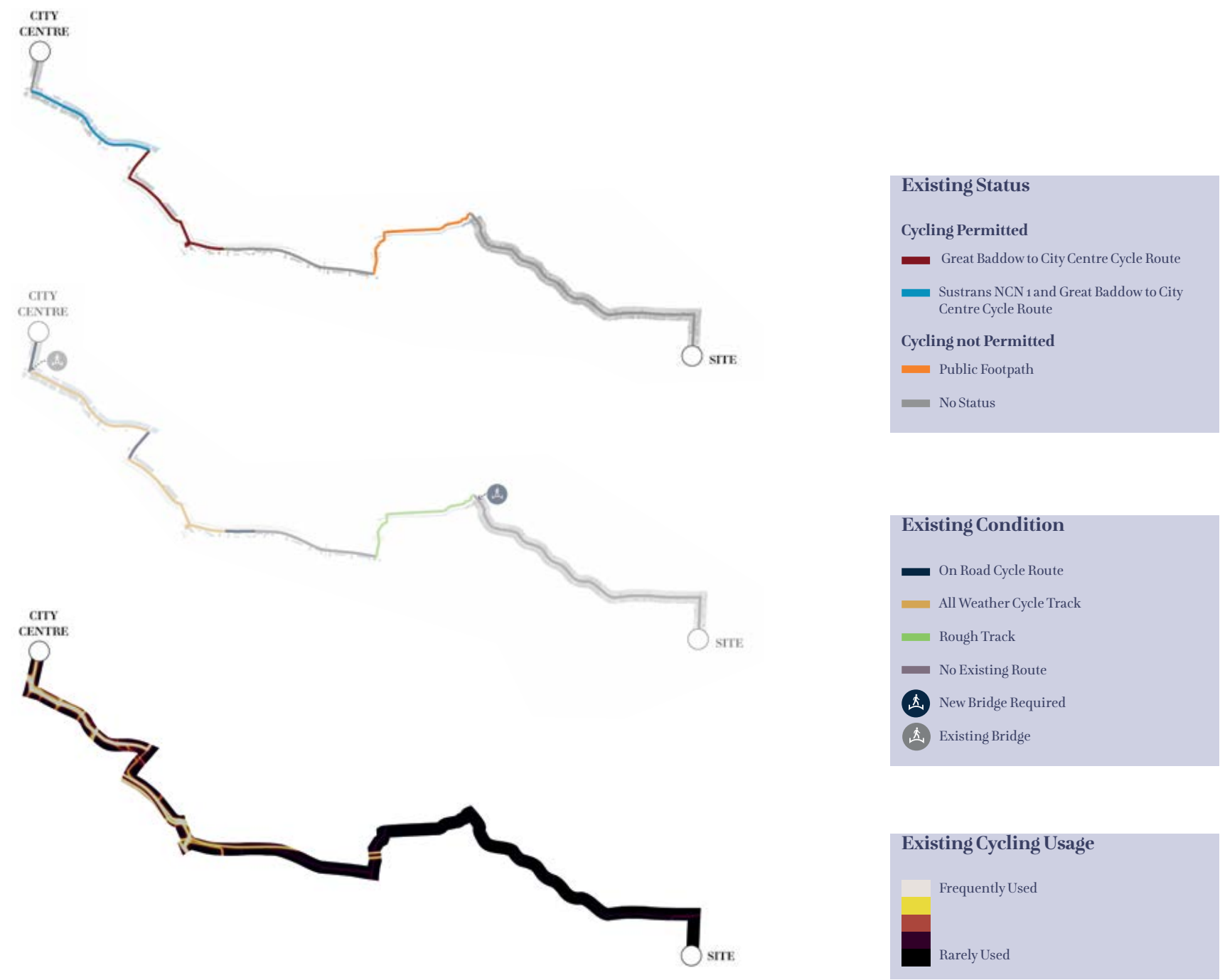
- Requires considerable length of new cycle path through the Country Park and adjacent agricultural land.
- Cycling not currently permitted along public footpath.
- Much of route is within the floodplain.

**Infrastructure Required**

- New cycle paths including lighting within the site.
- Construction of new cycle path including lighting along the public footpath.
- Potential upgrades required to underpass.

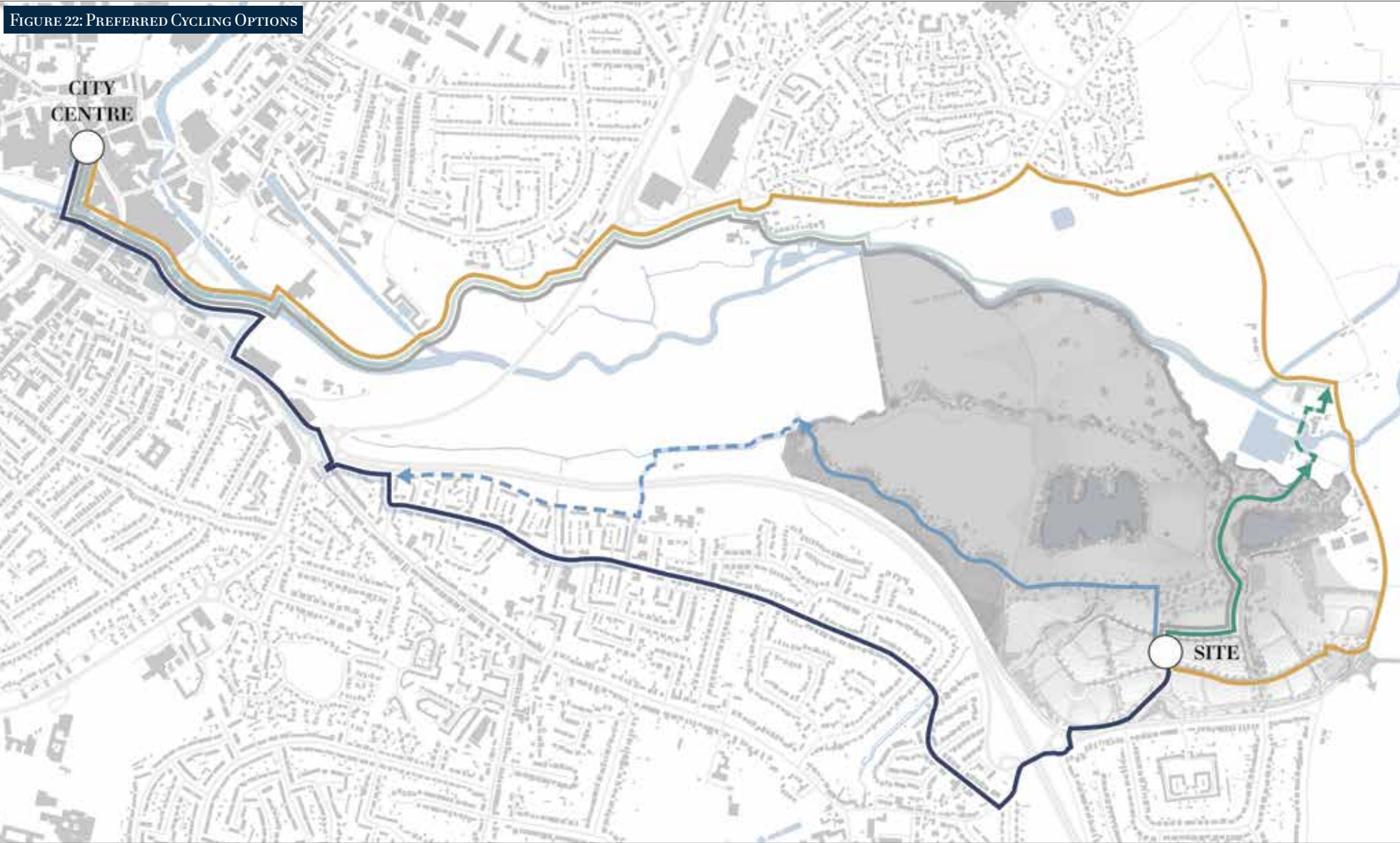
**Constraints**

- Heritage and Landscape & Visual impacts of new infrastructure in the Conservation Area.
- Relies on substantial upgrades outside of land controlled by Hopkins Homes.
- Suitability of existing underpass for cyclists.
- Much of route is within the floodplain.



Option 5 Route Map





**Legend**

- Great Baddow to City Centre Connection (Option 1)
- NCN 1 Connection (Option 4)
- Sandford Mill/NCN1 Connection (Option 3)
- Country Park Connection (Option 5)

Note: Dashed lines indicate routes on land outside of Hopkins Homes' control. Potential future cycle links in this area are being explored by Chelmsford City Council/Essex County Council

SUMMARY

Five potential cycle routes have been analysed in four key areas: key statistics, existing status, current form, and current usage.

All routes have strengths, weaknesses, infrastructure requirements, and threats, however a summary of the findings of the analysis are set out below:

Route 1 is the second shortest route to the city centre and can be delivered with a minimal level of infrastructure. It makes use of an existing well-used cycle route and is primarily located on residential roads and segregated cycle ways. The route is well lit and benefits from a high level of passive surveillance, with resulting higher levels of safety. It is also outside of the floodplain and likely to be subject to improvements as part of proposed improvements to the Army and Navy Roundabout.

This route is the least constrained and offers substantial benefits. It is considered likely that cyclists commuting to the city centre will use this route.

Route 2 requires the most infrastructure and makes the least use of existing cycle routes; it is also the most constrained albeit it would also offer a high level of recreational value. Proposals to build substantial sections of all-weather cycling paths with lighting along the Chelmer Navigation and 3 new bridges including one over the navigation itself are likely to be expensive, met with opposition by some stakeholders and lead to the highest levels of environmental effects of all the options. Even with lighting, there would remain risks for cyclists at night due to a lack of surveillance and the proximity to open water.

Route 3 makes some use of existing established cycle routes to the west and the existing bridge over the navigation, reducing the need for new infrastructure in the Conservation Area, albeit a smaller bridge is required to cross to Sandford Mill. However, part of this route would also require upgrades of surfacing and lighting along a substantial section of the navigation, likely resulting in environmental effects and stakeholder opposition, and the safety of cyclists at night would remain an issue. This part of the route does not benefit from passive surveillance.

Route 4 has clear benefits in that it provides convenient access to NCN1, and is segregated and well lit for the majority of its length, and makes use of the existing bridges over the navigation and River Chelmer, albeit the latter is narrow and requires cyclists to dismount. There is also clearly a high level of existing usage along the majority of the route as demonstrated by the Strava map. Whilst option 4 is the longest of the four options, it also has relatively high recreational value, and functions as part of the much wider NCN1. Furthermore, the majority of route 4 benefits from high levels of passive surveillance.

Route 5 is the shortest with Route 1 and a considerable proportion makes use of an existing established cycle route. However the route would also require a substantial length of new infrastructure within the Conservation Area/Country Park and on third party land, including potentially an existing underpass of the A114, the suitability of which for cycling is unknown.

On the basis of this analysis, the preferred approach for cycling connectivity is shown on Figure 22, with connections to the Great Baddow to City Centre Cycle Route via Maldon Road (Option 1), a connection to NCN1 via the proposed roundabout (Option 4) also linking with the adjacent allocated sites and local facilities, and a connection to Sandford Mill and any visitor facilities located there with the potential for an onward connection to NCN1 (the initial part of Option 3). The strategy also includes Option 5, which extends over land outside of Hopkins Homes' control. Potential future cycle links in this area are being explored by Chelmsford City Council & Essex County Council.

The wider cycling connections are predominantly on land outside of Hopkins Home's control. However, the proposed development has the potential to help facilitate improvements to routes through developer contributions, providing these are proportionate and CIL Regulations compatible.



5.4 WIDER MOVEMENT STRATEGY

Figure 23 demonstrates the aspirational wider sustainable movement strategy for East Chelmsford, including key pedestrian and cycle connections within and immediately around the site and neighbouring allocations, and proposed off-site links that may be delivered by Chelmsford City Council as part of the East Chelmsford/City Centre Movement Strategy.

The proposed development offers a high degree of improved cycle connectivity with existing local facilities and to the city centre by linking to existing designated routes to the north and south of the site. The site itself will create a key east-west off road cycle connection linking the adjacent allocated sites to Great Baddow and onwards to Chelmsford, in addition to the new Country Park.

The site also offers a high level of pedestrian permeability, with existing public rights of way within the Country Park accompanied by a new network of pedestrian only, or shared use routes through the landscape spaces of the proposed housing development.

Public transport will also form a part of the sustainable transport strategy, with convenient use of local bus stops on Maldon Road, and resultant onward accessibility to various locations within and around Chelmsford, including Chelmsford Railway Station in less than 15 minutes.

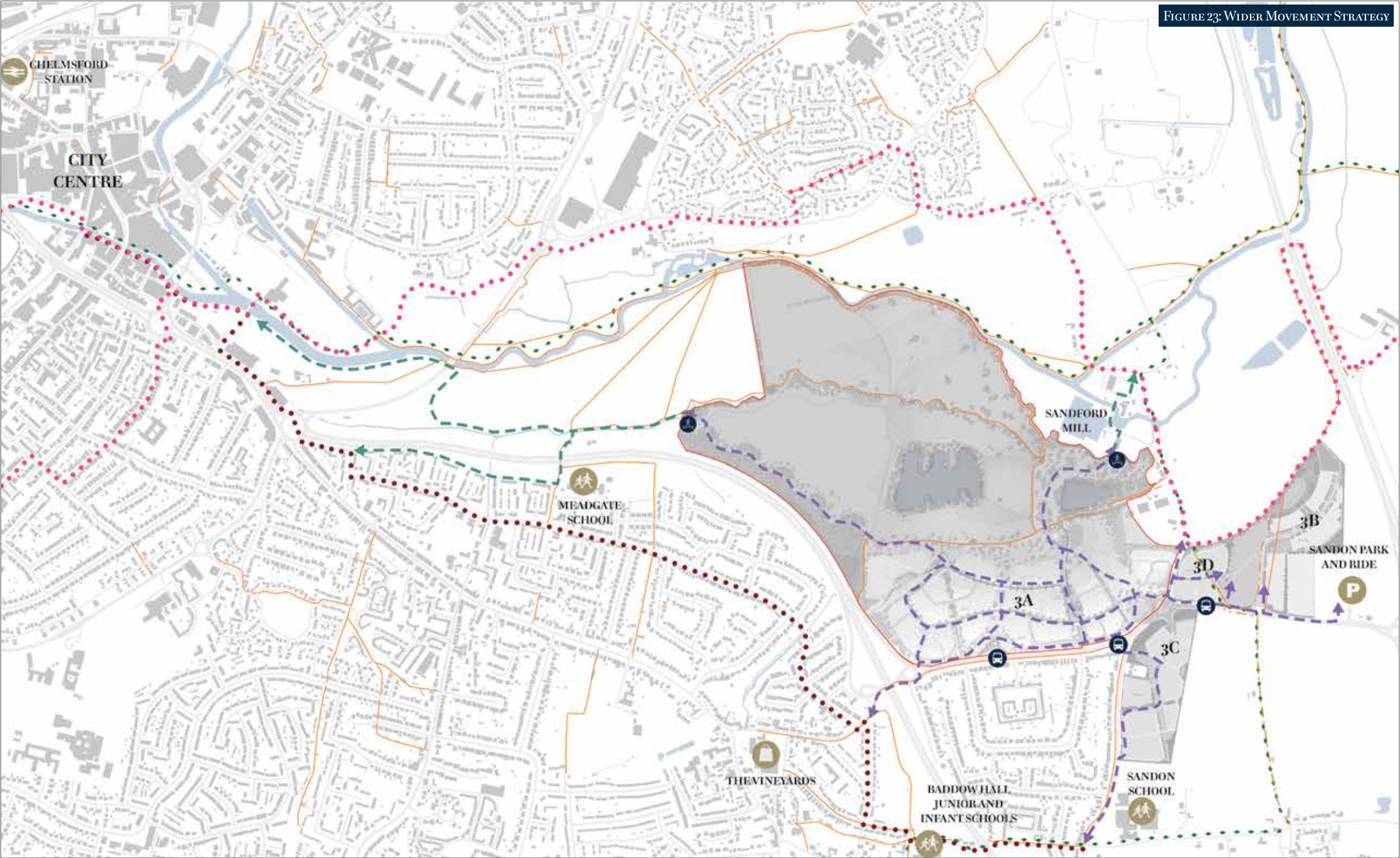


FIGURE 23: WIDER MOVEMENT STRATEGY

\*Hopkins Homes will deliver all proposals within the application boundary and will help enable improvements to wider routes through appropriate and proportionate developer contributions to be agreed as part of the planning application.

Legend

- Masterplan Boundary
- Public Rights of Way / Key Local Footways
- Existing/Proposed Bridleway (Site 3B)

- Great Baddow to City Centre Cycle Route
- National Cycle Network 1
- Saffron Trail Long Distance Walk

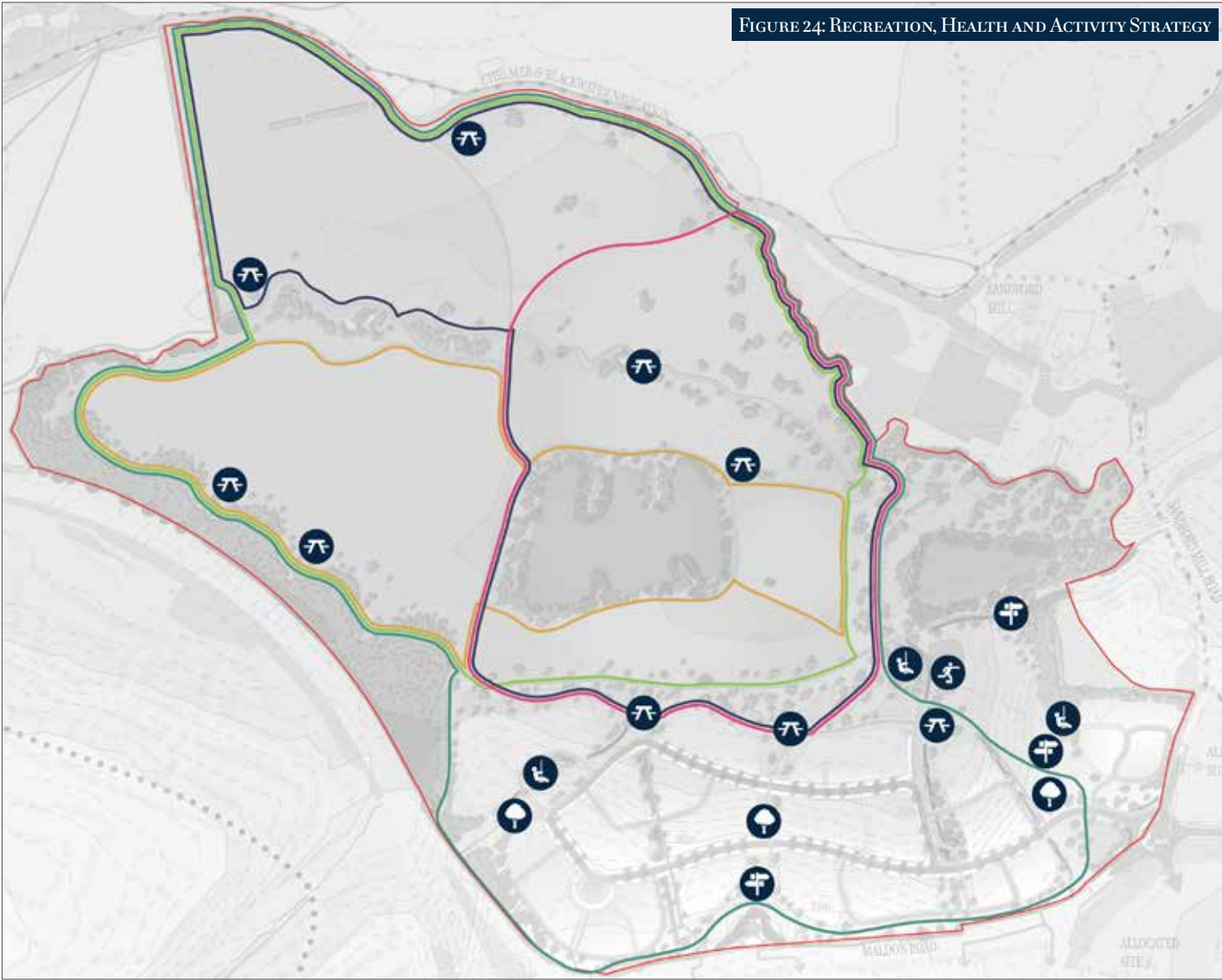
- Park & Ride
- Local Schools
- Local Shops
- Local Bus Stops

- Wider Linkages\*
- Potential future cycle links being explored by CCC/ECC\*
- Proposed Pedestrian/Cycle Bridges



5.5 RECREATION, HEALTH & WELL-BEING

FIGURE 24: RECREATION, HEALTH AND ACTIVITY STRATEGY



**Legend**

- Masterplan Boundary
- Circular Jogging Route: 3.25km
- Circular Cycling Route: 2.03km
- Circular Country Park Route: 3.22km
- Circular Nature Walk Route: 2.51km
- Circular Perimeter Walk Route: 4.32km
- Play Area
- Rest Area
- Informal Kickabout Area
- Key Amenity Area
- Interpretation Board Location

The proposed development will provide excellent opportunities for health and well being, including play areas, public amenity areas and natural green spaces. The Country Park includes the opportunity for a series of waymarked walking and cycling leisure routes to encourage exercise. These routes would be accompanied with rest stops to cater for people of all ages and abilities, and would include route markers and seating provided as part of a site wide furniture strategy.

A planning application for the development of the site will be accompanied by Health Impact Assessment (HIA).

HIA is a tool used to assess the health impacts of a development proposal, including the potential to maximise the positive impacts and mitigate / minimise the negative impacts. HIA supports the planning process by considering local health and well-being outcomes that can be influenced by development.

There are a number of potential health and well-being considerations for HIA that are relevant to development of this site. These include: reduction in health inequalities; improving mental health and well-being; improving respiratory and cardiovascular health; protecting environmental health; and access to health and care infrastructure.

Elements of the proposal that are considered to be of particular relevance to the aforementioned considerations through HIA include the provision of modern, high-quality housing (including affordable housing); provision of significant areas of green space and space for leisure and recreation; and encouraging opportunities for active travel (cycling and walking) for both existing and future residents.

In addition the HIA will be a tool in helping to determine the availability of healthcare facilities to residents, and whether mitigation as a result of the site's development is required.



5.6 WAYFINDING, STREET FURNITURE, & PUBLIC ART

It is essential that the proposed development establishes a strong sense of place and identity, as enshrined within the National Design Guide and national and local planning policy. Character and sense of place are established through careful design at all levels from guiding principles to detailed implementation.

There is an opportunity to achieve a unique identity at Sandford Park not just through the design of the development itself, but also through the implementation of a site wide wayfinding, street furniture and public art strategy.

This strategy will include a holistic approach to signposting, interpretation boards,

seating and other street furniture such that a consistent and appealing palette of materials is used to unify the scheme. There is also the potential to have a combined approach, where art-work doubles as interesting street furniture, or local artists are commissioned to create interpretation and signage.

A detailed strategy for street furniture and wayfinding will be developed as part of a planning application for the site, and opportunities for public art will be explored in collaboration with Chelmsford City Council. These proposals will be developed with due regard for Chelmsford's 'Making Places SPD, October 2020'.



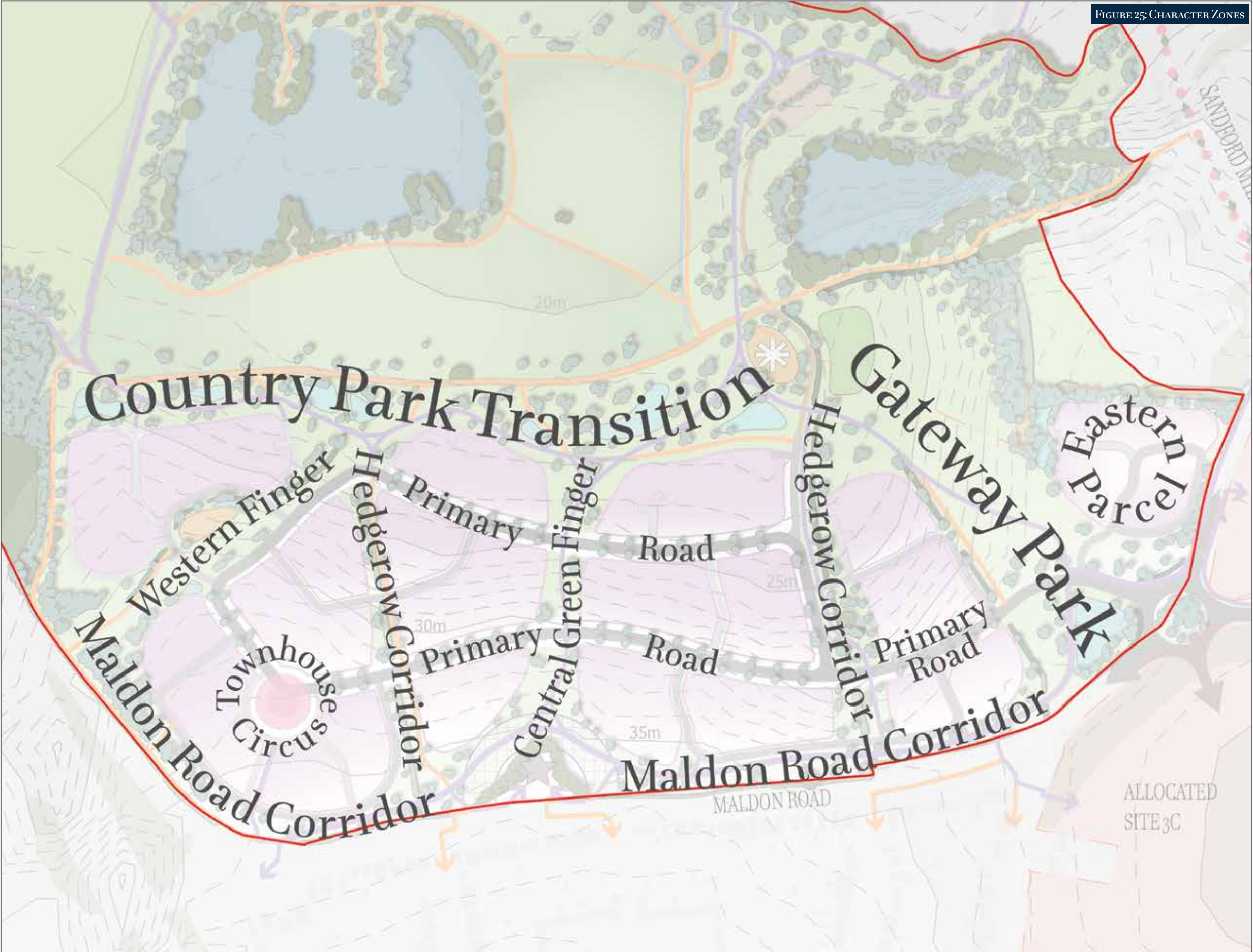


5.7 CHARACTER ZONES

The design of the proposed development has been considered at a finer grain of detail to create local distinctiveness through the preparation of a character zone strategy as illustrated by Figure 25.

The following pages set out the unique overarching design principles, including landscape feel, landscape strategy and built form strategy for each character zone.

The starting point for the establishment of character zones has been the key landscape spaces that frame and articulate the site, however the edges of each zone will naturally blur within the development, such that character zones will blend across the residential areas.





MALDON ROAD CORRIDOR

A naturalistic linear space that provides a year-round landscape buffer to Maldon Road and a green backdrop to the development.

Landscape Feel

- SOFT
- GREEN SHADY
- LUXURIANT

Landscape Strategy

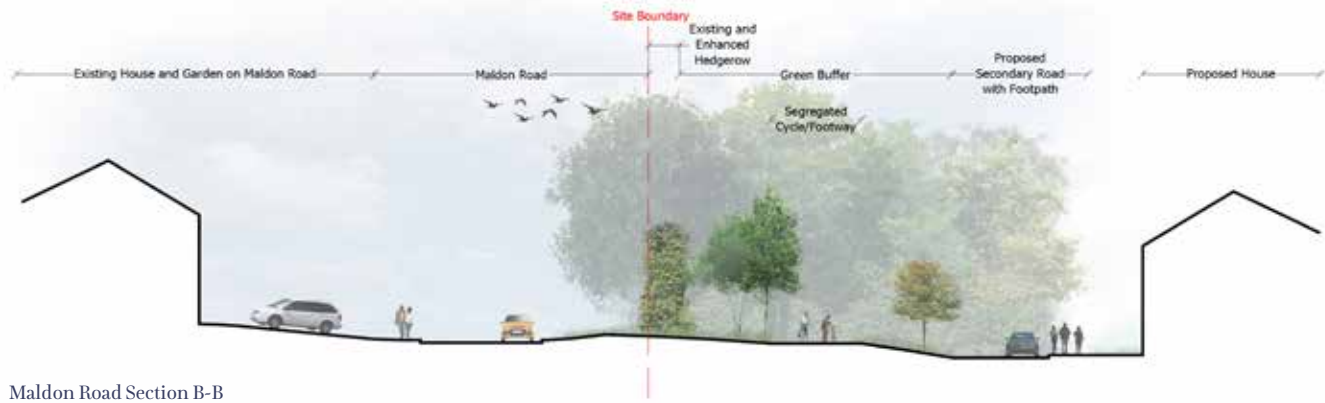
- Improve the structure and habitat value of existing hedgerows.
- Provide a strong habitat link as well as strong pedestrian/cycle permeability.
- Provide small-to-medium size native tree planting to complement hedgerow.
- Create a soft, verdant landscape of shade tolerant native wildflower species as part of a site wide biodiversity improvement strategy.

Built Form Strategy

- Wide fronted detached or semi-detached dwellings.
- Two storey height limit.
- Variable setback with a continuous yet fluid build line and some variation in orientation to accentuate the fluidity of the green space.
- Medium continuity with parking and garages set between properties.
- Generally back to front roof scape with gables facing plot frontage.

Potential Tree Palette

- Betula pendula
- Acer campestre
- Prunus padus
- Alnus glutinosa
- Ilex aquifolium



Acer campestre  
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Wide Fronted detached Housings



Betula pendula



Sarcococca confusa



Hebe



CENTRAL GREEN FINGER

A generous space that retains views to the north from elevated ground through a corridor of open, amenity grassland framed by swathes of shrub planting and clumps of flowering trees creating year round bursts of colour.

*Landscape Feel*

- EXCITING
- COLOURFUL
- CASCADING

*Landscape Strategy*

- Space is defined by frontages rather than roads.
- A subtle yet well-defined demarcation of public and private domains, with pathways cutting through the landscape pattern.
- Use a set of design measures to reduce the impact of the primary road.
- Create swathes of colourful shrub and bulb planting with clumps of small-medium sized flowering trees.

*Built Form Strategy*

- Larger, villa style dwellings to create an informal edge along this pedestrian focused green space.
- Wide fronted detached dwellings with some semi-detached.
- Two storey height limit.
- Maximum variation in building line and orientation with limited gaps.
- A variable roofscape with chimneys encouraged.
- Subtle definition of private and public space to the front of dwellings.

*Potential Tree Palette*

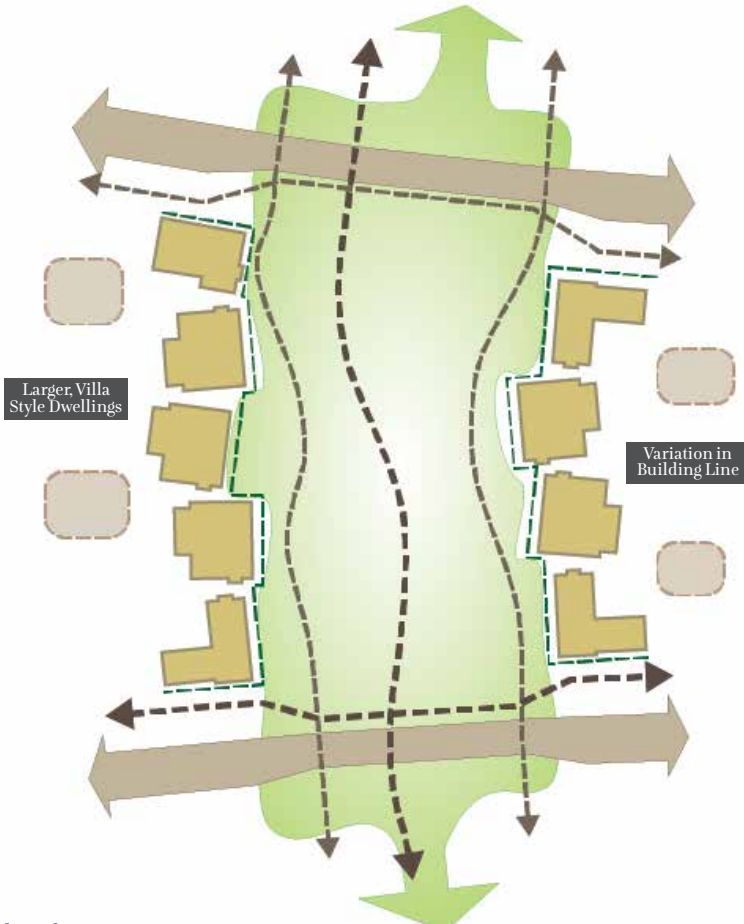
- Prunus spp.
- Malus spp.
- Pyrus calleryana
- Amelanchier spp.
- Magnolia spp.
- Crataegus spp.
- Sorbus spp.
- Cercis spp.



Large Villa Style House



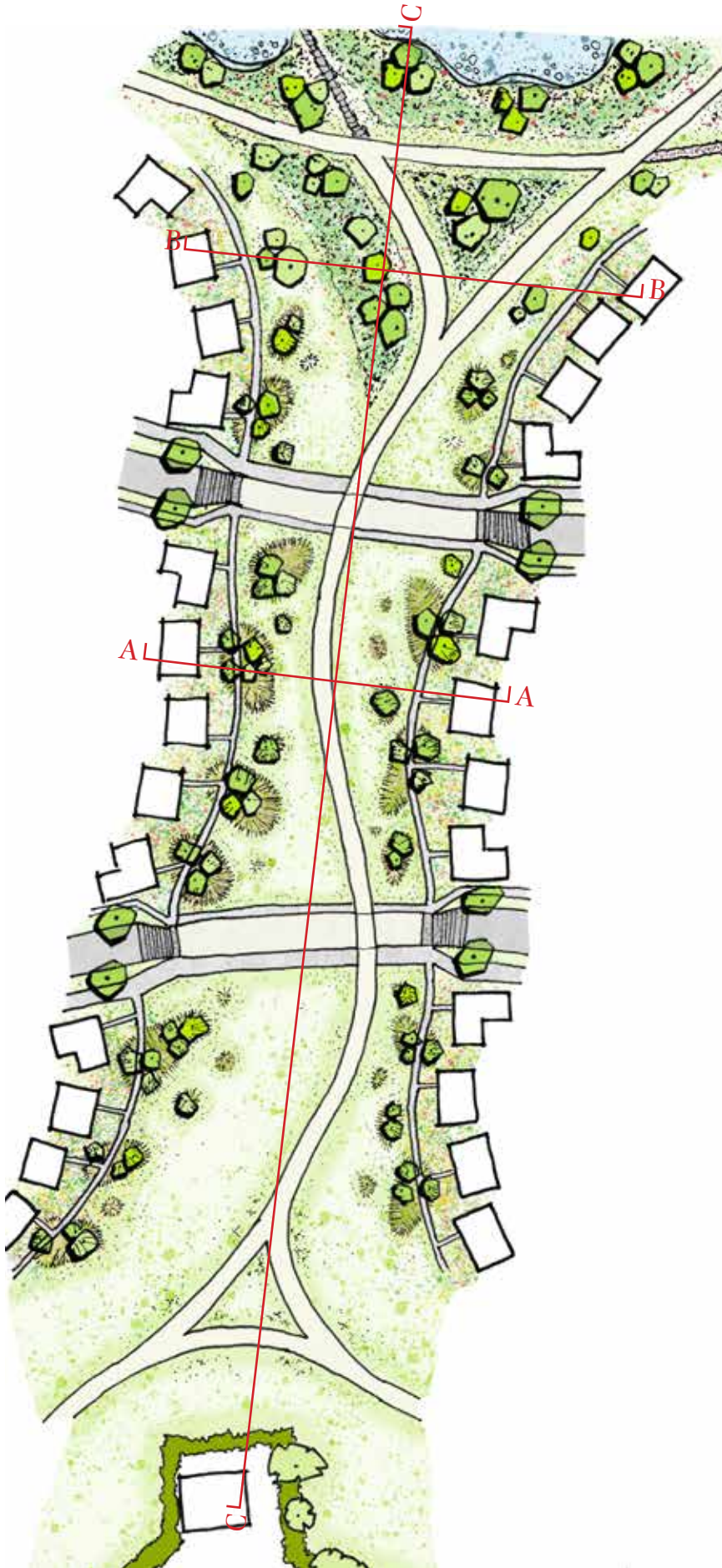
Mews at Back of Green Finger Frontages



Built Form and Landscape Concept

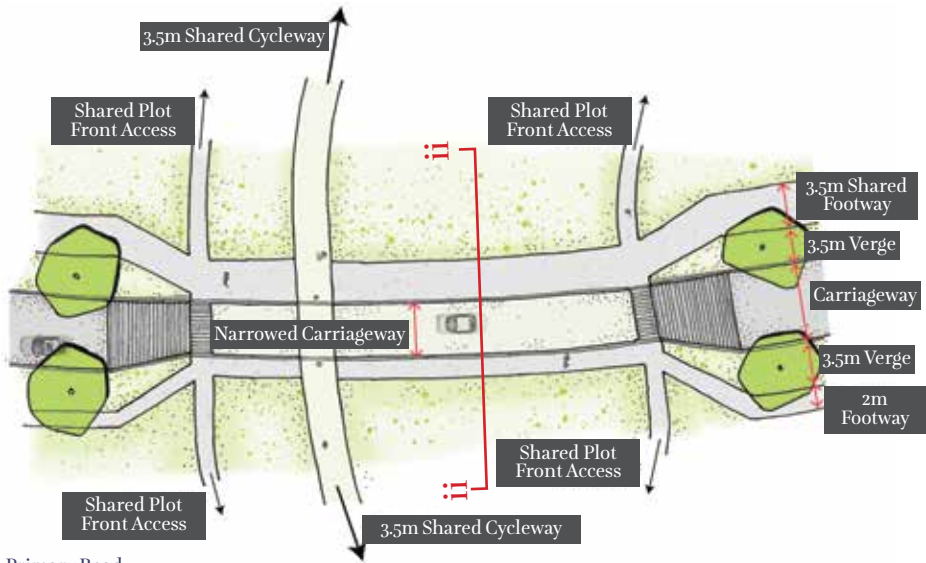


Wide-fronted Detached Houses



Central Finger Landscape Sketch

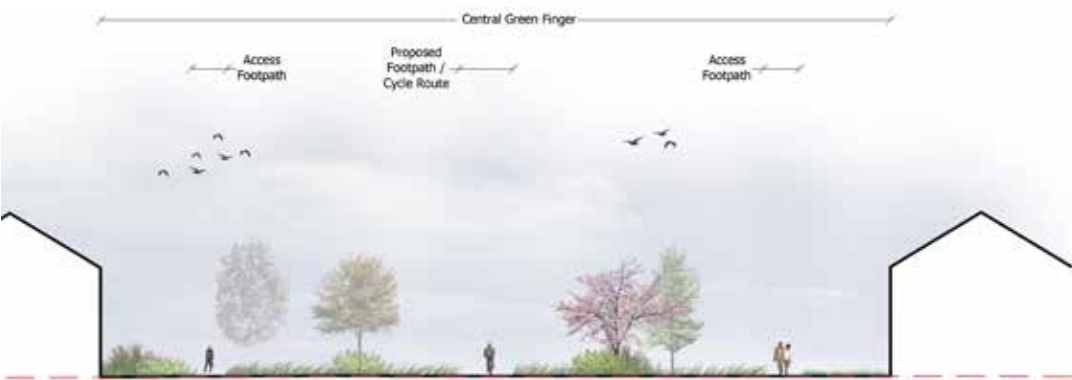




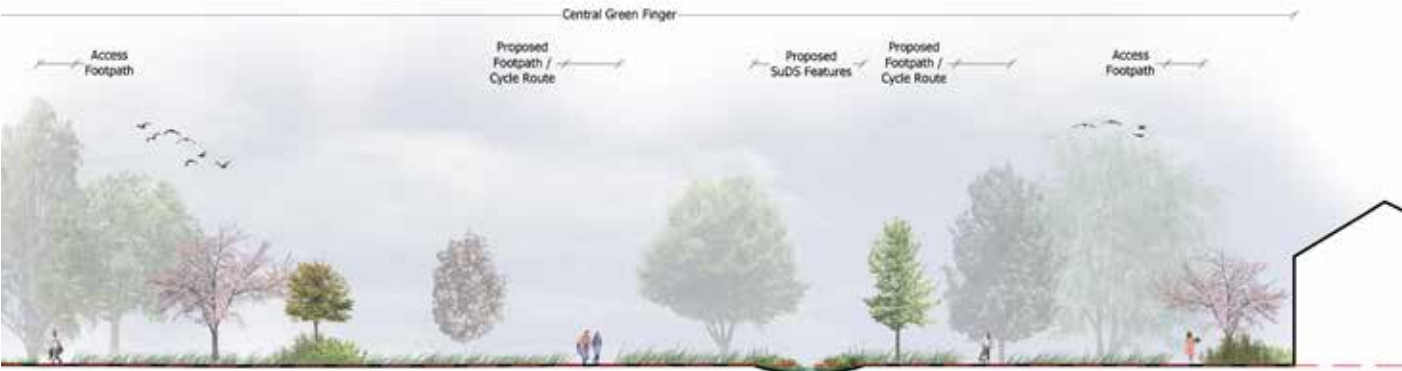
Primary Road



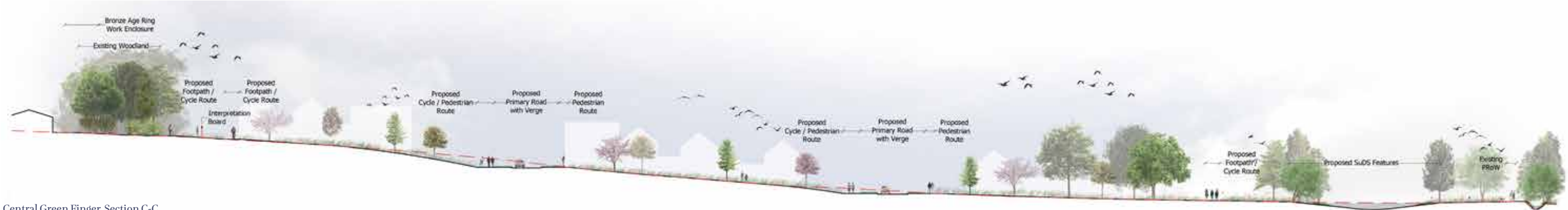
Primary Road Sketch Section ii-ii



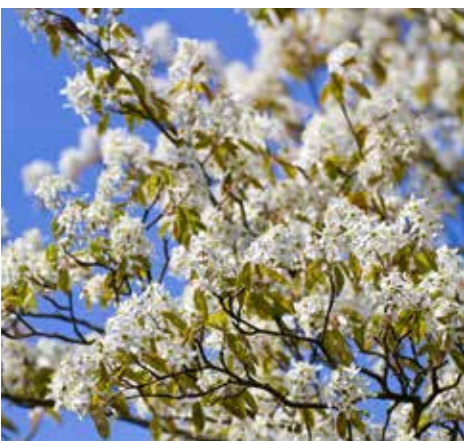
Central Green Finger Section A-A



Central Green Finger Section B-B



Central Green Finger Section C-C



Amelanchier spp.



Precedent Image - Winter Colour



Precedent Image - Swathes of Naturalised Bulbs



Precedent Image - Swathes of Colourful Shrubs



Magnolia spp.



GATEWAY PARK

Clusters of parkland trees frame and filter views to the north from the main site entrance, with the remainder of the space kept open to maintain views towards the city centre. Expansive diverse wildflower grassland crossed by mown paths and a kickabout area provides an opportunity for habitat and recreational value.

*Landscape Feel*

- GRAND
- EXPANSIVE
- STUNNING

*Landscape Strategy*

- Maintain open views across the valley through the retention of an open grassland landscape in the main.
- Extensive areas of species rich native wildflower planting.
- Mown paths through grassland to provide recreational value as well as habitat enhancements.
- Grand parkland tree planting to frame views and create containment.
- New native hedgerow planting to provide structure within the space and link together existing habitats.
- Informal kickabout area to be included.

*Built Form Strategy*

- Couplets of semi-detached with some apartment buildings on key corners.
- Generally 2 storey with 2.5 storey marker buildings on key corners.
- Consistent building line with a regular set back of 2-3m.
- Predominantly back to front roofscape to accentuate slope.

*Potential Tree Palette*

- Quercus robur
- Quercus patraea
- Carpinus betulus
- Castanea sativa
- Acer pseudoplatanus
- Aesculus hippocastanum
- Sorbus aria
- Ilex aquifolium



Tertiary Street



Open Grassland



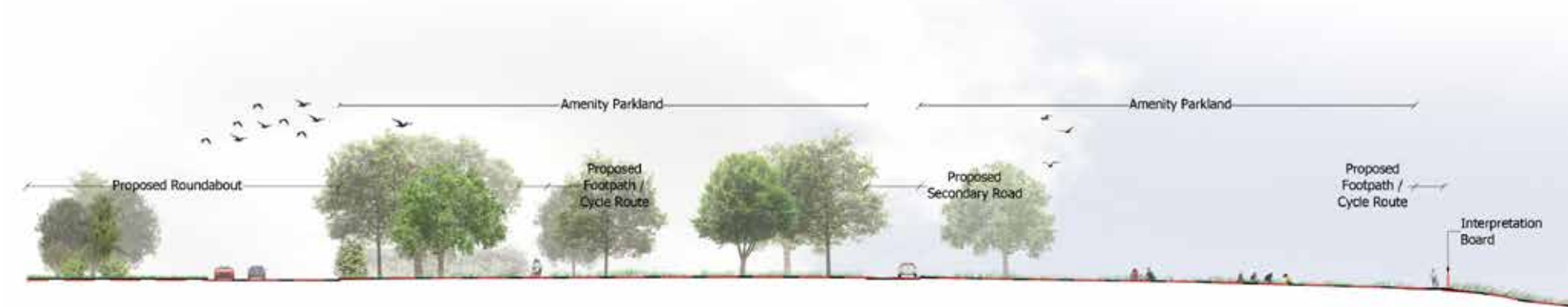
Species Rich Native Wildflower with Mown Path



Ornamental Planting



Quercus robur







Gateway Park Section A-A



Gateway Park Section B-B



PRIMARY ROAD

A neat, formal and traditional linear landscape of clipped forms with a strong rhythm, providing contrast with more informal areas elsewhere within the development. A grand tree lined avenue with a strong relationship with architectural built form.

*Landscape Feel*

- LEAFY
- SIMPLE
- RHYTHMIC
- FORMAL

*Landscape Strategy*

- Plant a restricted palette of substantial avenue trees at regular intervals to frame views of new built form and create a strong sense of rhythm to break up the linearity of the space.
- Provide a muted but classic palette of soft and hard landscape elements to instil a clean and consistent backbone to the development.
- Provide generous turfed front gardens bounded by evergreen hedges with occasional feature topiary to create a strong crisp green structure to the landscape.

*Built Form Strategy*

- A regular and rhythmic built response to provide formal structure to the primary route through the development.
- A mixture of detached, semi-detached and terraced houses with apartments in key locations.
- 2 storey height limit to the north, with a mixture of 2, 2.5 and 3 storey dwellings in the south, used to highlight rhythm or pick out key areas.
- Consistent building line with a regular setback of 2-3m.
- Medium continuity with parking and garages set between properties.
- Generally back to front roofscape with gables facing plot frontage.

*Potential Avenue Tree Palette*

- Platanus x acerifolia
- Quercus palustris



Clipped Hedge



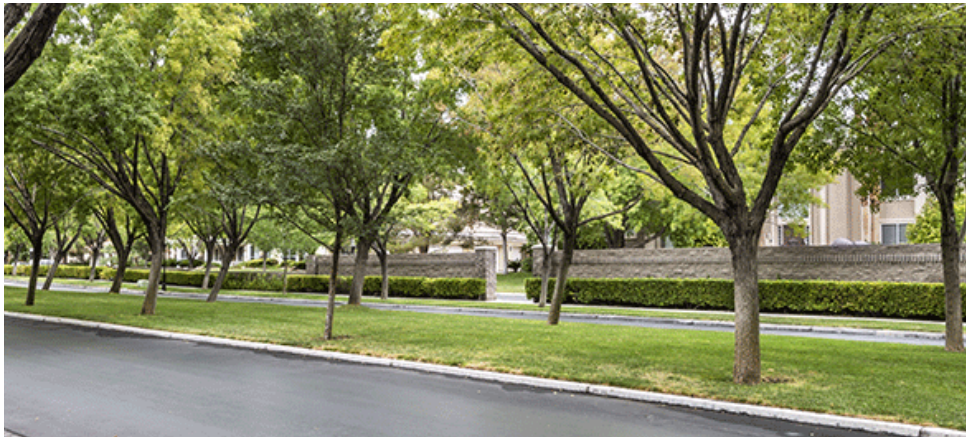
Platanus x acerifolia



Regular and Rhythmic Built Form



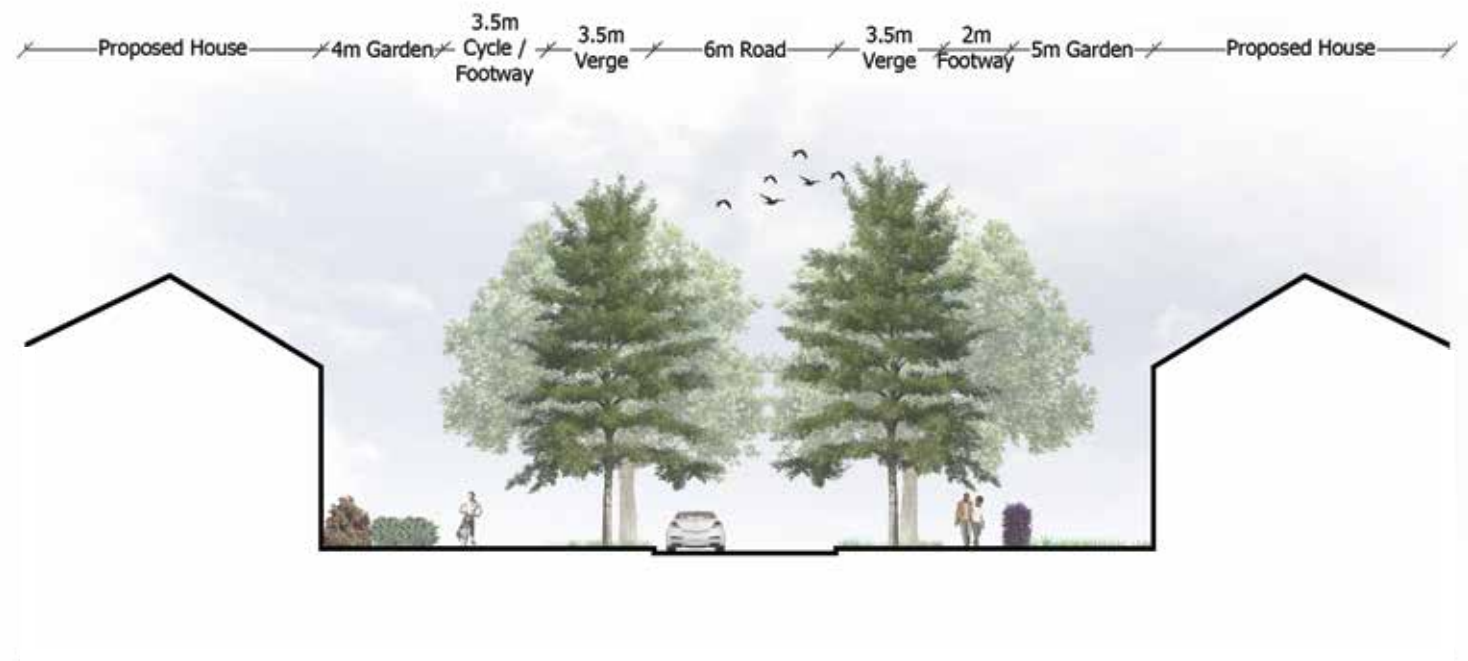
Quercus palustris



Avenue Tree Planting



Estate Railing

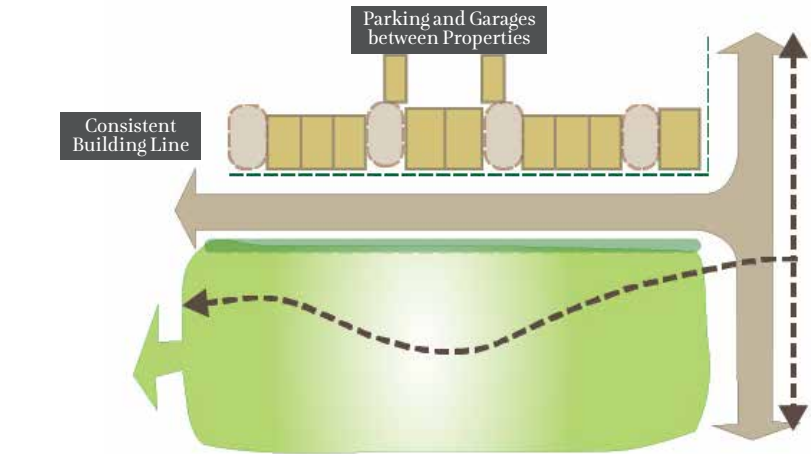


Typical Section: Primary Road



HEDGEROW CORRIDORS

Strong landscape routes with a focus on existing hedgerow enhancement, habitat creation and the provision of connectivity and landscape structure within the development for people and pollinators.



Build Form and Landscape Concept



Consistent Housing Lines



Swift Brick

Landscape Feel

- VERDANT
- BUCOLIC
- ANIMATED
- VIBRANT

Landscape Strategy

- Improve the structure and habitat value of existing hedgerows.
- Provide a strong habitat link as well as strong pedestrian/cycle permeability.
- Provide small-to-medium size native tree planting to complement hedgerow.

Built Form Strategy

- A mixture of semi-detached and terraced dwellings with some detached.
- Predominantly 2 storey dwellings with some up to 2.5/3 storey at junctions with the primary road.
- Buildings orientated consistently, in line with the existing hedgerows where possible.
- Medium continuity with parking and garages set between properties.
- Generally back to front roof scape with gables facing plot frontage.
- Opportunity to incorporate swift bricks into architectural detailing.



Hedgerow Wildflower Mix



Mixed Native Hedgerow



Ilex aquifolium

Potential Tree Palette

- Betula pendula
- Acer campestre
- Prunus padus
- Alnus glutinosa
- Ilex aquifolium



Section A-A: Western Hedgerow Corridor



Section B-B: Eastern Hedgerow Corridor





EASTERN PARCEL

A cluster of generous plots in a loose, organic layout that is respectful of its ridgeline position. Establishing a strong relationship with the adjacent allocated site, and with emphasis on parkland tree planting to tie into the Gateway Park, and to soften and integrate built form.

*Landscape Feel*

- ORGANIC
- INTEGRATED
- SUBTLE

*Landscape Strategy*

- Retain existing hedgerow along Sanford Mill Lane to the north.
- Further south, hedgerow will be removed to provide cycle infrastructure and to establish a strong visual connection with the adjacent allocation.
- Provide a subtle and restrained palette of hard and soft landscape materials.
- Provide large native canopy tree planting to filter views from the valley floor and screen the proposed roundabout.
- Plant new native hedgerow along the proposed roundabout to mitigate loss of existing and to contain new infrastructure.
- Create a natural play feature within areas of tree planting with passive surveillance from proposed built form.

*Built Form Strategy*

- Primarily 2 storey height, with opportunity for limited use of 2.5 storey to provide articulation of roofline and architectural focus.
- Potential for single storey, or 1.5 storey dwellings.
- Wide fronted detached dwellings with some semi-detached.
- Varied building line with a positive frontage onto the Gateway Park and Sanford Mill Road.
- Reduced continuity to create a softer edge.
- Variable roofscape with chimneys encouraged.

*Potential Tree Palette*

- Acer pseudoplatanus
- Aesculus hippocastanum
- Carpinus betulus
- Castanea sativa
- Ilex aquifolium
- Quercus robur
- Quercus patraea
- Sorbus aria
- Native Woodland Planting



Natural Play Area



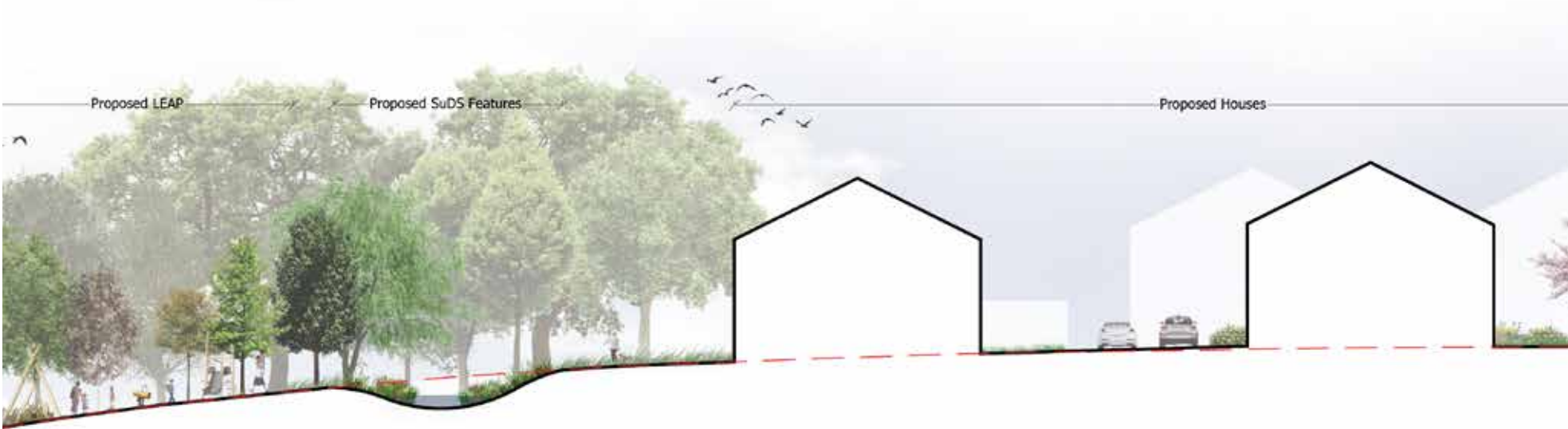
Ornamental Planting



Acer pseudoplatanus



Organic Building Arrangement



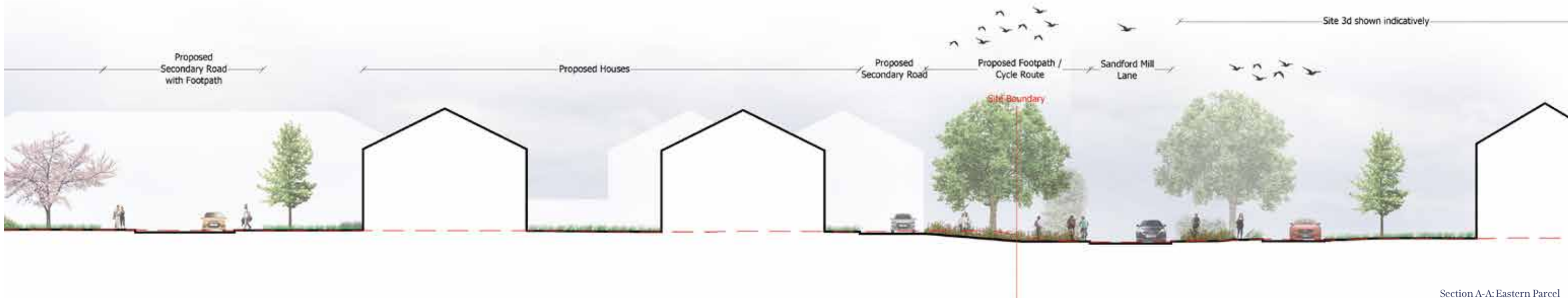




Natural Play Area



SuDS Basin and Native Tree Planting





TOWNHOUSE CIRCUS

A hybrid landscape space comprising a combination of hard surfacing with interest created through the range of materials and street tree planting and a more traditional green with statement ornamental planting.

*Landscape Feel*

- ELEGANT
- CRISP
- ARCHITECTURAL

*Landscape Strategy*

- Create a strong architectural and landscape statement at the heart of the development.
- Provide a hybrid typology of urban and traditional landscape styles.
- Provide a cohesive but varied mixture of hard surface materials to provide interest and complement the architecture.
- Break down the linearity of the primary road with changes in levels and materials.
- Provide a green area with the opportunity for large scale, statement ornamental tree planting.
- Create seating areas to promote usage of the space by the community.
- Provide clipped ornamental hedges in places to screen parked cars.

*Built Form Strategy*

- Formal, continuous building form giving enclosure to the space and creating an event along the key primary route.
- Predominantly terraces of townhouses arranged to create a circus.
- Generally 3 storey townhouses with potential for 3 storey apartments.
- Parking mainly behind dwellings with some spaces located alongside the central green space for added convenience.
- Consistent build line with all dwellings contributing towards the form of the overall circus.
- Maximum continuity of built form to accentuate the circus.

*Potential Tree Palette*

- Box headed Carpinus betulus
- Pinus sylvestris



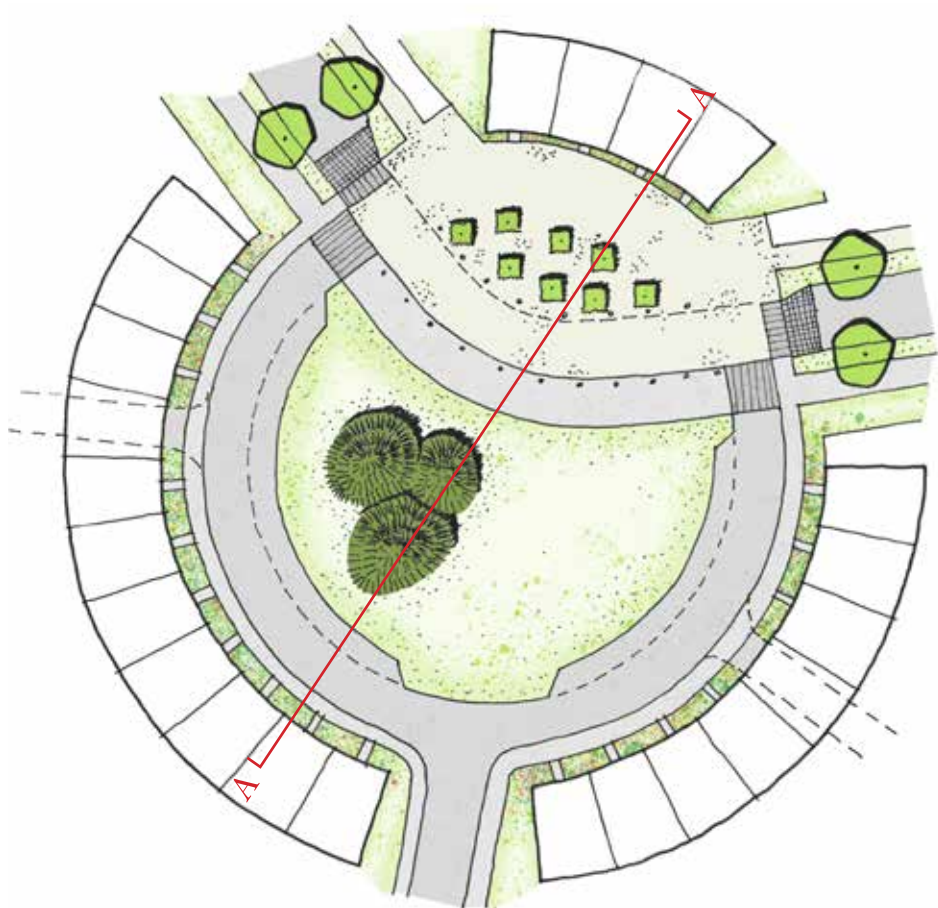
Pinus sylvestris



Three Storey houses



Box Headed Carpinus betulus



Landscape Sketch



Section A-A: Townhouse Square



WESTERN FINGER

A generous linear landscape space focusing on informal recreation through the provision of a play area set within an amenity grassland landscape with a diverse palette of native and ornamental trees and SuDS features.



Swift Bricks



SuDS Features



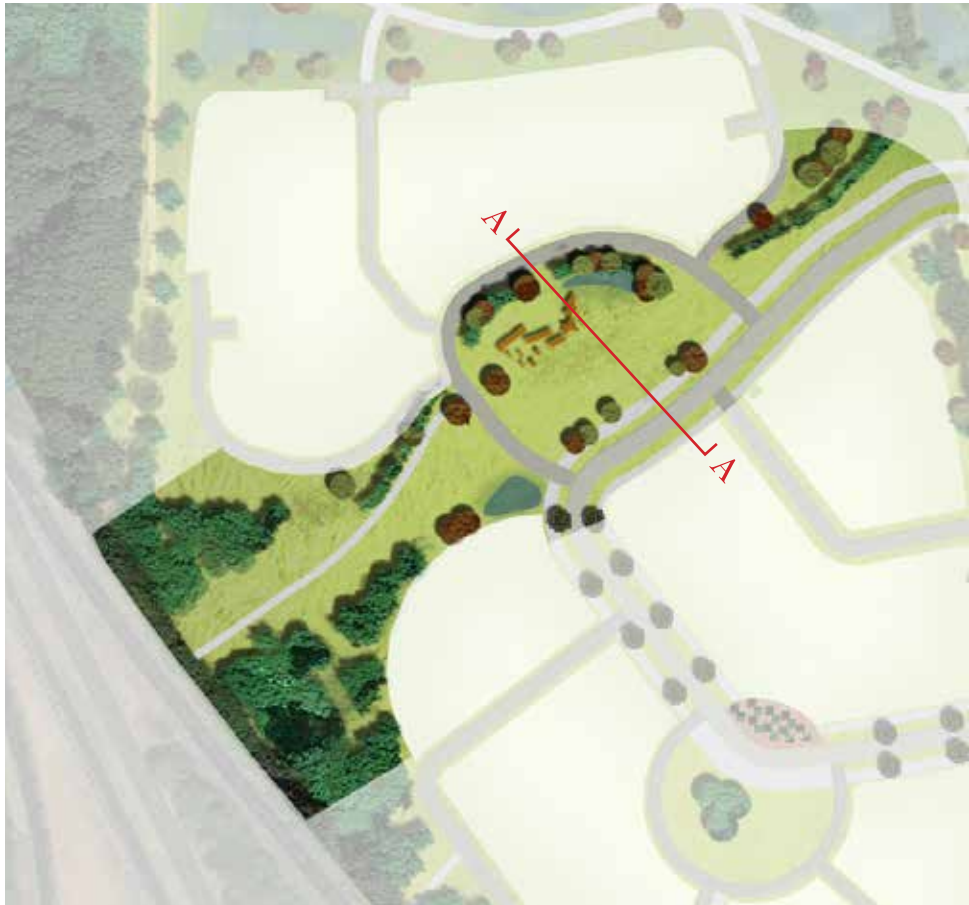
Sensory Gardens



Organic Building Line



Play Boulders



Landscape Feel

- PLAYFUL
- POPULATED
- RICH

Landscape Strategy

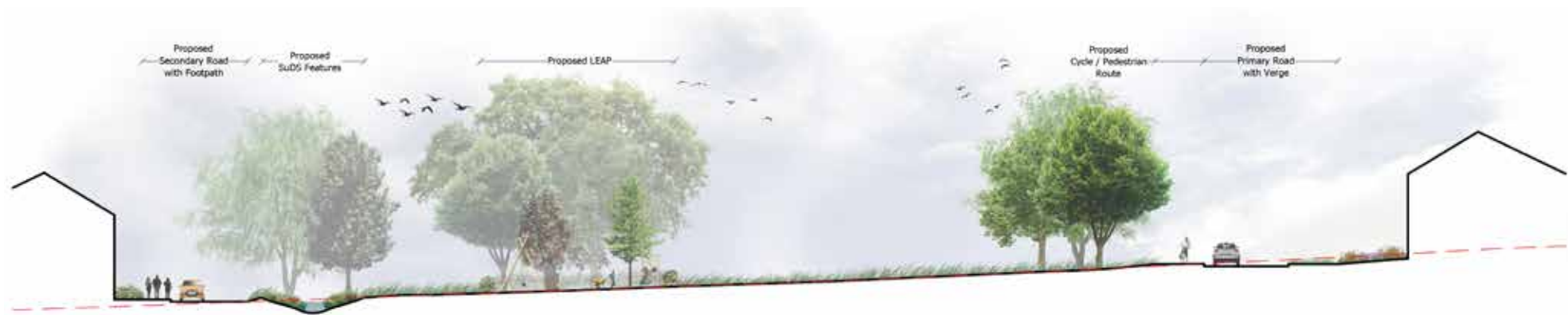
- Swathe of informal grassland framed by a range of ornamental trees.
- Play area with associated seating and sensory planting.
- New native hedgerow planting for structure within the space and link together existing habitats.
- Extend the existing wooded character to the south-west through the planting of native trees.

Built Form Strategy

- A structured, robust but organic built with a stepped build line.
- A mixture of semi-detached and terraced with some detached.
- 2 storey dwellings with limited 2.5 storey at junction with primary road.
- Parking located alongside dwellings served from street/private drives to the front of house.
- Variable build line with buildings stepping in and out at regular intervals.
- Buildings orientated consistently, following the curvature of the green space.
- Medium continuity with parking and garages set between properties.
- Generally back to front roof scape with gables facing plot frontage
- Incorporate swift-bricks into architectural detailing.

Potential Tree Palette

- Acer cappadocicum 'Aureum'
- Acer platanoides 'Crimson King'
- Alnus incana 'Aurea'
- Amelanchier spp.
- Catalpa bignonioides 'Aurea'
- Cercis canadensis 'Forest Pansy'
- Gleditsia triacanthos f. inermis 'Sunburst'
- Liquidambar styraciflua
- Quercus rubra 'Aurea'
- Quercus robur 'Concordia'
- Pyrus salicifolia 'Pendula'
- Native Woodland Planting



Section A-A: Western Finger



COUNTRY PARK TRANSITION

A naturalistic mosaic landscape of ponds and water meadows with a broad palette of native tree, shrub wildflower and wetland planting providing a sensitive transition from the Country Park conservation area to built development.

*Landscape Feel*

- NATURAL
- TRANSITIONAL
- FLOWING

*Landscape Strategy*

- Provide SuDS features as part of an integrated landscape of blue and green infrastructure.
- Use natural methods to intercept, attenuate and filter surface water from the development.
- Permanent water, marginal planting, water meadows, reedbeds, and patches of wet tolerant tree and shrub planting.
- Provide public access through a network of pedestrian and cycle routes (informal paths and boardwalks).
- Native plant selection with a focus on habitat creation.
- Post and rail fencing used to define semi-private courtyards and public space.

*Built Form Strategy*

- Informal varied built form featuring larger, farmstead style dwellings assembled small green spaces to allow the landscape to permeate.
- Predominantly 2 storey farmhouse style dwellings with some lower elements.
- Parking served via parking courtyards or alongside dwellings but generally hidden from the main elevation.
- Variation in building line and building orientation encouraged.
- Limited continuity to create softer edge to the development.
- Variable roof scape with elements of ancillary roofs and chimneys encouraged.
- Screen walls and ancillary buildings used to link main dwellings and encourage farmstead style urban form.

*Potential Tree Palette*

- Acer campestre
- Alnus glutinosa
- Betula spp.
- Carpinus betulus
- Corylus avellana
- Crataegus monogyna
- Populus nigra
- Prunus spinosa
- Salix spp.



Betula pubescens



'Farmstead' Built Form Typology



Agricultural Style Post and Rail Fencing



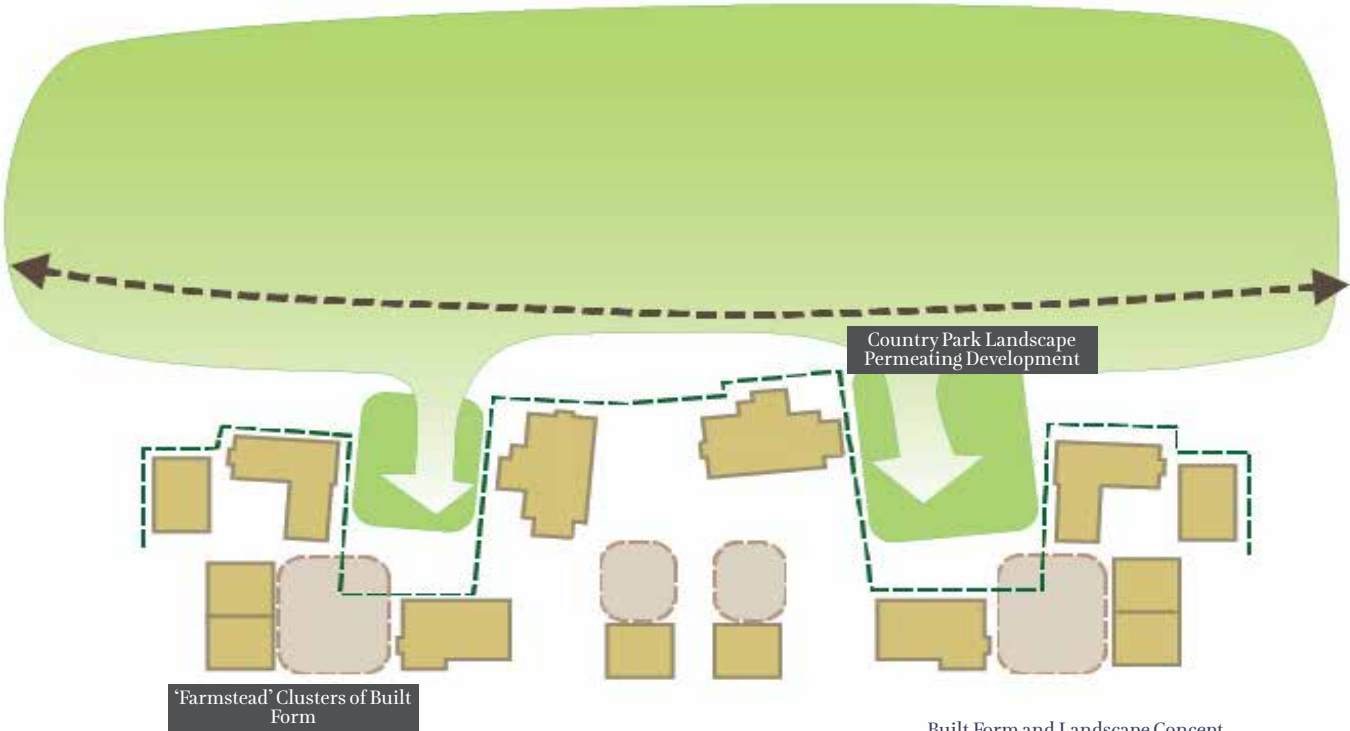
Houses Looking Over Pond



Swift Brick



Ponds and Reedbeds



Built Form and Landscape Concept



5.8 COUNTRY PARK DESIGN & MANAGEMENT



The proposed development at Sandford Park includes an exciting opportunity to deliver a new Country Park on the doorstep of Chelmsford offering the prospect of a substantial new public open space with improved access and facilities, delivered in a way that preserves the unique characteristics of the River Chelmer valley and enhances existing habitats.

This section describes the proposed strategy for landscape interventions and outline the medium to long term management objectives of the proposed Country Park.

The vision for the Country Park is based on the principle of ‘minimum intervention,

maximum impact’, whereby a series of light touch landscape design proposals are focused on key areas to gain the most benefit by reinforcing and amplifying the existing features and characteristics that contribute to the site’s sense of place, its ecological value, and its recreational and educational opportunities.

These design proposals have been explored in more detail in the subsequent pages of this document based on the identification of key areas that best demonstrate the potential combination of existing and proposed landscape features.

The areas are identified as follows:

- A. Park Gateway
- B. Country Park Interface
- C. Lakes
- D. Riparian Habitats
- E. Woodland Edge
- F. Chelmer & Blackwater Navigation



PARK GATEWAY

An area that provides a natural focal point to the Country Park, with a high level of connectivity to the proposed development and the wider footpath and cycleway network, including a new link towards Sandford Mill. An exciting Neighbourhood Play Area and an informal kickabout area would be provided as part of considerable overall recreational provision for future and existing residents of the area.

- Key Landscape Elements*
- Equipped Play Area.
  - Informal 'kickabout'.
  - Picnic Tables and Seating.
  - Access to Footpath and Cycleway Network.

- Management Strategy*
- Maintenance of the play area to a high standard to ensure it caters for residents from the wider area.
  - Management of the landscape to create an attractive setting, emphasising the area as a focal point.
  - Management of spaces and pathways to encourage access and recreation.



Natural Play



Sensory Planting



Adventure Play



Picnic Area



Adventure Play



Sensory Planting



Kickabout Area



Park Gateway Typical Section



COUNTRY PARK INTERFACE

A transitional zone between the open flood plain of the Country Park and the proposed housing area. One that sensitively addresses views in and out while providing an enhanced setting and unique landscape asset to the development. Due to landform, this area will have a strong emphasis on blue infrastructure, meeting the sustainable proposal’s drainage needs of the proposal with a holistic landscape design approach.

Key Landscape Elements

- Cycleways and Footpaths.
- SuDS Basins and Ponds.
- Water Meadows and Reedbeds.
- Native Wetland and Parkland Tree Planting.
- Seating Areas and Boardwalks.

Management Strategy

- Management of SuDS features to mitigate flood risk.
- Maintenance of wetland areas to promote native species and discourage invasive species.
- Promotion of management practices that seek to naturally filter and clean surface water.
- Management of spaces and pathways to encourage access and recreation.



Ponds and Reedbeds



Boardwalks



Ponds and Reedbeds



Water Meadow Planting



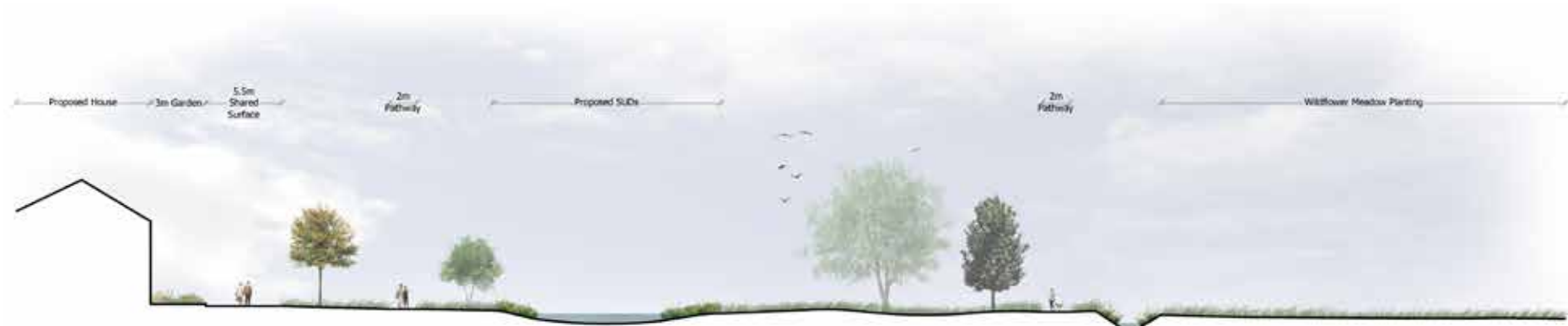
Salix alba



Pathways and Boardwalks



Cycleway & Seating



Country Park Interface Typical Section





LAKES

This central waterbody would be retained and enhanced as part of the proposed development with areas of shoreline opened up to public access. There would be a strong focus on education and interpretation, with bird hides and pond dipping platforms provided as a resource for visiting school groups and the general public alike. There would also be a emphasis on ecology, encouraging diverse native wetland habitats to take hold.

Opportunities to retain fishing on the lakes will be explored through consultation with key stakeholders.

**Key Landscape Elements**

- Native Wetland Tree Planting.
- Bird Hides and Pond Dipping Platforms.
- Native Shrub Planting.
- Water Meadows and Reedbeds.
- Informal Footpaths.

**Key Management Strategy**

- Management of spaces and pathways to encourage access and recreation with a focus on education.
- Maintenance of wetland areas to promote native species and discourage invasive species.
- Maintenance of open water areas to encourage native birds.



Pond Dipping



Betula pubescens



Bird Hide



Populus nigra



Alnus glutinosa



Pond Dipping



Bird Hide



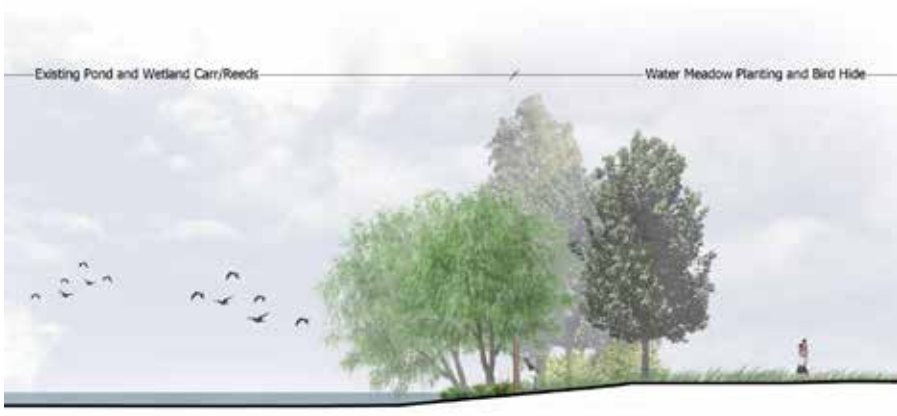
Salix viminalis



Native Wetland Birds



Water Meadow Planting



Central Lake Typical Sections



RIPARIAN HABITATS

Provision of a series of interventions that provide enhanced wetland habitats along the existing ditches within the site. This would include a focus on tree planting to provide shade and areas of characteristic wet woodland, reedbeds and ponds to provide habitat for declining bird species and water voles, and waterside shrub thickets to provide havens for wildlife such as otters near the riverbank.

Key Landscape Elements

- Native Wetland Tree Planting.
- Ponds and Scrapes.
- Wet Woodland, Reedbeds and Alder Carr.
- Native Shrub Planting.
- Species Rich Floodplain Meadow.
- Conservation Grazing.
- Mown Grass Paths.

Management Strategy

- Rotational de-silting/clearance of wetland habitats to ensure long term maintenance of wetland habitat.
- Maintenance of wetland areas to promote native species and discourage invasive species.
- Priority given to habitats and biodiversity over public access.
- Meadow areas managed through conservation grazing or yearly hay cut.



Ponds and Shrub Planting



Reedbeds



Wetland Meadows and Pond



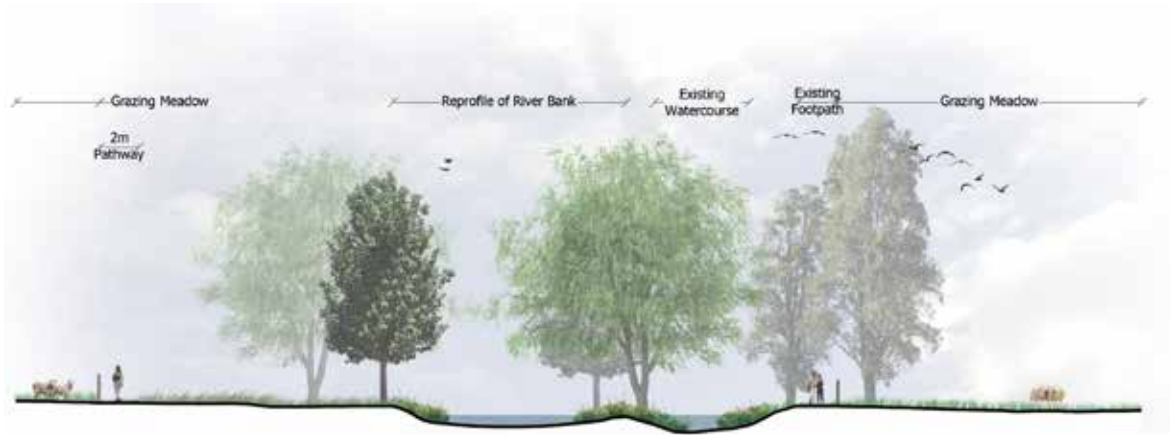
Wetland Carr



Grazing Meadow



Mown Grass Paths



Riparian Habitat Typical Section





WOODLAND EDGE

A peripheral zone along the Essex Yeomanry Way where existing vegetation would be reinforced with new native woodland planting, thereby providing visual and noise containment to the road, providing enhanced habitats on site, and mitigating climate change.

- Key Landscape Elements*
- Native Woodland.
  - Woodland Walkways.
  - Woodland Edge Planting.

- Management Strategy*
- Establishment of a diverse and resilient area of native woodland.
  - Rotational coppicing to maintain variation in structure of vegetation.
  - Creation of log and brash piles.
  - Management to encourage diverse native ground flora.



Woodland Walk



Acer campestre



Log Piles



Ilex aquifolium



Quercus robur



Native Woodland



Woodland Edge



Woodland Edge Typical Section



CHELMER & BLACKWATER NAVIGATION



Navigation



Salix caprea



Wildflower Meadow



Grazing Meadow



Willow Pollard



Populus nigra

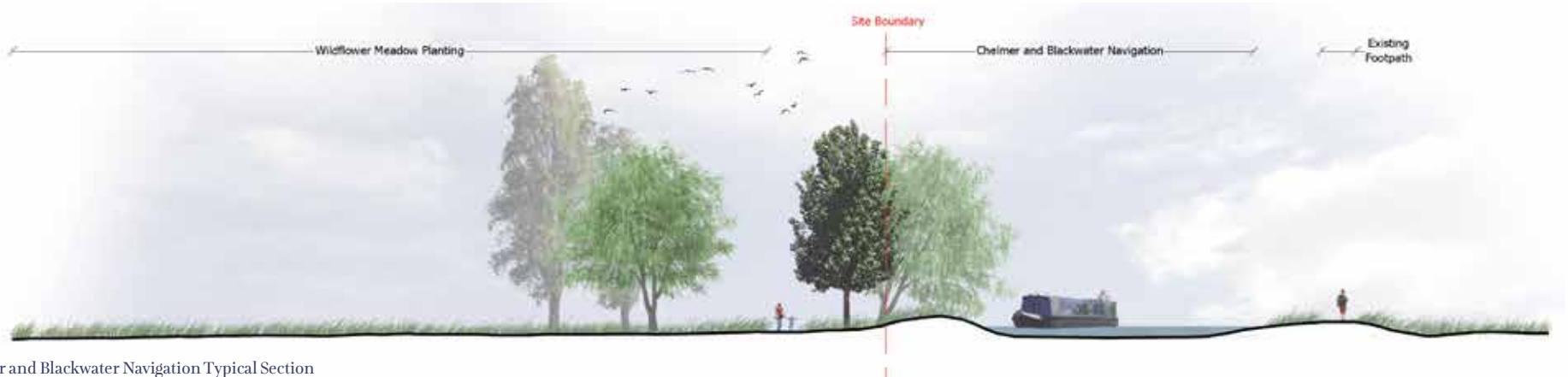


Alnus glutinosa

Minimal intervention including enhancements to the existing footpath along the navigation and limited planting of characteristic tree species.

- Key Landscape Elements*
- Native Tree Planting.
  - Wildflower Meadow and Grazing Meadow.

- Key Management Strategy*
- Maintain open views across the site available from the River Chelmer.
  - Selective pollarding of riverside willow trees.
  - Conservation grazing where appropriate.
  - Management of pathways to encourage access and recreation along the river.



Chelmer and Blackwater Navigation Typical Section





5.9 ILLUSTRATIVE LANDSCAPE MASTERPLAN



FIGURE 27: LANDSCAPE MASTERPLAN

Legend

- Masterplan Boundary
- 1 Proposed development parcels
- 2 Existing hedgerow retained / reinforced with native planting
- 3 Farm shop/Bronze Age Ring Work Enclosure retained and respected
- 4 Loop road with avenue tree planting
- 5 Amenity parkland providing landscape gateway to development
- 6 Neighbourhood Equipped Area for Play (NEAP)
- 7 Local Equipped Area for Play (LEAP)
- 8 Blue infrastructure / SuDS features / Country Park interface
- 9 Country Park - grazing meadow / wildflower meadow
- 10 Existing pond enhanced with native tree planting, pond dipping and bird hide platforms and improved public access
- 11 Existing pond for fishing / ecological enhancement
- 12 Woodland buffer planting providing structural planting and enhanced containment from the A1114
- 13 Proposed native hedgerow
- 14 Enhancement of watercourse including re-profiling of banks, reed beds and wetland carr planting and provision of off-stream habitats
- 15 Interpretation board identifying landmarks, pillboxes and Bronze Age Ring Work Enclosure
- 16 Sandford Mill Science and Education Centre
- 17 New and existing pedestrian routes
- 18 Chelmer and Blackwater Navigation
- 19 Native white willow and black poplar planting
- 20 Car park and vehicular access for the Country Park
- 21 Informal kickabout area



5.10 BLUEINFRASTRUCTURE

The character of the site is strongly influenced by water, with existing lakes, ditches and watercourses present within the flood plain to the north of the housing allocation.

The proposed development will include a comprehensive SuDS strategy that focuses on using natural processes and materials to intercept, guide, filter and absorb surface water from the proposed development.

These wet features will be incorporated as a key part of the final landscape design and sensitively integrated into public spaces with native planting. The natural pattern of landform is the guiding principle for locating the majority of SuDS features, with a chain of SuDS elements forming the sensitive landscape transition between the Country Park and the housing area.

All proposed housing will be located outside of the flood zone, and the development will be designed to mitigate flood risk.

The SuDS strategy is shown indicatively and will be subject to detailed design as part of the planning application. It may include features such as ponds, basins, swales, rain gardens and permeable paving, as well as source control measures such as water butts.



Permeable Paving



Reedbeds



Swales



Ponds & Boardwalks



Water Meadows



Dry Basins



Waterbutts



5.11 DENSITY

The approach to the distribution of housing density across the site is governed by the same 'push and pull' principles that informed the alignment of the primary road overall layout of the proposed development.

Areas of medium density will be set out within the parts of the site that have the closest relationship with existing settlement.

Lower density housing will front on to the sensitive landscape interfaces, including the Country Park/Conservation Area and the Bronze Age ringwork enclosure.

The approach to density distribution across the site is as follows:

- 1. Low density (22 - 28dph) creating a sensitive edge that combines built form and landscape.
- 2. Low-Medium density (27-33dph) laid out in a series of discrete groupings, replicating local vernacular.
- 3. Medium density (32-38dph) with development creating appropriate site edges interfacing with existing adjacent context but still with a sensitive approach to the wider landscape context.

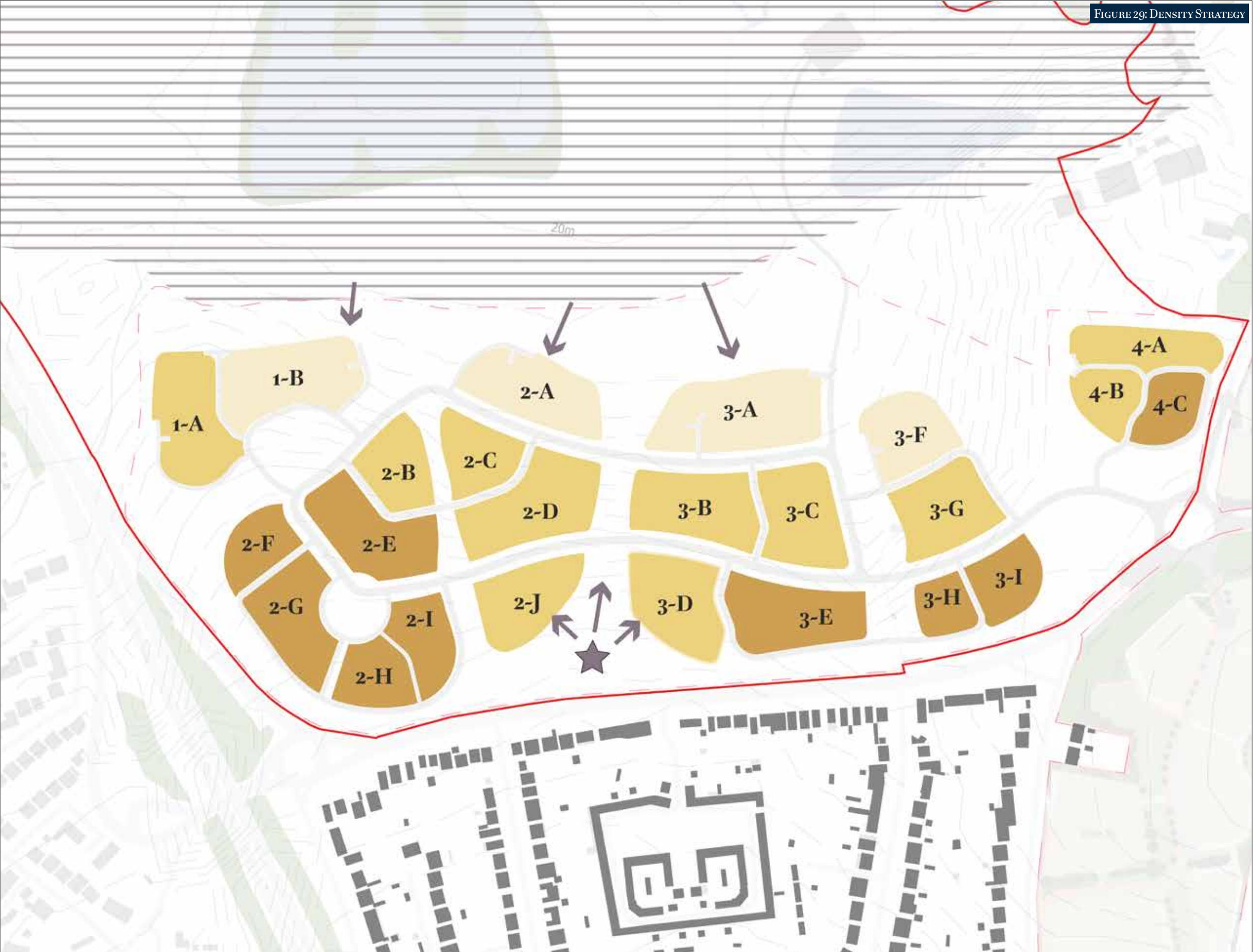
Legend

Masterplan Boundary

Housing Density - Medium

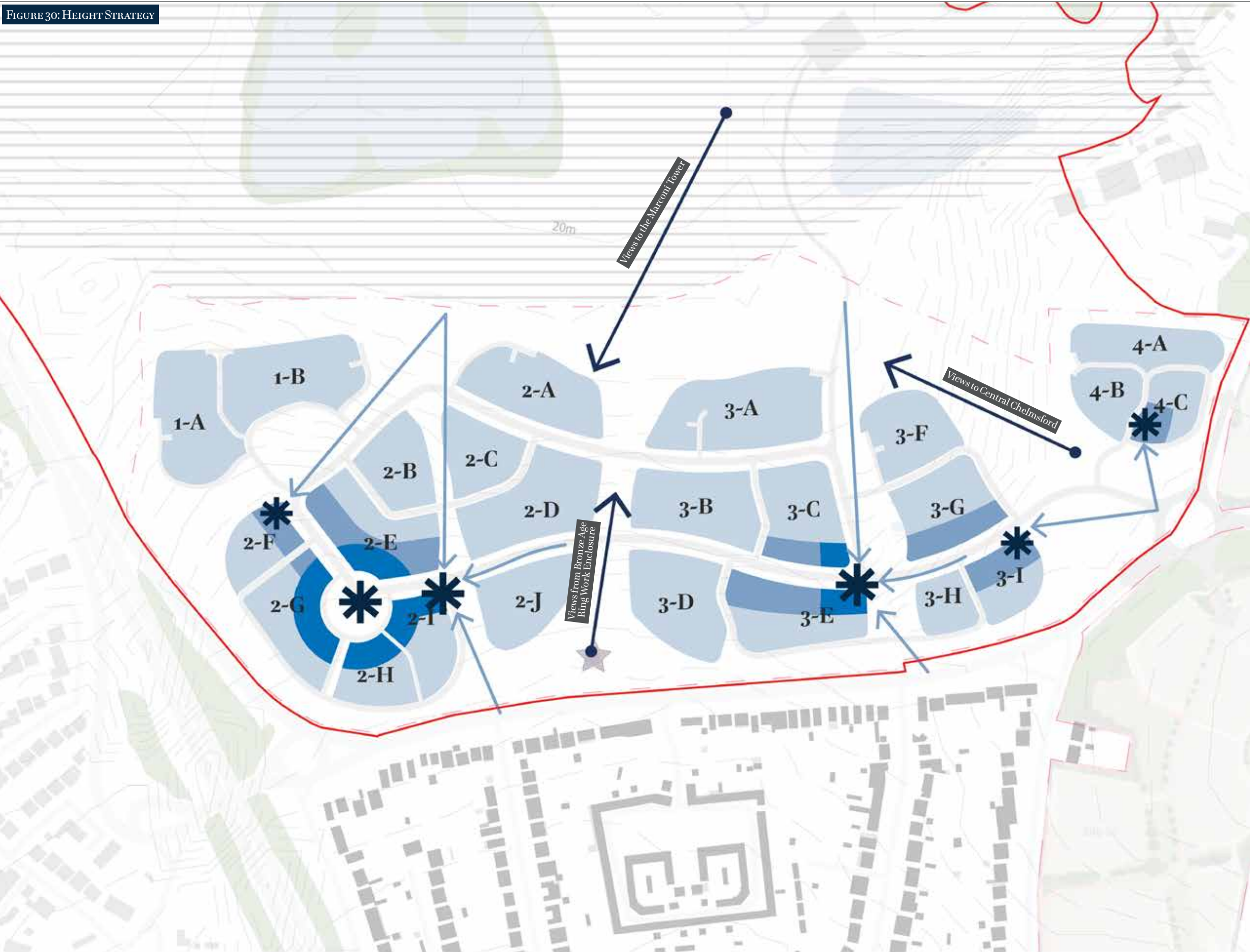
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5.12 HEIGHT



The approach to building heights is informed by the proposals for density with a sensitive approach to existing views to features outside of the site.

The starting point for built form height is a two storey maximum, however there is a strong rationale for limited areas where the maximum height is increased to 2.5 and 3 storeys.

These subtle uplifts in height, located along the primary road and away from more sensitive edges will assist in establishing a varied, dynamic roofline, and provide a placemaking role, by providing architectural focal points to articulate gateways and anchor vistas experienced from key landscape spaces.

Hopkins Homes typical storey heights (dpc to ridge) are as follows:

- 2 Storey - 8-9m
- 2.5 Storey - 9.5-10.5m
- 3 Storey - 11-13m

Detailed proposals for heights of buildings will be determined through the planning application.





### 5.13 SUSTAINABILITY AT HOPKINS HOMES

Hopkins Homes is proud of its green credentials and demands that its homes are energy efficient and constructed to a high standard of sustainability. Further details of all sustainable design measures will be set out at detailed design stage, with due regard to Chelmsford's 'Making Places SPD'. However, key measures relating to environmental performance and sustainability have been identified for the proposed development, including the following.

#### ***Energy Efficiency***

Hopkins Homes' standards will limit CO<sub>2</sub> emissions by increasing the thermal performance of the fabric of proposed buildings through the utilisation of low carbon technology and robust building design details to achieve high level of air tightness and controlled ventilation. Home User Guides will be provided to enable the promotion of energy efficiency within the community of the development and provide further resources to enable long term carbon and energy reduction.

#### ***Water Conservation and Management***

The proposed development will not be vulnerable to flood risk and will not cause flood risk elsewhere. The scheme will be accompanied by a comprehensive Sustainable Drainage System that is integrated into the landscape using natural features wherever possible.

#### ***Sustainable Construction and Materials***

"A" rated materials components will be aimed for as assessed in the Green Guide for Specification (BRE). This will include construction details for the roofs, external and internal walls, ground and upper floors and windows. By specifying materials that are A rated it reduces the environmental impact of the materials on our environment over their life cycle.

#### ***Waste Recycling***

The layout of the development will be designed to meet local standards for recycling and waste collection. Hopkins Homes provide information and support for local schemes on recycling and sustainable living within a home user guide on completion.

#### ***Tree Planting***

The proposed development will conform with Chelmsford's 'Making Places SPD', with a minimum of three trees planted per dwelling.

#### ***Health and Well-being***

By designing in features into all housing, Hopkins Homes promotes a variety of features which improve quality of life within the dwellings and also on site. Designing homes with good natural day lighting, reducing the need to use artificial lighting and increasing the potential for solar gain while preparing for any over-heating risks by using natural ventilation all assist in this aim. Access to green space is a key focus for Sandford Park, with clear opportunities to promote health, well-being and exercise through the design of the proposed development.

#### ***Construction Management***

By promoting Hopkins Homes' environmentally, socially considerate and accountable management of their construction sites, the construction programme will seek to achieve best practice site management principles. It will optimise site activity so that the mitigation of environmental impacts are of the highest regard. Monitoring the site processes and setting targets so that reductions can be made on the use of water and energy, adopting best practice in respect of air pollution arising from site activities and over 80% of timber is recycled.

During the construction phase a site management plan will be produced. This will include measures for identifying, sorting and separating construction and demolition materials for re-use and recycling. The plan will also identify effective methods for minimizing construction waste.

#### ***Ecological and Landscape Enhancement***

The proposed development is accompanied by a comprehensive landscape strategy underpinned by detailed surveys and a robust analysis of the site and its features. The landscape strategy has been developed with the aim of improving and enhancing the site wherever possible, including through the extensive planting of native trees, hedgerows, shrubs and wildflowers. A Landscape and Biodiversity Management Strategy will be submitted as part of the planning application to set out the measures required for successful landscape establishment and longer-term maintenance and management as well as habitat creation and enhancement, in accordance with local and national policy.



# 6 QUANTUM OF DEVELOPMENT

Local Plan Policy 3A, states that “*the masterplanning process will determine the final number of new homes, which could be in excess of 250 homes, whilst ensuring that the overall objectives of the site policy are not compromised*”.

This masterplan document has been informed by a robust analysis of the site’s historical, physical and visual context, with the establishment of a comprehensive set of site-specific design principles based on a detailed understanding of all aspects of the project. This process has been approached iteratively, and informed by in-depth collaboration with officers of Chelmsford City Council, and feedback received from the Stage 1 and Stage 2 Consultations.

The Masterplan Document does not determine a specific number of new homes to be provided on the site. However, on the basis of the principles that have been established within it (which seek to ensure a high quality, landscape led development, accounting for constraints and opportunities),

and applying appropriate densities to the development parcels identified, it is considered that the Masterplan Framework would deliver approximately 340 new homes. This number has been calculated on the basis of Figure 31 and the table below right.

When viewed in the context of the area allocated for residential development through the Chelmsford Local Plan, 340 homes would represent a low gross density of around 17 dwellings per hectare (dph). Whilst mindful of the Government’s call (as set out in the National Planning Policy Framework) to make efficient use of land for development, the approach proposed here is nevertheless considered appropriate in response to a detailed assessment of the site’s characteristics.

The precise number of new homes to be provided on the site will be determined through a subsequent planning application to follow the Masterplan.

DENSITY BAND	SUB-PARCEL	COMBINED DEVELOPABLE AREA	AVERAGE DENSITY	APPROXIMATE UNITS
Low	1B, 2A, 3A, 3F	2.54ha	25dph	64
Low-Medium	1A, 2B, 2C, 2D, 2J, 3B, 3C, 3D, 3G, 4A, 4B, 4C	5.28ha	30dph	158
Medium	2E, 2F, 2G, 2H, 2I, 3E, 3H, 3J	3.36ha	35dph	118
Total		11.18ha	30.4dph	340





# 7 CONSULTATIONS

## 7.1 STAGE 1 CONSULTATION CHECKLIST

ISSUE RAISED	ACTION	RELEVANT PAGE NUMBER
ECC expressed some concerns with the proposed main cycling route into Chelmsford: ECC suggested that account would need to be taken of those wanting to use different routes, and concerns with the route shown given that cyclists currently have to dismount at the Army & Navy roundabout.	Masterplan Document has given consideration to a number of options and followed a clear rationale in arriving at preferred options. Preferred cycle route is predominantly on land outside of Hopkins Homes’ control, but the proposed development could help facilitate improvements to the route by way of potential contributions, providing these are proportionate and otherwise CIL Regulations compatible.	58-65
Lack of direct cycle link to north of site (ECC and CCC).	Further discussions with CCC have been carried out regarding potential for link to go through Sandford Mill and are ongoing. The Masterplan Document makes clear that this could potentially be provided, however it is not essential to the sustainable transport strategy.	65
ECC Passenger Transport suggested they would like to see provision made for buses to access the site.	Future residents will have easy access to existing bus stops along Maldon Road. Bus operators unlikely to wish bus to enter site given the accessibility of existing bus stops to future residents, and the delays to journey times that re-routing services through the development would cause.	56
Wording was overly negative in terms of the approach to addressing heritage assets, including Bronze Age enclosure.	Masterplan Document text has been reworded more positively in terms of approach to heritage assets, explaining opportunity to enhance their setting through the development.	32
Width of proposed green fingers insufficient (CCC and ECC). (LW of CCC acknowledged that it was not simply about the width of the fingers)	Further supporting material has been prepared to set out the aspirations for landscape, built form and access to demonstrate in further detail the proposed relationship between built form and landscape in these key spaces. Additional material was presented to officers of Chelmsford City Council to obtain buy in on proposals. This material has been developed and subsequently incorporated into the Masterplan Document.	56, 66-89.
ECC requested further engagement in respect of SuDS (subsequent email with further details from ECC forwarded to Stantec)	ECC confirmed that once more detail becomes available on the Flood Risk Assessment and proposed Drainage Strategy they will be happy to engage further. Key points concerning the provision of un-obstructed corridors along watercourses crossing the site and the location of storage structures outside of the floodplain are already allowed for by the proposed masterplan whilst details of source control measures and the design of multi-function SuDS features will addressed as the design develops.	n/a
Suggestion from Sport England that the Country Park incorporate an area for informal play / ‘kick-about’ near to homes; and circular, signed-posted, running / walking routes.	An informal ‘kick-about’ area has been added to the proposals. A series of waymarked pedestrian and cycling routes have also been incorporated.	66
It was suggested that the development would be an ideal location to create habitats for swifts, as the Country Park would provide excellent foraging grounds for them. Habitats could be created relatively easily through use of swift bricks in the residential development.	Masterplan Document includes reference to swift bricks in three of the character zones (Country Park Transition, Western Finger, Hedgerow Corridors).	75, 79, 80
Need for dedicated and separate paths for cyclists and walkers / runners within Country Park, to avoid conflict	A series of waymarked walking and cycling routes have also been incorporated within the Country Park, with a clear hierarchy to guide usage.	67
Country Park to include rest areas	Rest areas with seating are proposed in a series of locations within the Country Park. Further detail will be provided within a holistic street furniture strategy as part of a planning application.	67
Health Impact Assessment required. Suggested that this be undertaken as early as possible.	Text relating to the preparation of an HIA has been included in the Masterplan Document.	67
Questions of future management of Country Park	The Country Park design and management strategy has been incorporated into the Masterplan Document. Arrangements for adoption/responsibility of Country Park subject to ongoing discussion.	81-87
Bridleways should be incorporated into the Country Park, connecting to those proposed by Redrow. There was policy support for such (Cllr Sue Dobson)	The location of existing and proposed bridleways within the surrounding area and in particular within the Redrow development do not provide a safe and direct means of access to the County Park for equestrians. On this basis, no bridleways have been incorporated into the Country Park.	n/a
Country Park car park: still uncertainties re location. Some concerns from local residents’ representative regarding anti-social behaviour and impact on neighbours.	Location of proposed car park adjusted to be further from rear of existing residential properties and a more prominent position with better passive surveillance. Car park access arrangements potentially to include lockable gate to discourage antisocial behaviour.	56
It was questioned by community representatives / Councillors what the environmental performance of the new development would be.	Stage 2 masterplan has been updated to outline Hopkins Homes’ approach to sustainability and environmental performance.	92
Councillors questioned storey heights of development.	Masterplan Document includes full detail of proposed storey heights	91
It was questioned whether Sandon School would be engaged in the development of the masterplan, with participants noting in particular opportunities for students to see how issues such as heritage and ecology are addressed as part of development; as well as being an excellent opportunity to ensure young people’s views could be considered in the preparation of the masterplan. Sandon School representative expressed support for involvement of the school.	Consultation with schools/students has not been possible due to covid restrictions, however Hopkins Homes would be happy to further discuss this with the School representative.	n/a
GBENA representative suggested there was a long term lease on the fishing lakes on site, and that this secured private fishing rights over these. This was at odds with the masterplan’s proposals to enhance the public use of the fishing lakes.	Lease arrangements have been reviewed and discussions are ongoing with CCC and other stakeholders. Masterplan Document makes clear that continued use for fishing is an aspiration of the proposed development.	84
A Councillor asked whether it would be possible to provide vehicular access to the Country Park without having to utilise new access to be provided for residential development off Maldon Road (i.e. whether an access via Essex Yeomanry Way was feasible).	With the exception of Maldon Road and Sandford Mill Lane, the development site does not share a site boundary with any other section of existing highway apart from Essex Yeomanry Way. Essex Yeomanry Way is a dual carriageway road constructed along an embankment. As such it is not feasible to construct a new separate access for the Country Park which does not also provide access to the proposed residential development.	n/a
A Councillor noted that a Great Baddow Village Design Statement was prepared and is still considered extant.	Reference has been made to Great Baddow Village Design Statement and the proposals have been progressed with the document’s guidance in mind.	21



7.2 STAGE 2 CONSULTATION CHECKLIST

A large number of comments were received from various organisations and individuals through the Stage 2 Consultation, and these have informed the final version of the Masterplan Document. A full response to all comments has been provided to Chelmsford City Council, however the table below summarises changes that have been incorporated.

ACTION	RELEVANT PAGE NUMBER
Update Sandford Park Vision Objectives, Policy & Designations, Circulation Facilities & Noise and Landscape Appraisal to include reference to safe, direct sustainable routes, and multi-functional Green Infrastructure.	11, 18, 19, 37, 38
Identify GP surgeries and dentists in Local Facilities and Amenities Section.	22, 23
Update heritage section to account for recent listed building status of the Great Baddow Mast.	32
Review and correct location of existing crossings in Circulation, Facilities and Noise section.	37
Add street tree planting as an opportunity in the arboricultural section.	42
Add reference to public transport in overall opportunities.	45
Update legend, labelling, access arrangements and SuDS in Masterplan Framework and other drawings, including ensuring all SuDS are shown outside flood zone.	53, 88, 89
Review proposed Maldon Road crossings, add eastern pedestrian/cycle access to farm shop, add pedestrian/cycle access from eastern parcel to Sandford Mill Road.	53, 56, 57
Review and adjust legends, colours, crossings and cycling hierarchy in Figures 19 and 20. Add 400m buffers to bus stops.	56-57
Include reference to local standards for waste collection and the bridge to visitor facilities at Sandford Mill.	56
Add reference to equestrian access to the Country Park being discussed as part of the planning application.	56
Amend cycling strategy to note flood zone and width of existing bridge as constraints and include reference to Army and Navy roundabout proposals. Update conclusion to better communicate preferred strategy.	60-65
Provide a wider movement strategy drawing referencing East Chelmsford/City Centre Movement Strategy, and Army and Navy roundabout proposals with proposed bridges in Country Park added. Include reference to public transport and note on developer contributions.	66
Include reference to Chelmsford's 'Making Places SPD' in Wayfinding, Street Furniture, & Public Art section.	67
Improve legibility of Character Zone plan.	68
Update labelling and sections in character zone strategy, removing kiosk from Park Gateway, cycling from Chelmer Navigation and reference to 'pavements' in central finger.	68-87
Check and update all character zone descriptions for consistency with current proposals for height and overall development principles.	68-80
Add new character zone study for Eastern Parcel (parcel 4).	76-77
Update landscape concept plan and blue infrastructure plan in accordance with other comments.	88-89
Add ranges to density bands.	90
Update Sustainability Statement to include reference to Making Places SPD and commitment to planting 3 trees per unit.	92









## Appendix 2 – Summary of consultation and neighbour responses

### Matrix for Stage Two consultation responses

#### East Chelmsford – Strategic Growth Site 3a – Manor Farm

Consultee	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed and/or considered at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/no further action needed
<b>Sandon Parish Council</b>	<ul style="list-style-type: none"><li>- Concern on the increase in numbers from 250 homes to 340 – it should be no more than 250.</li><li>- The proposed cycle routes are not acceptable. There should be a dedicated route through the Country Park across to the Army and Navy roundabout.</li><li>- Bridleways should be included in the Country Park.</li></ul>	<ul style="list-style-type: none"><li>- Appears there are little infrastructure improvements around the development.</li><li>- Concerns on impacts on traffic and inclusion of additional roundabouts and crossings.</li><li>- Financial contributions for education, community and healthcare services will not help these already stretched institutions.</li></ul>	<ul style="list-style-type: none"><li>- Question why the masterplan asserts that there are no Great Crested Newts. An independent survey should be taken to verify this prior any works on the Country Park.</li></ul>	



	<ul style="list-style-type: none"> <li>- Concerned on the position of the Country Park car park behind Sandford Mill Cottages.</li> <li>- Concerned on the capacity of the Country Park car park- it may not be sufficient as the Country Park will have a wide draw.</li> </ul>	<ul style="list-style-type: none"> <li>- Concern that development would put further strain on sewer network.</li> <li>- Welcome storey height limited to 2.5-3 storeys – anything taller would be out of keeping with the area.</li> </ul>		
<b>Great Baddow Parish Council</b>	<ul style="list-style-type: none"> <li>- Acknowledge that the Hopkins Homes and Redrow Homes sites are two separate developers but it is imperative that a holistic overview of both is taken at the same time and a synergy between both is essential – written confirmation and proof this has and is taking place is requested.</li> <li>- More than one box junction is required, along with crossing areas for residents along Maldon Road due to traffic congestion.</li> <li>- Additional traffic will exacerbate existing traffic issues and cause further health, pollution and safety issues.</li> <li>- Proper off-road, dedicated cycle routes are essential – PC maintain that</li> </ul>	<ul style="list-style-type: none"> <li>- A coordinated approach is needed with these sites and the Army and Navy works.</li> <li>- Joint planning applications should be submitted on relevant areas such as road layouts, utilities and infrastructure - proof of this is requested.</li> <li>- Consideration must be given to providing roads and pavements of sufficient width to safely accommodate the mix of pedestrians, cyclists and different types of vehicles users.</li> </ul>	<ul style="list-style-type: none"> <li>- Any joint application with Redrow Homes for highway works should be considered and agreed before building works are allowed on either site.</li> <li>- No works should take place until a detailed surface water drainage scheme has been approved.</li> <li>- Affordable housing is not affordable to</li> </ul>	<ul style="list-style-type: none"> <li>- Requests CCC obtain from the Environment Agency and other bodies up-to-date reports on the full length of the Chelmer-Blackwater Navigation system from the Springfield Basin to the sea.</li> </ul>



	<p>a safe route is still required on the northern side of Essex Yeomanry Way.</p> <ul style="list-style-type: none"> <li>- Disagree that Cycle Option 1 is safe and adequate. The developer should undertake a survey of the area to see that it is one of the main bus routes in Chelmsford, is heavily trafficked and has a number of parked cars.</li> <li>- A safe, off-road route will encourage less cars, reduce congestion and (positively) impact on people's welfare.</li> <li>- Any agreed cycle route needs to link up with the Redrow Homes development. Proof is requested that both developers are working on this.</li> <li>- No bridleway provision in the development. Proof is requested that these will be included.</li> <li>- Proof is requested that there have been discussions with bus companies in extending services.</li> <li>- Concerns on flooding and increases to it.</li> </ul>	<ul style="list-style-type: none"> <li>- Request that evidence from the CCG and Essex Education Authority is provided on how school and health facilities will accommodate the additional residents.</li> <li>- Country Park proposals should not impact on flooding.</li> </ul>	<p>most. Would like to see more housing at lower cost to encourage people to be able to get onto the housing ladder.</p> <ul style="list-style-type: none"> <li>- Request that appropriate, independent ecological surveys are carried out and made publicly available.</li> <li>- Question how noise increase will be addressed and compensated for - suggesting that noise will be cut as the houses are built is not sufficient.</li> <li>- Request restrictions on construction working hours and adequate provision</li> </ul>	
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	<ul style="list-style-type: none"> <li>- Disagree in the increase in housing numbers – will result in greater pressure on infrastructure, parking etc.</li> <li>- 3 storey dwellings in Townhouse Square are not in keeping with the area.</li> <li>- How will the development be sympathetic to the Climate Emergency – no mention in the masterplan.</li> <li>- Will all dwellings be built with zero emissions in mind – what sustainable measures are proposed?</li> <li>- Question the absence of the Ecological Appraisal prepared by Aspect Ecology accompanying the masterplan – where can this be viewed? Question the absence of Great Crested Newts.</li> </ul>		for construction vehicles.	
<b>Sport England</b>	<ul style="list-style-type: none"> <li>- Cycle parking should be provided at key destinations such as the Townhouse Square, Gateway Park and the Country Park transition area and within the country park to encourage and support cycling.</li> </ul>	<ul style="list-style-type: none"> <li>- Townhouse Square should be designed so that there is sufficient unobstructed space to allow small pop-up events to take place and to allow groups to congregate i.e. attention should be</li> </ul>	<ul style="list-style-type: none"> <li>- Recommend that the HIA checklist is completed as part of a HIA that supports a planning application to demonstrate how opportunities have</li> </ul>	<ul style="list-style-type: none"> <li>- Note significant opportunities the development would provide for informal recreation and physical activity.</li> </ul>



		<p>given to the positioning of trees and paths.</p>	<p>been maximised for encouraging physical activity.</p> <ul style="list-style-type: none"> <li>- Recommend Sport England's 'Designing for Physical Activity – Routes and Wayfinding' guidance is considered during the detailed design</li> </ul>	<ul style="list-style-type: none"> <li>- Welcome the amendments made in response to comments by Sport England at Stage 1 with regards to the separate circular walking, jogging and cycling routes in the country park and the informal kick-about area at Gateway Park.</li> <li>- Welcome the approach to wayfinding, street furniture and public art.</li> <li>- The visitor facilities at the Park Gateway should include toilets and refreshments as such facilities will have a direct influence over whether some users will visit the Country Park and how long they will stay.</li> </ul>
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<b>Environment Agency</b>		<ul style="list-style-type: none"> <li>- Sustainable Drainage Systems (SuDs) should be carefully considered in discussions with the Lead Local Flood Authority</li> <li>- Anglian Water Services should be consulted regarding the available capacity in the foul water sewer</li> <li>- New development should be designed with a view to improving resilience and adapting to the effects of climate change</li> </ul>	<ul style="list-style-type: none"> <li>- Due to the nature of development and the site's flood zones (1,2 &amp;3) it is necessary for the application to pass the Sequential and Exception Tests and to be supported by a site-specific Flood Risk Assessment (FRA).</li> </ul>	
<b>Natural England</b>	<ul style="list-style-type: none"> <li>- Would be useful to have a clearer understanding of the visitor strategy for the Country Park – it could have implications for its function, detailed design and management strategy particularly in terms of the provision of pedestrian and cycle routes depending if it intended to serve the local area vs. a wider geographical area.</li> </ul>	<ul style="list-style-type: none"> <li>- Country Park could potentially meet guidelines for Suitable Accessible Natural Greenspace (SANGS).</li> <li>- Natural England would be happy to advise developers on the detail of SANGS at pre-application stage.</li> </ul>	<ul style="list-style-type: none"> <li>- How the maintenance and management of the Country Park will be funded in perpetuity needs to be clarified.</li> </ul>	<ul style="list-style-type: none"> <li>- Support proposals for Country Park - will add recreational and biodiversity value to existing site and will meet a range of recreational demands.</li> </ul>



<p><b>Essex County Council Major Development and New Communities</b></p>	<ul style="list-style-type: none"> <li>- Masterplan makes limited reference to the adopted masterplan for Sites 3b-d. Eg. assessment of wider cycling connections relates to Site 3a and the city centre with no reference to the proposed employment and early years nursery at Site 3b.</li> <li>- Masterplan should demonstrate the linkages between the Hopkins masterplan and the Redrow masterplan.</li> </ul> <p><u>Suggested amendments/comments on masterplan sections</u></p> <ul style="list-style-type: none"> <li>o Sandford Park Vision: Key Objectives (page 11). Objectives 5, 6 and 7 should refer to ‘<i>multi-functional</i>’ green infrastructure corridors, principles and space. Other references in the masterplan should also be amended to emphasise the multi-functional use of green infrastructure and safe direct pedestrian and cycle connectivity for consistency.</li> </ul>	<ul style="list-style-type: none"> <li>- Health Impact Assessment <ul style="list-style-type: none"> <li>o Should have regard to the Essex Design Guide - Healthy Places Advice notes for planners, developers and designers (2019).</li> <li>o The cumulative impacts of development need to be considered including consideration of healthcare services and facilities and social care.</li> <li>o Developer is expected to contact the Council at pre-application stage to enable discussions on the likely type of HIA required.</li> </ul> </li> <li>- The development should deliver a high level of accessibility and space standards to ensure new homes are suitable for ageing households and those with disabilities.</li> </ul>	<ul style="list-style-type: none"> <li>- The development could generate a need for some pupils who need Special Education Need and Disabilities (SEND) provision requirements.</li> <li>- Any site drainage features must be included within application redline to ensure compliance with any conditions.</li> <li>- A Minerals Resource Assessment is required as part of the planning application.</li> <li>- Recommend preparation of a Minerals Supply Audit and Site Waste Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>- The LPA may wish to consider the cumulative requirement for retail and leisure floorspace for the East Chelmsford allocations.</li> <li>- A Minerals Resource Assessment has not been included - the masterplan is not compliant with the site policy for Strategic Growth Site 3a.</li> </ul>
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	<ul style="list-style-type: none"> <li>○ Objective 6 should include the provision of biodiversity net gain and the creation of new habitats that are connected to the existing GI network.</li> <li>○ Objective 5 should also make reference to ‘<i>..attractive <u>and safe direct pedestrian and cycle ways....</u></i>’ – safe direct connections are needed for the local schools and the proposed nursery at site 3b.</li> <li>○ Objective 5 should consider bridleways/multi-user routes.</li> </ul> <ul style="list-style-type: none"> <li>- Section 2.1, 1<sup>st</sup> paragraph <ul style="list-style-type: none"> <li>○ should be Chelmer <u>Village</u>.</li> </ul> </li> <li>- Section 5.2 Cycling <ul style="list-style-type: none"> <li>○ ECC uses LTN 1/20 so where a route is also used by pedestrians, separate facilities should be provided for pedestrian and cycle movements.</li> <li>○ Away from the highway, and alongside busy interurban</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Encourage the developer to prepare a full housing strategy taking into account local needs and demands.</li> <li>- Encourage the developer to make provision for specialist accommodation and to have early engagement with ECC Housing Growth Team.</li> <li>- Housing should be flexible and adaptable to support homeworking.</li> <li>- Development should apply Building with Nature standards.</li> <li>- Any SuDs Strategy should be consistent with the Sustainable Drainage Systems Design Guide for Essex (2020)</li> <li>- Refer to section on the key areas of consideration for any pre-application with the LLFA.</li> <li>- The Minerals and Waste Planning Authority</li> </ul>	<ul style="list-style-type: none"> <li>- Consideration needs to be given to a potential increase in household waste disposal.</li> <li>- Details of internet connectivity should be submitted with any application.</li> <li>- Details of the landscaping and GI scheme should be secured by condition.</li> <li>- The sustainable management and maintenance of the GI and landscaping of residential areas will be required.</li> <li>- Documents such as a Construction Environmental Management Plan (CEMP) and Landscape and Biodiversity (Ecological) Management Plan</li> </ul>	
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	<p>roads with few pedestrians or building frontages, shared use might be adequate.</p> <ul style="list-style-type: none"> <li>○ Cycle routes through developments should be hard surfaced, whereas natural surfaces are better for equestrians, therefore routes for horse riders and cyclists should be kept separate.</li> </ul> <ul style="list-style-type: none"> <li>- Section 5.4 Wayfinding, Street Furniture and Public Art <ul style="list-style-type: none"> <li>○ Reference should be made to the CCC Making Places SPD.</li> </ul> </li> <li>- Section 5.6 Country Park <ul style="list-style-type: none"> <li>○ Masterplan makes little reference to the policy required visitor centre – more information is needed.</li> </ul> </li> <li>- Policy Designations – Opportunities and Constraints (page 19) <ul style="list-style-type: none"> <li>○ Amend bullet 4 to <i>“Create a network of <u>multifunctional green infrastructure</u>’ or</i></li> </ul> </li> </ul>	<p>welcomes early engagement to clarify the requirements of a Minerals Resource Assessment.</p> <ul style="list-style-type: none"> <li>- Consideration should be given to sustainability and place-making in relation to waste management and collection.</li> <li>- The early consideration of multifunctional GI allows the developer to meet many of the statutory requirements within a development scheme whilst delivering many other social, economic and environmental benefits.</li> <li>- The Landscape Strategy noted in the masterplan should be used to inform the layout and GI network.</li> </ul>	<p>(LBMP) will aid in the delivery of landscaping and GI.</p>	
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	<p><i>‘Create a network of green infrastructure <u>that deliver multiple functions and benefits to people and wildlife</u>’.</i></p> <ul style="list-style-type: none"> <li>○ Bullet point 6 should read  <i>“Ensure appropriate habitat mitigation and creation is provided <u>that promotes biodiversity net gain and connects to wider GI landscape scale network.</u>”</i></li> </ul> <p>- Section 3.5: Circulation, Facilities &amp; Noise</p> <ul style="list-style-type: none"> <li>○ The overall strategy needs to be in line with the Masterplans’ objectives for the opportunity to provide enhanced pedestrian and cycle routes to utilise and create green corridor routes through planting of GI.</li> </ul> <p>- Section 3.6 Landscape Appraisal</p> <ul style="list-style-type: none"> <li>○ The overall strategy will need to consider habitat/ GI creation to deliver multiple</li> </ul>	-		
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	<p>functions and benefits and provide biodiversity net gain.</p> <ul style="list-style-type: none"> <li>- Section 3.8 Arboriculture <ul style="list-style-type: none"> <li>o The opportunities will need to consider street tree planting as part of the design. Where street trees are proposed within areas of hard landscape, we would recommend that soil cell systems are proposed.</li> </ul> </li> <li>- Section 3.9 Combined constraints and opportunities <ul style="list-style-type: none"> <li>o The overall strategy should consider multiple functions and purpose use for the open space, formal and informal sport, recreation and community space.</li> </ul> </li> <li>- Section 5.4 Wayfinding, Street Furniture and public art <ul style="list-style-type: none"> <li>o Suggest dual-purpose design is considered for street furniture.</li> <li>o The Framework does not mention allotments.</li> </ul> </li> </ul>			
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	<p>Opportunities for food production such as community orchards and/or community gardens should be explored.</p> <p><u>Education, Early Years and Childcare</u></p> <ul style="list-style-type: none"> <li>- It should be ensured and reference in the masterplan that good and safe walking and cycling connectivity is provided between site 3A and the existing village of Sandon as well as the allocated sites 3B,3C and 3D including the proposed nursery at Site 3B.</li> <li>- Expect the masterplan to facilitate safe direct walking and cycling routes between the new homes and local schools. Establishing these links may require the provision of offsite works (footways and crossings). <b>Council note: offsite works would be subject to discussions with the Highways Authority at pre-app &amp; planning application stage.</b></li> </ul>			
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	<p><u>Drainage</u></p> <ul style="list-style-type: none"> <li>- Drainage Strategy - recommend an integrated series of features across the site to ensure that the pipe ponds system isn't subject to a potential single point of failure and to enhance water quality and biodiversity.</li> <li>- Recommend allowing space for SuDS inclusion upstream of the development.</li> <li>- Masterplan should consider the feasibility of SuDS feature that can be used as a source control and conveyance.</li> <li>- Masterplan should consider the potential areas to deliver integrated SuDS within each catchment.</li> <li>- Consideration should be given to central rainwater harvesting systems to deliver some community's water requirements</li> </ul> <p><u>Sustainability</u></p> <ul style="list-style-type: none"> <li>- Development should plan for net zero greenhouse gas emissions and larger</li> </ul>			
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	<p>low carbon or renewable energy schemes. Masterplan should set out how it will be sustainable using principles including:</p> <ul style="list-style-type: none"> <li>• Orientation and Form</li> <li>• Fabric first approach</li> <li>• Ventilation and overheating</li> <li>• Embodied and operational energy</li> <li>• Renewable technologies</li> <li>• Air-tight strategy and thermal bridge free</li> <li>• Energy performance must be seen</li> </ul> <p><u>Minerals and Waste</u></p> <ul style="list-style-type: none"> <li>- The masterplan is silent on the fact that the site lies in a Mineral Safeguarding Area.</li> <li>- Waste management should be considered at this stage as it can impact on place-making.</li> </ul> <p><u>Access and Movement</u></p> <ul style="list-style-type: none"> <li>- Reference should be made to Meadgate school in the second</li> </ul>			
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	<p>paragraph of section 2.7 as it also within walking or cycling distance.</p> <ul style="list-style-type: none"> <li>- The “Road Crossings” annotation in Figure 12 is misleading, especially the crossing point in the vicinity of the off-slip from A1114, which looks like it is crossing of Maldon Road but probably relates to the dropped kerb crossing across Baddow Hall Avenue. The location should be made clearer. Also suggest that the annotation is changed to existing dropped kerb crossings.</li> <li>- Figure 12 needs to be expanded to include the pedestrian and cycle links from the site to the Great Baddow to City Centre Cycle route. All the access and movement plans throughout the document should show these connections.</li> <li>- There is no mention of public transport in the Overall Opportunities Summary in Section 3.9 - accessibility by public transport is extremely important.</li> <li>- There is no reference for enhanced pedestrian and cycle connectivity between the site and local facilities.</li> </ul>			
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	<ul style="list-style-type: none"> <li>- Masterplan Framework Plan (Figure 18) <ul style="list-style-type: none"> <li>o This shows proposed “footpaths” through the site. ECC will not adopt any new public footpaths unless they are informal routes which provide a connection between existing PROWs. The annotation should be changed to proposed pedestrian and pedestrian/cycle routes. This includes the “off site footpaths.”</li> <li>o Pedestrian and cycle routes through the built-up area of the site should be hard surfaced and lit and constructed to adoptable standards, e.g. the pedestrian route to the south of parcels 1A and 1B which connect to the existing footpath should be a surfaced and lit pedestrian and cycle route and the section of PROW running southward to Maldon Road should be upgraded to a surfaced and lit pedestrian and cycle route.</li> <li>o The footpath/cycle route within the site which runs parallel to the A1114 to the north, through the country park, may connect to a wider link to Meadgate school and</li> </ul> </li> </ul>			
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	<p>on to the Army and Navy junction. The route shown should be extended and annotation amended accordingly.</p> <ul style="list-style-type: none"> <li>○ Evidence should be provided to demonstrate that 42 car parking spaces for the County Park is sufficient enough.</li> <li>○ The western ped/cycle access is annotated as 'E'. The eastern access at Molrams Lane is just as important and should be annotated as a connection to Sandon and Sandon School as well as to site 3c.</li> </ul> <p>- Access and Parking (Figure 19)</p> <ul style="list-style-type: none"> <li>○ A signal-controlled crossing is shown across Sandford Mill Road. It is unlikely that it will meet the criteria for signal control at this location. A dropped kerb crossing would be more appropriate at this location.</li> <li>○ A signal-controlled crossing is shown across Maldon Road to the south-west of the proposed access roundabout. The location of this controlled</li> </ul>			
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	<p>crossing has not been agreed with the Highway Authority – it would be more appropriate that the controlled crossing is further west in the vicinity of Molrams Lane because this would be the desire line for pedestrians and cyclists to the schools. The Redrow planning application shows a signalised crossing here.</p> <ul style="list-style-type: none"> <li>○ The bus stops in the vicinity of Molrams Lane are likely to need to be relocated because of their proximity to the proposed crossing in Maldon Road. This should be referred to in the text in section 5.1.</li> <li>○ Although agreed in principle, the location and type of the western crossing point would need to be agreed. The suggested location is very close to the southbound off-slip from the A1114 and may have to be moved further away from the junction.</li> <li>○ The Manor Farm shop will not be very accessible from the eastern parcels. A pedestrian</li> </ul>			
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	<p>link should be provided to the east of the farm shop as well as to the west, with the footway fronting Maldon Road between these improved to 2m in width.</p> <ul style="list-style-type: none"> <li>○ The islands at any uncontrolled crossings should be deep enough to accommodate a bicycle.</li> <li>○ Figure 19 does not include cycle routes. The key pedestrian routes should also be cycle routes.</li> <li>○ The plans throughout the document appear not to be consistent in what they include - difficult to follow in terms of access and movement. The plans earlier in the document are not clear with respect to cycle routes. Also, the cycle routes are shown in purple on some plans and orange (the same as pedestrian routes) in others.</li> <li>○ No mention is made in the parking strategy of the</li> </ul>			
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	<p>numbers of spaces to be provided, i.e. in line with ECC/EPOA standards or reduced standards to encourage alternative transport.</p> <ul style="list-style-type: none"> <li>○ Reference should be made to measures to reduce travel by car and encourage use of sustainable modes.</li> <li>○ Consideration should be given to horse riding routes within the Country Park with connections to the bridleway network.</li> </ul> <p>- Section 5.2 Cycling (Figure 20)</p> <ul style="list-style-type: none"> <li>○ Figure 20 gives dimensions of cycle routes in the legend. It would be better to identify the type of route e.g. strategic, primary etc. because all cycle routes must be LTN 1/20 compliant, and the widths depends on the expected usage of the routes. It is too early to confirm the appropriate widths of the routes. Main cycle routes should also be segregated from pedestrians. The legend</li> </ul>			
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	<p>should be amended to refer to LTN 1/20 compliant cycle routes.</p> <ul style="list-style-type: none"> <li>○ A pedestrian and cycle connection should be provided at the northern extent of the parcel 4 site frontage on Sandford Mill Road to connect into the Sustrans NCN1.</li> <li>○ There should be cycle routes through all the green fingers not just the central two (as shown in Figure 20).</li> <li>○ There needs to be cycle (and pedestrian) connections between all the internal roads and the East- West strategic cycle route. Some, but not all are shown on the plan and these are coloured yellow routes which is misleading.</li> <li>○ All the internal roads should have cycle (and pedestrian) connections to the proposed cycle and pedestrian routes to the north.</li> </ul>			
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	<ul style="list-style-type: none"> <li>○ The wider area needs to be shown including connections to the Gt Baddow to City Centre cycle route because a cycle connection will need to be provided from the proposed crossing adjacent to Maldon Road to link to Meadgate Avenue. This should be shown in the Masterplan.</li> <li>- Wider cycle connections <ul style="list-style-type: none"> <li>○ Option 1 - The Army and Navy scheme proposals are likely to include at-grade crossings. Reference needs to be made to this rather than the existing subway.</li> <li>○ A connection between the site and the Longmead/Meadgate Avenue route will be required. The possibility of an off-road route should be examined, including the feasibility of reducing the carriageway over the bridge to a single lane over the bridge.</li> <li>○ Option 4 – The weaknesses/constraints should include that the existing bridge is not wide</li> </ul> </li> </ul>			
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	<p>enough to accommodate cyclists. Cyclists currently must dismount. Ideally the bridge needs to be widened to accommodate cyclists.</p> <ul style="list-style-type: none"> <li>○ Option 5 – Part of this route is within the flood plain which should be a weakness/constraint, however this does not preclude this option being provided as a cycle/pedestrian route.</li> <li>○ The summary of the wider cycle routes needs to be clarified as it refers to the preferred cycle route but does not specify which option this is. Improvements are likely to be require to several of the wider links to make them a realistic alternative to travel by the private car.</li> </ul> <ul style="list-style-type: none"> <li>- Central Green Finger <ul style="list-style-type: none"> <li>○ Cycle routes will need to be LTN 1/20 compliant, so widths will need to be agreed with the highway authority.</li> </ul> </li> </ul>			
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	<ul style="list-style-type: none"> <li>○ The annotation needs to be changed from pavement to footway or shared footway/cycle route.</li> <li>○ The term shared front access is confusing. It should be a footway with a minimum width of 2m to allow people with all mobility requirements to pass each other.</li> <li>○ Details of the priority for vehicles across the narrowed section and the main cycle route crossing would need to be agreed with the highway authority.</li> <li>- Maldon Road Corridor <ul style="list-style-type: none"> <li>○ The pedestrian/cycle route should be lit and should have natural surveillance from adjacent properties. It should not be enclosed by dense vegetation.</li> <li>○ The plan needs to make it clear that there will be cycle and pedestrian connections from all the internal roads and</li> </ul> </li> </ul>			
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	<p>paths through the green fingers.</p> <ul style="list-style-type: none"> <li>- Hedgerow Corridors <ul style="list-style-type: none"> <li>o Plan 24 is confusing because the hedgerow corridor contains part of the primary loop road. The access to the country park is also proposed to be within the hedgerow corridor; this route will carry coaches to the country park and the Sandford Mill and therefore must be a suitable standard to accommodate large vehicles without compromising the amenity of residents on the route.</li> <li>o Trees should ideally be located outside the adopted highway boundary. Any trees with the highway would be subject to a commuted sum for maintenance.</li> <li>o Vegetation will not be permitted within the visibility splays.</li> </ul> </li> <li>- Primary Road <ul style="list-style-type: none"> <li>o Cycle/routes must be LTN 1/20 compliant so widths are</li> </ul> </li> </ul>			
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	<p>to be agreed depending on predicted usage, and main cycle routes should be segregated.</p> <ul style="list-style-type: none"> <li>○ Any planting should be 1m back from the carriageway edge and any street trees will be liable to a commuted sum for maintenance. The separation of the carriageway from the footway by a landscaped strip makes adoption difficult because ECC would not usually adopt the landscaped area.</li> </ul> <p>- Townhouse Square</p> <ul style="list-style-type: none"> <li>○ It is unclear how the cycle route will be segregated from the carriageway in the central area. As shown, it is likely that vehicle manoeuvring would be difficult into and out of the circular access road from the narrow section which may lead to conflict with pedestrians and cyclists. It is therefore unlikely to pass a safety audit.</li> </ul>			
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	<ul style="list-style-type: none"> <li>○ The circular access road would have to be a one-way route because of its narrow width.</li> <li>○ Details of the priority for vehicles across the narrowed section of the through route would need to be agreed with the highway authority.</li> <li>- Landscape Masterplan (figure 26) <ul style="list-style-type: none"> <li>○ Should be amended to take account of comments above.</li> <li>○ Reference is made to new and existing pedestrian routes, but no mention is made of cycle routes. There is also no mention of routes through the Country Park for horse riders.</li> </ul> </li> </ul>			
<b>Essex County Fire and Rescue Service</b>			<ul style="list-style-type: none"> <li>- Insufficient details to assess if the proposals meet Regulations on access for fire service vehicles and firefighting purposes.</li> </ul>	



			<ul style="list-style-type: none"> <li>- More detailed observations on access and facilities will be considered at Building Regulation consultation stage.</li> <li>- Developer is reminded that additional water supplies for firefighting may be necessary for this development.</li> <li>- Would strongly recommend a risk-based approach to the inclusion of Automatic Water Suppression Systems.</li> </ul>	
<b>Cadent Pipelines Team</b>		<ul style="list-style-type: none"> <li>- If the application affects one of our high pressure pipelines, it is a statutory requirement that you input the details into the HSE's Planning Advice Web App. The HSE may wish to apply more stringent criteria for</li> </ul>		



		building proximity after assessment.		
<b>Chelmsford Cycling Action Group</b>	<ul style="list-style-type: none"> <li>- Proposed cycle route 1 does not comply with DfT LTN1/20 and should not be proposed without a deliverable acceptable scheme for problem areas, for example: existing bridge, roundabouts and slip roads over Baddow Bypass.</li> <li>- Masterplan should include the most direct and safest cycle route option to the city centre staying on northern side of Baddow bypass, linking to new Army &amp; Navy scheme.</li> <li>- Masterplan should include proposals and commitment for upgrading cycle routes to schools.</li> <li>- The shared foot/cycleways proposed do not comply with LTN1/20 and should be segregated.</li> <li>- Masterplan should include a commitment that cycle routes will be implemented before first occupation of houses.</li> </ul>			



<b>CCC Parks and Green Spaces</b>	<ul style="list-style-type: none"> <li>- Generally support location of Country Park car park but number of spaces is low by comparison to other comparable Country Parks – needs to be increased or space reserved to increase in the future. View that 60-100 spaces may be needed based on past experience.</li> <li>- Access to Sandford Mill via foot/cycleway bridge [3.1m wide, with appropriate weight limit of 3 tonne]] is important and needs to be included as part of the masterplan.</li> <li>- Instead of the proposed visitor centre, a financial contribution should be sought to improve the facilities at Sandford Mill. Toilet and support facilities need to be located within Sandford Mill [even if wider facilities may not be immediately forthcoming], facilities could be phased whilst the Sandford Mill site is further developed.</li> <li>- The northern county park route [shown in green] would provide a potential connection via the lock by</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns that the County park should not become a one-stop destination for horse riding [including parking and access with horse boxes] both from a mixed use point of view and that the Country Park is in effect a close loop for horse-riding as there are no realistic or meaningful connections to bridleways beyond to the west, and north. Local informal horse-riding access can be accommodated but specially designated bridleways would not be appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>- Country Park car park should be grasscrete.</li> <li>- An alternative to wood should be considered for the play areas – gets wets and not suitable for longevity.</li> <li>- CCC wishes to adopt the open spaces, SUD's and the Country Park – this would be subject to a commuted sum approach.</li> </ul>	<ul style="list-style-type: none"> <li>- Support location and consolidation of equipped play areas.</li> <li>- Kickabout area is welcomed.</li> <li>- The “six character areas” proposals for the Country Park look in keeping with expectations and the wider landscape setting.</li> </ul>
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	<p>Mill Vue Road connecting into the Town Centre and providing access for the Chancellor Park and Chelmer Village communities. The surface needs to be able to cope with frequent use and a rolled crushed stone surface with edge containment a minimum standard.</p> <ul style="list-style-type: none"> <li>- Access road [shown at 'Hedgerow Corridors'] needs to be reconsidered. It needs to accommodate different vehicles for example buses or mini buses to support existing and potential future educational use of Sandford Mill [and the Country Park], whilst also being mindful of existing and future residents.</li> </ul>			
<b>Planning</b>  <b>Trees,</b>  <b>Landscaping and ecology</b>	<b>General ecology section 3.7, pg40-41</b> <ul style="list-style-type: none"> <li>- Water voles have been recorded in the wider landscape at water course 3 by the Essex Wildlife Trust – this should be acknowledged.</li> <li>- More recognition should be given to biodiversity net gain, aiming for a minimum 10% increase – the</li> </ul>	<ul style="list-style-type: none"> <li>- All new planting must consider the changing climate, species that are resilient and the need for large street trees. E.g., some of the proposed palette mixes include small trees in the central green finger character area and should seek to incorporate larger trees.</li> </ul>		

	<p>residential site should be able to deliver this without the need to rely on the Country Park land. The masterplan should mention using the Defra 3.0 metric to provide this assessment and it would be helpful if high level achievable gains are shown.</p> <ul style="list-style-type: none"> <li>- Under opportunities, provision of species rich-grassland is unclear. It would be better to include "<i>create new and enhance existing habitats that provide opportunities for strong connectivity and movement across the landscape</i>".</li> <li>- It would be helpful to have some text on the plans for the existing pond. This is quite secluded presently and looks to be celebrated in the sections seemingly through enhancement/restoration.</li> </ul> <p><b>Design Framework</b></p> <ul style="list-style-type: none"> <li>- This should recognise the need for 3 trees to be planted per new dwelling to meet the Councils' tree planting</li> </ul>	<ul style="list-style-type: none"> <li>- In the context of the Country Park, proposals are high level - there must be a clear understanding as to its function, design and management strategy which should be in perpetuity with the development. Planting should shape the River Chelmer corridor and look to include species indicative of a riverine habitat such as willows, alders, poplars and birches.</li> <li>- Question where there is an opportunity to restore some of the habitats in the Country Park to increase the size of the Local Wildlife Site (Chelmsford Watermeadows) to the northwest and the River Chelmer.</li> </ul>		
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	<p>initiative underpinned by the Climate and Ecological Emergency Plan.</p> <ul style="list-style-type: none"> <li>- Maldon Road corridor should look to create a treescape along the ridge line that creates a backdrop to the development when looking up from the valley floor. Some trees could be planted immediately adjacent to the existing hedge. Appears to be a pinch point on the western aspect, pg 91 at parcels 2I and 2H which is will require amending.</li> </ul>			
<b>Planning Listed Buildings &amp; Conservation</b>	<ul style="list-style-type: none"> <li>- Various examples of local built form are analysed. It would be useful to have additional examples of other developments which have similar characteristics to this site; the topography and landscape setting, to help inform the development concept.</li> <li>- The Development Framework development opportunities should reflect the heritage constraints/opportunities and key views to ensure they are realised with the masterplan. The key view of heritage views should be plotted,</li> </ul>	<ul style="list-style-type: none"> <li>- It is important the detailed design of the Bronze Age Monument fully reflects the opportunity for place making.</li> <li>- In the context of the Country Park, the car park, access road, paths and other features could significantly impact on the water meadow character of the river valley, so it is important the designs reflect this character.</li> </ul>		<ul style="list-style-type: none"> <li>- The planting belt in the Country Park adjacent to the A114 is welcomed.</li> <li>- The concept of 'green fingers' is welcomed as a means of providing landscape continuity from the valley floor.</li> <li>- The open setting to the Bronze Age monument is welcomed.</li> </ul>

	<p>including those to St Marys Cathedral and St Johns Church. The sensitive heritage settings should be defined and the views corridors identified.</p> <ul style="list-style-type: none"> <li>- The green edge to Maldon Road is important to maintaining a treed ridgeline; there needs to be sufficient space to allow large standard trees to mature – at present there appears to be insufficient tree planting.</li> <li>- The height and density defined for parcels 3C, 3E, 3G, 3I and 4A, 4B and 4C is of concern in terms of its impact on key views from the river valley.</li> <li>- The defined building height parameters are considered excessive.</li> <li>- Development for the '3' parcels should be limited to 2 storey.</li> <li>- The '4' parcels are in a sensitive area on the highest ground. If any development here is feasible it should include a landscape corridor framing views towards St Marys Cathedral and St Johns Church on Danbury hill and</li> </ul>			
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	<p>be limited to single storey cut into the hillside with green roofs.</p> <ul style="list-style-type: none"> <li>- Proposals generally do not fully take account of the topography and the opportunity this presents for a characterful development and an interesting roofscape.</li> </ul>			
<b>ECC Historic Environment Branch</b>			<ul style="list-style-type: none"> <li>- Archaeological geophysical survey and targeted archaeological evaluation have already taken place on specific features. Further archaeological assessment will be needed on the rest of the site as there is the possibility of further archaeological remains. This can be subject to condition.</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

<b>Essex Bridleways Association</b>	<ul style="list-style-type: none"> <li>- Object to the lack of access opportunities for horse riders within the new country park.</li> <li>- NCN1 links with the existing Sandford Mill Road and will be accessible to all users to the new country park.</li> <li>- NPPF promotes access to open spaces and opportunities for sport and physical activity – horse riding contributes to health and wellbeing.</li> <li>- Lack of horse riding provision is in conflict with CCC's Green Infrastructure Strategy.</li> <li>- A circular perimeter route with a connecting path half way across in the Country Park would be appropriate.</li> </ul>			-
<b>Springfield Parish Council</b>				No comments
<b>Public Health and Protection Services</b>				An assessment of environmental factors (acoustic, air quality and contamination) are required to be submitted to allow for appropriate consideration.



## Matrix for Stage Two neighbour responses

### East Chelmsford – Strategic Growth Site 3a – Manor Farm

Neighbour comments	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed and/or considered at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/no further action needed
Principle of development	<p>Object to an increase in the number of homes – a 36% increase does not coincide with word ‘around’.</p> <p>Increase in the number of homes is contrary to the Local Plan – it should remain at 250.</p>			<p>Objections to the principle of the development</p> <p>Land should be allocated elsewhere/brownfield sites could accommodate the development.</p> <p>Development should be rejected or scaled down</p> <p>Agricultural land should remain for agriculture/unacceptable loss of agricultural land</p>

				<p>Local residents' opinions are not taken into account</p> <p>Support development – ideal for those who do not drive.</p>
Transport/highways	<p>Question whether the footpath north of Maldon Road will be widened – it should be for children coming to catch buses.</p> <p>Masterplan should show the Park and Ride and the footpath/cycle links to it.</p>	<p>Traffic along Maldon Road, local roads and the wider area including the Great Baddow bypass and the Army and Navy is already congested. This will make it worse.</p> <p>Bradwell B Power Station could further impact on existing traffic and congestion.</p> <p>Development will increase pollution at peak times.</p> <p>Suitable resident and visitor car parking is needed to prevent on street parking.</p> <p>Flat on the junction of the A414 with Essex Regiment Way is dangerous for traffic sight lines.</p>	<p>Development should not commence prior to infrastructure works being complete.</p> <p>Traffic during the construction of the East Chelmsford developments and Army and Army will be significant and last a number of years.</p> <p>Construction traffic should be required to leave towards Danbury and either use A12 or A414 for their arrival and onward journeys.</p>	<p>Development will impact on Park and Ride expansion.</p> <p>Development should not be built until improvements to the Army and Navy are complete</p>



		<p>Pedestrian underpasses or overpasses should be provided rather than crossings.</p> <p>What measure are proposed to ensure traffic adheres to 30mph limit – development will mean more children walking combined with an increase in traffic.</p> <p>Concern the two roundabouts are positioned close together and in close proximity to the Park and Ride junction and the A12 roundabout.</p> <p>Traffic assessments should be undertaken to understand the impact of the development since the removal of the flyover and construction of Bradwell B.</p> <p>Safe access for wheelchair users must be provided including wide, raised pavements with dropped kerbs.</p> <p>The road width and pavements of the development need to be adequate</p>	<p>Construction should be phased between the Hopkins and Redrow developments, i.e. should not happen concurrently.</p>	
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		<p><u>Suggestion infrastructure improvements</u></p> <ul style="list-style-type: none"> <li>• To accommodate pedestrian traffic from site to the schools, shops and doctors, traffic light controlled pelican crossing points will be essential ideally replacing the two existing islands shown in fig.17.</li> <li>• Reducing the speed limit to 20mph from the first (easternmost) new roundabout would further improve safety on Maldon Road.</li> <li>• Segregated cycle route from the proposed toucan crossing on Maldon Road to at least as far as Longmead avenue.</li> <li>• A fully segregated cycle route starting on northern side of Essex Yeomanry Way, linking to new Army &amp; Navy scheme.</li> </ul>		
Cycle, pedestrian and bridleway links	Provision should be made for bridleway links to and through	Concern on the condition of existing footpaths and children walking to the local schools.	Measures should be taken to ensure cycle routes in the development and	Cycle routes should be incorporated into the plans.



	<p>the Country Park – safe off road routes are needed for riders.</p> <p>Cycle route connecting into NCN1 is not safe as a main access point into Chelmsford – a new route must be found.</p> <p>Cycling and walking route to and from the City Centre (as stated in the masterplan) are not shown.</p> <p>What walking route is proposed to the Park and Ride?</p> <p>Question whether existing and proposed pedestrian routes across the Meads, to Sandon, Meadgate and the City Centre will be all weather and widened for cyclists and wheelchair users.</p> <p>Cycle Option 1 is not safe and appealing – an off road route should be provided.</p>	<p>Shared footpath/cycle routes are not appropriate – they should be separate to avoid accidents.</p> <p>East-west cycle link could be designed as a raised table.</p> <p>Footbridge over the River Chelmer on the NCN1 should be replaced by a more suitable cycling and walking bridge.</p>	<p>Country Park are not obstructed by parked cars.</p>	<p>One signal controlled crossing is insufficient- there needs to be an exit to the west for pedestrian.</p> <p>No new paths or pedestrian crossings on Maldon Road are shown in the proposal.</p>
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	<p>Cycle routes are not apparent on the plan (also see '<i>other matters</i>').</p> <p>Disagree that Meadgate Avenue is a 'quiet residential road' in relation to Cycle Option 1.</p> <p>Masterplan should commit to cycle priority where the east-west link crosses the main spine road at the site entrance – illustrative masterplan (p.73) shows vehicle priority.</p> <p>Masterplan does not mention ensuring priority to pedestrians and cycles – should be included in section 5.2.</p> <p>Pages 68-69 show cycle/pedestrian priority across the roads that cross the park but this is not transferred to the illustrative landscape plan.</p> <p>Page 77 shows priority to vehicles - priority should be given to the shared</p>			
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	<p>cycle/pedestrian path adjacent to the primary loop road.</p> <p>Cycle Option 5 is too quickly dismissed – not convinced the weaknesses and constraints are significant. It would future-proof cycling provision in the event a direct link to the Army and Navy along the northern side of the bypass is to be delivered.</p> <p>Masterplan should commit to contribute to a 20mph speed limit and traffic calming on Meadgate Avenue and Longmead, to enhance the suitability of Cycle Route Option 1.</p> <p>Development appears to be cut off from any of the existing, albeit poor, walking and cycling routes into the City.</p> <p>Safe and convenient cycling and walking routes to the local schools should be included in the plan.</p>			
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<p>Flooding and drainage</p>	<p>Development will endanger the lives of Sandford Mill Lane residents – SuDS scheme is located in a floodplain.</p> <p>Parcel 1 is located in a flood zone – masterplan incorrect in that all housing is outside of the flood zone.</p> <p>NEAP and Country Park will be flooded once every 12 months.</p>	<p>Existing flooding issues in the locality (including The Meads, Sandford Mill Cottages and the site itself) and development will exacerbate this and cause surface water run off into flood prone areas. How will this be addressed/sceptical excess water from the sites will not meet flood waters from the River Chelmer.</p> <p>Radical changes are required to prevent widespread flooding - SuDs may not be adequate.</p>	<p>Concerns on run off pollution into the River Chelmer.</p> <p>No works should take place until a detailed surface water drainage scheme for the sites has been approved.</p>	<p>Development is in a flood plain and should not be built on.</p> <p>Developer should agree to underwrite any damages to Sandford Mill Cottages.</p> <p>Up-to-date reports from EA and other bodies on Chelmer-Blackwater Navigation system on all flood matters should be sought.</p> <p>Development should include a flood barrier to funnel water away from Sandford Mill Cottages.</p> <p>Development in Maldon has contributed to flooding at Sandford Mill Lane</p>



Healthcare		<p>Existing doctor's surgery at capacity – it cannot accommodate additional patients as a result from the development.</p> <p>Financial contributions to healthcare will not address capacity – effective measures linked to the development are needed.</p> <p>Limited number of dentists – cannot accommodate development.</p> <p>Redrow and Hopkins Homes should be jointly responsible for providing additional resources such as surgeries and education facilities necessary to support the additional residents.</p> <p>Development could include NHS primary care facilities.</p>	<p>The Health Impact Assessment should include discussions and comments from all of local Practices, the Chelmsford City Health Primary Care Network, Provide and the Chelmsford Health and Care Alliance.</p>	<p>Great Baddow Village Surgery, has nearly 13000 registered patients.</p>

Education		<p>Baddow Hall Infants and Junior School are at capacity/oversubscribed – development will further exacerbate this.</p> <p>The Sandon School is oversubscribed – development will further exacerbate this.</p>		
Landscape/character of area		<p>Development will completely change the character of the area including Great Baddow.</p> <p>Development will impact on views across the river valley.</p> <p>Trees should be planted on the northern edge of the site to obscure the development.</p> <p>Development does not reflect the character of Great Baddow.</p>		



<p>Trees, wildlife, biodiversity</p>		<p>Concerns on the impact on wildlife – their habitat should not be interfered with.</p> <p>A number of rare/red and amber-list species have been seen on site. The development will impact on these and how will the loss of their habitats be mitigated?</p> <p>Where will wildlife go during times of flooding now the higher ground is being developed?</p> <p>Question which impartial conservation agencies or non-profits will be involved in the development.</p> <p>Hedge along Maldon Road needs to be retained to protect the wildlife.</p> <p>Development will impact on farmland wildlife.</p> <p>Ecological impacts of the development are unacceptable including impact from air and light pollution.</p>	<p>Developer should be held accountable for any decrease in biodiversity – question how CCC might manage and monitor this.</p>	
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Housing provision, built form and layout	<p>Density of Study Area E (section 2.9) is only 20.13dph, less than the proposed average density of 30dph. Development should be in keeping with its surroundings – if this is done the number of dwellings would be more in keeping with the site policy.</p> <p>Highest density homes should be in the central band, i.e. 2D, 3B, 3C, and 3E, 3H, 3I be allocated the lower density homes, to create a gentler transition from existing low density 1930s homes to the new housing estate.</p>	<p>Development should include bungalows – Great Baddow is in need of them</p> <p>3 storeys is out of keeping with the area – oppose this scale of housing.</p> <p>Low rise buildings should be built along Maldon Road and higher buildings further down the slope.</p> <p>No mention of any discussions with Essex Police to ensure the development is built to Design Out Crime – these should take place.</p> <p>Reference to Baden Powell Close flats is misleading as they are located further back from Maldon Road.</p> <p>Proposed development will not address affordable housing for younger people/first time buyers.</p>	<p>Question whether there will be conditions preventing loft conversions to maintain the 2 storey height limit.</p>	
Country Park	<p>Developers should give assurances that the Country Park will be fully completed and available for use.</p>	<p>Concern Country Park will attract visitors outside of the area impacting on residents and wildlife.</p> <p>A concrete car park will detract from the existing natural habitats.</p>	<p>Concerns on parking charges and access restrictions for local residents – access to</p>	<p>This should be protected from development.</p> <p>Disagree in principle – not needed and should remain in its natural state.</p>



		<p>Country Park will impact on existing species and their habitats – they require farmland, not a Country Park.</p> <p>Concerns that people will park in Baden Powell Close to access the Country Park – on street parking already on issue.</p> <p>Fishing lakes are of local importance and on long leases – dipping ponds not appropriate and cannot be converted to these.</p>	<p>The Meads must be protected.</p> <p>Should include a gated access to stop night-time antisocial behaviour.</p> <p>Question how Country Park will be managed and maintained to prevent antisocial behaviour.</p>	<p>Country Park is greenlighting the development before it is properly scrutinised.</p> <p>Car park is not needed.</p> <p>Development should be considered separately from the Country Park.</p>
Residential amenity		<p>Access road to Country Park will impact on Sandford Mill Lane residents.</p> <p>3 storey dwellings should be further down the slope to protect the views of existing residents.</p> <p>Houses should be set back from Maldon Road to protect the privacy of existing residents.</p>	<p>Noise pollution from the A12 for future residents of the development.</p> <p>Details on how noise pollution will be mitigated for existing and future residents should be provided.</p>	

Utilities	There are existing water pressure and sewerage issues - how will these be addressed?			
Local infrastructure	What is the future of Manor Farm shop – will it remain in situ?	<p>Development should include a local shop/supermarket/pub/café/community gardens/community green.</p> <p>Insufficient parking at The Vineyards to accommodate an increase in local shopping.</p>		
Sustainability	Masterplan does not specify plans to address sustainability and climate change – what measures will be in place?	<p>A radical approach is needed to car ownership to combat climate change.</p> <p>Electric charging points should be provided for 2 vehicles at every dwelling</p> <p>At least 50% of communal car park spaces should have electric charging points.</p> <p>Development should include smart meters, triple glazing, green roofs and access to communal environmentally friendly heating, hot water, refuse and</p>		



		<p>water recycling systems – gas, oil and fuel boilers are not appropriate.</p> <p>Will the development conform to the ban to gas boilers from 2025?</p>		
Historic Environment		Development will impact on Sandon Conservation Area due to increased thru traffic.		
Other matters	<p>Cycle routes are not apparent on the plan – plan is not clear on what is being provided.</p> <p>The document is difficult to read and font is too small.</p> <p>Masterplan plans reads more like a sales brochure than a masterplan.</p> <p>Masterplan has errors, omissions and mislabelling.</p> <p>Masterplan incorrectly references Sandford Mill Lane as <i>Sandford Mill Road</i>.</p> <p>Difficult to decipher existing and proposed pedestrian/cycle</p>		<p>A Public meeting should be held at least in at two venues to gain all views and arrive at the best development.</p>	<p>The population of Great Baddow is 16,000 – it is ten times more populous than Sandon.</p> <p>Some of the legend items in the Hopkins brochure sent to residents are missing.</p> <p>Development could cause house value of existing residents to decrease.</p>

	<p>routes – plan is not fit for purpose.</p> <p>Images and graphics are misleading as they show shots of old Great Baddow properties and scenes that are not really connected to the development.</p> <p>Many of the local amenities referred to are not local but more centrally in Chelmsford.</p>			
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## Matrix for Stage Two – Essex Quality Review Panel

### East Chelmsford – Strategic Growth Site 3a

Issue	Matters that need to be addressed at masterplanning stage	Matters that will need to be addressed and/or considered at pre-application	Matters that will need to be addressed at planning application stage	Not agreed by CCC/no further action needed
Site layout & masterplanning		<ul style="list-style-type: none"> <li>- Concerns on Cycling Option 1 – several crossings alongside a busy junction.</li> <li>- Cycling Option 4 is a welcomed option – a well-designed route that is largely off-road; with only some areas of concern on the existing bridge.</li> <li>- Points of pedestrian and cycle permeability: <ul style="list-style-type: none"> <li>• Visible parking towards the entrance does not help promote cycling and walking within the site.</li> <li>• Parking should be designed into the landscaping</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Recommend that a single builder/contractor complete the site construction works in one phase to ensure that the design is brought together as one, rather than in separate phases over an elongated period.</li> <li>- Would like to see 3D modelling of the site to better consider what the site will look like from a distance and how it will be perceived upon approach from the centre of Chelmsford.</li> <li>- Current tree planting strategy appears too</li> </ul>	

			restricted, and the panel recommends that the planting of trees should join up with the old woods as well as welcoming the addition of hedges, bringing the historic hedge lines of the area back to life.	
<b>Built form</b>		<ul style="list-style-type: none"> <li>- Green spaces in the site should be safeguarded which could be achieved by design codes/parameter plans that prohibit building in these spaces.</li> <li>- Buildings should be designed in conjunction with the landscape.</li> <li>- Recommend a material pallet is set out in the early design stages to ensure that more natural materials are used to fit into the landscape.</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns on what quality of housing will be implemented and whether it will link with the landscape across the site.</li> </ul>	<ul style="list-style-type: none"> <li>- Suggest that the current housing numbers are not accurate as once the project becomes a commercial design, the small parcels of green space will disappear, and housing will be multiplied to ensure maximum profit.</li> </ul>
<b>Health and wellbeing</b>		<ul style="list-style-type: none"> <li>- Considers the project could achieve Livewell Development Accreditation</li> </ul>	<ul style="list-style-type: none"> <li>- Concern that scheme is designed for the younger generation</li> </ul>	



		<p>and this should be explored.</p> <ul style="list-style-type: none"> <li>- Suggest the green space could be further developed in places for community uses such as allotments, community food projects etc. to make the area more self-sustaining and integrate the green spaces.</li> </ul>	<p>but is most likely to be occupied by an older generation. Suggest public realm, such as street furniture, degree of slopes and steps etc. take account of older generation.</p> <ul style="list-style-type: none"> <li>- Concerns on noise pollution for parcels that are close to roads. Trees are a poor buffers for sound and the addition of willow walls or soil walls may work better.</li> <li>- Development should be designed for flexible living including working from home.</li> <li>- The addition of community buildings such as a village hall, homework club or activity space will help the community feel further</li> </ul>	
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			connected and reduce the need for residents to travel further afield to access these facilities.	
<b>Sustainability</b>		<ul style="list-style-type: none"> <li>- Would encourage the design team to consider achieving net zero carbon across the site, with renewable energy targets being set out from the outset of the design proposals and housing design including sustainable architectural features.</li> </ul>	<ul style="list-style-type: none"> <li>- Recommended information is provided as to how the buildings are to get solar energy during winter weather conditions, as dwellings are orientated east to west.</li> <li>- Question who will maintain stewardship of the local area after completion.</li> </ul>	



## CHELMSFORD POLICY BOARD WORK PROGRAMME

4 November 2021

Date of Meeting	Report Subject
4 November 2021	<b>Masterplan – Land East of Chelmsford Site 3a (Manor Farm)-</b> To consider final masterplan of site allocated in Local Plan ahead of consideration by Cabinet
2 December 2021	<p><b>Former St Peter’s School Site -</b> To reconsider final masterplan of site allocated in Local Plan ahead of consideration by Cabinet.</p> <p><b>Chelmsford Sustainable Transport and Parking Strategy Consultation Draft –</b> To consider the draft strategy from IMAC Working Group and approve for consultation.</p>
13 January 2022	<p><b>Housing Strategy –</b> To consider representations and final Housing Strategy for referral to Cabinet for approval.</p> <p><b>Sustainability Appraisal/Strategic Environmental Assessment Scoping Report –</b> To seek approval to consult on the Scoping Report</p>
3 March 2022	<b>To be updated when known</b>
<i>Standing or other items not currently programmed</i>	<p><b>Masterplans – Land at Great Leighs -</b> To consider final masterplan of site allocated in Local Plan ahead of consideration by Cabinet.</p> <p><b>Public Realm SPD –</b> New replacement SPD for consultation</p> <p><b>Chelmsford Garden Community - Development Framework Document (Masterplan), Infrastructure Delivery Plan and Planning Framework Agreement –</b> For consideration before referral to Cabinet for decision</p> <p><b>Chelmsford Local Plan Review –</b> Consideration of Issues and Options consultation.</p> <p><b>Special Expenses –</b> To consider the conclusions of the Connectivity and Local Democracy Working Groups on its review of the retention of the Special Expenses mechanism</p> <p><b>Updates for Working Groups –</b> Chairs of the Working Groups to report on their recent activities</p>