SD 001



Chelmsford Draft Local Plan

Pre-Submission Document

(Regulation 19 - Publication Draft)

January 2018

Our Planning Strategy to 2036

Chelmsford Local Plan

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1- Introduction

About this document

1.1 Chelmsford City Council has been at the forefront of plan-making in recent years and much of our planned development is either complete or well underway. To continue this success, it is important that we keep our plans up-to-date to ensure that Chelmsford remains a vibrant and attractive place to live, work and socialise. The Council is preparing a new Local Plan to provide a new planning framework to meet local development needs for the period up to 2036[1].

1.2 As England's newest city and the County Town, with a strong economy, good transport connections, high quality of life and attractive environment, it is already a major draw for employment, shopping, leisure and one of the best places to live in the United Kingdom[2]. Over the coming decades, Chelmsford is forecast to be the major growth location for new homes and jobs in Essex.

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

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

1.5 This new Local Plan will outline the strategic priorities and long-term vision for Chelmsford and identify locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development. It contains a Spatial Strategy to deliver this vision. This will set out the amount and location of new development, and how places will change and be shaped throughout the Local Plan period and beyond.

1.6 The format of this document is set out below:

Section 1 - introduces the Local Plan, its purpose, the timetable, the Sustainability Appraisal and community-led planning, alongside details of how you can make comments.

Section 2 - sets out the ambitions for growth across Essex[3] as a whole and within the sub-areas of Northern and Central Essex. It describes how Chelmsford will continue to be a major focus for new growth within the County over the next 20 years and beyond, and how the Council will work with neighbouring authorities to plan positively for this. It also sets out information

1 *These development needs have been assessed from a base date of 2013*
2 *Annual National Halifax Quality of Life Surveys 2012-2014*
3 *The reference to Essex in this document includes the Unitary Council areas of Southend-on-Sea and Thurrock often referred to as Greater Essex.*

on the geography, demography and population of Chelmsford and identifies a series of challenges and opportunities that the Local Plan will address.

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

Section 4 – sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2036 and beyond.

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

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

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

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

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

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

Section 11 – thePolicies Map and inset maps, to identify the spatial proposals of this Local Plan including preferred site allocations and areas for protection. It also identifies sites in the Minerals and Waste Local Plans and Mineral Safeguarding Areas.

What stage are we at?

1.7 This document is the Pre-Submission Local Plan published in accordance with Regulations 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It has been prepared following two public consultations, firstly the Issues and Options consultation in Winter 2015/16 and the Draft Local Plan - Preferred Options consultation in Spring 2017.

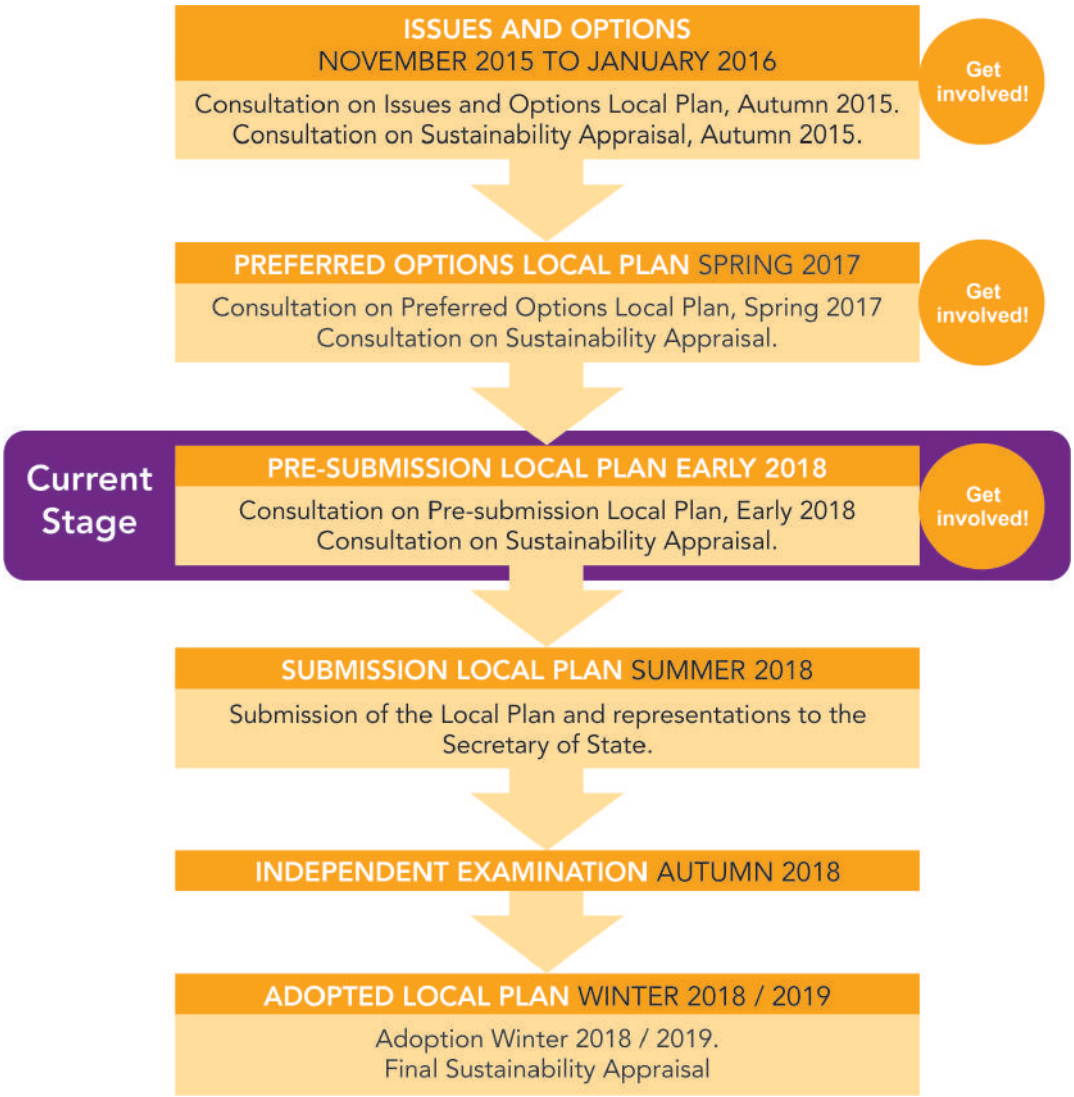
1.8 The Local Plan Issues and Options consultation focused on the issues facing Chelmsford and a number of options on how these could be addressed, including potential levels of new development with possible locations and areas of search for growth. A Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) assessed these issues against a range of social, environmental

and economic indicators to help identify all the likely significant effects.

1.9 The second consultation focused on the preferred option for meeting the local development needs and priorities by identifying preferred site allocations and setting out policies for determining planning applications.

1.10 The comments received at the Preferred Options stage have been considered as part of drafting this Pre-Submission document. More information on how these comments have been used can be found in the Preferred Options **'You Said, We Did'** Feedback Report which has been published on our website at: www.chelmsford.gov.uk/new-local-plan/evidence-base.

1.11 The diagram below shows where we are now, and the work we still have to do. The detailed timetable is set out within our Local Development Scheme, which is available to view online at: http://www.chelmsford.gov.uk/_resources/assets/attachment/full/0/46369.Pdf



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

1.13 The Local Plan will be examined by an independent inspector whose role it is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal requirements and consistency with national policy and whether the plan is 'sound'.

1.14 The new Local Plan will run from when it is adopted until 2036. Having no growth is not an option, so we want to have a plan in place to make sure development is properly planned. The aim is to get the right type of development in the right places to meet the growing needs of local people and businesses whilst protecting our environment.

1.15 This consultation document identifies the number and locations for houses, jobs and businesses we are planning for, along with all the other things needed to support growth, such as where children will go to school, where people will work, and how they will get around.

What else needs to be considered?

Department for Communities and Local Government, National Planning Policy, Housing White Paper and Planning for the right homes in the right places Consultation

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

1.17 On 7 February 2017, the Government published for consultation a new Housing White Paper. This seeks to put measures in place to ensure the timely delivery of the right type of homes in the right places. This includes proposals, which will be the subject of a further consultation, for a nationally consistent method for determining objectively assessed housing need. We believe that many of the proposals and principles contained within the Housing White Paper were already reflected and addressed in the Draft Local Plan - Preferred Options.

1.18 Furthermore, on 14 September 2017 the Government published for consultation 'Planning for the right homes in the right places' setting out a number of proposals including a standard method for calculating local authority housing need. The Council supports a standardised approach in principle. The Spatial Strategy of the Local Plan can accommodate the emerging new housing number but will continue to monitor the progress of new legislation and resulting national planning policy.

How we have assessed environmental impacts?

1.19 Alongside this consultation, we are also seeking views on a Pre-Submission Sustainability Appraisal (SA/SEA). This has been undertaken by consultants (Amec) on behalf of the Council and it will play a key role in helping to shape this new Local Plan.

1.20 The Pre-Submission SA/SEA assesses the site options and policies against a range of social, environmental and economic indicators and helps to identify all the likely significant effects. The SA/SEA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. This helps us to ensure that the emerging policies, plans and allocations in this new Local Plan are promoting sustainable development.

1.21 A Habitat Regulations Assessment (HRA) and Appropriate Assessment accompanies the Pre-Submission Local Plan. These assess whether this new Local Plan would adversely affect a European habitat site. These include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, for example, the Crouch and Roach Estuaries in South Woodham Ferrers. The HRA and Appropriate Assessment advises whether they are any likely significant effects on European habitat sites and sets out appropriate mitigation strategies where adverse effects are identified.

1.22 The Council has taken into account the findings of the SA/SEA and HRA assessments when preparing the Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

How we have engaged with other Councils and partners?

1.23 The Council is committed to co-operate with other councils and key organisations on strategic planning issues. There is a duty for us to undertake this called the 'Duty to Co-operate'. This is to make sure that issues such as providing land for new homes, jobs, infrastructure, and managing flood risk are properly co-ordinated. The Council has led discussions with a number of key partners including other local planning authorities, Essex County Council, Highways England, utility companies and higher education providers. Further joint working will continue.

1.24 The Council's approach to this positive engagement is detailed in the Duty to Co-operate Strategy, which explains who we will engage with, when we will do it, and what methods we will use. The Council undertook an initial Duty to Co-operate scoping consultation to establish potential cross-boundary matters, and responses have fed into the Local Plan. In addition, the Council will continue to have regards to other authorities' plans. This includes neighbouring authorities' Local Plans, Essex County Council's Minerals and Waste Plans, and strategies of any other relevant bodies. The Council has produced a Duty to Co-operate Position Statement providing an update on the activities undertaken by the Council since the publication of the Preferred Options Local Plan in March 2017.

What evidence have we used?

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

1.26 A list of key evidence base document prepared to support the Local Plan is given in Appendix E, and all documents can be viewed on our website at www.chelmsford.gov.uk/new-local-plan.

Essex Minerals Local Plan 2014

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

1.28 There are active quarry sites in Chelmsford as well as currently unworked sand & gravel deposits which are subject to a Minerals Safeguarding policy within the Essex Minerals Local Plan 2014. The safeguarding policy requires that the minerals planning authority - Essex County Council - be consulted on development proposals covering 5 hectares or more within the sand and gravel Minerals Safeguarding Area.

1.29 The requirements of the Minerals Local Plan need to be considered where a development falls within a Minerals Safeguarding Area. The Minerals Local Plan also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development proposed within these Consultation Areas. The Policies Map in Section 11 identifies existing and allocated Minerals sites within the Council's area.

Essex and Southend-on-Sea Waste Local Plan

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

1.31 The Essex and Southend-on-Sea Replacement Waste Local Plan proposes new waste development in Chelmsford at two locations: Sandon Quarry and Blackley Quarry, Great Leighs.

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

1.33 The Plan also designates Waste Consultation Areas at a distance of 250m around permitted and allocated waste management facilities. Essex County Council must be consulted on all non-waste related development within these areas to ensure that the proposed development would not adversely impact on their existing or future operation. The Policies Map in Section 11 identifies existing Waste sites within the Council's area.

South East (Inshore) Marine Plan

1.34 The Marine Management Organisation (MMO) has commenced work on the preparation of the first South East (Inshore) Marine Plan. A short stretch of the Crouch Estuary within Chelmsford falls within this plan area. The Marine Plan's jurisdiction will overlap with the Local Planning Authority's responsibilities (which extend to mean low water) and due regard must be paid to the Marine Plan. This new and evolving concept of a Marine Plan will at a local level be implemented in accordance with the national Marine Policy Statements. The Local Plan will be integrated with the South East (Inshore) Marine Plan, once it is complete, to provide a consistent approach for planning on land, and within the Borough's inter-tidal and marine environment.

Planning Validation Requirements

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

1.36 The supporting documents which the Council can require to validate an application include a Design and Access Statement, Affordable Housing Statement/ Viability Statement, Health Impact Assessment, Biodiversity Survey and Report, Heritage Statement, Land Compliance Studies, Transport Assessment and Travel Plan and Education Land Compliance Assessments.

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

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

1.38 These community groups can prepare the following:

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

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

How to comment

1.40 We want to encourage as many people and organisations as possible to have their say on this Pre-Submission Local Plan. We are also inviting comments on the accompanying Sustainability Appraisal/Strategic Environmental Assessment and Habitats Regulation Assessment.

1.41 You can comment on as much or as little as you wish but for this stage in plan making, it is important that you identify which document and section you are commenting on. In addition, the Inspector will need to know whether you support or object to the Local Plan and whether the Council has met the legal requirements and whether it meets the test of soundness set out in the National Planning Policy Framework (Paragraph 182), and as outlined below:

- **Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development
- **Justified -** the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence
- **Effective** - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy -** the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Question 1

Do you consider the Local Plan legally compliant?

Question 2

Does the Local Plan comply with the Duty to Co-operate?

Question 3

Do you consider the Local Plan is sound?

- **Has the plan been positively prepared?**
- **Is it justified?**
- **Is it effective?**
- **Is it consistent with national policy?**

1.42 If you need a paper copy of any of the consultation documents, please call 01245 606330, or e-mail planning.policy@chelmsford.gov.uk Please note there is a charge for paper copies to cover printing costs.

The consultation will run for 6 weeks

8.45am on Wednesday 31st January 2018 to 4.45pm on Wednesday 14th March 2018

We cannot accept anonymous comments

Any comments received after the closing date cannot be accepted

Online Consultation Portal

1.43 The preferred way of receiving comments is online, using our specially-designed Consultation Portal. Using the Portal helps to make sure your comments are recorded accurately and are processed quickly. You can also download the consultation documents, and sign up for alerts to future consultations on this and other Local Plan topics.

1.44 To look at or register on the Consultation Portal please go to: www.chelmsford.gov.uk/planningpolicyconsult. If you have already registered you will be able to sign in, or you will be able to register as a new user. For further information about how the Consultation Portal works, read our Consultation Portal User Guide here: www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?alId=54663

Response Form

1.45 Any comments made in writing should use the specially-designed response form which can be emailed or posted to us. We will then record your comments on the Consultation Portal, to make sure they are dealt with alongside the online comments. A separate form should be completed for each comment. You can find the response form, and documents for downloading, at: www.chelmsford.gov.uk/new-local-plan.

What happens next?

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

1.47 Comments will be published on the online Consultation Portal, with your name, company name (where made on behalf of company) and will be made available for public viewing. No other personal details will be made public. Data will be held in accordance with the Data Protection Act 1998. For more information please visit the Council's Data Protection page: www.chelmsford.gov.uk/your-council/accessing-information/data-protection/

1.48 All comments will be submitted to the Planning Inspector in preparation for the Independent Examination.

2- About Chelmsford

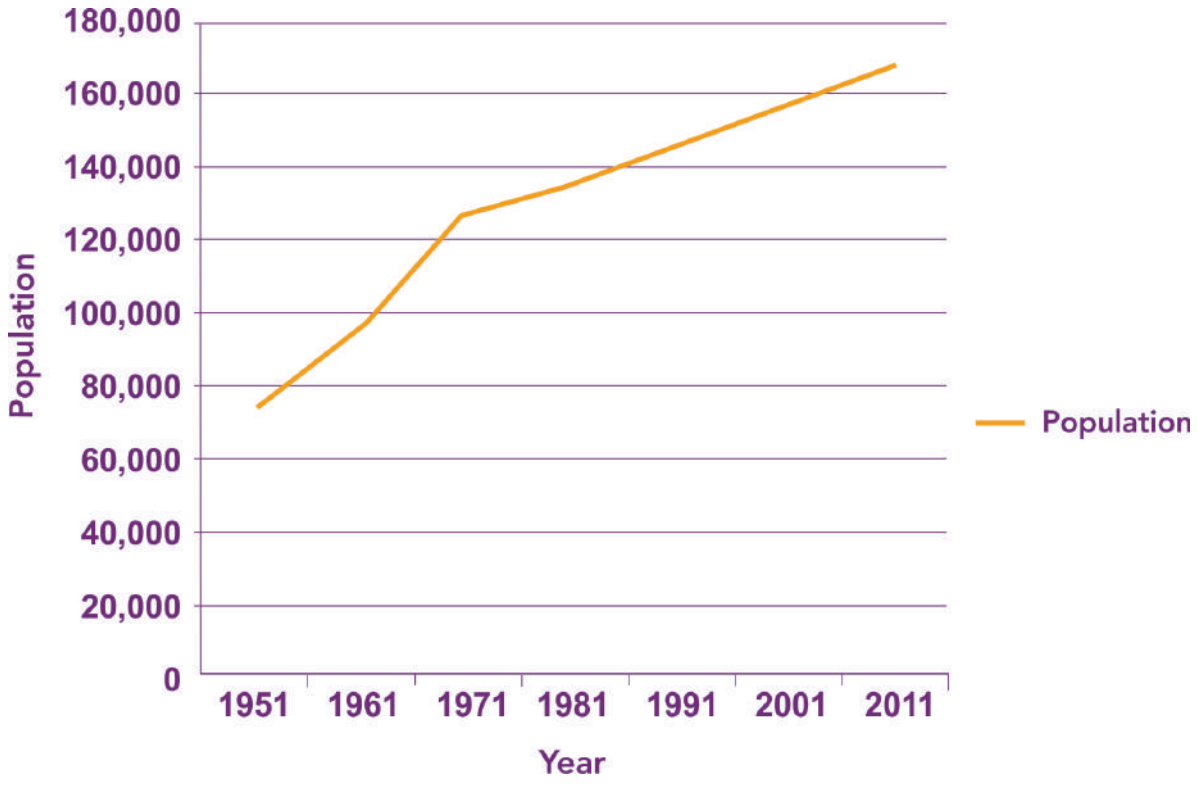
2.1 To help us to plan for the future, we need a good understanding of the characteristics of Chelmsford today, and the issues and opportunities that these present. These are set out in the evidence base documents supporting this consultation document and summarised below. More detailed information is set out within the accompanying Sustainability Appraisal/Strategic Environmental Assessment.

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

Population

2.3 Chelmsford's population is continuing to grow and is predicted to increase by 26,989 – from 171,633 in 2014 to 198,622 by 2037 (ONS 2014 Sub National Population Projections). Over the same period, the number of households is expected to increase by 15,739 – from 70,964 in 2014 to 86,703 by 2037 (CLG 2014 Projections). Historic population growth since the 1950s is shown in Figure 1.

Figure 1 : Population of Chelmsford



2.4 Between 2014 and 2037, it is estimated that 62% of this population increase will be due to net migration (more people moving into the area than moving away). The vast majority of this migration is people moving into Chelmsford from other nearby areas or from across the UK. Natural change i.e. the net difference between births and deaths is projected to account for 38% of the increase. Projections show increases in the population at virtually all ages, with very large increases projected for those aged in their late 60s and above. The most common household in 2013 was couples living alone (29.3%) – i.e. with no other adults or dependent children. This trend is set to continue into 2037, where couples living alone will represent 29.1% of households. Demographic changes will shape the type and size of accommodation necessary over the Plan Period.

Deprivation

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

Regional Context

Ambitions for Growth across Essex

2.6 Chelmsford is located in the heart of the county. Essex, including Southend and Thurrock, is a thriving and prosperous area, home to over 1.8 million people and nearly 80,000 businesses. Essex has seen significant growth in new homes and jobs in recent years and this trend is forecast to continue.

2.7 Essex has an excellent strategic location, adjacent to London with good links to Europe, as well as other key economic locations such as Cambridge. These and other strengths have allowed Essex to be a significant driver of the UK economy - generating £36bn Gross Value Added (GVA) (ONS Regional GVA, 2014). Essex also benefits from international links through its airports (Stansted and Southend) and ports (Harwich, London Gateway and the Port of Tilbury). Much of the Essex economy is focused along four key corridors, following major transport routes:

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

2.8 The Essex economy currently supports nearly 820,000 jobs and is predicted to need around 79,000 new jobs by 2036, representing growth of 10% (Cambridge Econometrics, EEFM, 2016). Due to its strategic position along the A12 corridor, existing strong local economy and highly educated population, Chelmsford is expected to accommodate a major share of the forecast new employment and retail growth.

2.9 Essex delivered around 46,300 new homes over the 10 year period from 2005 to 2014. It is estimated that there will be a need to provide nearly 180,000 new homes between 2016 and 2036. This scale of housing growth will require a considerably higher average completion rate – approximately 8,980 homes per-year over the next 20 years compared with 4,630 homes per-year achieved between 2005 and 2014.

North and Central Essex

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

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

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

2.13 The authorities share a common Housing Market Area (HMA) and have worked in partnership to assess the future housing and job needs across the HMA. Braintree, Colchester and Tendring Council's emerging Local Plans extend to 2033. The home and job numbers for the HMA for the period 2013 to 2036 are set out in Table 1. This uses the existing methodology for calculating housing need which will need to be reviewed in light of the Government's emerging standard methodology at key plan making points in the future.

Table 1 : North and Mid Essex HMA - Objectively-Assessed Housing and Jobs Numbers 2013-2036

Authority	Homes per-year	Total Homes	New Jobs per-year	Total Jobs
Braintree	716	16,468	490	11,270
Chelmsford	**805**	**18,515**	**725**	**16,675**
Colchester	920	21,160	928	21,344
Tendring	550	12,650	490	11,270
TOTAL	2,991	68,793	2,633	60,559

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

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

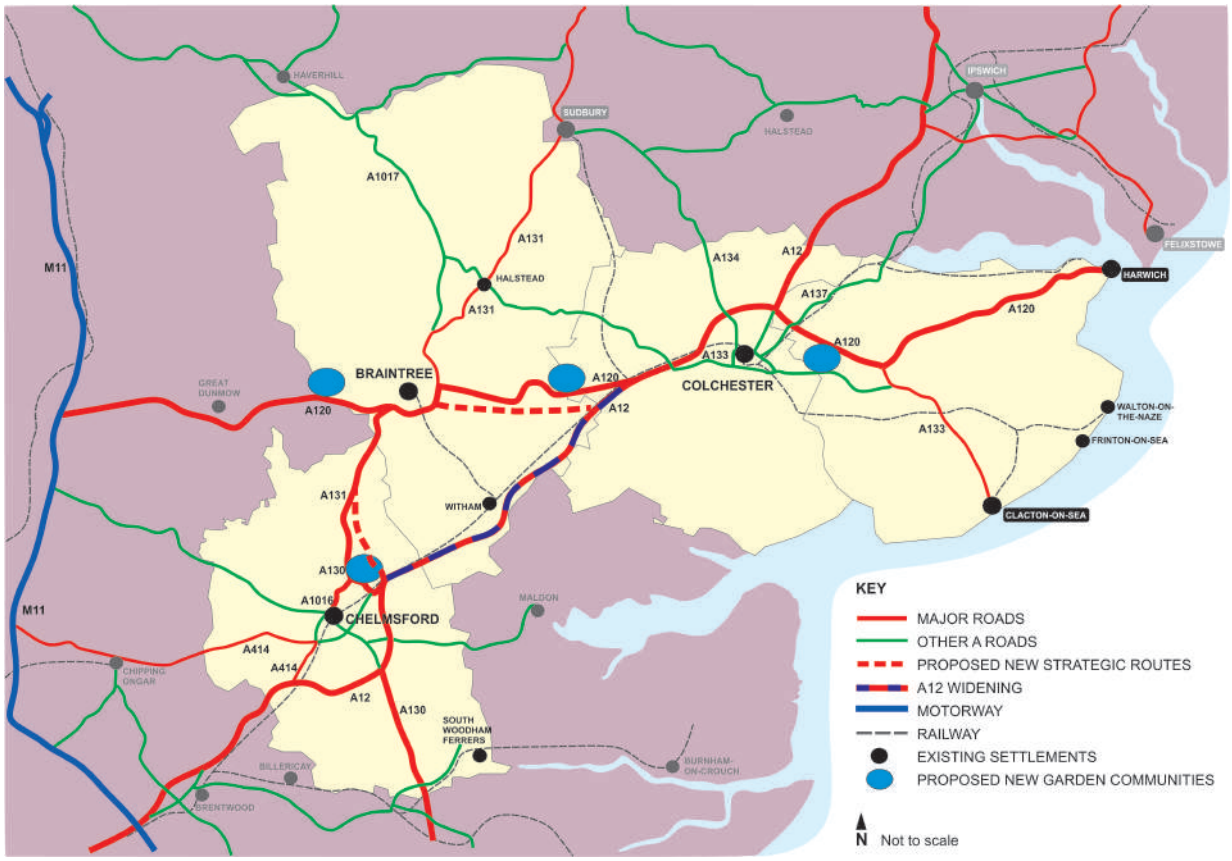
2.16 Against this background, the key strategic objectives the HMA authorities will address collaboratively are:

- **Providing New and Improved Infrastructure** - To make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development, to ensure this is provided alongside the development. To enable provision of upgraded broadband infrastructure and services

- **Providing Sufficient New Homes** - To provide a level of new homes to meet the needs of a growing and ageing population; by ensuring the availability of developable land in appropriate locations and market delivery of a suitable mix of housing types
- **Fostering Economic Growth** - To strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth
- **Addressing Education and Healthcare Needs** – To provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the NHS and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities, and
- **Ensuring High-Quality Outcomes** – To promote greater ambition in planning and delivering high-quality sustainable new communities, including through new garden communities and strategic growth areas. Overall, new development must secure high standards of urban and built design which creates attractive places where people want to live, work and visit.

2.17 The authorities together with Essex County Council, are working together to promote sustainable growth with the necessary supporting infrastructure and to address the strategic priorities across the wider geographical area. A 'Memorandum of Co-operation: Collaboration on Strategic Priorities in North and Central Essex' (MOU), has been signed by North Essex Districts (Braintree, Colchester and Tendring), Essex County Council and Chelmsford City Council to explore the proposed new garden communities across the area and other strategic cross-boundary matters. Proposed locations for these are shown in Figure 2.

Figure 2 : Location of Proposed New Garden Communities in North and Central Essex



Local Context

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

Jobs and economy

2.19 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 85,000 jobs – the second highest of any local authority area in Essex and there are around 9,000 businesses.

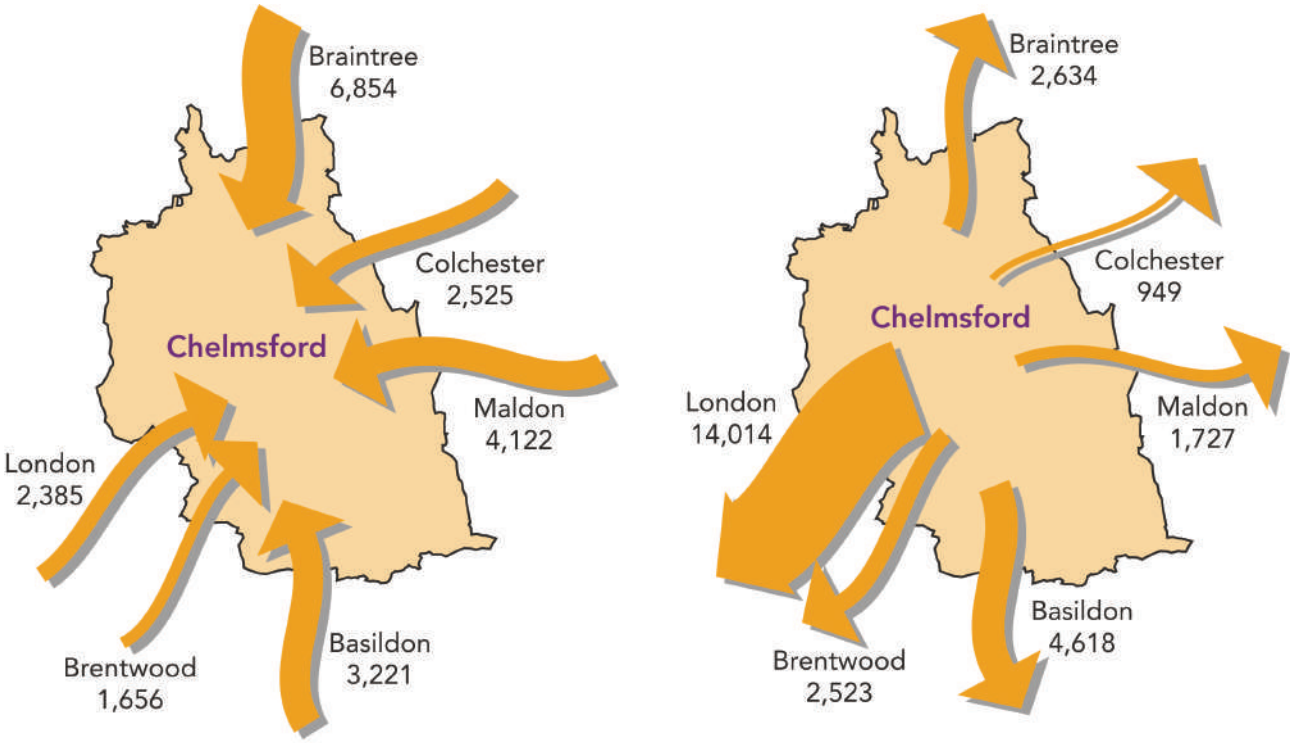
2.20 Over 50% of Chelmsford's working population both live and work in Chelmsford. Around 20% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Maldon Brentwood and Braintree, where some 16% commute to work. Around 36% of Chelmsford's workforce lives outside the area with significant commuting across North Essex, with over 13,000 people commute from Braintree, Colchester and Maldon each day to work in Chelmsford. This reflecting the functional economic geography which Chelmsford shares with Braintree, Maldon and Colchester districts.

2.21 The economy of Chelmsford is mixed, with high numbers of jobs in the service sector, education and health, administration, manufacturing and construction. Growing employment sectors across Essex that are set to create new jobs over the next 20 years include advanced manufacturing, low carbon and renewable energy technologies, life sciences and healthcare, digital and creative services, financial and business services, and logistics (Chelmsford Economic Strategy, 2017).

Transport

2.22 High car ownership and high levels of vehicle movements and commuting cause traffic congestion on main roads across Chelmsford at peak times. The high cost of local housing also results in some workers living a significant distance from their workplace. Inward and outward commuting flows are shown in Figure 3.

Figure 3 : Main commuting flows into and out of Chelmsford

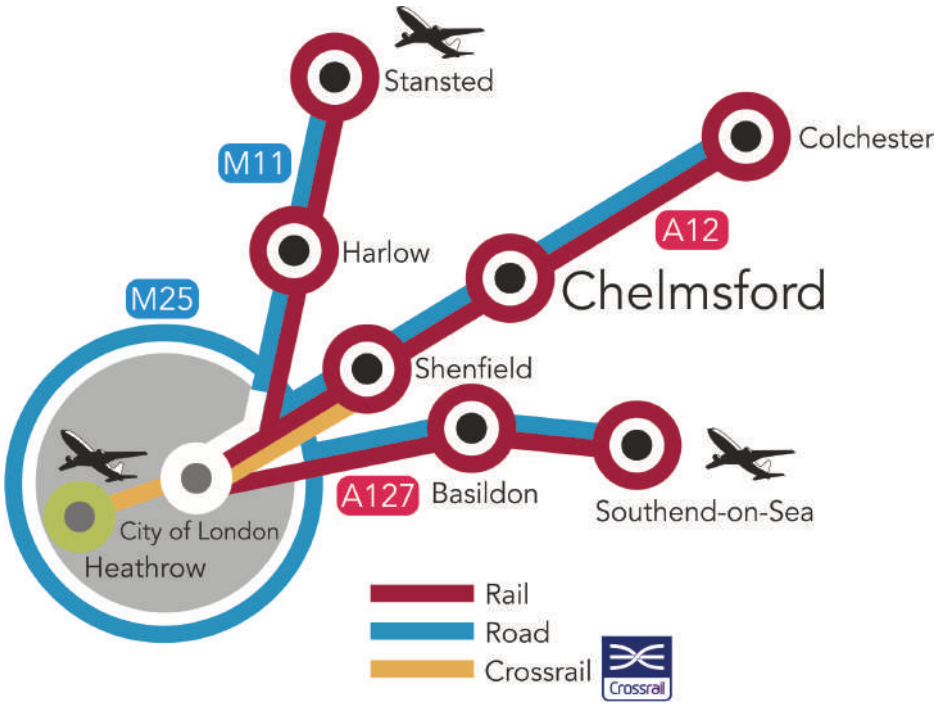


Source: ONS (2011)

2.23 Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A414. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods.

2.24 The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. The Elizabeth Line (Crossrail) is expected to start operating in the first part of this plan period with services commencing just south of Chelmsford in Shenfield. The opportunities that Elizabeth Line will bring in terms of additional capacity and quicker journeys to a wider choice of destinations will be a contributor to the continued attractiveness of Chelmsford as a place to live and to do business. Chelmsford also has good connections to London Stansted and Southend airports, as shown in Figure 4.

Figure 4 : Chelmsford's Connectivity



Environment

2.25 Chelmsford enjoys a very high-quality environment with 700 hectares of recreational space, including 14 Green Flag accredited parks[4], complemented by an extensive network of Green Wedges, Green Corridors, gardens, and nature reserves. The Green Wedges and Corridors cover 9% and 3% of the land in the whole of the Chelmsford area. Many major cities in the UK have an area of open land around their built-up area which is designated as Green Belt. This is designed to prevent the unrestricted sprawl of these cities. The Green Belt in Chelmsford is part of London's Green Belt often referred as the Metropolitan Green Belt. There are three main rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. The Green Belt covers almost 34% of the land in the south and west of Chelmsford, shown in Figure 5.

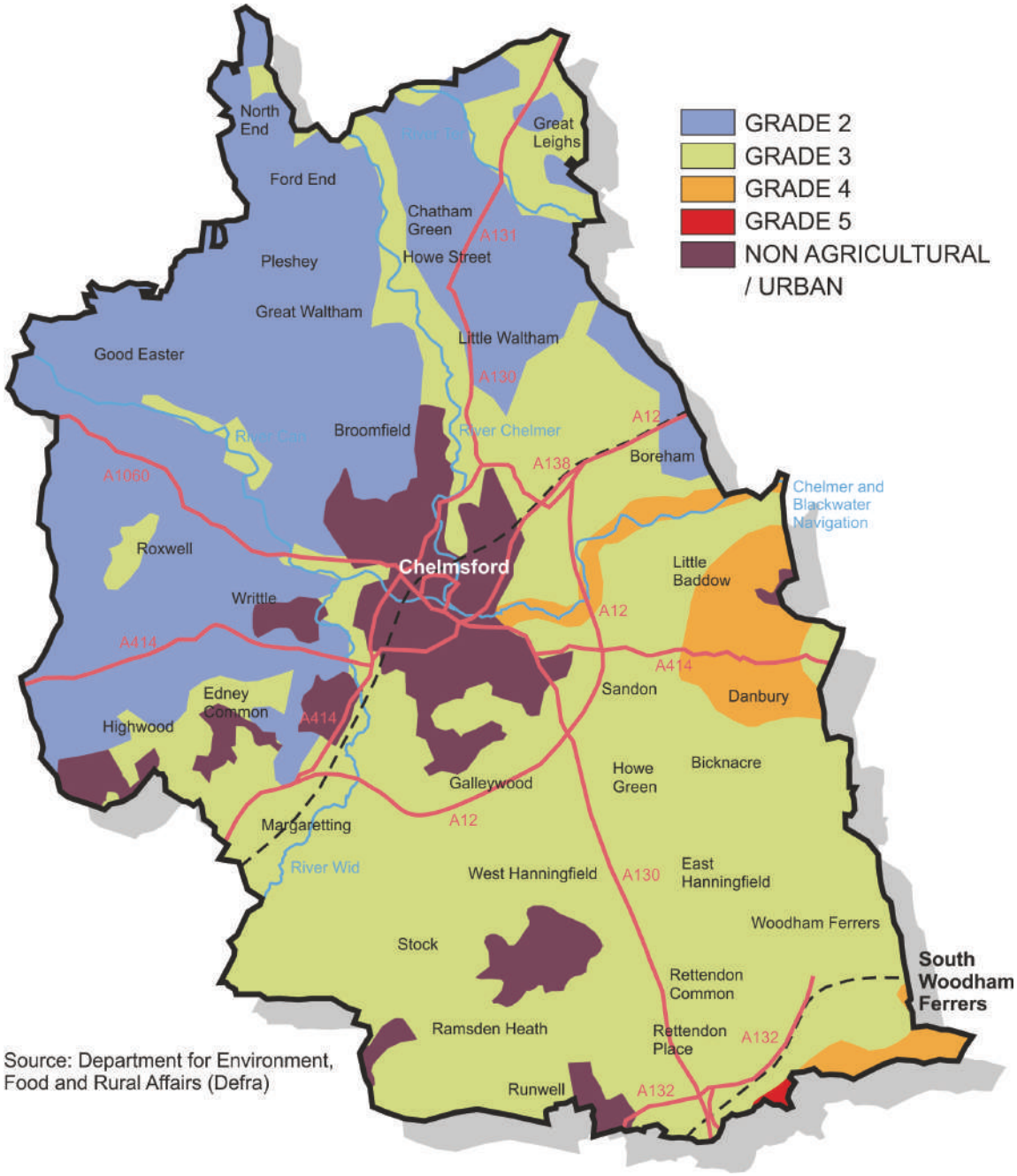
4 Green Flag Award Winners List 2017

Figure 5 : London's Green Belt



2.26 There are large areas of agricultural land in Chelmsford which provides an important natural resource. Land quality varies from place to place and the Agricultural Land Classification (ALC) provides a method for assessing the quality of agricultural land. Figure 6, showing Natural England's Agricultural Land Classification of Chelmsford, sets out that most of this is classified as agricultural Grades 2 and 3 (incorporating 3a and 3b) (very good and good-to-moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent) with the majority of Grade 2 land in the north and west of Chelmsford. The Best and Most Versatile Land is defined as Grade 1, 2 and 3a. Figure 6 below represents a generalised pattern of agricultural land classification grades and does not show the subdivisions of Grade 3 which are normally mapped in more detail. In the main, the higher grade agricultural land lies to the north west of Chelmsford.

Figure 6 : Agricultural Land Classification



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

2.28 Chelmsford is also rich in history, with over 1,000 listed buildings, 25 Conservation Areas, 19 scheduled monuments and 6 historic park gardens. Its historic landscape contains many archaeological sites dating back to pre-historic times.

Education and Skills

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

2.30 Anglia Ruskin University is one of the largest and fastest growing universities in the UK which will include a new School of Medicine opening in 2018. Writtle University College is one of the oldest land-based institutions in the UK now specialising in design and sport courses. Both Universities provide a range of research and consultancy services to businesses, working in partnership to add value to their business and are therefore important drivers of the local economy. In addition, Chelmsford College is developing its specialism in engineering, science and technology working in partnership with the Universities.

Community Facilities and Services

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

Health

2.32 The health of Chelmsford's population is generally good with life expectancy for both men and women higher than the average for England. Despite an overall positive picture of health, some inequalities in health do exist. For example, life expectancy is 6.1 years lower for men in the most deprived areas of Chelmsford than in the least deprived areas.

2.33 Healthcare provision in Chelmsford includes Broomfield Hospital (which includes Accident and Emergency services) and a range of private and NHS healthcare providers. There are also three private hospitals in Chelmsford. New healthcare facilities are proposed as part of the major new development currently taking place to the north east of the City Centre at Beaulieu.

Current and future role of Chelmsford

Chelmsford's Evolution

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

2.35 Chelmsford was awarded City status in 2012 and as the County Town it provides many administrative, legal and civic functions for the whole of Essex. This underpins Chelmsford's role as the Capital of Essex. The influence of Chelmsford extends not just across Essex, but also across the wider region where it is one of the most successful areas, with a strong and diverse local economy, attractive new housing areas and substantial investment taking place on vital new infrastructure.

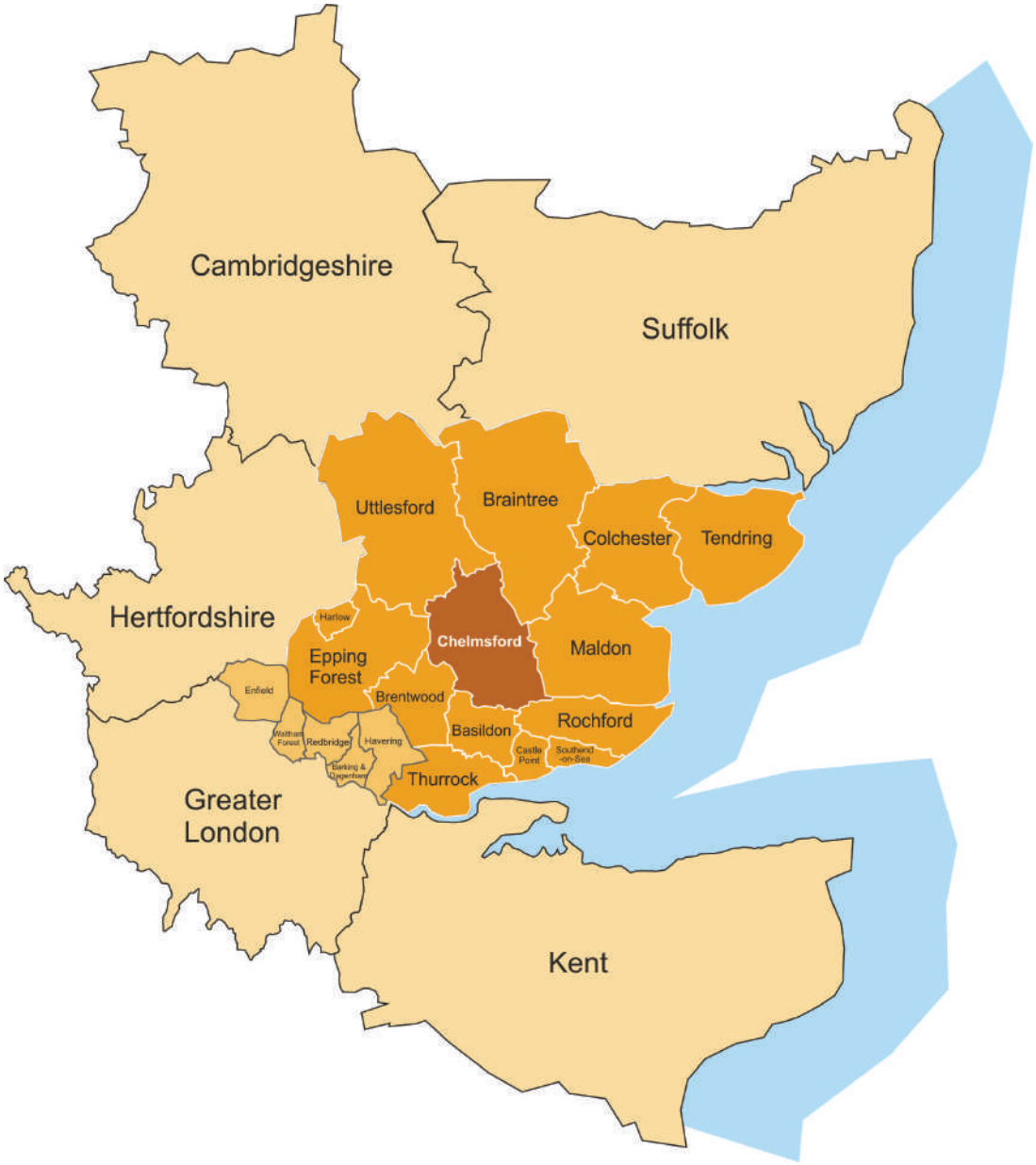
2.36 The strategy of the Council's adopted Local Plan (the Local Development Framework) is to focus development on previously developed sites in Chelmsford City Centre and to extend the City to the north of the built-up area for major development on greenfield sites at Beaulieu and Channels in north east Chelmsford. The previously developed site included the development of the former St John's Hospital site, former University Central Campus site and former Marconi Works, all of which are now being built.

2.37 Chelmsford is already an attractive place, comprising the City of Chelmsford, the town of South Woodham Ferrers, numerous villages and a rich and diverse natural and historic environment. It has grown substantially since 1945 and will continue to grow in the future. In many respects, the growth that has taken place, particularly during the past 20 years, has helped shape Chelmsford to be the successful place it is now. Vital new infrastructure has been delivered alongside new homes, jobs, shops and leisure opportunities. Chelmsford's economy has been transformed from one being dominated by manufacturing industry to one with strengths across many sectors, but especially finance, health and education.

Chelmsford – Present Day to 2036

2.38 Chelmsford is at the very heart of Essex, being centrally located within the County and adjoined by seven neighbouring local authorities (Figure 7). The Green Belt covers almost 34% of the land in the south and west of Chelmsford.

Figure 7 : Map of Planning Authorities that surround Chelmsford



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

2.40 The Council is working, and will continue to work, with its many partners in both the public and private sectors to deliver positive change for its communities. The Local Plan through its Strategic Priorities, Spatial Principles, policies and proposals provides the key planning framework to guide such change until 2036. It provides an exciting opportunity to ensure that Chelmsford continues to be at the forefront of creating sustainable new communities, contributing to its future success.

Chelmsford 2036 – 2050

2.41 The Council will want to ensure that development plans post-2036 can build on the success of previous Plans and the area's strengths to ensure that Chelmsford can further develop as an attractive and accessible place in which to live, work and socialise.

2.42 Chelmsford's success means that it is inevitable that it will remain a focus for growth and change in the County well into the 21st Century. Our growth agenda beyond 2036 to the period to 2050 is likely to at least replicate the housing and job numbers in the Plan period to 2036. Planning for the long-term increases certainty and provides a strategic framework to maximise the potential for infrastructure funding.

2.43 The need to deliver more housing, jobs, improved sustainable transport, new and improved infrastructure and protection of the environment, will continue to remain fundamental objectives of the Council and future development plans. This could include a new strategic road to serve the west of Chelmsford. To achieve this, the Local Plan will be forward looking, shaping the sustainable planning of Chelmsford's development and infrastructure needs not just in the foreseeable future but also providing a longer-term framework.

3- What are our Strategic Priorities?

Our Strategic Priorities

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

Strategic Priority 1 - Ensuring Sustainable Patterns of Development

3.2 National planning policy includes a presumption in favour of sustainable development requiring Local Plans to plan positively to meet objectively-assessed development needs.

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

Strategic Priority 2 - Meeting the needs for new homes

3.4 Chelmsford is a largely affluent area where average house prices and rents are high, sustained by high demand. As with much of the South East of England, this creates an affordability issue as the cheapest homes are less affordable to those on lower incomes. There is significant demand for affordable housing or starter homes for first time buyers or those on lower incomes. There is also demand for supported housing and independent living accommodation for older people (55+) and adults with disabilities.

3.5 The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet objectively-assessed housing needs (OAHN for short) and the requirements of the Gypsy and Traveller Accommodation Assessment (GTAA for short). The ageing population also means that the Plan needs to provide the right type of homes, including independent living accommodation for older people (55+), adults with learning or other disabilities and appropriate support services as well as sufficient healthcare facilities to support both older residents and the population as a whole in the period to 2036.

Strategic Priority 3 - Fostering growth and investment and providing new jobs

3.6 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity and quality of life of local residents. The Local Plan needs to ensure that Chelmsford's businesses thrive, continue to innovate and can be even more productive. This will be through the provision of flexible local employment space to meet the employment and economic needs of Chelmsford. The Local Plan will need to ensure that Chelmsford fosters new economic growth and new jobs to meet forecast local needs.

3.7 Unemployment is low in Chelmsford. Around 1% of the population claim jobseekers allowance (ONS, November 2016). Chelmsford also has a higher proportion of managerial and professional workers compared to regional and national averages. However, Chelmsford does have a skills shortage in some sectors including healthcare, and some workers are unable to afford homes close to work. This creates additional pressure to make sure that adequate provision is made for housing in line with Chelmsford's role as a regional and sub-regional centre.

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

3.9 The Council will also continue to support local businesses outside the Local Plan process through its business support services and by delivering the emerging Chelmsford Economic Strategy.

Strategic Priority 4 – Protecting and enhancing retail, leisure and commercial development

3.10 Jobs in retail are focused in Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres. Chelmsford City Centre attracts shoppers and visitors from well beyond. It continues to grow in choice and popularity and is now ranked within the top 100 of all shopping centres across the country. Conversely, there is evidence that the retail offer of South Woodham Ferrers Town Centre could benefit from enhancements and investment to meet the requirements of customers, businesses and visitors.

3.11 There is a wide range of leisure services provided by the City Council and through the private sector. These include a wide range of sports and recreation facilities, including two cinemas, Chelmsford Race Course, multiple and wide ranging sports facilities and extensive improvements to the Riverside Ice and Leisure Centre which is currently underway.

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

Strategic Priority 5 - Delivering New and Improved Strategic Infrastructure

3.13 The continued growth and popularity of Chelmsford is placing pressure on existing strategic infrastructure. This includes pressure on transport infrastructure, the potential for increased flood risk and greater pressure on resources such as water and waste services. Some parts of Chelmsford are also without access to high-speed broadband.

3.14 One of the most challenging strategic infrastructure requirements is ensuring the transport network is sufficient to accommodate future growth. Many of the existing roads are at, or near to, capacity. Much existing transport infrastructure therefore has little spare capacity to cope with population growth and new housing and employment development. However some additional capacity in certain areas may come about from promoting a change in behaviour, for example in how people choose to travel.

3.15 Independent consultants, Ringway Jacobs, through Essex County Council has undertaken transport modelling to help support the proposals in the new Local Plan. The Local Plan evidence base comprises a series of traffic modelling reports including a specific report on the Pre-Submission Local Plan. The Pre-Submission traffic modelling report follows on from earlier assessments of the Local Plan iterations. The modelling outputs indicate that the patterns and severity of congestion across Chelmsford in the modelling remain broadly consistent regardless of differences in Local Plan development allocation and the mitigation measures identified. Further work has been undertaken to consider the likely traffic impact on local junctions most affected by the development sites and the mitigation measures to help to improve the performance at the junctions. The results of this additional modelling work has informed the Pre-Submission Local Plan.

3.16 This Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk have also been subject to a more detailed assessment, including sequential and exception tests.

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

3.18 Throughout the plans evolution the Council will work with stakeholders to help promote upgraded broadband communications in all new developments, where it is viable to do so.

3.19 Appropriate waste management and the supply of minerals is provided for within Essex County Council's Waste and Minerals Plans. These plans, alongside close work with the County Council, have informed the Local Plan process and will ensure that there is appropriate management of waste and that any mineral reserves are not sterilised by future development.

3.20 Provision of appropriate and timely strategic infrastructure will be central to the continuing prosperity, attractiveness and sustainability of Chelmsford. Plan-led growth provides the opportunity to address infrastructure needs, maximise the efficient use of existing infrastructure capacities and explore opportunities for new sustainable infrastructure. A range of infrastructure types will be within the Local Plan including transport, utilities (including sewage and electricity) and flood alleviation. The Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and details regarding its phasing and costing.

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

Strategic Priority 6 - Delivering New and Improved Local Infrastructure

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

3.23 A key infrastructure challenge will be ensuring that the local and strategic transport network can accommodate the proposed future growth. The traffic modelling evidence base work has assessed the transport implications of the Local Plan throughout its preparation.

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

3.25 Provision of appropriate and timely local infrastructure to support growth will be central to the continuing prosperity, attractiveness and sustainability of Chelmsford. A range of local infrastructure types will be within the Local Plan including social and community facilities, education, primary healthcare, recycling facilities and appropriate drainage. The strategic growth site policies within the Plan will set out the local infrastructure required to support the identified growth. To support this the Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and details regarding its phasing and costing.

3.26 The Council will use Community Infrastructure Levy (CIL), and/or its successor receipts and planning conditions or legal agreements to ensure the provision of infrastructure. The Council will also work with infrastructure providers to facilitate the timely provision of local infrastructure needed to support development. Where necessary this will involve suitable phasing of development and forward funding of its supporting local infrastructure.

Strategic Priority 7 - Protecting and enhancing the Natural and Historic Environment, the Green Belt and valued landscapes

3.27 Chelmsford has a wide range of planning designations such as Green Belt and other national environmental and heritage designations such as SSSI's, local wildlife habitats and woodlands providing biodiversity and ecological benefits. Chelmsford's historic environment is also important with a range of Scheduled Monuments and Listed Buildings. All of these contribute towards the local distinctiveness of the area and need to be protected and enhanced at the same time as achieving the growth required.

3.28 In line with national policy and the evidence base, the policies and allocations in the Local Plan will ensure that new development takes place in a sustainable way (by balancing economic, social and environmental priorities). This includes ensuring that Chelmsford can accommodate its future growth requirements and minimise the effect on the environment for example by promoting development of previously developed land in Chelmsford's Urban Area. The Local Plan will also protect and enhance local distinctiveness and plan positively for the creation, protection and enhancement of networks of biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategy.

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

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

3.31 There is a need to address climate change globally and locally to minimise flood risks and reduce carbon emissions. There is scope within the Local Plan to contribute to reducing emissions through the location of development and the design of buildings and places within new and existing development.

Strategic Priority 8 - Creating Well Designed and Attractive Places, and Promoting Healthy Communities

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

3.33 The new Local Plan will seek to ensure that all new development meets the highest standards of design. The Plan will also encourage the use of masterplans and design codes where appropriate for strategic scale developments.

3.34 The Local Plan policies will also seek to promote the health and wellbeing of communities for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of walking and cycling. New development will need to ensure that the integrity of communities is maintained and social cohesion is promoted. New development can also help provide new primary health services.

Strategic Priority 9 – Reinforcing Chelmsford's regional role as 'Capital of Essex'

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

3.36 Existing developments such as the new Bond Street development, Bus Station, former Marconi Site, Anglian Ruskin University Central Campus, and the Cricket Club have assisted the City Centre in being a vibrant place both during the day and in the evening. As well as a wide range of residential development in the City Centre there is a focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. The Council will continue to encourage investment in major new infrastructure, retail, office, arts, leisure and cultural facilities to build upon and to reinforce Chelmsford's regional role as 'Capital of Essex'.

3.37 The Council is keen to ensure that all parts of the City are vibrant and successful with continued new facilities and by encouraging investment in Chelmsford's arts and culture. To this end the Council is also developing a strategy to promote integrated enhancement of the West End quarter of Chelmsford City Centre. This area has a diverse mix of uses, acts as an important transport interchange and includes important civic functions, yet parts of the area have a rundown appearance and feel severed from the City Centre. The strategy will create a vision for the West End and make recommendations for enhancements in the future to provide an attractive and distinctive quarter.

4- Our Vision and Spatial Principles

4.1 Taking into account the Strategic Priorities, this Section sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2036 and beyond.

Vision for Chelmsford

4.2 Our Vision for Chelmsford sets out the kind of place we want to be in 2036:

To continue the existing successes from the growth of Chelmsford City Council's area by embracing our role as England's newest City and the Capital of Essex. Chelmsford will be a sub-regional catalyst for change, providing new sustainable neighbourhoods and attracting inward investment for a wide range of businesses across our area. This also means maximising development opportunities within a compact and vibrant City Centre.

This positive change will optimise the opportunities for new and upgraded infrastructure including leisure and recreation facilities, shops, education and healthcare services and also provide even better housing and job opportunities to local residents, making places where people want to live and work to further improve their quality of life and wellbeing. This will include improving the way people move around by public transport, by bike, on foot and in private vehicles and making the most of the area's assets and opportunities such as its river valleys, and improving the built, natural and historic environment.

By 2036, Chelmsford will continue to:

- be an area for significant growth, achieving sustainable housing and employment development and providing new homes and jobs to meet a range of needs
- support a strong and expanding economy including supporting the growth of the advanced manufacturing, life sciences and healthcare, creative industries, Financial Services and research and development sectors
- be a place with an improving transport system offering enhanced connectivity and supporting sustainable new development including a railway station in North Chelmsford, further Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements
- move towards a low carbon future for Chelmsford
- maximise opportunities for sustainable transport by providing increased opportunities for walking, cycling and public transport
- provide new and expanded infrastructure, services and facilities to support new development, including the provision of new education, healthcare facilities and green infrastructure
- have residents benefiting from healthier, more inclusive and active lifestyles, and accessing excellent cultural and leisure activities

- deliver developments that respect the character and local distinctiveness of the area and that are well designed
- protect and enhance the rich and diverse natural, built and historic environment
- maximise the conservation value and enjoyment of Chelmsford's unique Green Wedges, riverbanks, canals and waterways including Sandford Mill
- be a centre of excellence for education and skills development with high-performing Schools, two Universities and a new School of Medicine
- achieve the urban renewal and regeneration of Chelmsford's Urban Area and City Centre
- have a City Centre which continues to be a key retail, business and service centre for Essex and beyond, supported by an excellent complementary offer and outstanding public realm
- revitalise South Woodham Ferrers Town Centre by enhancing its retail, cultural and leisure offer
- support the rural economy with vibrant and sustainable rural areas
- build on success and facilitating the sustainable growth of the area
- facilitate the provision of high-speed broadband; and
- be vibrant, attractive and a desirable place to live, work and visit.

Spatial Principles

4.3 The following Spatial Principles will guide how the Strategic Priorities and Vision will be achieved. They will underpin spatial planning decisions and ensure that the Local Plan focuses growth in the most sustainable locations.

STRATEGIC POLICY S1 – SPATIAL PRINCIPLES

The Council will apply the following guiding Spatial Principles to deliver the Strategic Priorities and Vision in order to underpin the Spatial Strategy:

- **Maximise the use of suitable previously developed land for development**
- **Continue the renewal of Chelmsford City Centre and Urban Area**
- **Locate development at well connected sustainable locations**
- **Locate development to avoid or manage flood risk**
- **Protect the Green Belt**
- **Protect and enhance the character of valued landscapes, heritage and biodiversity**
- **Respect the pattern and hierarchy of existing settlements**
- **Ensure development is deliverable**
- **Ensure new development is served by necessary infrastructure**
- **Use development to secure new infrastructure**
- **Plan for the longer-term.**

Reasoned Justification

4.4 The Council has assessed its development requirements for the period to 2036. This development growth needs to be managed to ensure sustainable development is achieved. Therefore, to manage this change, a series of Spatial Principles have been established. The Spatial Principles are not listed in order of preference or priority but are all interrelated and when considered together will shape the Council's Spatial Strategy.

Maximise the use of suitable previously developed land for development

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

4.6 By their very nature previously developed sites can be well served by existing infrastructure but they may also be subject to constraints related to their precise uses or surroundings. These can include sites being in multiple ownership, the high cost of land, demolition of existing buildings and site remediation works. As such, redevelopment of some previously developed land can take a long time to become deliverable. There are a number of previously developed sites in the Chelmsford Urban Area which will be suitable for redevelopment over the Local Plan period. This reflects changes in the national and local economy resulting in land becoming derelict or under-used.

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

Continue the renewal of Chelmsford City Centre and Urban Area

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

Locate development at well connected sustainable locations

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

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

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

Locate development to avoid or manage flood risk

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

Protect the Green Belt

4.12 The extent of the Green Belt in Chelmsford is already established in the Council's adopted Local Plan (Local Development Framework) and therefore national planning policy is clear that the boundaries should only be altered in exceptional circumstances. The Green Belt will be protected as it provides the strongest possible planning policy to prevent the encroachment of urban growth into open undeveloped areas and the coalescence of existing built-up areas.

Protect and enhance the character of valued landscapes, heritage and biodiversity

4.13 The Local Plan will protect valued landscapes by designating Green Wedges and Green Corridors, and protect and enhance the natural and built environment so that residents have access to good quality open spaces and wildlife can flourish. Opportunities for greater use of Chelmsford's unique rivers and waterways including improved access to community assets in the river valleys such as Sandford Mill will also be promoted.

Respect the pattern and hierarchy of existing settlements

4.14 Strategic development will be focused in accordance with a Settlement Hierarchy by directing the new development growth in or around the higher order settlements i.e. Chelmsford City and South Woodham Ferrers Town Centre and Key Service Settlements outside the Green Belt. The existing settlement pattern should be respected so development does not sprawl into nearby settlements undermining their distinct and separate identities, and to prevent more isolated development which is severed or with poor connectivity.

Ensure development is deliverable

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

Ensure new development is served by necessary infrastructure

4.16 Development will need to be supported by provision of infrastructure, services and facilities that are identified to serve the needs arising from new development, and provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development. This will include maximising the efficient use of existing infrastructure and securing forward-funded infrastructure that supports new development such as the provision of new schools.

Use development to secure new infrastructure

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

Plan for the longer-term

4.18 Chelmsford will remain a focus for growth and change in the County well into the 21st Century. It is already a vibrant and attractive place to live, work and socialise, located within the heart of Greater Essex. As the County Town, with a strong economy, good transport connections, high quality of life and attractive environment, it is already a major draw for employment, shopping, leisure and one of the best places to live in the UK. Over the coming decades, Chelmsford is forecast to be the major growth location for new homes and jobs. As such, the Local Plan will be forward looking to help shape development and change in the longer-term, extending beyond this Plan period to 2050. This will be considered through the on-going monitoring and future review process of the Local Plan and its supporting evidence base.

5- Creating Sustainable Development

5.1 This Section sets out the Strategic Policies that will underpin and guide the Council's Spatial Strategy by addressing climate change, promoting social inclusion, conserving and enhancing the historic and natural environment and safeguarding community assets.

Addressing sustainability

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

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

STRATEGIC POLICY S2 – SECURING SUSTAINABLE DEVELOPMENT

The Council will take a positive approach when considering development proposals that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Sustainable development in Chelmsford will demonstrably contribute to the Local Plan Vision and Spatial Principles and will accord with the policies in this Local Plan and, where relevant, Neighbourhood Plan policies.

Planning applications that comply with the Local Plan (and, where relevant a Neighbourhood Plan), will be approved without delay unless material considerations indicate otherwise.

Where there are no development plan policies relevant to the application or relevant policies are out-of-date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise and taking into account whether:

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in the National Planning Policy Framework indicate that development should be restricted.**

Reasoned Justification

5.4 For the purposes of implementing this policy, the definition of sustainable development is contained in the National Planning Policy Framework (NPPF). The NPPF emphasises the economic, social and environmental roles which the planning system must perform in order that sustainable development can be delivered. The NPPF states that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development in Chelmsford, economic, social and environmental gains should be sought jointly and simultaneously wherever possible.

5.5 The presumption in favour of sustainable development is central to all elements of the Local Plan as well as emerging Neighbourhood Plans. The Local Plan will positively seek opportunities to meet the development needs of Chelmsford and meet objectively-assessed development needs unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

5.6 The NPPF advises that Local Plans need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas. Therefore, this policy should be read in conjunction with other relevant policies of this Local Plan, and where relevant a Neighbourhood Plan.

STRATEGIC POLICY S3 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK

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

- **Reduces greenhouse gas emissions**
- **Promotes the efficient use of natural resources such as water**
- **Reduces the need to travel and provides for sustainable transport modes**
- **Provides opportunities for renewable and low carbon energy technologies and schemes**
- **Provides opportunities for decentralised energy and heating systems**
- **Encourages design and construction techniques which contribute to climate change mitigation and adaptation**
- **Minimises impact on flooding**
- **Provides opportunities for green infrastructure including city greening, and new habitat creation.**

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

Reasoned Justification

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

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

5.9 To mitigate the impacts of climate change, the Climate Change Act 2008 commits the UK to reducing carbon dioxide emissions by at least 80% below 1990 levels by 2050. This is a very challenging target and local plans present an obvious opportunity to help meet this target e.g. promoting green infrastructure including city greening, and by shaping the location and design of new development, including measures to promote renewable and low carbon energy developments, water and energy efficiency such as insulation, living walls/roofs, passive solar design, tree planting and SuDS and

providing resilient ecological networks.

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

5.11 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk both within the development boundary and off-site in all flood zones and, to ensure that the development remains safe throughout its life. In line with Policy NE3 development within areas of flood risk will be required to provide a safe means of access or suitably manage risk through some other means. At a development site level, mitigations measures can include SuDS, the use of permeable hardstanding materials and landscaping. At a strategic level, in order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

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

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

5.14 The Marine Management Organisation (MMO) is preparing a South East (Inshore) Marine Plan which includes land to the south of South Woodham Ferrers. The Marine Plan's jurisdiction will overlap with the Council's responsibilities (which extend to mean low water) and due regard must be given to the Marine Plan. The Local Plan will be integrated with the South East (Inshore) Marine Plan, once it is complete, to provide a consistent approach for planning on land, and within the Borough's inter-tidal and marine environment.

STRATEGIC POLICY S4 – PROMOTING COMMUNITY INCLUSION AND NEIGHBOURHOOD PLANNING

The Council, through its planning policies and proposals, will promote community inclusion.

The planning policies and proposals contained within Neighbourhood Plans can also contribute towards community inclusion by addressing more localised priorities.

The Council will support community-led planning including the production of Neighbourhood Plans.

Reasoned Justification

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

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

5.17 Neighbourhood Plans will play an important role in implementing the Local Plan. They will enable local communities to influence the detailed policies to promote community inclusion and proposals at the neighbourhood level within the strategic framework set out in the Local Plan, and help shape new developments in their area. When a Neighbourhood Plan is approved, the Parish/Town Council (or qualifying body) will also receive 25% of the CIL receipt for development in its area, otherwise the rate will be 15%. The Council will support neighbourhood plan groups in the preparation of their plans and has published guidance within the adopted Statement of Community Involvement.

STRATEGIC POLICY S5 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

The Council will protect and enhance the historic environment. The Council will designate and keep under review Conservation Areas in order to protect and enhance their special architectural or historic interest and will seek to protect and enhance the character and setting of Listed Buildings, Scheduled Monuments and Registered Parks and Gardens.

When assessing applications for development, there will be a presumption in favour of the preservation and enhancement of designated heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future protection and enhancement.

The Council will seek to protect the significance of non-designated heritage assets,

including buildings, structures, features, gardens of local interest, protected lanes and archaeological sites.

Reasoned Justification

5.18 Chelmsford has a rich and diverse heritage. It has many heritage assets which are worthy of protection for their significance. Within Chelmsford's administrative area there are 1,006 listed buildings. There are also 25 Conservation Areas, 19 Ancient Monuments, and 6 Registered Parks and Gardens all of which are shown on the Policies Map. With the exception of Conservation Areas these Designated Heritage Assets are identified within the National Heritage List for England.

5.19 Buildings are listed on the basis of their special architectural or historic interest. These buildings are subject to special planning controls over their demolition, partial demolition, alteration or extension in any manner which affects their special character.

5.20 Conservation Areas are designated under the Planning (Listed Building and Conservation Areas) Act 1990. Conservation Areas are defined and designated by the Council. They are areas of special architectural or historic interest where the Council has a statutory duty to preserve or enhance their character and appearance. The Council recognises that Registered Parks and Gardens should be protected.

5.21 Archaeological and/or historical features represent a finite and non-renewable resource that are vulnerable to damage and destruction. Any works to Scheduled Monuments require the consent of the Secretary of State.

5.22 In addition to designated heritage assets, Chelmsford has many non-designated assets which are worthy of protection for their architectural, townscape, landscape or historic interest. The Council will continue to update a list of heritage assets which have local value. This is titled Buildings of Local Value and includes buildings, structures or features of local architectural or historic interest which make a positive contribution to their locality. 509 buildings are included on the current list of Register of Buildings of Local Value, and 12 sites identified on the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust. The Council maintains a buildings at risk register (including designated and non-designated heritage assets) and proactively works to seek their protection and enhancement.

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

5.24 Land south of New Hall School, east and west of Avenue Approach comprises an extensive area of mainly agricultural land. This forms an important part of the setting of New Hall and is allocated as an area for conservation/strategic landscape enhancement (Estate Parkland) to compensate for the effect of development in North East Chelmsford.

5.25 Land around Moulsham Hall, Great Leighs is allocated for new development. The development is expected to protect the setting of Moulsham Hall and to create an enhanced parkland setting to Moulsham Hall and as such, land around Moulsham Hall is allocated for conservation/strategic landscape enhancement. Where appropriate, other site allocations policies include requirements to conserve, enhance and protect heritage assets as part of the development, for example, East Chelmsford and North East Chelmsford.

5.26 The role of historic assets can also contribute towards the area's wider green infrastructure network and contribute to local identify.

STRATEGIC POLICY S6 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution.

The Council will plan for a multifunctional network of green infrastructure which protects, enhances and, where possible, restores ecosystems, securing a net gain in biodiversity across the Council's area. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management and climate change adaptation.

The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces.

The Council will take a precautionary approach where insufficient information is provided about avoidance, management, mitigation and compensation measures. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary.

Reasoned Justification

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

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

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

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

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

5.31 New development in particular will be expected to incorporate multifunctional greenspaces which provide for biodiversity, recreation and sustainable travel, whilst helping to reduce pollution through the use of sustainable drainage systems (SuDS). Appropriate mitigation measures will be required on sites where protected species are impacted upon by development.

5.32 Provision will include new strategic greenspaces which will be of City-wide importance including two new Country Parks in East Chelmsford and North East Chelmsford and areas for future recreation use/SuDS to support strategic site allocations in Great Leighs and West Chelmsford. As part of the original masterplan for Chelmer Village, an area of open land was also identified for informal strategic recreation. These and other green infrastructure allocations are shown on the Policies Map.

5.33 Residential development proposed within the Local Plan has the potential to result in an increase in recreational disturbance on the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). This issue has been further considered in an Appropriate Assessment which identifies the need to prepare a Recreational Avoidance and Mitigation Strategy (RAMS). Following consultation with Natural England, an Essex-wide RAMS is being prepared to cover the Essex Estuaries SAC and Crouch together with the Roach Estuaries SPA and the Colne and Blackwater Estuaries SPAs and Ramsar sites, with a view to their subsequent adoption as a Supplementary Planning Document (SPD). Any residential development that is likely to affect the integrity of European Sites, will be required to either contribute towards mitigation measures identified in the RAMS or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitat Regulations.

STRATEGIC POLICY S7 – PROTECTING AND ENHANCING COMMUNITY ASSETS

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

Reasoned Justification

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

5.35 An important element of sustainable development and creating sustainable communities is the provision and protection of community uses such as schools, health and recreation, education, community halls, pavilions, scout huts, places of worship and other cultural buildings at locations that are readily accessible. Schools are specifically identified on the Policies Map. These uses are predominately within Use Class D1 of the Use Classes Order 1987 (as amended). In addition, and especially outside the urban areas, facilities such as public houses, post offices, local shops and petrol stations and other community facilities can perform a vital function in terms of the economic and social welfare of such areas, and to help ensure the continued vitality of village and rural communities.

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

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

6- How will future development growth be accommodated?

6.1 This Section sets out the requirements for development for the period up to 2036 and the Council's Spatial Strategy. It also presents a number of strategic policies including policies related to securing infrastructure and delivering growth. Strategic Growth Sites, those providing over 100 or more new homes, have an accompanying policy which sets what the expectations for their delivery. Growth Sites, those providing less than 100 new homes, also have specific policies where appropriate.

Development requirements

STRATEGIC POLICY S8 – HOUSING AND EMPLOYMENT REQUIREMENTS

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

A. HOUSING

In order to meet the full objectively-assessed housing need in the period 2013-2036, provision is made for a minimum of 18,515 net new homes at an average annual rate of 805 net new homes per-year.

Housing completions and outstanding commitments total 11,408 new homes. To ensure flexibility in delivery and help significantly boost housing supply over the Plan period, the Local Plan provides for a total of 21,893 new homes. This represents nearly 20% more homes than the total objectively assessed housing need.

Housing	Net new homes
Completions 2013-2017	3,090
Existing Commitments with planning permission (including windfall allowance 2017-22)	8,098
Existing Commitments without planning permission (re-allocation of existing LDF sites)	220
SUB-TOTAL	11,408
New Local Plan Allocations	9,085
Windfall allowance (2022-36)	1,400
TOTAL	21,893

In order to meet identified need, a total of 9 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period 2016-2036 will be provided.

Gypsy and Traveller Accommodation	Net new pitches
New Local Plan allocation 2016-2036	9

In order to meet identified need a total of 24 permanent plots will be provided for Travelling Showpeople as defined by national planning policy in the period 2016-2036.

Travelling Showpeople Accommodation	Net new plots
New nomadic Travelling Showpeople plot requirement 2016-36	24

B. EMPLOYMENT AND RETAIL

To positively and proactively encourage sustainable and diverse economic growth across Chelmsford, an average of 725 new jobs per-year are needed in the period to 2036. To accommodate this growth a minimum of 55,000sqm of business employment floorspace will be allocated in the Local Plan for the period up to 2036 to ensure there is a sustainable balance between jobs and the available labour force taking into account population growth.

Provision is made to meet the need for additional convenience retail floorspace of 11,500sqm either within the City Centre or Designated Centres within Chelmsford's Urban Area and additional convenience retail floorspace of 1,900sqm at South Woodham Ferrers.

Reasoned Justification

New Homes

6.2 The Council is committed to plan positively for new homes and to help significantly boost the supply of housing to meet the needs of the area. To meet the requirements of national planning policy there is a need to establish the number and type of new homes needed within the Housing Market Area (HMA). The Council (together with Braintree, Colchester and Tendring Councils) commissioned an Objectively Assessed Housing Need Study (OAHN). Detailed analysis in the report affirms that a HMA comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.

6.3 The OAHN report published in November 2016 uses the 2014 based national population and household projections together with an update to Strategic Housing Market Assessment (SHMA) undertaken in December 2015. It provides up-to-date independent evidence to support the Council's housing requirement for the Local Plan. This shows that the objectively assessed housing need for Chelmsford is 805 homes per year. The base date for the assessments is 2013.

6.4 The Strategic Housing Market Assessment (2015) identifies the need for 179 new affordable homes per-year. This equates to 22% of the OAHN which is well within the current affordable housing requirement of 35%. Therefore, there is no need to increase the OAHN to meet the need for more affordable homes in Chelmsford.

6.5 Therefore, taking into account all the stages set out above, the full OAHN for Chelmsford is 805 net new homes per year equating to a total housing requirement of 18,515 new homes for the period 2013-2036.

6.6 The Council, alongside the partner authorities within the HMA, will review housing numbers regularly in accordance with national policy requirements, and in doing so will have regard to the housing needs of the wider area through the Duty to Co-operate.

Proposed National Approach to Calculate Local Housing Need

6.7 The Government published a consultation for a proposed new standardised approach to calculating housing need in September 2017. This follows from the recommendations of the Housing White Paper and clearly shows the Government's broad intention to simplify the process of calculating housing need and it is intended that local planning authorities use the methodology in when finalised. This approach uses the same demographic starting point as the Council's OAHN, the ONS 2014-based household projections, for the period 2016-2026. The proposals then apply one market signal adjustment related to a local affordability ratio. This is based on median house prices compared to median earnings. The level of this adjustment is proposed to be capped to ensure that resulting housing numbers are deliverable. The proposed methodology sets out that 2016 would be the base date.

6.8 In Chelmsford's case, applying the proposed national methodology indicates a capped annual housing need for the period 2016-2026 of 980 new homes per year. It is not currently known what the housing need would be between 2026-2036. However, if the 980 new homes was extended across the whole of the Plan period to 2036, this would provide a total housing need of 19,600 new homes. Taking into account housing completions from 2016/17, the proposed housing supply set out in the Local Plan for 2016-2036 makes provision for 19,805 new homes and therefore can accommodate the emerging new housing number. As set out in development trajectory at Appendix C, there are deliverable sites that will ensure that an average of 980 homes per year can be maintained in the first five year period and beyond. The Council will await the outcome of the consultation. Until national planning policy is finalised and the transitional arrangements are set, the Council will, alongside its HMA partners, continue to use the OAHN of 805 new homes per year.

6.9 The Council will monitor the implementation of the national methodology for calculating housing need and will review the Local Plan in accordance with Policy S15.

Housing Supply

6.10 Using the full OAHN of 805 new homes per-year, the total requirement is a minimum of 18,515 dwellings for the 23 years from 2013-2036. To provide flexibility in the supply of housing sites and help significantly boost its supply, the Council proposes to allocate development sites in the Local Plan to provide close to a further 20% supply buffer above the OAHN. The buffer allows for an additional housing supply in Chelmsford to be maintained throughout the Local Plan period. This same approach was implemented by the Council's adopted LDF covering the period 2001-2021.

6.11 When taking the supply buffer into account, provision is made for a total of 21,893 new homes in the period 2013-2036. When considering existing housing completions (3,090), existing commitments with and without planning permission (8,098 + 220), and a windfall allowance for 2022-36 (1,400), the residual requirement for the period to 2036 is 9,085 new homes.

6.12 Based on past delivery records, windfall sites will also make an important contribution to the spatial strategy. These are sites expected to come forward throughout the Plan period and as such are taken into account in determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in Chelmsford. The evidence shows that around 150 new homes have been built on windfall sites per-year. For future housing supply, a windfall allowance of 100 new homes a year is considered robust and represents a modest contribution to overall supply.

6.13 The Council will update its five-year Housing Land Supply Methodology to include its approach to counting student housing and carehomes within its housing supply.

6.14 Using the full OAHN for the period 2013/14-2016/17, there is a small shortfall of 130 new homes. Through the development of existing housing commitments, this shortfall is forecast to be eliminated by the end of 2017/18. The housing site breakdown set out at Appendix B. provides the detail of the housing completions, commitments and new allocations.

6.15 Housing completions will be assessed annually against the housing trajectory to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Authority Monitoring Report (AMR).

6.16 For the purposes of calculating the Council's rolling five-year housing land supply the OAHN of 805 homes per-year will be used until the national approach to the calculation of housing need is implemented.

Gypsy and Travellers and Travelling Showpeople

6.17 In accordance with the national Planning Policy for Traveller Sites (PPTS) the Council in partnership with the other Essex local Authorities undertook a Gypsy and Traveller Accommodation Assessment in 2016. This identified those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, as they retain a nomadic lifestyle, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople, but this will be done through different planning policy criteria for those who still lead a nomadic habit of life and those which no longer travel. For those Gypsy and Travellers that do not meet the PPTS definition their needs will be considered through the provisions for specialist housing covered by Policy HO1.

6.18 The Gypsy and Traveller Accommodation Assessment covers the period 2016 to 2033 and identifies a requirement of 8 additional nomadic Gypsy and Traveller pitches and 20 additional nomadic Travelling Showpeople plots to be developed by 2033 within Chelmsford. Extrapolating these figures up to 2036 by calculating the average numbers required per year from 2016 to 2033 and adding them on to 2016 to 2033 requirements results in the total requirements of 9 Gypsy and Traveller pitches and 24 Travelling Showpeople plots up to 2036.

6.19 The Gypsy and Traveller Accommodation Assessment finds no evidence of need for a transit site specifically within Chelmsford. Further work is currently being undertaken by Essex County Council to consider the need for transit provision across Essex as a whole. Should such a need be identified within Chelmsford in the future this will be considered through the review of the Local Plan.

6.20 The Council will expect to see Travelling Showpeople accommodation provided on suitable large strategic development allocations, the detail of which are set out in separate strategic site policies.

New Employment and Retail Floorspace

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

6.22 Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 83,000 jobs – the second highest of any district in Essex and there are around 8,500 businesses.

6.23 The economy of Chelmsford is mixed with high numbers of jobs in the service sector, education and health, administration, manufacturing and construction. The Chelmsford Economic Strategy, 2016-2036 identifies growing employment sectors that are set to create new jobs over the next 20 years include advanced manufacturing, low carbon and renewables, life sciences and healthcare, digital and creative services, financial and business services and logistics.

6.24 As part of the OAHN work, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. An Employment Land Review, Retail Capacity Study and Office Needs Assessment have also been carried which set out the amount and types of employment and retail floorspace that will be required within the Local Plan period.

6.25 Based on this evidence, the Local Plan seeks to deliver nearly 11,000 new jobs, based on 725 new jobs a year for the period 2016-2036, over the Local Plan period to meet the objectively assessed jobs need. This equates to a total of 55,000sqm of new office floorspace and, 13,400sqm of new retail floorspace. Not all the projected new jobs will arise from new allocations as there will be jobs created in existing businesses.

6.26 The Chelmsford Retail Capacity Study 2015 shows that Chelmsford is one of the best performing shopping centres in the sub-region. It has an impressive range of shops and offers an attractive shopping environment drawing people into the city centre from across Essex and beyond. The study shows a current and growing need for more convenience retail floorspace of up to 11,500 sqm up to 2036 in Chelmsford. Due to the recent expansion of comparison retail, the study does not consider it necessary for the Local Plan to include provision for additional comparison goods floorspace in Chelmsford.

6.27 South Woodham Ferrers Town Centre was designed and developed through the masterplanning of the new town in the 1970s. The Town Centre contains a supermarket, shops, health facilities, churches, library, leisure centre and schools. The Chelmsford Retail Capacity Study 2015 shows the need for up to 1,900 sqm additional food retail floorspace in the town. Planning permission has been granted for a new 4,180 sqm food superstore on land to the north of Burnham Road, South Woodham Ferrers. When this permission is implemented there is no need to allocate any further sites in South Woodham Ferrers for food retail.

The Spatial Strategy

6.28 In order to meet identified development needs, the Spatial Strategy sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2036. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development.

STRATEGIC POLICY S9 – THE SPATIAL STRATEGY

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

Settlement Hierarchy

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

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

New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram (Figure 8), Policies Map, and tables below:

Spatial Strategy - Development Locations and Allocations

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 1 - Central and Urban Chelmsford					
Status	**Existing Commitments**				
With Planning Permission	Peninsula Site, Wharf Road	421			
Without Planning Permission (re-allocations)	Lockside, Navigation Road Waterhouse Lane, Writtle Telephone Exchange, Galleywood Reservoir	188			
Sub Total		**609**			
Location/Site	**New Local Plan Allocations**				
1	Previously developed sites in Chelmsford Urban Area	2,205			4,000sqm Office, 11,500sqm Food Retail
2	West Chelmsford	800		5	
3a	East Chelmsford - Manor Farm	250			

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
3b	East Chelmsford - Land North of Maldon Road				5,000sqm Office/ Business Park
3c	East Chelmsford - Land South of Maldon Road	100			
3d	East Chelmsford - Land North of Maldon Road	50			
Sub Total		**3,405**		**5**	**9,000sqm Office/Business, 11,500sqm Food Retail**
AREA TOTAL		**4,014**		**5**	**9,000sqm Office/Business, 11,500sqm Food Retail**
Growth Area 2 - North Chelmsford					
Status	**Existing Commitments**				
With Planning Permission	North East Chelmsford Beaulieu and Channels Post-2022 delivery, Land East of Main Road Gt Leighs and Land East of Plantation Road Boreham	2,669			40,000sqm Office/Business

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Sub Total		**2,669**			**40,000sqm Office/Business**
Location/Site	**New Local Plan Allocations**				
4	North East Chelmsford	3,000		9	45,000sqm Office/Business Park
5a	Great Leighs - Land at Moulsham Hall	750		5	
5b	Great Leighs - Land East of London Road	250			
5c	Great Leighs - Land North and South of Banters Lane	100			
6	North of Broomfield	450			
GT1	Drakes Lane, Little Waltham		10		
Sub Total		**4,550**	**10**	**14**	**45,000sqm Office/Business Park**
Area Total		**7,219**	**10**	**14**	**85,000sqm Office/Business Park**

Development Allocations to 2036		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 3 - South and East Chelmsford					
Status	**Existing Commitments**				
Existing Commitments without Planning Permission (re-allocation)	St Giles, Bicknacre	32			
Sub Total		**32**			
Location/Site	**New Local Plan Allocations**				
7	North of South Woodham Ferrers	1,000		5	1,000sqm Flexible Business Space, 1,900sqm Food Retail
8	South of Bicknacre	30			
9	Danbury	100			
Sub Total		**1,130**		**5**	**1,000sqm Flexible Business Space, 1,900sqm Food Retail**
Area Total		**1,162**		**5**	**1,000sqm Office, 1,900sqm Food Retail**

Development Allocations to 2036	New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Windfall Allowance 2021-2036	1,400			
NEW LOCAL PLAN ALLOCATIONS	9,085	10	24	55,000sqm Office/Flexible Business Space, 13,400sqm Food Retail
TOTAL	10,485	10	24	55,000sqm Office/Flexible Business Space, 13,400sqm Food Retail

There will also be opportunities for small-scale rural exception sites providing affordable homes to meet identified local needs in locations where there are policies of constraint.

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

New employment growth will be delivered on Opportunity Sites and as part of mixed used development on appropriate previously developed sites in Chelmsford Urban Area. Strategic employment growth is directed to strategic site allocations at North East Chelmsford and East Chelmsford.

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

New development will be phased according to deliverability and identified need to support a five-year rolling supply of specific deliverable housing sites and to ensure the timely provision of new infrastructure. Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

Where there are large and established mainly institutional uses within the countryside, Special Policy Areas will be used to support their necessary functional and operational requirements. The Special Policy Areas are defined on the Policies Map at Chelmsford City Racecourse, Broomfield Hospital, Hanningfield Reservoir Treatment Works, RHS Hyde Hall Gardens, Sandford Mill and Writtle University College.

Figure 8 : Key Diagram



Reasoned Justification

The General Principles

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

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

- Sustainable urban extensions forming new distinct neighbourhoods containing housing and employment to Chelmsford and South Woodham Ferrers
- Development around Key Service Settlements outside the Green Belt.

6.31 The Spatial Strategy sets out the need to balance sustainable development against a number of different issues including the loss of agricultural land, particularly the Best and Most Versatile agricultural land. The majority of the agricultural land in Chelmsford is either Grade 2 or 3. However as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. Most agricultural land lost as a result of new development will be Grade 3. This will lead to a loss of approximately 446ha of Grade 3 agricultural land and approximately 252ha of Grade 2 land. This equates to around 2.5% of the total Grade 2 and around 2.2% of the total Grade 3 land in Chelmsford's administrative area.

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

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

6.34 Service Settlements have more limited services and facilities. They have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements. Small Settlements have the least services and facilities and transport links which means they are bottom of the Settlement Hierarchy. These are considered the least sustainable. There may be limited opportunities for small-scale development growth within these areas through affordable housing exception sites, or other development promoted through Neighbourhood Plans, although no growth is allocated within the Local Plan.

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

The Growth Areas

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

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

Growth Area 1

6.37 The objective for development in the Chelmsford Urban and Central Growth Area is to focus on the regeneration of previously developed sites in Urban Chelmsford to help to continue its renewal as an important centre for employment, shopping, public services, leisure and cultural facilities. The Local Plan makes provision for a total of 4,014 new homes in Growth Area 1 with around 1,200 new homes focused at sustainable new neighbourhoods on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking. These new neighbourhoods are located close to the Green Wedges in order to maximise opportunities for cycling and walking into the City Centre. The remainder of new homes will be located on predominately previously developed sites within Chelmsford's Urban Area. Provision is also made for 9,000 sqm floorspace of offices and 11,500 sqm of food retail in this Growth Area.

Growth Area 2

6.38 North Chelmsford will continue to be the location for significant new development growth.

6.39 The Council's adopted Local Development Framework allocated a minimum 3,200 new homes and 64,000 sqm of commercial floorspace at North East Chelmsford known as Beaulieu and Channels. Outline planning permission has been granted for 4,350 new homes, 40,000 sqm floorspace business park and new rail station. Construction work commenced on the scheme in 2014. The phased delivery of this allocation will continue into the late 2020s and future detailed planning applications will be considered in accordance with the approved Masterplan and Landscape and Design Management Plan which are informed by the relevant sections of the North Chelmsford Area Action Plan. This includes the approved heritage compensatory measures for the protection of the Grade I listed New Hall School and Registered Park and Garden. The Area for Masterplanning for Existing Committed Development, and Area for Conservation/Strategic Landscape Enhancement and other notations, are brought forward onto the new Local Plan Policies Map. The new Local Plan will supersede the NCAAP document. Some of the provisions in NCAAP have already been delivered. Appendix D carries forward provisions within the NCAAP that are not yet fully implemented but will continue to be relied on into the next plan period and beyond.

6.40 Following on from that, development at North East Chelmsford (Location 4) will provide a new sustainable neighbourhood of 3,000 new homes to be delivered in the Plan period. The wider allocation at north east Chelmsford has the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other masterplanning matters such as the location of green infrastructure, the wider site is being allocated within this Local Plan for 3,000 new homes. This development will be underpinned by Garden City principles developed by the Town and Country Planning Association (e.g. comprehensively planned, enhance the natural environment and provide high quality homes). The timing and delivery of further development would need to be considered as part of a review to the Local Plan.

6.41 Alongside other developments at Great Leighs (Location 5), this allocation will help to deliver strategic infrastructure including the Chelmsford North East Bypass. Development at Land north of Broomfield (Location 6) will deliver a new access road into Broomfield Hospital.

Growth Area 3

6.42 The vision for growth in South and East Chelmsford is for sites which will support and strengthen South Woodham Ferrers' important local role and to help deliver improvements to the A132 corridor. In addition, small allocations in the Key Service Settlement of Bicknacre and Danbury will help to support the villages' services and facilities.

Phasing and Delivery of Site Allocations

6.43 These new developments will be phased according to deliverability and identified need. Development in North East Chelmsford will accommodate a substantial amount of the housing and employment growth planned for Chelmsford within the Local Plan period and beyond in a sustainable way. It is anticipated that smaller allocated sites will provide the majority of supply in the first five years alongside existing commitments. The delivery and phasing of development sites is set out in the Development Trajectories at Appendix C. The new Local Plan allocations will deliver the majority of new development from 2022 onwards with a five-year land supply maintained from 2017/18-2021/22 through existing commitments.

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

Other Housing Needs

6.45 Small-scale developments providing affordable houses for local need on rural exception sites will be encouraged where they accord with other relevant Local Plan policies. The Local Plan will also include policies to support the rural economy including tourism related development and farm diversification schemes whilst protecting the countryside.

6.46 A 2016 Gypsy and Traveller and Travelling Showpeople Accommodation Assessment identified a requirement for 9 Gypsy and Traveller pitches and 24 Travelling Showpeople plots up to 2036. The Council will expect to see Travelling Showpeople accommodation provided on large strategic development allocations.

Special Policy Areas

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

- Chelmsford Racecourse is being developed as a major new racecourse and equestrian centre with supporting entertainment facilities.
- Broomfield Hospital is an important regional hospital and the largest employer in the Council's area, and will require room for expansion and upgrading of facilities.
- Writtle University College is a long-established and nationally-recognised land-based technologies institution, which is seeking to expand and broaden its educational facilities and opportunities.
- Hanningfield Reservoir Treatment Works is a major site containing water treatment facilities, and will need to cater for the long-term provision of water supplies and related business functions.

- Sandford Mill is located within the Chelmer River Valley and comprises a former water treatment works and associated facilities. It has been recognised as an opportunity for a mixed-use development incorporating a range of leisure development in conjunction with usage of the Chelmer and Blackwater Navigation.
- The RHS Gardens at Hyde Hall are nationally important landscape scale gardens. There has been significant investment at Hyde Hall in the recent past, with a new visitors centre and associated development, and the RHS have plans for continued investment in the gardens. The Council will consider development proposals within each Special Policy Area in the context of an approved masterplan for each site.

STRATEGIC POLICY S10 – DELIVERING ECONOMIC GROWTH

The Council will make provision for flexible and market-responsive allocations of employment land which will allow further diversification of Chelmsford's economy, in particular nurturing the growing advanced manufacturing, life sciences and healthcare, financial services, creative industries, and research and development sectors. The Council will encourage links between business and the significant education sector in Chelmsford, in particular the roles of the two universities as major economic catalysts for economic growth.

The following principles will underpin the approach to economic growth and diversification:

- **Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by existing or planned public transport provision;**
- **Existingemployment areas identified on the Policies Map will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the allocated employment area being used for that purpose.**
- **Support will be given to the sustainable growth and expansion of rural businesses;**
- **Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office development; and**
- **New employment development will be a key component of growth within specific proposed new Strategic Growth Locations.**

Reasoned Justification

6.48 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity, skills and quality of life of existing and future residents. There is a need to ensure that Chelmsford's businesses thrive, innovate and can be even more productive. The Local Plan will ensure that Chelmsford fosters new economic growth, creates new local employment opportunities to meet forecast local needs and further supports Chelmsford's economic success. The overall approach will promote flexible employment floorspace providing opportunities to support a wide range of businesses including start-ups, growing businesses (e.g. through grow-on space) and larger companies.

6.49 To maximise opportunities for economic growth and development, the Council is working closely with the South East Local Enterprise Partnership (SELEP), the Greater Essex Business Board (GEBB) and more locally through the Chelmsford Business Board. The Council's Economic Strategy, Employment Land Reviews provides the local evidence to support the relevant Local Plan policies.

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

6.51 Existing employment areas will be protected through being designated as Employment Areas or Rural Employment Areas. The acceptable uses on these sites will vary depending on their function, context and planning history.

6.52 Other relevant policies of the Local Plan provide the criteria for the detailed implementation of economic growth including allocations containing new employment, the protection of existing employment areas. Other policies will also ensure that new employment developments will be of a high quality design and incorporate sustainable design features.

STRATEGIC POLICY S11 – INFRASTRUCTURE REQUIREMENTS

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

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

Transport and Highways

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

- **New Beaulieu Railway Station**
- **Chelmsford North East Bypass**
- **An additional new Radial Distributor Road 2 in North East Chelmsford**
- **New access road to Broomfield Hospital**
- **Additional Park and Ride sites to serve West Chelmsford and North East Chelmsford and safeguarding land for expansion of Chelmer Valley and Sandon Park and Ride sites**
- **Improvements to the Army and Navy Junction**
- **Improvements to A130 (Essex Regiment Way) and A131**
- **Junction improvements on the A12 and other main roads to reduce congestion**
- **Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible**
- **Multi-user bridge across the B1012 in South Woodham Ferrers**
- **New and improved cycling and walking routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas**
- **Bus Priority schemes and rapid transit measures**
- **Improvements to inter-urban public transport**
- **Transport links between new neighbourhoods and Chelmsford City Centre and employment areas**
- **Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.**

Flood Risk Management

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

- **Strategic flood defence measures on the Rivers Can and Wid to protect existing development in Chelmsford City Centre**
- **Local flood mitigation measures within or as part of development sites including the use of SuDS.**

Community Facilities

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

- **Early years, primary and secondary, and tertiary education provision**
- **Essential primary, acute and community healthcare provision**
- **Health and wellbeing facilities and measures**
- **Sport, leisure and recreational facilities**
- **Community buildings and space**
- **Cultural facilities and public art**
- **Emergency services infrastructure.**

Green and Natural Infrastructure

Infrastructure necessary to support new development must provide or contribute towards ensuring a range of green and natural infrastructure 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.**

Utilities

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

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

Reasoned Justification

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

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

6.55 Policy S12 outlines how the delivery of infrastructure will be secured for example, by planning condition and/or planning obligation, or through other infrastructure funding sources. The scale and type of new development will affect the infrastructure, services and facilities required to serve the needs arising from it.

6.56 Residential developments proposed within the Local Plan have the potential to result in a significant increase in recreational disturbance Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). Measures required to mitigate the impacts of recreational disturbance on European Protected sites will be delivered as detailed in the Essex coastal Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). Any residential development that is likely to affect the integrity of European Sites, will be required to either contribute towards mitigation measures identified in the RAMS (or subsequent Supplementary Planning Document) or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitat Regulations.

Transport and Highways Infrastructure

6.57 The following infrastructure schemes are safeguarded from development or are allocated on the Policies Map:

- Safeguarded route for the Chelmsford North East Bypass
- Area of Search for an additional Park & Ride in West Chelmsford and North East Chelmsford
- New Beaulieu Rail Station
- Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers.

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

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

6.60 A new rail station in north east Chelmsford will improve rail infrastructure from the early 2020s onwards. Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle and walking routes will also be required to achieve such a change. The use of Travel Plans and Transport Assessments will help identify specific interventions.

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

6.62 Essex County Council has proposed a Chelmsford North East Bypass between Boreham Interchange on the A12 and Deres Bridge junction on the A131 just south of Great Leighs. The bypass would close the gap in Essex's strategic road network, alleviate congestion and shorten journey times over a wide area, helping ease congestion and reduce journey times in and around Chelmsford.

6.63 A number of consultations led to a preferred route being safeguarded through the 2008 Core Strategy. Essex County Council has reviewed the scheme and is proposing an updated safeguarded area for allocation in this Local Plan, making sure there is enough space for the scheme and that no land is safeguarded unnecessarily. This does not alter the previously agreed route for the bypass, but it will ensure the bypass can be built, connected to the local road network, and provide land for environmental mitigation. The updated safeguarded area is shown on the Policies Map.

6.64 Route-based strategies are prepared and delivered by Essex County Council for strategic road corridors, in consultation with local authorities. Route-based strategies currently being prepared in Mid and North Essex for delivery post 2018/19 include A131 - Chelmsford to Braintree; A131 Braintree to Sudbury, and A132 South Woodham Ferrers. Their key objective is to identify options that will support economic growth.

6.65 Essex County Council's vision is for Chelmsford's transport system to become 'best in class' offering enhanced connectivity and access to opportunities for residents, commuters, visitors and businesses to support the sustainable economic growth of the city. The overarching approach of Essex County Council is to develop three strategic zonal focuses:

Table 2 : Strategic Zonal Focuses

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

STRATEGIC POLICY S12 – SECURING INFRASTRUCTURE AND IMPACT MITIGATION

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

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

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

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

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

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

In negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability. The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.

Reasoned Justification

6.66 The new housing, employment and other development proposed in the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure, such as open spaces. The Council will work with partners such as the Highways Authority, Highways England, the Local Education Authority, the Environment Agency, utility companies, Mid Essex Clinical Commissioning Group, Sport England to bring forward the necessary infrastructure that is required in order to deliver the Local Plan's Spatial Strategy.

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

6.68 It should be recognised that infrastructure improvements may be provided in various ways including new infrastructure, improvements to existing facilities/services or as co-located or expanded services/facilities. In particular co-located facilities are likely to become a growing trend where there is a limited funding available and, in more urban locations such as central Chelmsford, a lack of land to provide all the requirements individually. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide the infrastructure elsewhere.

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

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

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

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

6.73 The Council has prepared an Infrastructure Delivery Plan (IDP) to inform the Local Plan. This sits alongside the Local Plan and identifies the main items of infrastructure needed to support the planned development and more detail about its phasing, costing and delivery. The site allocation policies also identify key pieces of site specific infrastructure needed to support the development. As part of this process the Council will ensure that the impact of the Local Plan policies and financial contributions on development viability ensure the growth aspirations can be delivered alongside developer contributions to help fund infrastructure improvements.

6.74 In addition to developer funding, where necessary, the Council will collaborative with partners to lobby central Government and funding partners for additional funding sources for key large strategic infrastructure projects such as the new Beaulieu Railway Station.

6.75 Essex County Council's Developer's Guide to Infrastructure Contributions sets out ECC's standards for the receipt of relevant infrastructure funding.

STRATEGIC POLICY S13 – THE ROLE OF THE COUNTRYSIDE

The Council will ensure countryside that performs important national planning policy objectives such as the Green Belt, recognised areas of ecological, historic and functional importance will be protected from inappropriate development. Other landscapes that are locally recognised and valued for their intrinsic character and beauty are designated within the Local Plan.

The general extent of the Green Belt is established and will be maintained. The main river valleys are identified as valued landscapes and are locally designated as Green Wedges and Green Corridors. The countryside outside of the Urban Areas and Defined Settlement, not within the Green Belt, is designated as the Rural Area.

To ensure that future development accords with the Local Plan Spatial Principles, there are further areas within the countryside that are sensitive to change which will help shape sustainable growth in Chelmsford. The Site Allocation policies identify and address these particular sensitivities in order to shape future development proposals.

Reasoned Justification

6.76 The role and function of land in Chelmsford beyond the built-ups areas is wide-ranging and encompasses different national and local planning designations. For the purposes of implementing this Policy, this wider area across Chelmsford is defined as countryside and has a mixed but predominately open character including agricultural and horticultural land, woodland and water bodies. Within the countryside there are areas protected for their value for ecology and wildlife, heritage, and functional requirements such as flood zones, open spaces and areas safeguarded for important infrastructure or for reasons of safety. The countryside also has a role as part of the green infrastructure network, and provides connectivity between the countryside and the urban area.

6.77 The Council attaches great weight to the protection and enhancement of the Green Belt. The extent of the Green Belt is established and will be maintained. Only minor and limited alterations to the boundary are proposed to reflect any changes in circumstances arising from development on the ground and to ensure that there is clear and defensible boundary.

6.78 Where the river valleys extend beyond the Green Wedges, they are designated as Green Corridors reflecting their identified landscape value. The methodology for identifying the Green Wedges and Green Corridors and their boundaries are set out in the Green Wedge and Corridor Assessment. In the Rural Area not within the Green Belt or designated as a Green Wedge or Green Corridor, the Council will ensure that the intrinsic character and beauty of the countryside is recognised, assessed and where there is material harm it is protected.

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

6.80 As a result of the allocation of land for development within the Council's Spatial Strategy and the application of the Spatial Principles that underpin it, there are other areas of the countryside that will help shape proposed new development allocations and may be sensitive to change. This includes areas of land which are important in maintaining settlement patterns and settings. These areas are identified in the Strategic Growth Policies where relevant.

6.81 The Council's Green Infrastructure Strategic Plan provides a framework for the planning and management of Chelmsford's green and blue infrastructure resources including parks, river valleys, green spaces and gardens, some of which is within the countryside.

STRATEGIC POLICY S14 – ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES

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

Chelmsford City Centre

Chelmsford and in particular the City Centre will be the main focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. Major new retail, office, leisure and cultural facilities will be directed to reinforce Chelmsford's regional role as 'Capital of Essex'. The City Centre is defined on the Policies Map.

Within the City Centre there is an area where retail development is concentrated. This Primary Shopping Area contains all the Primary Frontages and closely related Secondary Frontages. The Primary Shopping Area and frontages are defined on the Policies Map.

South Woodham Ferrers Town Centre

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

Within the Town Centre there is an area where retail development is concentrated. This Primary Shopping Area contains all the Primary Frontages and closely-related Secondary Frontages. The Primary Shopping Area and frontages are defined on the Policies Map.

Principal Neighbourhood Centres

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

Local Neighbourhood Centres

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

Reasoned Justification

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

6.83 Chelmsford City Centre is by far the largest centre in the Council's administrative area, and as such provides a range of functions, services and facilities. The primary shopping area in Chelmsford has recently seen a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace. The Chelmsford Retail Capacity Study 2015 does not consider it necessary for the Local Plan to include provision for additional comparison goods floorspace in Chelmsford. However, the study does indicate a need for 11,500sqm of food retail floorspace in Chelmsford in the Plan period.

6.84 South Woodham Ferrers is the second largest settlement in Chelmsford and its town centre performs an important role providing more local services and facilities. The Retail Capacity Study also shows the need for 1,900 sqm of food retail floorspace at South Woodham Ferrers. Planning permission has been granted for a new 4,180 sqm supermarket on a site to the north of South Woodham Ferrers which has been reflected in the Local Plan. If this permission is implemented this would accommodate the identified need and therefore there would be no need to allocate any further site in South Woodham Ferrers for food retail.

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

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

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

6.87 Development proposals for main town centre uses outside the Designated Centres will be considered in accordance with the sequential test set out in the NPPF. In most circumstances retail development proposals below the NPFF threshold of 2,500 sqm gross floorspace will not be required to undertake an impact assessment. However, the Council may require such an assessment to be undertaken where there are concerns over the cumulative impact of the proposals and/or the role and health of the Designated Centres.

STRATEGIC POLICY S15 – MONITORING AND REVIEW

The Council will monitor the implementation of the policies and proposals of the Local Plan using the key indicators and targets set out in the Plan's Monitoring Framework. A full or focused formal review of the Local Plan will commence three years after its adoption. An earlier review of the Local Plan may be required to address the implications of the national standardised approach to calculating local housing need when finalised.

Reasoned Justification

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

6.89 The Council will review the Local Plan every five years. On the basis that it takes around two years to formally complete this process, a formal review will commence three years after the adoption of the Local Plan. This is envisaged to be in 2022.

6.90 The Government has indicated their intention to introduce a standard methodology for calculating local housing need and published a consultation in September 2017. As set out in the Reasoned Justification to Policy S8 - Housing and Employment Requirements, the consultation indicates a need for 980 new homes per year for the period 2016-2026. As the Local Plan is allocating sites to accommodate nearly 20% more housing than the current objectively assessed housing need of 805 new homes a year, the current consultation proposals can be accommodated within the Local Plan Spatial Strategy.

6.91 The Council will monitor the outcome of the introduction of the national standard local housing need methodology together with the transitional and implementation arrangements. If the final outcome of this process results in the Local Plan Spatial Strategy not being able to demonstrate a five-year supply of housing sites based on the final local housing need number, an earlier review of the Local Plan would need to be commenced.

7- Where will development growth be focused?

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

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

Table 3 : Types of Site Allocations

Site Type	Threshold	Commentary
Strategic Growth Sites	Housing and/or mixed use sites for 100 or more new homes	These include both previously developed and greenfield sites.
Growth Sites	Residential sites of less than 100 new homes	Smaller previously developed, or other small sites
Opportunity Sites	No threshold	Sites where a flexible range of uses may be proposed including residential and/or commercial which will contribute towards regeneration objectives.
Existing Commitments	10 new homes or above	Sites with planning permission or previously allocated for housing in the Local Development Framework brought forward as existing Local Plan commitments.
Employment Sites	No threshold	Employment uses for Use Class B1, B2 and B8.

7.3 The site policies are set out in the sections dealing with each Growth Area with a policy for each site allocation. These policies set out the amount and type of development expected to be provided within each of the site allocations. They also set out what specific supporting infrastructure and other requirements are needed for each site. In most cases the City Council expect the amount of new homes stated in residential site policy allocations to be a minimum. This will ensure an adequate supply of land is allocated for residential development to meet local needs and is supported by the Local Plan evidence base.

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

7.5 The Policies and their Reasoned Justifications will be the basis on which the Council will consider future planning applications for each site. For larger Strategic Growth Sites the Council will expect a masterplan for each site to be submitted for approval. This masterplan will cover the details of how each site will satisfy the requirements of the respective Site Policy. The Council will consider the use of Planning Briefs and Design Codes on other site allocations.

7.6 In addition, the Strategic Policies S1 to S15 and the more detailed policies found in Section 8 and 9 apply to all sites.

7.7 Within each Growth Area site policies for the new Local Plan allocations appear first, followed by any 'Existing Commitments', which are sites which have been carried over from the Local Development Framework. The final part of this section deals with site policies for the 'Special Policy Areas'. These cover specific existing facilities or institutions which are in locations were development would otherwise be constrained.

Growth Area 1 - Central and Urban Chelmsford

7.8 Collectively the site allocations in this Growth Area will improve and enhance public access into the Green Wedges and provide opportunities for sustainable travel (including cycling and walking) linking the new sites to the City Centre's services and facilities. This provides sustainable locations for new development. The site allocations will further deliver a number of benefits to the local area including a new Country Park, city greening, new employment, new primary schools, early years and childcare provision, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, a new Park and Ride to serve the south and west road corridors into the City, improvements to the Army and Navy junctions.

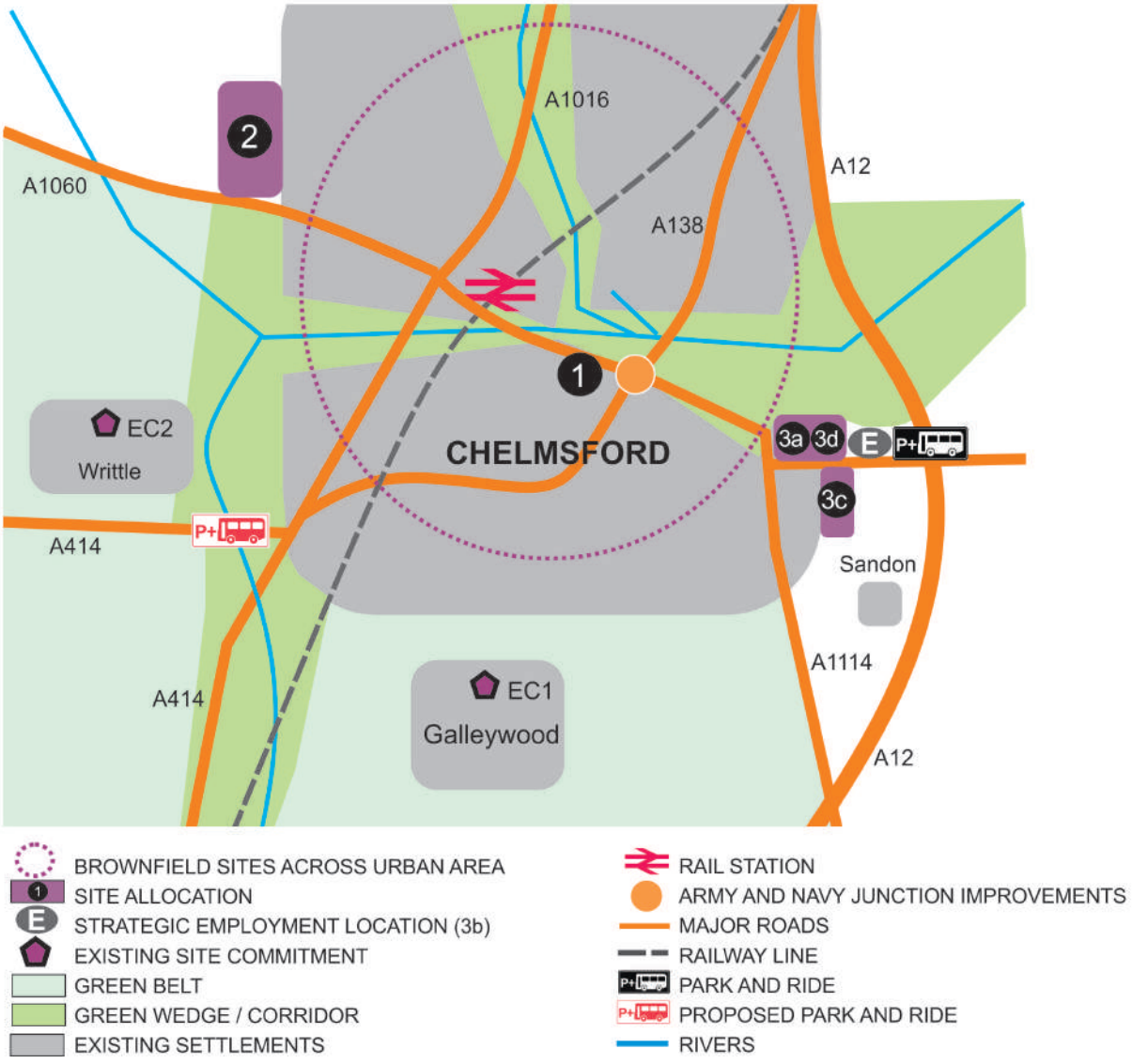
7.9 This Growth Area will accommodate around 3,400 new homes, 9,000 sqm of office and business, and 11,500sqm of convenience retail over the Local Plan period. New development will be focused on previously developed land within Chelmsford to meet the Council's objectives for strengthening and expanding the City as a major residential, employment and retail centre.

7.10 The main new development growth will be focused on a number of sites in and around Chelmsford's existing Urban Area. Location 1 (as shown in Figure 9) is made up of all allocations in the Urban Area which comprises sites 1a-1v and Opportunity Sites 1a and 1b. The largest of these sites and a key driver for City Centre regeneration is Chelmer Waterside (Strategic Growth Site 1a). This will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre.

7.11 In addition, there will be greenfield landscape-led residential developments. In West Chelmsford (Location 2) there is a single allocation. In East Chelmsford (Location 3) there are four allocations. These will provide integrated sustainable new residential-led neighbourhoods and a new high-quality business park in East Chelmsford (Site 3b). Provision is also made for 5 Travelling Showpeople plots.

7.12 In addition, development at two sustainable Key Service Settlements of Galleywood (Existing Commitment 1) and Writtle (Existing Commitment 2) will provide 13 homes and 25 homes respectively, alongside opportunities to contribute towards and enhance existing facilities and services of the villages.

Figure 9 : Growth Area 1 - Central and Urban Chelmsford



Location 1 - Chelmsford Urban Area

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

STRATEGIC GROWTH SITE 1a – CHELMER WATERSIDE

To the east of the City Centre is Chelmsford's largest previously developed opportunity area in a river landscape setting fronting the River Chelmer and the Chelmer and Blackwater Navigation.

Amount and type of development:

Site 1a comprises six sites (CW1a to CW1f) with a potential total residential capacity of around 1,100 new homes, including affordable housing, along with an element of non-residential development. Sites at Chelmer Waterside have been assessed individually and can come forward independently, as sites become available.

Site 1a - Chelmer Waterside Allocations	Number of homes	Main vehicular access
CW1a Former Gas Works	Around 250	Wharf Road
CW1b Peninsula	Around 420	Wharf Road
CW1c Lockside	Around 130	Navigation Road
CW1d Baddow Road Car Park and Land to the East of the Car Park	Around 190	Baddow Road
CW1e Travis Perkins	Around 75	Navigation Road
CW1f Navigation Road sites	Around 35	Navigation Road/Sandringham Place

Supporting on-site development:

- **New homes of a mixed size and type, including affordable housing**
- **Integration of flexible workspace facilities**
- **Improvements to Chelmer and Blackwater Navigation waterway infrastructure**
- **Site CW1a - Commercial interface with Primary Shopping Area and River Chelmer**
- **Site CW1a - Provide new or improved premises for water-based clubs**
- **Site CW1d - Re-provision of public car parking.**

Site development principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **New or improved pedestrian and cycle connections**
- **Provide a new vehicular access to serve the site**
- **Provide an operational car club for residents and businesses within the site area and beyond.**

Historic and natural environment

- **Protect the setting of designated and non-designated heritage assets**
- **Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside and Chelmsford Watermeadows Local Wildlife Sites**
- **Undertake an Archaeological Assessment.**

Design and layout

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

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Sites CW1a – CW1e - Provide a new vehicular access to serve Strategic Growth Site 1a through proportionate contributions. Physical provision of the new vehicular access route shall be delivered through development of sites CW1a and/or CW1d (both currently Council owned sites)**
- **Site CW1f - Safeguard land for Springfield Road junction improvement**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **Provide, or make financial contributions, to facilitate, sustain and enhance car club facilities for residents and businesses within the site**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision**
- **Site CW1c - Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1).**

Reasoned Justification

7.14 Chelmer Waterside comprises large areas of previously developed land between the River Chelmer and the Chelmer and Blackwater Navigation. These sites will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre. The sites have been grouped together as they provide an opportunity to complete the overall regeneration of this part of the City Centre. They will accommodate higher-density residential development and commercial uses making the most of the waterside setting.

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

7.16 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

7.18 Good pedestrian and cycle connections are expected between Site 1a and nearby shops and bus stops in Navigation Road and Byron Road, the primary school at Trinity Road, the City Centre, water meadows and the Green Wedge/Green Corridor. There should also be good connection between adjacent sites to create strong east-west links.

7.19 Springfield Road/Navigation Road junction must be improved to provide sufficient capacity to support initial development. Beyond initial development, there is a requirement for a new strategic access route to serve Chelmer Waterside linking with Wharf Road to reduce movements at the Springfield Road/Navigation Road junction. This must be physically provided as part of the comprehensive development of this area, but with proportionate financial contributions from CW1a – CW1e.

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

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

7.22 The sites making up Site 1a are highly-visible and prominent within local streetscape and wider townscape aspect. The development is an extension of the City Centre so must respect the character of Chelmsford, be sympathetic to the character and appearance of the Chelmer and Blackwater Navigation Conservation Area whilst establishing its own legible identity. There are also two Local Wildlife Sites in the area. Development shall make the most of the waterside setting, with buildings presenting active faces and uses to the water and where possible introducing water-related uses to fully integrate development areas and functional use of the water. Development should retain waterside margins of at least 10 metres to allow access for maintenance by the Environment Agency and facilitate access to the water in general. Wider margins will be encouraged on a site-by-site basis to allow leisure, water access and habitat connectivity.

7.23 Sites CW1a and CW1b contain high pressure gas transmission pipelines and CW1a contains a gas pressure reduction compound. These will significantly constrain the amount of development that can be placed on these areas. It is possible to relocate the gas pressure reduction compound and the high pressure gas pipelines to increase the site's capacity potential.

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

7.25 Development may also need to safeguard a route for a potential access from the east to link to the City Centre road network, in consultation with Essex County Council.

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

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

7.28 Chelmer Waterside, the adjacent water meadows and the Navigation all the way through to Heybridge Basin, have Conservation Area status. In addition, there are small parts of the allocated sites that fall within the Green Wedge. Development within these areas must ensure land use retains the integrity of the Conservation Area, Green Wedge and habitat is protected or enhanced, whilst sustainably utilising the opportunities to deliver City Centre development.

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

STRATEGIC GROWTH SITE 1b – ESSEX POLICE HEADQUARTERS AND SPORTS GROUND, NEW COURT ROAD

A large-scale development opportunity, comprising the former Essex Police Headquarters, training school and sports ground, as shown on the Policies Map, is allocated for a high-quality residential development that maximises opportunities for sustainable travel, and public open space.

Amount and type of development:

- **Around 250 new homes of a mixed size and type including affordable**
- **Primary school with a co-located early years and childcare nursery.**

Supporting on-site development:

- **Open space in line with local standards, which may include the shared use of the new school playing field, or additional/improved sports pitch facilities to complement those on the adjoining Coronation Park**
- **Integration of flexible workspace facilities.**

Site development principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Incorporate and improve existing public footpaths**
- **Provide pedestrian and cycle connections**
- **Main vehicle access will be from Kingston Crescent, but alternative/additional access points shall also be investigated.**

Historic and natural environment

- **Adapt existing buildings for new uses where practicable, and reuse and protect key elements that contribute to character, including those on the Register of Buildings of Local Interest**
- **Include existing natural features to enhance character.**

Design and layout

- **New buildings with a main elevation and public face that fronts onto existing streets or new thoroughfares**
- **Building alignment and scale influenced by established street character in the vicinity.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Land (2.1 hectares) for a new primary school (Use Class D1) with a co-located early years and childcare nursery as required by the Local Education Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision**
- **Open space in line with local standards, which may include the shared use of the new school playing field, or additional/improved sports pitch facilities to complement those on the adjoining Coronation Park.**

Reasoned Justification

7.30 Essex Police are rationalising their estate and property requirements. Land at the Essex Police Headquarters complex at Kingston Crescent, Springfield is planned to be vacated, providing an opportunity for a large residential development, retained historic buildings and public open space. The development is expected to provide around 250 new homes between 2026 and 2031. A phased project is anticipated to deliver residential and open space elements, and to take account of relocation or retention of specific Police operations.

7.31 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

7.33 Due to limited capacity for other schools in the City Centre to expand, land needs to be safeguarded for a new primary school and childcare nursery, to serve the development and the wider urban area. Strategic Growth Sites in the Urban Area will collectively need to deliver other forms of local infrastructure required to support growth. Financial contributions will be required to meet infrastructure needs generated by new development, including education, health, transport, access and sports/leisure facilities.

7.34 There is a large area of open space making up part of the site, currently in private use by the Policy for sports. Evidence shows a deficiency of publicly accessible open space in the Trinity Ward. Development here offers an opportunity to enhance open space provision in this area of Chelmsford, which may include joint use of open space with the new school or additional sports pitch facilities to complement those on the adjoining Coronation Park.

7.35 Development is expected to reuse existing buildings on the Register of Buildings of Local Interest, including the 1902 Police headquarters building, former chief constable's house, recruits' accommodation, stable block and gatehouse. Other buildings such as the main administration block and training building should be considered for adaption and reuse. Due to the scale of the surrounding area and the elevated position of the site with long views from the south-east, building heights will be limited to 2-5 storeys.

7.36 Layout is expected to take account of the open space areas, routes through the site and public footpaths, to create a development which is easily accessed by pedestrians and cyclists, linking in to the wider route network. Enhanced pedestrian/cycle connections should be provided to the adjoining Coronation Park and allotments, and linking into the pedestrian/cycle route network for access to Springfield, Chelmer Village and the City Centre. The site is close to Springfield Road, less than 1km from the edge of the City Centre and well connected to the City by bus.

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

STRATEGIC GROWTH SITE 1c – NORTH OF GLOUCESTER AVENUE (JOHN SHENNAN)

Land at Gloucester Avenue, south of Chelmsford City Centre, as shown on the Policies Map, is allocated for residential development and retention and improvement of open space.

Amount and type of development:

- **Around 200 new homes of a mixed size and type including affordable housing**
- **Provision of a stand-alone early years and childcare nursery.**

Supporting on-site development:

- **Rationalisation/retention of formal/informal open space**
- **Improved play area**
- **Integration of flexible workspace facilities.**

Site development principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Gloucester Avenue**
- **Retain existing and provide improved pedestrian and cycle connections.**

Design and layout

- **Development should face onto new routes within the site**
- **Retain or enhance natural landscaping to maintain the privacy of existing homes, and use layout to respect neighbouring rear boundaries**
- **Building heights will be limited to maintain local scale and character.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide rationalised/retained formal/informal open space**
- **Provide an improved play area.**

Reasoned Justification

7.38 Land off Gloucester Avenue (John Shennan) will provide a sustainably located development of around 200 new homes between 2026 and 2031, alongside rationalised/retained formal/informal open space.

7.39 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

7.41 Development is anticipated on part of the site, with a substantial area of improved accessible local open space which will include formal equipped areas for play or sports and natural green space. The potential for co-ordination with Moulsham High School's dual-use sports facilities should be explored.

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

7.43 The site is sustainably located close to the Gloucester Avenue Neighbourhood Centre and two major supermarkets, local secondary, junior and infant schools, and is well served by buses. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.44 Development is expected to retain existing and provide improved pedestrian and cycle links into the site, and to the adjoining school premises, Gloucester Avenue, Princes Road, Longstomps Avenue and Vicarage Road. This will ensure access to the City Centre, to play and sports facilities in Oaklands Park, and into the wider pedestrian/cycle route network.

7.45 Respect for rear boundaries of adjoining properties and boundary planting will be used to shape development, with new houses facing onto new routes and spaces.

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

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

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

Land off Langton Avenue, formerly St Peter's College and playing fields, as shown on the Policies Map, is allocated for residential, specialist education uses, and community uses.

Amount and type of development

- **Around 185 new homes of a mixed size and type including affordable housing**
- **Two new special schools.**

Supporting on-site development:

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

Site development principles:

Movement and access

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

Design and layout

- **Adapt existing buildings for new uses where practicable, and reuse key elements that contribute to character**
- **Adaptable building types which offer opportunities for small workspaces**
- **Landscape focused on a public open space network**
- **Retention and enhancement of existing natural features to create distinctive landscape character.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Land (circa 2.5 hectares) for two new special schools (Use Class D1) in line with Local Education Authority requirements**
- **Financial contributions to early years, primary and secondary education provision, and community facilities including healthcare provision**
- **Provide rationalised/retained formal/informal open space**
- **Provide a play area with particular emphasis on children and teenage users.**

Reasoned Justification

7.48 The former St Peter's College is in the Melbourne area of Chelmsford, is located north west of the City Centre. The neighbourhood is focused on Melbourne Avenue shops, health facilities and local services. The opportunity is for around 185 new homes between 2019 and 2023, along with new specialist education uses and other community facilities to bring significant benefits not only to the site's residents but the wider community.

7.49 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

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

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

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

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

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

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

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

STRATEGIC GROWTH SITE 1e – FORMER ROYAL MAIL PREMISES, VICTORIA ROAD

Land at the former Royal Mail premises in Victoria Road, as shown on the Policies Map, has potential for high quality residential development.

Amount and type of development:

- **Around 150 new homes of a mixed size and type including affordable housing**
- **Provision of a stand-alone early years and childcare nursery.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicle access will be from Regina Road or Victoria Road, incorporating improvements at the Regina Road/Victoria Road junction as required by the Local Highway Authority**
- **Widening of public footway along Victoria Road (minimum 3.5m)**
- **Provide pedestrian and cycle connections**
- **Provide a well connected internal road layout.**

Design and layout

- **Integration of flexible workspace facilities**
- **Effective measures to reduce the impact of the adjoining railway line on the amenity of residential development**
- **Provide public art which contributes towards place creation**
- **Design of open spaces and streets to incorporate adequate tree planting and other green infrastructure, natural flood risk and surface water management measures.**

Site infrastructure requirements:

- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers.**

Reasoned Justification

7.58 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. As such, it is well-located for a residential development of around 150 new homes between 2022 and 2026.

7.59 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

7.61 Links should be made with pedestrian and cycle routes close to the site, particularly towards Anglia Ruskin University, the City Centre, the bus and railway stations, and the riverside pedestrian/cycle route network. A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

7.62 The site is highly-visible and prominent within local streetscape and from the mainline railway approach to Chelmsford. The development is an extension of the City Centre, but the immediate area has a mixed character including the presence of early 20th Century two-storey homes on the opposite side of Victoria Road; the scale, massing and finer design attributes must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

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

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

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

Amount and type of development:

- **Around 125 new homes of a mixed size and type including affordable housing**
- **Food/drink and/or retail units**
- **Decked car parking.**

Supporting on-site development:

- **Enhanced pedestrian and cycle route links, including contributions towards improvements to Mallard Bridge**
- **Integration of flexible workspace facilities.**

Site masterplanning principles:

Movement and access

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

Historic and natural environment

- **Ensure protection and enhancement of the character and appearance of the adjoining Chelmsford Central Conservation Area**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity.**

Design and layout

- **Ensure key public open spaces and routes are fronted by active and complementary uses at street level**
- **Ensure new development makes the most of the waterside location**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Financial contributions to primary and secondary education provision, and community facilities including healthcare provision**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers**
- **Financial contribution towards improvements to Mallard Bridge.**

Reasoned Justification

7.64 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. Redevelopment of the swimming pool site will release former leisure centre land and parking areas for development. It is well-located for a residential development of around 125 new homes between 2026 and 2031.

7.65 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

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

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

7.69 Links should be made with pedestrian and cycle routes to/from the site and the University, City Centre, bus and railway stations and the wider cycle/footpath network. There are also opportunities to enhance access across the River Chelmer, including financial contributions to help secure improvements to the existing Mallard Bridge.

7.70 Practical design considerations, such as service yards, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape. Where residential uses meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene – potentially through duplex residential or live-work units.

7.71 Although there are no heritage assets on the site, development should protect and seek to enhance the character and appearance of the adjoining Chelmsford Central Conservation Area.

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

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

STRATEGIC GROWTH SITE 1g – CIVIC CENTRE LAND, FAIRFIELD ROAD

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

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing.**

Supporting on-site development:

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

Site masterplanning principles:

Movement and access

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

Historic and natural environment

- **Ensure protection or enhancement of the setting of the Grade II listed War Memorial, locally listed Civic Centre entrance building, and the character and appearance of the West End Conservation Area.**

Design and layout

- **Layout to provide appropriate street frontage to Marconi Square, Coval Lane and Viaduct Road**
- **Opportunity for landmark buildings**
- **Enhanced landscaping to the site's boundary with Parkway**
- **Provide public art which contributes towards place creation.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Financial contributions to secondary education provision, and community facilities including healthcare provision**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contribution to facilitate, sustain and enhance car club facilities for scheme occupiers.**

Reasoned Justification

7.74 The site is located south of Duke Street adjacent to the City's transport hub of railway and bus stations, with excellent pedestrian and cycle links to the main shopping and business area, but also close to Central Park and with links to the wider area through the Green Wedge. This justifies intensive use of part of the site for City Centre living at a city scale (i.e. taller, higher-density buildings) for around 100 new homes between 2026 and 2031, while retaining the majority of public car parking on site.

7.75 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

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

7.78 Development on a wider site should protect and seek to enhance the Grade II listed War Memorial on Duke Street, the locally listed Civic Centre main entrance building, and the character and appearance of the adjoining West End Conservation Area.

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

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

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

7.82 Public realm improvements are expected, particularly to the southern edge of the site where it fronts Parkway, and to extend Marconi Square northwards along Fairfield Road to improve the theatre environs.

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

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

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

Amount and type of development:

- **Around 100 new homes of a mixed size and type including affordable housing.**

Supporting on-site development:

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

Site masterplanning principles:

Movement and access

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

Historic and natural environment

- **Ensure protection or enhancement of the character and appearance of the adjoining West End Conservation Area.**

Design and layout

- **Create new built edges to Glebe Road and Marconi Road**
- **Enhance the setting of Eastwood House**
- **Landscape design incorporating tree planting, flood risk and surface water management.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Financial contributions to secondary education provision, and community facilities including healthcare provision**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers.**

Reasoned Justification

7.84 Eastwood House is an office building with a large surface parking area and undercroft parking. The land being allocated is the surface parking area, which could accommodate around 100 homes between 2022 and 2026.

7.85 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

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

7.87 The office building itself is designated as an Employment Area. It is proposed to slightly reduce the boundary of this designation to rationalise land suitable for residential development. However, vehicular access will need to be retained for the office use and its undercroft parking, In addition, sufficient parking should be retained for the office use to ensure its future use is not compromised by lack of parking provision.

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

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

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

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

7.92 Although there are no heritage assets on the site, development should protect and seek to enhance the character and appearance of the adjoining West End Conservation Area.

7.93 The setting of Eastwood House should be enhanced with suitable planting and landscaping to provide a separation between the office building and residential development. Landscaping may also provide an opportunity for surface water management solutions.

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

7.95 Growth Sites 1i to 1v share common features due to their central position in Location 1, and are all subject to Policy GR1 as well as infrastructure requirements in Policy S11. Additional policy requirements and phasing information are then listed in individual site-specific policies.

POLICY GR1 - GROWTH SITES IN CHELMSFORD URBAN AREA

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

Growth Sites 1i to 1v will be required to provide the following type of development and site infrastructure requirements, and take into consideration the site development principles. In addition, the relevant infrastructure requirements of Policy S11 also apply to these sites. Additional policy requirements and phasing information are then listed in individual site-specific policies. These new developments will be planned carefully using the following principles and with the use of Planning Briefs or Design Codes where appropriate.

Type of development:

- **New homes of a mixed size and type, including affordable housing, where applicable.**

Supporting on-site development:

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

Site development principles:

Movement and access

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

Historic and natural environment

- **Protect the setting of designated and non-designated heritage assets**
- **Preserve or enhance the character and appearance of Conservation Areas.**

Design and layout

- **Ensure design and layout supports commercial function, where applicable.**

Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to early years, primary and secondary education provision, and community facilities including health provision.**

Reasoned Justification

7.96 Growth Sites are smaller sites which will accommodate less than 100 new houses, but which will collectively contribute to regeneration objectives and securing sustainable development. Policy GR1 sets out requirements for Growth Sites 1i to 1v. These sites share common features in that they make the best and most efficient use of previously developed land, are often vacant or underused areas where there is an opportunity for sustainable growth patterns, are in locations which will allow good connections with their local neighbourhoods and the City Centre, and will regenerate unused or underused previously developed land.

7.97 Infrastructure requirements for Growth Sites 1i to 1v are in addition to relevant requirements of Policy S11. Further site-specific policy and phasing information is set out in the site-specific policies which follow.

7.98 These sites have been allocated to create high quality, sustainable new developments, covering a capacity range from around 10 to around 90 homes. Exact site capacity will depend on site specific considerations including local context and appropriate scale. The Council will consider the use of Planning Briefs and Design Codes on Growth Sites where appropriate in line with Policy MP2.

7.99 Development should provide a mix of size and types of homes as listed in the site-specific policies which follow. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.100 Opportunities to include attractive, flexible use units in developments will be encouraged to enable employment or community uses. Where appropriate, live-work units should be provided to ensure developments are as sustainable as possible. Combining work and home in a single unit will help to reduce the need to travel, reduce traffic levels and related air quality impacts. It will also promote new economic development. Other uses may include retail, hotels, or cultural facilities.

7.101 Previously developed sites in the City Centre are often highly-visible and prominent within local streetscape or wider townscape aspect. New development is expected to complement Chelmsford's character and respect designated and non-designated heritage assets, but also create a distinctive sense of place and comfortable living environment through high-quality design, architecture and materials, excellent public realm, enhanced connectivity and contribution to townscape. Existing buildings and spaces which contribute to the character of an area should be retained and reused. Practical design considerations, such as service yards and utility related plant and sub-stations must be effectively integrated within the overall design.

7.102 Whilst sites within the Urban Area mostly benefit from better transport access, it will be necessary or desirable to enhance connections between the site and transport infrastructure, or the infrastructure itself, to meet growing demand. Residential travel plans may be required for developments to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes.

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

GROWTH SITE 1i – CHELMSFORD SOCIAL CLUB AND PRIVATE CAR PARK, 55 SPRINGFIELD ROAD

- **Around 90 new homes**
- **Enhanced route links from Riverside Ice and Leisure to Springfield Road, including financial contributions towards improvements to Mallard Bridge**
- **Main vehicle access will be from Springfield Road**
- **Ensure protection of the setting of adjoining Grade II listed buildings at 73-75 Springfield Road**
- **Generous waterside margin to enable maintenance, recreation and habitat connectivity**
- **Ground floor active frontages for residential blocks where appropriate, fronting public routes**
- **New development making the most of the waterside location**
- **Potential to retain community use in new layout**
- **Safeguard land for Springfield Road junction improvement**
- **Phasing: 2022-2026.**

GROWTH SITE 1j – ASHBY HOUSE CAR PARKS, NEW STREET

- Around 80 new homes
- Main vehicle access from Brook Street
- Respect for the character of the locally listed Globe House and Marriages Mill
- New built frontage to Brook Street
- Opportunity to extend Ashby House for residential use
- Avoid adverse impacts on the Chelmer Valley Local Nature Reserve
- Financial contributions towards improvements to Brook Street public realm
- Phasing: 2026-2031.

GROWTH SITE 1k – RECTORY LANE CAR PARK WEST

- Around 75 new homes
- Potential for student accommodation, due to its proximity to Anglia Ruskin University
- Main vehicle access will be from Broomfield Road/Elms Drive
- Improved level pedestrian/cycle connection to two existing road crossing points to the south
- Protect the setting of the nearby locally listed King Edward VI School, and protection or enhancement of the character and appearance of the adjoining John Keene Memorial Homes Conservation Area
- High quality architectural design to enhance the gateway location of the site
- Layout to retain some public parking provision
- Layout to respect neighbouring frontages on Elms Drive
- Enhanced landscaped edge to Broomfield Road, Parkway and Chelmer Valley Road
- Phasing: 2022-2026.

GROWTH SITE 11 – CAR PARK TO THE WEST OF COUNTY HOTEL, RAINSFORD ROAD

- Around 45 new homes
- Main vehicle access will be from Rainsford Road
- Facilitate future access to adjoining County Hotel car park where it would benefit inclusive design principles
- Safe pedestrian and cycle access to Rainsford Road
- Protect the setting of the nearby locally listed Trinity Methodist Church, and protection or enhancement of the character and appearance of the adjoining West End Conservation Area
- Scale to respect the character and appearance of the West End Conservation Area and form a definitive edge to Parkway
- Layout to provide appropriate street frontage to both Parkway and Rainsford Road
- Enhanced landscaping to the site's boundary with Parkway
- Financial contributions towards improvements to Rainsford Road public realm
- Phasing: 2022-2026.

GROWTH SITE 1m – FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET

- Around 40 new homes
- Provision of a 3.5m widened cycle/footway along the New Street frontage, in accordance with Local Highway Authority requirements
- Main vehicle access will be from Brook Street/New Street
- Ensure protection of the setting of the Grade II listed Marconi 1912 building, and respect the setting and character of the locally listed Globe House and Marriages Mill
- Layout to provide appropriate street frontage to both New Street and Brook Street
- Ground floor non-residential uses and active frontages for residential blocks, fronting public routes
- Financial contributions towards improvements to Brook Street public realm
- Phasing: 2022-2026.

GROWTH SITE 1n – BT TELEPHONE EXCHANGE, COTTAGE PLACE

- Around 30 new homes
- Financial contributions to improve Church Street/Cottage Place public realm
- Main vehicle access from Cottage Place
- Respect the setting of the nearby Grade II listed Imperial House and The Wheatsheaf, locally listed Cathedral Court, and ensure protection or enhancement of the character and appearance of the adjoining Chelmsford Central Conservation Area
- Adaptation or redevelopment of existing buildings
- Consideration of security to remainder of BT premises building
- Phasing: 2026-2031.

GROWTH SITE 1o – RECTORY LANE CAR PARK EAST

- Around 25 new homes
- Potential for student accommodation, due to its proximity to Anglia Ruskin University
- Main vehicle access to be taken from Chelmer Valley Road
- Improved level pedestrian/cycle connection to existing road crossing point to the south
- Protect the setting of the adjacent locally listed Cemetery Gatehouse and Lodge on Rectory Lane
- Character and scale determined by adjacent residential development
- Layout shaped by utility easements
- Enhanced landscaped edge to Rectory Lane and Chelmer Valley Road
- Phasing: 2022-2026.

GROWTH SITE 1p – WATERHOUSE LANE DEPOT AND NURSERY

- Around 20 new homes
- An accessible, alternative Parks Depot will need to be in place prior to development to allow continuity of service
- Main vehicle access will be from Waterhouse Lane
- Maintain wide grass verge and trees to Waterhouse Lane road frontage
- Development layout should ensure sensitive treatment to allotments boundary
- Phasing: 2022-2026.

GROWTH SITE 1q – CHURCH HALL SITE, WOODHALL ROAD

- Around 19 new homes
- Main vehicle access will be from Woodhall Road
- Character and scale determined by adjacent residential development
- Development layout should respect neighbouring rear boundaries
- Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area
- Phasing: 2022-2026.

GROWTH SITE 1r - BRITISH LEGION, NEW LONDON ROAD

- Around 15 new homes
- Alternative provision of the community use should be secured prior to development
- Main vehicle access from New London Road
- Architecture should respect the character and appearance of the New London Road Conservation Area, and an adjacent building listed on the Council's Register of Buildings of Local Value
- Retain natural landscaping to enhance the setting
- Phasing: 2022-2026.

GROWTH SITE 1s – REAR OF 17 to 37 BEACH'S DRIVE

- Around 14 new homes
- Main access will be from Beach's Drive
- Pedestrian and cycle access should be created into Admirals Park at the south-east of the site to connect to safe pedestrian/cycle routes to the city centre to the east and wider countryside to the west
- Character and scale determined by adjacent residential development
- Development layout should respect neighbouring rear boundaries
- Phasing: 2026-2031.

GROWTH SITE 1t - GARAGE SITE, ST NAZAIRE ROAD

- Around 12 new homes
- Main vehicle access will be from St Nazaire Road
- New pedestrian link to the existing pedestrian/cycle route network
- Maintain the green setting and mature trees
- Enhanced built edge and frontage to existing footpath
- Development layout should maintain the privacy of existing adjacent homes
- Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area
- Phasing: 2022-2026.

GROWTH SITE 1u – GARAGE SITE AND LAND, MEDWAY CLOSE

- Around 10 new homes
- Improved main vehicle access will be from Medway Close
- Natural boundaries should be retained as an edge to development
- Character and scale determined by adjacent residential development
- Drainage and flood risk management led by SuDs to address partial location in a Critical Drainage Area
- Phasing: 2022-2026.

GROWTH SITE 1v – CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD

- **Around 10 new homes**
- **Main vehicle access will be from Broomfield Road**
- **Respect the setting of the Grade II listed Coval Hall to the west, and protection or enhancement of the character and appearance of the adjoining West End Conservation Area**
- **Phasing: 2022-2026.**

7.104 A small number of sites in the Chelmsford Urban Area may come forward for a mix of uses which may include housing. As these sites are flexible, any assumptions on housing capacity are not included as part of the Local Plan's requirement. They are areas with development potential, allocated to make the best and most efficient use of previously developed land.

7.105 Opportunity Site allocations OS1a and OS1b are shown on the Policies Map. Each of these Opportunity Sites is subject to its site-specific policy, and joint reasoned justification:

OPPORTUNITY SITE OS1a – RIVERMEAD, BISHOP HALL LANE

- **Around 80 new homes of a mixed size and type, including affordable housing, where applicable**
- **New bridges to Anglia Ruskin University and Springfield Hall Park to the east for connections to pedestrian and cycle network, and improved pedestrian and cycle connection to Bishop Hall Lane**
- **Bridges to provide adequate headroom for boating activity**
- **New publicly accessible riverside areas**
- **Residential and/or business accommodation on north island**
- **Retain and improve business area on south island**
- **Respect for the waterside character and the adjacent listed Mill House and pond**
- **Avoid adverse impacts on the Chelmer Valley Local Nature Reserve**
- **Layout guided by views from surrounding area**
- **Main vehicle access will be from Bishop Hall Lane**
- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Financial contributions to supporting infrastructure, depending on uses**
- **Phasing: 2022-2026.**

OPPORTUNITY SITE OS1b – RAILWAY SIDINGS, BROOK STREET

- **Intensification of business or industrial use**
- **Improved pedestrian and cycle routes**
- **Avoid adverse impacts on the Chelmer Valley Local Nature Reserve**
- **Safeguarded access for minerals/aggregates rail freight area**
- **Financial contributions to improve Brook Street public realm**
- **Main vehicle access will be from Brook Street**
- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highway Authority**
- **Financial contributions to supporting infrastructure, depending on uses**
- **Phasing: 2022-2026.**

Reasoned Justification

7.106 Sites OS1a and OS1b above are mostly previously developed sites where the use of the land can be intensified.

7.107 The Council will support proposals which will regenerate areas of the City Centre for sustainable uses which are well-connected to the pedestrian and cycle route network, and bring diversity of activity to the area. Uses may include, but not be limited to, commercial activity such as retail, office, educational, leisure and community use, as a priority. Residential development including student accommodation will only be supported as part of the mix if it contributes to or facilitates strengthening of City Centre uses. Any proposals for housing will also be subject to Policy HO1 and HO2.

7.108 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.109 Both sites are close to local facilities including the City Centre, commercial uses, Anglia Ruskin University, and transport hub of railway and bus stations. They are well-connected to the pedestrian and cycle network along the riversides, and to new routes through redevelopment of the former Marconi site.

7.110 Where development will have an impact on local infrastructure, financial contributions will be sought. This may include education provision, community, sport and leisure facilities, and health provision.

Location 2 - West Chelmsford

STRATEGIC GROWTH SITE 2 – WEST CHELMSFORD

Land to the west of Chelmsford and north of Roxwell Road, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 800 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots.**

Supporting on-site development:

- **Neighbourhood Centre**
- **Provision of a new primary school with co-located early years and childcare nursery**
- **Provision of new stand-alone early years and childcare nursery.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Roxwell Road (A1060)**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures**
- **Provide a new dedicated bus, cycle and pedestrian link into the existing Urban Area.**

Historic and Natural Environment

- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **Land (circa 2.1 hectares) for a co-located primary school and early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and contributions towards the cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.111 This site is adjacent to Chelmsford Urban Area and in close proximity to a range of services and facilities in the City Centre and Melbourne. As such it represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It will provide a sustainable urban extension for around 800 homes expected to be delivered between 2021/22 and 2025/26. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.112 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.113 As this is a Strategic Growth site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy good vehicles is essential. The location of the Travelling showpeople site within the Site Allocation will be addressed through the wider master planning process.

7.114 Although the development quantum and extent of the allocation is set out in the Local Plan, the site is located in the Parish of Writtle where an emerging Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help to shape this site allocation. When their Neighbourhood Plan is approved, Writtle Parish Council will also receive 25% of the CIL receipt for this development and any other in its area, otherwise the rate will be 15%.

7.115 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community facilities and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.116 The scale of development in this location will require a primary school with co-located 56 place early years and childcare nursery, as well as a further stand-alone 56 place nursery school. The developer will be expected to provide the land and costs towards the physical schemes provision with delivery through the Local Education Authority.

7.117 The development will take its main vehicular access from Roxwell Road and be expected to adequately mitigate its likely impacts on the performance of the local road and strategic road network including around Writtle village and the A1060 corridor into the City Centre. These will be expected to include appropriate improvements to the junctions of Roxwell Road/Chignal Road and Roxwell Road/Lordship Road.

7.118 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The Council will approve a sustainable transport-led masterplan that creates a place where walking, cycling and public transport is given priority over the private car. The development will provide good accessibility for bus services including a new bus link from Avon Road and bus priority measures within the site.

7.119 The development will be expected to improve connections for walking and cycling into and through the Green Wedge and to services and facilities that will serve the development in Melbourne, Writtle and the City Centre including schools, jobs, Writtle University College, shops and Chelmsford train station. This should include cycleway connections into the Chignal Road cycle route and National Cycle Network 1, via Lawford Lane. The site is well located to provide access via these modes to the City Centre.

7.120 A site-wide travel plan will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.121 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and to protect important views into the site from the north and west. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. For these reasons, the land to the west of the site is allocated for future recreation use/SuDS.

7.122 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

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

Location 3 - East Chelmsford

7.124 This broad location for growth, as shown on the Key Diagram (Figure 8), comprises the following four Strategic Growth Sites:

- 3a: East Chelmsford – Manor Farm
- 3b: East Chelmsford – Land North of Maldon Road (Employment Site)
- 3c: East Chelmsford – Land South of Maldon Road
- 3d: East Chelmsford – Land North of Maldon Road (Residential Site)

STRATEGIC GROWTH SITE 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

- **Conserve and enhance the character and appearance of the Chelmer and Blackwater Conservation Area**
- **Protect the nationally significant Bronze Age monument and its setting**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Enhance the historic and natural environment**
- **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 electricity lines and pylons from the site and install electricity cables underground.**

Site infrastructure requirements:

- **Provision of a new Country Park and Visitors 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, 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 will be collected towards recreation disturbance avoidance and mitigation measures for European designated sites.

Reasoned Justification

7.125 This site allocation will provide a high-quality landscape-led residential development of around 250 new homes expected to be delivered between 2020/21 and 2024/25. This location represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It is one of four development sites in East Chelmsford, adjacent to Chelmsford Urban Area and close to local services and facilities in Great Baddow and Sandon. Due to the heritage, landscape and utility constraints at this site, proposals significantly in excess of 250 homes are unlikely to be acceptable.

7.126 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.127 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.128 The development will provide an opportunity to provide a high-quality residential development and new Country Park to the north of the residential development. It will also provide an opportunity to provide an improved access to Sandford Mill which is an important community asset and a focus for regeneration through the delivery of a new road link from Maldon Road/Sandford Mill Lane. It is envisaged that the new Visitors Centre will be located at Sandford Mill.

7.129 The Country Park will be expected to provide a high-quality context for the residential development and protect and enhance the character and appearance of the adjoining Green Wedge and Conservation Area, retain and improve habitats for wildlife and provide new and enhanced recreational opportunities for local people. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park and Visitor Centre will also be required.

7.130 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape and provides a strong sense of place. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers, restricting dwelling heights to a maximum of two-stories, protection of key views, promoting non-standard housing types and requiring lower dwelling densities at the most visually sensitive locations. The layout of the development will also need to reflect and incorporate a safeguard corridor around the high pressure gas line that crosses the eastern part of the site. It is expected that the electricity pylons and lines that also crosses the eastern part of the site will be removed and installed underground.

7.131 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan.

7.132 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised.

7.133 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths from the site should connect with National Cycle Network Route 1 to the north-east which connects with Chelmer Village, the City Centre and Hammonds Road.

7.134 The development will be required to provide direct, safe and convenient access to existing bus stops on Maldon Road in addition to providing a safe multi-use crossing at Maldon Road.

7.135 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.136 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.137 The southern part of the site contains the remains of a Bronze Age enclosure, in the area north of the Manor Farm shop. Although the remains are not scheduled, previous excavation has revealed evidence of Bronze Age and later use of the site and its environs. The feature is considered of national importance and therefore in accordance with paragraph 139 of the NPPF it should be treated as if it were a Scheduled Monument. An appropriate buffer will be required around the site and a green link to the river valley maintained, which is fundamental to the siting of the monument. Other significant archaeological remains and their settings should also be identified and protected.

7.138 The development should seek to protect and enhance heritage assets including retaining the WWII pillbox in the eastern part of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.139 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

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

7.141 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

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

STRATEGIC GROWTH SITE 3b – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD (EMPLOYMENT)

Land to the north of Maldon Road as shown on the Policies Map, is allocated for a office/business park. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 5,000 sqm (net) new Use Class B1 floorspace**
- **Stand-alone early years and childcare nursery.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from a new junction at Maldon Road/Sandford Mill Lane**
- **Provide a well connected internal road network**
- **Provide pedestrian and cycle connections including access to the Sandon Park & Ride.**

Historic and Natural Environment

- **Conserve and enhance the character and appearance of the Chelmer and Blackwater Conservation Area**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development**
- **Enhance the historic and natural environment**
- **Provide suitable SuDs and flood risk management**
- **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.**

Site infrastructure requirements:

- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Safeguard land for the future expansion of Sandon Park and Ride site**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and sustain travel through sustainable modes of transport.**

Reasoned Justification

7.143 This site allocation will provide employment development of around 5,000 sqm of new B1 floorspace as part of a new office/business park which is expected to be delivered in 2021/22 – 2025/26. As such this allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. It is one of four development sites in East Chelmsford located to the east of Great Baddow and north of Sandon and is close to local services and facilities in these locations.

7.144 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.145 The site is adjacent to Sandon Park and Ride and well located to existing and proposed developments in East Chelmsford. It has excellent access to the strategic road network via the A12 and A414.

7.146 The development should provide a mix of type and range of sizes of Use Class B1 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S10. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

7.147 To serve the proposed employment site and the wider area including patrons of the Park and Ride, a new stand-alone early years and childcare nursery should form part of the development proposals.

7.148 The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density and massing of new development responds positively to the historic and natural environment and works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers to protect the character and appearance of the Conservation Area.

7.149 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan to address the nature, form, density, massing, design and phasing of the new development.

7.150 The development will be expected to improve connections for cycling and walking including connections into the existing networks and providing links to the City Centre and Chelmer East Green Wedge.

7.151 Cycle path from the site should connect with National Cycle Network Route 1 to the north to encourage sustainable modes of travel. This route connects with Chelmer Village, the City Centre and Hammonds Road. A cycle/footway should connect the site to Sandon Park & Ride to the east to maximise use of the existing Park & Ride site.

7.152 The development will be required to provide direct, safe and convenient access to existing bus stops on Maldon Road.

7.153 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Sandon is envisaged to help shape this site allocation.

7.154 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

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

STRATEGIC GROWTH SITE 3c – EAST CHELMSFORD – LAND SOUTH OF MALDON ROAD

Land to the south of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing.**

Site masterplanning principles:

Movement and Access

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

Historic and Natural Environment

- **Minimise the impact on Croft Wood, the tree belt that lines the site to the north and north west**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development including the electricity pylons and the sub-station to the east of the site**
- **Enhance the historic and natural environment**
- **Provide suitable SuDs and flood risk management**
- **Conserve and enhance the character and appearance of the Sandon Conservation Area**
- **Protect the setting of the Graces Cross listed building**
- **Retain the WWII pillbox to the east of the site and provide interpretation boards**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Development should front onto Molrams Lane, Maldon Road and the open space to the east**
- **Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **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 bridleways where appropriate**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority and towards community facilities such as healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

Where appropriate, contributions will be collected towards recreation disturbance avoidance and mitigation measures for European designated sites.

Reasoned Justification

7.156 This site will provide residential development of around 100 new homes expected to be delivered between 2020/21 and 2022/23. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites in East Chelmsford.

7.157 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.158 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.159 The site is adjacent to the edge of the built-up area. The development must respect the character of the location, by creating a generous landscaped edge to the eastern boundary and ensure that the open space in the south of the site maximises the separation of the development with Sandon village.

7.160 Croft Wood, the existing strong wooded boundary to the north and north west of the site is a result of a Forestry Commission grant from 1997. The trees are not protected and a small section of Croft Wood will need to be removed to incorporate a vehicular access from Maldon Road. Hedgerows on the site shall also be retained and strengthened where possible.

7.161 The development should seek to protect and enhance heritage assets including retaining the WWII pillbox (North of Sandon) to the east of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.162 The layout of the proposed development and proposed open space and landscaping should be used to minimise the visual impact of the new development and the electricity pylons to the east of the site. The layout of the development will also need to reflect and incorporate a safeguard corridor for the high pressure gas line which crosses the site.

7.163 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre and nearby services and facilities such as the primary and secondary schools within Great Baddow and Sandon and the Vineyards Neighbourhood Centre.

7.164 The development will be required to provide direct, safe and convenient access to existing bus stops on Maldon Road. Connections and crossings should also be provided and enhanced, particularly on Maldon Road.

7.165 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.166 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.167 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Sandon is envisaged to help to shape this site allocation.

7.168 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

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

7.170 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

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

GROWTH SITE 3d – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD (RESIDENTIAL)

Land to the north of Maldon Road as shown on the Policies Map, is allocated for a residential development. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 50 new homes of mixed size and type to include affordable housing.**

Site masterplanning principles:

Movement and Access

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

Historic and Natural Environment

- **Conserve and enhance the character and appearance of the Chelmer and Blackwater Conservation Area**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development**
- **Enhance the historic and natural environment**
- **Provide suitable SuDs and flood risk management**
- **Retain the WWII pillbox in the northern 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.**

Site infrastructure requirements:

- **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 bridleways where appropriate**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority and towards community facilities such as healthcare provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

Where appropriate, contributions will be collected towards recreation disturbance avoidance and mitigation measures for European designated sites.

Reasoned Justification

7.172 This site will provide residential development of around 50 new homes expected to be delivered in 2020/21. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites in East Chelmsford.

7.173 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.174 The development should provide a mix of size and types of homes. The development is expected to promote the highest standard of design with dwelling heights, density and massing of new development which responds positively to the historic environment and the local landscape context. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements.

7.175 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers.

7.176 These measures will help to protect important views into and across the site from the north-west. Robust tree and hedge planting will also be expected to include at least heavy standard appropriate native species. Development will be considered in the context of an approved masterplan to address the nature, form, density, massing, design and phasing of the new development.

7.177 The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths from the site should connect with National Cycle Network Route 1 to the north which connects with Chelmer Village, the City Centre and Hammonds Road.

7.178 A cycle/footway should connect the site to Sandon Park & Ride to the east to increase the patronage of the Park & Ride site in addition to providing a safe multi-use crossing at Maldon Road. The development will also be required to provide direct, safe and convenient access to existing bus stops on Maldon Road.

7.179 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car.

7.180 The area has a fragmented bridleway network but there are opportunities within these four site allocations to provide bridleway connections within the site and to the countryside beyond.

7.181 The development should seek to protect and enhance heritage assets including retaining the WWII pillbox (Hammond Road) in the northern part of the site. This is part of a group of WWII pillboxes which form part of the General Headquarters defence line running north-south and skirting the east side of Chelmsford, forming part of a stop line in the event of invasion. These are an interesting feature and contribute to the heritage of the area. It is, therefore, expected that the development should retain, protect and provide interpretation and information boards for the WWII pillbox.

7.182 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Sandon is envisaged to help shape this site allocation.

7.183 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

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

7.185 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

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

Existing Commitments

7.187 These are deliverable sites previously allocated in the Council's Local Development Framework which have not yet been granted planning permission.

EXISTING COMMITMENT EC1 – LAND NORTH OF GALLEYWOOD RESERVOIR

Land north of Galleywood Reservoir, as shown on the Policies Map, is allocated for residential development. Development will be expected to provide:

Amount and type of development:

- **Around 13 new homes of a mixed size and type to include affordable housing**

Site planning principles:

- **Vehicular access will be from Pyms Road**
- **Retention of the existing access from Beehive Lane to the reservoir site**
- **Provide pedestrian and cycle connections**
- **Protect existing trees within the development site**
- **Provide soft landscaping around the new access junction**
- **Provide suitable SuDS and flood risk management.**

Site infrastructure requirements:

- **New and enhanced cycle routes and footpaths**
- **On-site provision of new parking spaces that will be lost from Pyms Road**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and 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.**

Reasoned Justification

7.188 Galleywood is a Key Service Settlement. This allocation is located within Galleywood Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 13 new homes expected to be delivered between 2021/22 and 2025/26.

7.189 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.190 The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that responds positively to the local context. A proportion of affordable housing and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.191 The site allocation comprises a variety of existing land uses and there is potential to combine, in whole or in part, the Chelmsford City Council garages, adjacent green space and the Essex and Suffolk Water depot (excluding reservoir) for new residential development.

7.192 The development will be required to incorporate the existing garage provision into the development, either rebuilt as garages or removed and the space used to provide general public parking.

7.193 The loss of the green space on the north-east of the site will need to be compensated by financial contribution towards new or enhanced formal open space/outdoor sports facilities and/or indoor leisure facilities to address priorities identified by the Council.

7.194 The development will take its main vehicular access from Pyms Road and be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. Additional pedestrian and cycle connections should also be provided between the site and the wider areas.

7.195 Pyms Road currently experiences high demand from on street parking and the new access junction will lead to the loss of existing on-street parking spaces. Spaces lost will need to be provided on the allocation site.

7.196 Archaeological deposits may exist within the site due to its vicinity with the Napoleonic Fort on Galleywood Common. Therefore, an archaeological assessment of the site will be required prior to development.

EXISTING COMMITMENT EC2 - LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE

Land surrounding the Telephone Exchange on Ongar Road, Writtle, as shown on the Policies Map, is allocated for residential development. Development will be expected to provide:

Amount and type of development:

- **Around 25 new homes of a mixed size and type to include affordable housing**

Site planning principles:

- **Vehicular access to the site will be from Ongar Road and/or The Green**
- **Provide pedestrian and cycle connections**
- **Conserve and enhance the character and appearance of the Writtle Conservation Area**
- **Protect the setting of surrounding listed buildings**
- **Protect existing trees within the development site**
- **Provide suitable SuDS and flood risk management.**

Site infrastructure requirements:

- **New and enhanced cycle routes and footpaths**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and community facilities such as health provision as required by the NHS/CCG**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

Reasoned Justification

7.197 Writtle is a Key Service Settlement. This allocation is located within Writtle Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 25 new homes expected to be delivered between 2026/27 and 2030/2031.

7.198 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.199 The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that responds positively to the local context. A proportion of affordable housing and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

7.200 The development could take its main vehicular access from Ongar Road and/or The Green, although access from Ongar Road is narrow in parts and will require careful design. The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network.

7.201 Development will need to be sensitive to the surrounding listed buildings and seek to preserve and enhance the character and appearance of the Writtle Conservation Area.

7.202 The site contains a number of mature trees which could soften the built development and integrate the development into the area. Any existing trees of good quality should therefore be retained where possible.

7.203 A scheme layout should not preclude development opportunities on adjoining land to the east and west, with potential for a new access from The Green to the side of The Rose & Crown Public House.

7.204 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in Writtle is envisaged to help shape this site allocation.

Growth Area 2 - North Chelmsford

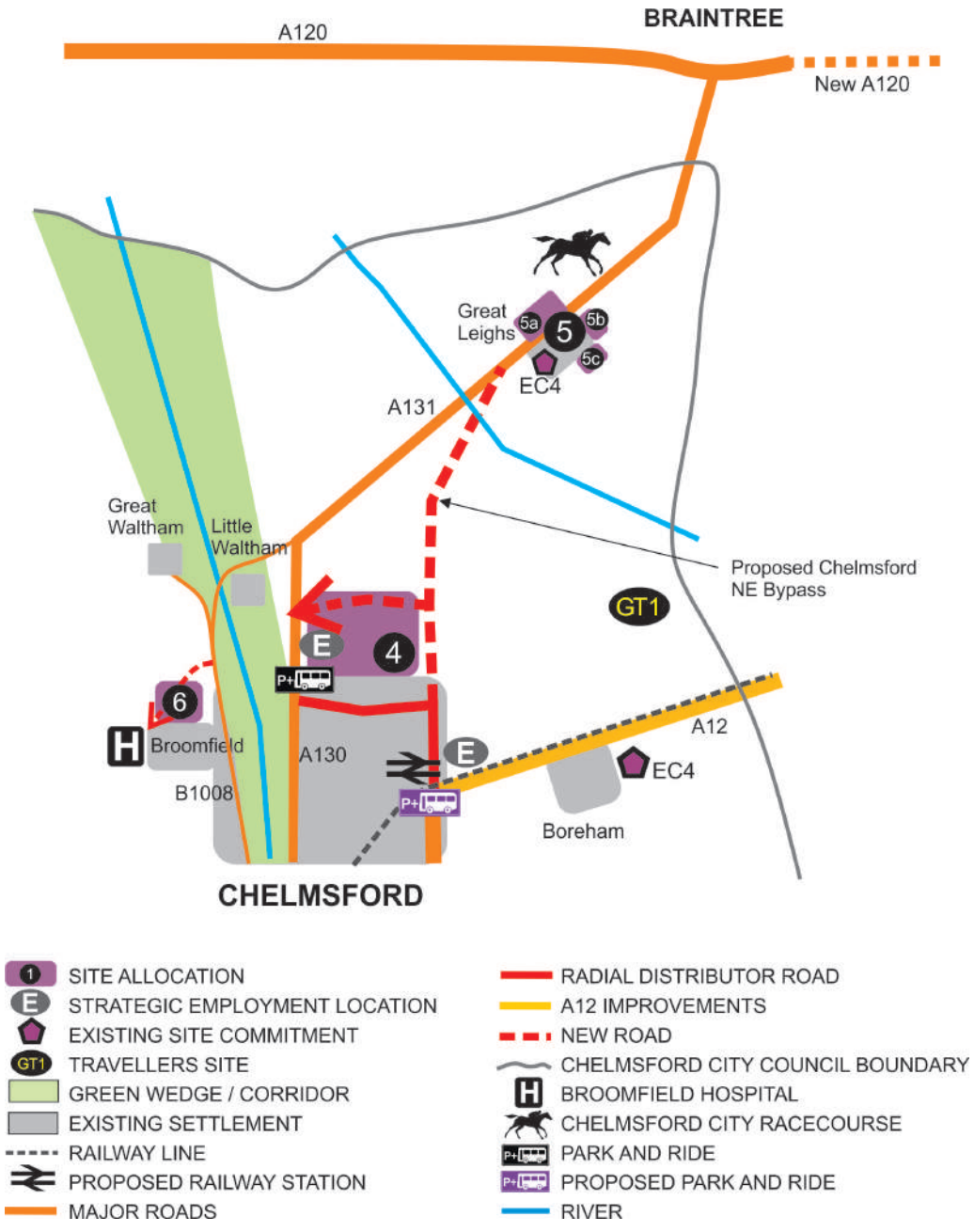
7.205 The area to the north of Chelmsford is, and will continue to be a significant area of change. This is due to its strategic location along key transport corridors which provides access into the wider North Essex strategic road network including the A120 corridor. There is significant new transport infrastructure planned for the A130/A131 corridor including a new Chelmsford North East Bypass (CNEB), new railway station and new Park and Ride. Development in this Growth Area, in particular in North East Chelmsford represents a major opportunity to help deliver this infrastructure and create new strategic neighbourhoods and employment opportunities. There are also opportunities to maximise new infrastructure delivery given the close proximity of new development growth in Braintree District.

7.206 As shown in Figure 10 , this growth area will focus new development growth at three locations - North East Chelmsford (Location 4), Great Leighs (Location 5) and North of Broomfield (Location 6). Together these will deliver around 4,550 new homes and 45,000 sqm of office/business floorspace. Provision is also made for 10 Gypsy and Traveller pitches and 14 Travelling Showpeople plots. These allocations will deliver a substantial number of new homes and employment over the Local Plan period, underpinned by a comprehensive package of new infrastructure including new schools, early years and childcare provision, green infrastructure and Neighbourhood Centres. The sites at North East Chelmsford (Location 4) and North of Broomfield (Location 6) will also maximise opportunities for enjoyment of the Green Wedge and use for sustainable travel into the City Centre (cycling and walking).

7.207 The Chelmsford Local Development Framework (LDF) 2001-2021 focused strategic greenfield growth in North Chelmsford. In addition to existing commitments in North East Chelmsford (at Beaulieu and Channels) a further 3,000 new homes, and 45,000 sqm of office/business floorspace are allocated at Location 4 and will be delivered over the Local Plan period. This will be a landscape-led development, utilising Garden City principles and well-connected by improved road and public transport links. It will accommodate the most significant amount of new housing and employment growth in the form of attractive well-designed communities, centred around open space/leisure facilities, a new Country Park and a new Business/Science Park.

7.208 Development at Great Leighs (Location 5) and North of Broomfield (Location 6) will deliver around 1,100 and 450 new homes respectively, along with supporting infrastructure and in the case of Location 6 will provide a secondary access into Broomfield Hospital. In addition, existing development commitments at Boreham (Existing Commitment 4) and Great Leighs (Existing Commitment 3) will also provide opportunities to contribute towards and enhance existing facilities and services in these villages.

Figure 10 : Growth Area 2 - North Chelmsford



Location 4 - North East Chelmsford

STRATEGIC GROWTH SITE 4 – NORTH EAST CHELMSFORD

Land to the north-east of Chelmsford beyond the existing developments at Beaulieu and Channels including the former Boreham Airfield, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation**
- **45,000sqm of floorspace in a new office/business park providing a range of unit sizes and types**
- **Travelling Showpeople site for 9 serviced plots.**

Supporting on-site development:

- **A new Country Park**
- **Single carriageway road (or Phase 1) of the Chelmsford North East Bypass within the site boundary**
- **An outer vehicular access Radial Distributor Road (RDR2) from Essex Regiment Way**
- **Neighbourhood Centres incorporating provision for convenience food retail, community and healthcare provision**
- **Provision of a new secondary school**
- **Provision of two new primary schools with co-located early years and childcare nurseries**
- **Provision of two new stand-alone nurseries**
- **Appropriate provision of community space and significant new multi-functional green infrastructure.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Essex Regiment Way via a new vehicular access outer Radial Distributor Road (RDR2)**
- **Additional access to the site will be from Chelmsford North East Bypass (CNEB) and the existing Radial Distributor Road (RDR1)**
- **Provide well-connected internal road layouts which allows good accessibility for bus services and bus priority measures**
- **Provide an effective movement strategy within the site**
- **Provide pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in NE Chelmsford, new Beaulieu Train Station and associated employment area, new Country Park and development east of the Chelmsford North East Bypass**
- **Provide a dedicated car club for residents and businesses on site and available to the rest of North East Chelmsford**
- **Provide safe multi-user crossings of the outer Radial Distributor Road (RDR2) and the Chelmsford North East Bypass (CNEB)**
- **Measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes**
- **Extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure**
- **Improvements to the local and strategic road network as required by the Local Highways Authority.**

Historic and Natural Environment

- **Provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development**
- **Conserve and enhance the historic environment including the character and appearance of the Little Waltham Conservation Area**
- **Protect the setting of listed buildings in or close to the site**
- **Provide suitable SuDs and flood risk management**
- **Appropriate safeguarding for the existing open area currently comprising a golf course on-site**
- **Appropriate re-phasing of minerals extraction and restoration and Minerals Resource Assessment**
- **Appropriate habitat mitigation and creation**
- **Undertake an Archaeological Assessment.**

Design and Layout

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character**
- **Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Integrate historic and landscape features into the surrounding rural and urban context.**

Site infrastructure requirements:

- **Land (circa 9 hectares) for a co-located secondary school (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Land (circa 2.1 hectares and 2.4 hectares) for two co-located primary schools each with early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements to the local and strategic road network to include necessary works to Essex Regiment Way as required by the Local Highways Authority**
- **A single carriageway road (Phase 1) of the Chelmsford North East Bypass and a new Radial Distributor Road (RDR2)**
- **Appropriate measures to promote and enhance sustainable modes of transport including an extension of Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Financial contributions to delivery of the full Chelmsford North East Bypass (CNEB), Beaulieu Station and community space and facilities**
- **Provide and/or financial contributions to healthcare provision as required by the NHS/CCG**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance**
- **New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments**
- **Safeguarded land for the future extension of Chelmer Valley Park & Ride**

- **Safeguarding for the existing open area currently comprising a golf course on-site**
- **Appropriate flood risk management measures and SuDs.**

The Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on this site together with mass waste collection systems where appropriate.

The Masterplan will need to be underpinned by Garden City Principles and address and respond to the protected route corridor of the proposed A130 Chelmsford North East Bypass (CNEB).

Reasoned Justification

7.209 The development will provide a large-sized sustainable urban extension based around Garden City Principles for around 3,000 homes and a 45,000sqm office/business park, a new Country Park and a single carriageway road for the new Chelmsford North-East Bypass (CNEB). The development is expected to be delivered between 2022/23 and 2035/36. This site lies to the north-east of Chelmsford Urban Area, close to services and facilities in the existing and planned developments at Beaulieu and Channels.

7.210 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.211 The development will provide a high-quality comprehensive garden community development underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing opportunities for employment, encouraging healthy and active lifestyles, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets.

7.212 The allocation is to be planned comprehensively in accordance with a masterplan-led approach to be prepared on the basis of the Town and Country Planning Association (TCPA) Garden City Principles. This will include community and stakeholder involvement in the formulation of the masterplan, which will be required to set out how the TCPA Garden City Principles are to be achieved, adapted for the special characteristics and features of this particular site.

7.213 The development should provide a mix of size and types of homes, to meet local needs and create a mixed and inclusive community. Affordable, self-build and custom-build, and appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements. The development will also be expected to provide specialist residential accommodation which could include accommodation for frail elderly and homes for those with disabilities or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council.

7.214 As this is a Strategic Growth site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 9 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy good vehicles is essential. The location of the Travelling showpeople site within the Site Allocation will be addressed through the wider master planning process.

7.215 The wider allocation may have the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other masterplanning matters such as the location of green infrastructure, the wider site is being allocated within this Local Plan for 3,000 new homes. Further development would need to be considered as part of a review of the Local Plan.

7.216 The development will be required to provide a high-quality new business park providing up to 45,000sqm of employment floorspace. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses and the location for Anglia Ruskin University's MedBic Campus.

7.217 A wide range of new community services and facilities including a new secondary school, two new primary schools, early years and childcare nurseries, open spaces, recreation, sport and play facilities, community facilities and neighbourhood centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in North-East Chelmsford. The neighbourhood centres will need to make provision for community and healthcare facilities, as required by the CCG/NHS, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.218 This site allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs.Locations for office, employment and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining Chelmsford Urban Area. The development should provide a mix of type and range of sizes of Use Class B1 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S10. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

7.219 The scale of development in this location will require a new secondary school on around 9 hectares of land, two new primary schools with co-located early years and childcare nurseries and two new stand-alone nurseries. The developer will be expected to provide the land and total cost of the physical scheme provision with delivery through the Local Education Authority. Opportunities for dual use sports facilities within the new secondary school will be considered through the masterplan and in conjunction with the Local Education Authority.

7.220 The development will take its main vehicular access from Essex Regiment Way via a new vehicular access outer Radial Distributor Road (RDR2). Additional access to the site will be from Chelmsford North East Bypass and the existing Radial Distributor Road (RDR1). The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. These will be expected to include:

- Appropriate improvements at Boreham Interchange, along Essex Regiment Way and other junctions on the A1016, A131 and A130 main road corridors, and
- A new second outer Radial Distributor Road to serve the development from the existing Radial Distributor Road/CNEB to Essex Regiment Way and to provide direct access into the new office/business park.

7.221 The development will also be required to safeguard the preferred route corridor for the A130 CNEB and provide a phased approach to its delivery, and ensure that any development on the wider site post-2036, is served with suitable junctions directly from this strategic route.

7.222 The development will be expected to provide additional and improved pedestrian, cycle and where appropriate bridleways connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in North East Chelmsford, new Beaulieu Train Station and associated employment area, new Country Park and development east of the CNEB, City Centre, to the north towards Braintree and Skyline 120 Business Park and, surrounding countryside and wider strategic network. Improved access must include safe multi-mode crossing points for Essex Regiment Way and CNEB.

7.223 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of sustainable transport available to residents to complement it.

7.224 The development will be required to safeguard land for the future expansion of Chelmer Valley Park and Ride and to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus services and services to the wider area including Chelmsford City Centre.

7.225 The development will also be required to provide an appropriate extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART). This is a direct, frequent bus service that will connect the new development with the City Centre, and the existing and new rail stations. It is critical for enabling local, frequent travel without reliance on the private car. When the railway station comes on line subsequent phases of ChART will create a link to serve the station. The masterplanning principle is to provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, employment area, the new rail station and Chelmsford City Centre. Essex County Council will work with the developers to determine a preferred-route corridor through the development to serve residents and key locations.

7.226 The site will provide a high-quality development in a landscaped setting which works in sympathy with the local landscape and heritage assets. The development must promote the highest standards of design and provide high quality and inclusively designed buildings and public and private spaces planned around a coherent framework of routes, blocks and spaces.

7.227 Layout should incorporate compensation measures for impacts from the development on the landscape, preserve the setting of heritage assets and create a distinct new place. Compensation measures will include appropriate landscaped edges, tree and hedge planting along countryside edges and green buffers to respect the amenities of adjoining residential properties including those along Domsey Lane, Wheelers Hill and Drakes Lane.

7.228 The development must provide appropriate safeguarding for the existing open area currently comprising a golf course on site. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

7.229 Development design and layout is expected to conserve and where opportunities arise enhance the character and appearance of the Little Waltham Conservation Area and preserve the listed buildings and their setting on and close to the site. These include a Grade II Registered Park and Garden, New Hall and Grade I listed New Hall, Grade II listed barns at Old Lodge, Bulls Lodge, Belsteads Farmhouse and barn, Channels Farmhouse, Mount Maskells, Powers farmhouse, Pratts Farm Cottages.

7.230 The development is expected to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.231 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

7.232 A significant amount of multi-functional green infrastructure will be required including green corridors, open spaces, habitat creation, allotments and sports areas with associated facilities and play facilities. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required.

7.233 Flood risk management and natural, on-site SuDs are necessary to ensure there is no increased flood risk on site or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

7.234 Given the scale and nature of the development, the Council will encourage the appropriate development of renewable, low carbon and decentralised energy schemes on the site, especially where there is a strong degree of community benefit. This may include a district energy plant and/or a Combined Heat and Power Plant. Early engagement with the Council is recommended to help support this.

7.235 As this is a major new development site, where appropriate the Council will encourage a move away from traditional wheeled bins to mass waste collection systems, such as an underground waste system. Advantages of hiding waste underground can include minimising the visual impact of bins on pavements and streets and managing odour and noise issues.

7.236 The allocation includes areas which have been consented for long-term minerals extraction. The masterplanned development will require careful phasing together with an application from the mineral operator to modify the phasing programme for mineral extraction, which would be approved by the Minerals Planning Authority.

7.237 The site lies within a Minerals Safeguarding Area. In line with the Minerals Planning Authority, the developer will be required to undertake a Minerals Resource Assessment to assess if further areas of the site contain a viable minerals resource that would require extraction prior to development.

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

Location 5 - Great Leighs

7.239 This broad location for growth, as shown on the Key Diagram (Figure 8), comprises the following Strategic Growth Sites:

- 5a: Great Leighs – Land at Moulsham Hall
- 5b: Great Leighs – Land east of London Road
- 5c: Great Leighs – Land north and south of Banters Lane

7.240 In addition, there is a further site within this broad location which is an Existing Commitment:

- EC3: Great Leighs – Land east of Main Road

7.241 Although this location is made up of four separate site allocations, the development across these sites should ensure a comprehensive development at Great Leighs. A comprehensive approach to connections to the sites, both vehicular and public routes will need to be demonstrated for each allocation. In addition the phasing of all allocations will be interdependent on essential infrastructure coming forward at the appropriate time, especially in respect of the new primary school, neighbourhood centre and other community facilities.

STRATEGIC GROWTH SITE 5a – GREAT LEIGHS - LAND AT MOULSHAM HALL

Land to the west of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable neighbourhood that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 750 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots.**

Supporting on-site development:

- **Neighbourhood Centre**
- **Provision of a new primary school with co-located early years and childcare nursery**
- **Co-locate the neighbourhood centre and primary school at a location close to existing links across/under A131 to connect to Great Leighs.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Moulsham Hall Lane**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures**
- **Ensure appropriate habitat mitigation and creation is provided**

Historic and Natural Environment

- **Protect the setting of Moulsham Hall and other listed buildings**
- **Create an enhanced parkland setting to Moulsham Hall**
- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **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.**

Site infrastructure requirements:

- **Land (circa 2.1 hectares) for a co-located primary school and early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.242 This site is to the west of Great Leighs and will provide for around 750 homes, expected to be delivered between 2024/25 and 2035/36. The development will deliver a landscape-led high-quality sustainable new neighbourhood that maximises opportunities for travel by sustainable modes. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.243 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.244 As this is a Strategic Growth site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy good vehicles is essential.The location of the Travelling showpeople site within the Site Allocation will be addressed through the wider master planning process.

7.245 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

7.246 Great Leighs primary school is full, and forecast to remain so. The scale of development in this location will require a new primary school with co-located early years and childcare nursery. The developer will be expected to provide the land and total cost of the physical scheme provision with delivery through the Local Education Authority. A comprehensive approach will be necessary to deliver this new school early on in the development, and ahead of development of site 5c: Great Leighs – Land north and south of Banters Lane. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Efforts should therefore be made to provide safe and direct walking and cycling routes between Great Leighs and Notley High School in Braintree.

7.247 The site is separated from Great Leighs village by the A131. Good connections exist via a pedestrian/cycle footbridge, a pedestrian/cycle underpass and School Lane. These should be utilised and improved by the new development.

7.248 The development will take its main vehicular access from Moulsham Hall Lane and will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads serving new development including Moulsham Hall Lane, Main Road, London Road, the A131 and financial contributions towards the Chelmsford NE Bypass.

7.249 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between sites 5a, 5b and 5c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including Moulsham Hall Lane, School Lane and Dumney Lane to connect to Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.250 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.251 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers adjacent to existing residential properties including those along Dumney Lane, Moulsham Hall Lane and School Lane. Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and on-site Local Wildlife Sites.

7.252 The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Local Wildlife Site, Phyllis Currie/Dumney Lane Woods.

7.253 An area around the Grade II listed Moulsham Hall is allocated for conservation and strategic landscape enhancement. Development design and layout should also take into consideration the setting of other heritage assets, including the Listed Buildings of Triceratops, Breams Farm, Creeds Twin/Hobby Croft, Chadwicks, Fortune Cottage, Stone Hall Cottage and Hump Cottage.

7.254 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. For these reasons, the land to the north west of the site is allocated for future recreation use/SuDS.

7.255 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

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

STRATEGIC GROWTH SITE 5b – GREAT LEIGHS - LAND EAST OF LONDON ROAD

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel, specifically for older persons. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 250 new specialist residential homes for older persons.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from London Road**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout**

Historic and Natural Environment

- **Protect the setting of Gubbions Hall and other listed buildings**
- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **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.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass, and community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.257 This allocation is to the north of Great Leighs and will provide a high-quality sustainable development for around 250 homes for older persons, expected to be delivered between 2021/22 and 2024/25. The allocation will provide housing for people over retirement age, including the active, newly retired through to very frail elderly. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and other specialised housing for those that require care.

7.258 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.259 This part of the overall development at Great Leighs is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.260 The development will take its vehicular access from London Road and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in the Great Leighs location. These will be expected to include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

7.261 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between sites 5a, 5b and 5c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.262 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.263 Layout should incorporate compensation measures for landscape impact from the development including an appropriate green buffer between the site and the Rural Area beyond. The development will be required to provide appropriate habitat mitigation and creation, incorporate green buffers adjacent to existing residential properties including those along Banters Lane, and appropriate buffers to the adjacent Local Wildlife Site, Bushy Wood.

7.264 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Development design and layout should also take into consideration the setting of nearby heritage assets, including the listed building and schedule monument at Gubbions Hall.

7.265 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.266 The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community.

7.267 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

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

STRATEGIC GROWTH SITE 5c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE

Land to the north east of the Key Service Settlement of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Banters Lane**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures.**

Historic and Natural Environment

- **Protect the setting of Gubbions Hall and other listed buildings**
- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **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.**

Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**

- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.269 This allocation will provide a high-quality sustainable extension to Great Leighs for around 100 homes expected to be delivered between 2024/25 and 2025/26. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

7.270 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.271 This part of the overall development is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.272 Given the scale of the development, a range of new community services and facilities including open spaces and recreation facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

7.273 Great Leighs primary school is full, and forecast to remain so. The scale of development in this location will require a new two-form entry primary school with co-located 56 place early years and childcare nursery. A new school is proposed early on in the development on site 5a: Great Leighs – Land at Moulsham Hall. It is essential that this school is available ahead of development of site 5c: Great Leighs – Land north and south of Banters Lane. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Efforts should therefore be made to provide safe and direct walking and cycling routes between Great Leighs and Notley High School in Braintree.

7.274 The development will take its vehicular access from Banters Lane and be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford NE Bypass.

7.275 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between sites 5a, 5b, 5c and EC3. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

7.276 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services and provide the necessary bus stop infrastructure within the site and surrounding area.

7.277 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges. Development design and layout should also take into consideration the setting of other heritage assets, including the listed building and scheduled monument at Gubbions Hall.

7.278 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as shallow valleys, established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites.

7.279 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces.

7.280 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

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

Location 6 - North of Broomfield

STRATEGIC GROWTH SITE 6 – NORTH OF BROOMFIELD

Land to the north of Woodhouse Lane and west of Blasford Hill, as shown on the Policies Map, is allocated for a high-quality landscape-led development that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 450 new homes of mixed size and type to include affordable housing.**

Supporting on-site development:

- **Neighbourhood Centre**
- **Provision of a new stand-alone early years and childcare nursery located in the southern portion of the site.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Blasford Hill (B1008)**
- **Provide a new vehicular access road to serve the development and provide access to Broomfield Hospital and Fairleigh Hospice**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout which allows for bus priority measures.**

Historic and Natural Environment

- **Protect the setting of historic properties and the scheduled monument surrounding the site**
- **Mitigate the visual impact of the development**
- **Enhance the historic environment**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **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.**

Site infrastructure requirements:

- **Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education, and community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.282 The development will provide a high-quality sustainable urban extension for around 450 homes expected to be delivered between 2021/22 and 2025/26. This site is to the north of Broomfield and well-located in relation to existing community and educational facilities and areas of employment. Main Road (B1008) Broomfield is also a 'quality' bus corridor with a very good frequency of services connecting into Chelmsford City Centre. As such the allocation represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes.

7.283 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.284 The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing as well as other types of specialist housing should be provided in accordance with the Council's policy requirements. The capacity of the site and mix of housing will need to reflect the available primary school places within the admissions area.

7.285 There is an emerging Neighbourhood Plan being prepared in Broomfield which it is envisaged will help shape this site allocation. However, it is considered that the development quantum and extent should be allocated through the Local Plan as a strategic site delivering a significant new neighbourhood. The site straddles the parish boundary shared between Broomfield and Little Waltham. Broomfield Parish Council will also receive 25% of the CIL receipt for this development (and any other) in its area when the Broomfield Neighbourhood Plan is approved. Otherwise the rate will be 15%.

7.286 Given the scale of the development, a wide range of new community services and facilities including a new nursery school, open spaces, recreation facilities and neighbourhood centre are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and the wider area, reflecting the fact that this development is an extension of the existing village rather than a stand-alone settlement. The neighbourhood centre will need to make provision for community and health care.

7.287 The development will provide a multi secondary purpose link road into Broomfield Hospital campus. This will help serve Broomfield Hospital, Fairleigh Hospice and King Edward VI Grammar School playing fields. In addition, the new link road will facilitate a reduction of traffic on the rural lane network with a view to downgrading Woodhouse Lane and North Court Road to routes for local access only. It will also help to ease wider congestion on the Main Road, Broomfield corridor. The delivery of the new access road into Broomfield Hospital is a strategic objective of the Local Plan.

7.288 The development will be expected to adequately mitigate its impacts on the performance of the local and strategic road network including appropriate road and junction alterations, improvements along the B1008 and Woodhouse Lane, and financial contributions towards the Chelmsford North East Bypass. The rural lane network to the south of the site is unfit for heavy traffic and measures to prevent intensification of use must be delivered as part of the development.

7.289 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided between the site and connecting to places such as Broomfield Hospital, Chelmer Valley High School, Little Waltham Primary School, Broomfield Primary School, City Centre, the Green Wedge, and surrounding countryside. Efforts should be made to provide safe and direct walking and cycling routes between the site and Little Waltham and Broomfield Primary Schools.

7.290 A residential travel plan will be required for the development to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport and secure a modal shift from the private car. The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

7.291 Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers. Green buffers will be required to protect the amenities of neighbours including adjoining residential properties, Fairleigh Hospice and King Edwards Grammar School (KEGS) playing field. The nature conservation value of Puddings Wood Local Wildlife Site to the south of the development must be considered and form part of a strategic approach to conserving the natural environment and mitigating the impacts of development. Where the new link road affects Puddings Wood, compensatory measures which replaces and provides additional net habitat must be provided as part of the new development.

7.292 Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and on-site and nearby Local Wildlife Sites.

7.293 Development design and layout should also take into consideration the setting of nearby historic properties along Blasford Hill, Wood House, the Coach House and Wood House Lodge, and the scheduled monument site to the north of the site,

7.294 A Critical Drainage Area (CDA) has been identified in the Broomfield area. This site may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

7.295 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The development is an extension of the existing village of Broomfield so must remain sympathetic to the character of that Settlement and respond to its direct abutment to the open countryside.

7.296 The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development.

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

Travellers Site 1

TRAVELLERS SITE GT1 – DRAKES LANE GYPSY AND TRAVELLER SITE

Land at Drakes Lane, Little Waltham, as shown on the Policies Map, is allocated for a Gypsy and Traveller site to meet the needs of nomadic Gypsy or Travellers as defined in the National Planning Policy for Traveller Sites. The development proposal will be expected to provide:

- **10 permanent Gypsy and Traveller pitches**
- **Main vehicular access to the site will be from Drakes Lane**
- **Landscaped edges and buffers to mitigate the visual impact of the development**
- **Suitable SuDs and flood risk management**
- **Appropriate habitat mitigation and creation**
- **High quality and inclusively designed amenity buildings for each pitch**
- **Fully serviced pitches.**

7.298 Reasoned Justification

7.299 The site has been secured by the Council through a Section 106 planning obligations linked with existing planning approvals at the Beaulieu and Channels sites as part of the previously adopted North Chelmsford Area Action Plan. The Section 106 Agreements secured this land as a fully serviced site as well as the funding to implement the site. This will include appropriate waste water, connections to utilities, and a satisfactory drainage solution for the site.

7.300 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.301 The development will provide a permanent site for 10 Gypsy and Traveller pitches to be delivered between 2017/18 and 2020/21. The site should be delivered through a comprehensive approach, such as with a registered housing provider.

7.302 The site is set within a rural landscape. The development should provide an appropriate green edge to the boundaries to protect the visual amenities of the area.

7.303 The development will be expected to minimise its impacts on the local road network by providing a suitable access into the site.

Existing Commitments

7.304 The two existing commitments in this Growth Area are deliverable sites which have outline planning permission.

EXISTING COMMITMENT EC3 – GREAT LEIGHS – LAND EAST OF MAIN ROAD

Land to the east of Great Leighs, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises the opportunities for sustainable travel. The development is expected to provide:

Amount and type of development:

- **Around 100 new homes of mixed size and type to include affordable housing.**

Site planning principles:

- **Main vehicular access to the site will be from Main Road**
- **Provide pedestrian and cycle connections**
- **Protect the setting of listed buildings along Main Road**
- **Create a network of green infrastructure**
- **Mitigate the visual impact of the development**
- **Provide suitable SuDS and flood risk management**
- **Provide a coherent network of public open space and formal and informal sport, recreation within the site.**

Site infrastructure requirements:

- **In accordance with the outline planning permission.**

Reasoned Justification

7.305 This site is located adjacent to the Defined Settlement Boundary of Great Leighs and well-located to existing facilities including a shop/post office, public houses, village hall, employment areas and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

7.306 The site has outline planning permission (Ref: 14/01791/OUT). It is expected to be delivered between 2022-2023 and will provide a high-quality sustainable extension to Great Leighs for around 100 homes including a proportion of affordable housing. The development must ensure that the type, size, heights, density and massing of new development responds positively to the historic environment and the local landscape context.

7.307 The development will take its main vehicular access from Main Road and is expected to mitigate its impacts on the local and strategic road network. The development will be required to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. It will be expected that upgrades will be undertaken to the two nearest bus stops to the site frontage on Main Road. It will also be expected to provide new and enhanced cycle and pedestrian routes between the site and the wider area including into the existing Great Leighs village, Great Notley and Chelmsford Racecourse.

7.308 The development must ensure access to facilities and services both within and surrounding the development by walking, cycling and public transport including to Great Leighs and Great Notley. The development will be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices such as household travel plans and subsidised bus season tickets.

7.309 Layout should incorporate compensation measures for landscape impact from the development including, appropriate tree and hedge planting along countryside edges, and green buffers to protect the Sandylay and Moot Wood Local Wildlife Sites to the south east of the site.

7.310 The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The edges of the site contains a mix of trees and hedges including a number of large, mature oak trees which provide key focal points to the south and east. The highest quality trees and hedgerows should be retained as an integral part of the scheme.

7.311 A desk based assessment shows that archaeological deposits may exist within the site. Therefore, an archaeological assessment will be required prior to development.

EXISTING COMMITMENT EC4 – EAST OF BOREHAM

Land to the east of Boreham, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned new sustainable extension to the settlement that maximises opportunities for sustainable travel. The development is expected to provide:

Amount and type of development:

- **Around 145 new homes of a mixed size and type to include affordable housing.**

Site planning principles:

- **Vehicular access to the site will be from Plantation Road**
- **Provide pedestrian and cycle connections**
- **Protect and where possible enhance the character and appearance of the two conservation areas in the vicinity of the site**
- **Protect and enhance the setting of surrounding listed buildings**
- **Protect existing high quality trees and hedgerows on site and provide new tree planting**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Enhance the historic environment**
- **Provide suitable SuDS and flood risk management**
- **Provide a coherent network of public open space for formal and informal sport, recreation and community space within the site.**

Site infrastructure requirements:

- **In accordance with the outline planning permission.**

Reasoned Justification

7.312 This site is located on the eastern edge of the Defined Settlement Boundary of Boreham and close to local services and facilities in the village.

7.313 The site has outline planning permission (Ref: 14/01552/OUT). It is expected to be delivered between 2017/18 and 2020/22 and will provide a high-quality sustainable extension to Boreham for around 145 homes including a proportion of affordable housing. The development must ensure that the type, size, heights, density and massing of new development responds positively to the historic environment and the local landscape context.

7.314 The development will take its main vehicular access from Plantation Road and is expected to adequately mitigate its impacts on the local and strategic road network. These will be expected to include appropriate improvements along roads that will serve the new development including Plantation Road, Church Road and Main Road.

7.315 Opportunities for sustainable transport modes should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided between the site and the wider area, including connections to Boreham village. Public Right of Way Footpath 38 runs along the northern boundary of the site and there is no cycle access/egress available from the north of the site. It is therefore necessary to update/widen the footpath to include access for cycles.

7.316 The development will also be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices such as household travel plans and subsidised bus season tickets. Bus stop upgrades are necessary along Main Road and Plantation Road to encourage a higher usage of public transport.

7.317 The site is set within an open rural landscape, visible from various public routes. The development must respect, and respond to, the character of buildings within Boreham. Layout should incorporate compensation measures for landscape impact from the development including appropriate tree and hedge planting along countryside edges.

7.318 The site is close to Church Road and Boreham Road/Plantation Road Conservation Area and there are a number of listed buildings in the vicinity including Shottesbrook directly opposite the site to the south. Development design and layout should take into consideration the setting of surrounding heritage assets.

7.319 The Historic Environment Record shows that the proposed development lies in an area of archaeological potential. A desk-based assessment has been carried out. The next stage of archaeological investigation should be further archaeological survey to include trial trenching and excavation if significant archaeological features are discovered.

7.320 A Neighbourhood Plan is being prepared for Boreham which can help shape this allocation and investigate the need for any further development allocations in Boreham. However, the quantum and extent of this site should be allocated in the Local Plan.

Growth Area 3 - South and East Chelmsford

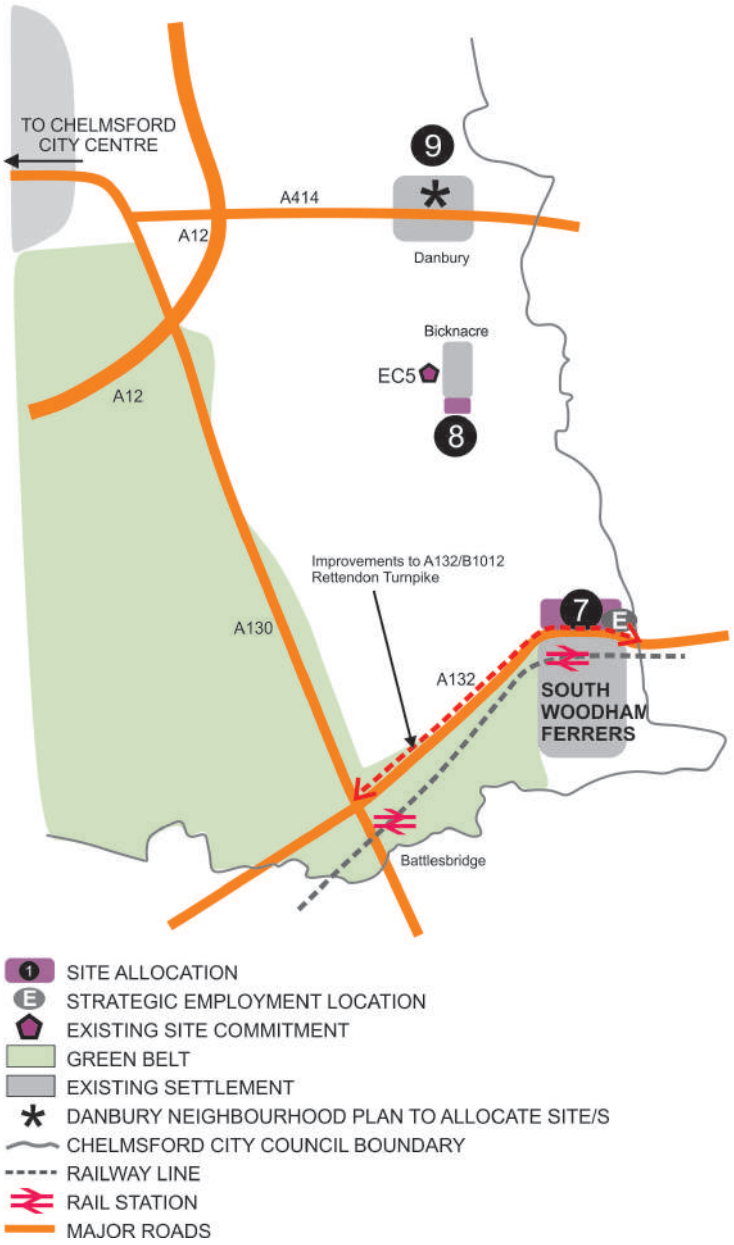
7.321 This Growth Area will deliver sustainable new development for the existing town of South Woodham Ferrers which has a good range of services and facilities, and at the Key Service Settlements of Danbury and Bicknacre, both of which have a good level of services including primary schools, early years and childcare provision, convenience shopping facilities and primary healthcare facilities. These developments will provide opportunities to contribute to and enhance existing facilities and services. They will also offer wider benefits to the community by helping to deliver road improvements including to the A132/B1012 to the Rettendon Turnpike Junction.

7.322 This Growth Area (see Figure 11) will accommodate around 1,130 new homes, 1,000 sqm of flexible business floorspace and, 1,900sqm of convenience retail. The majority of development including 1000 new homes and all of the new business and retail floorspace will be focused on greenfield land north of the existing town of South Woodham Ferrers. Provision is also made for 5 Travelling Showpeople plots. The urban extension of South Woodham Ferrers (Location 7) will be well-connected to the existing town and designed around attractive landscape incorporating a new Neighbourhood Centre, a new employment area and open space/leisure facilities.

7.323 In addition, development at two sustainable Key Service Settlements of Bicknacre (Location 8) and Danbury (Location 9) will provide 30 homes and 100 homes respectively, alongside opportunities to contribute towards and enhance existing facilities and services of the villages.

7.324 The Council's adopted Site Allocations Development Plan Document allocated the former Runwell Hospital as a Major Developed Site for housing-led development in the Green Belt (in accordance with Annex C of Planning Policy Guidance Note 2 at the time). Outline planning permission was granted for 575 new homes in 2013 and the first phase has been constructed. The phased delivery of this allocation (called St Luke's Park) is on-going and projected to be complete by 2022. Future detailed planning applications will be considered in accordance with the approved outline planning consent and any other material considerations. The Area for the Former Runwell Hospital Major Developed Site is brought forward onto the new Local Plan Policies Map.

Figure 11 : Growth Area 3 - South and East Chelmsford



Location 7 - North of South Woodham Ferrers

STRATEGIC GROWTH SITE 7 – NORTH OF SOUTH WOODHAM FERRERS

Land to the north of Burnham Road (B1012) and east and west of the B1418, as shown on the Policies Map, is allocated for a high-quality comprehensively-planned sustainable extension to the existing neighbourhood, that maximises opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

Amount and type of development:

- **Around 1,000 new homes of mixed size and type to include affordable housing**
- **Travelling Showpeople site for 5 serviced plots**
- **1,000sqm of flexible business floorspace providing a range of unit sizes and types**
- **1,900sqm of convenience retail floorspace.**

Supporting on-site development:

- **Potential co-location of a new primary school with an early years and childcare nursery, and one stand-alone early years and childcare nursery; or two new stand-alone early years and childcare nurseries**
- **Neighbourhood Centre incorporating provision for convenience food retail (1,900sqm), flexible neighbourhood scale business (1,000sqm) and community and healthcare provision**
- **Integration of flexible workspace facilities.**

Site masterplanning principles:

Movement and access

- **Development that maximises opportunities for sustainable travel**
- **Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highway Authority**
- **Main vehicular access to the eastern parcel will be from Burnham Road/Woodham Road roundabout (B1012)**
- **Provide a well-connected internal road layout which allows good accessibility for bus services and bus priority measures**
- **Provide new public transport routes/services**
- **Provide an effective movement strategy within the site**
- **Provide additional pedestrian and cycle connections to the Town Centre**

- **Provide high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary**
- **Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers**
- **Improvements to the local and strategic road network as required by the Local Highway Authority.**

Historic and natural environment

- **An appropriate landscaped setting for development consisting of sufficiently dense planting belts and natural buffers to development edges and Local Wildlife Sites, to provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development**
- **Mitigate potential effects due to recreational pressure on nearby designated European sites**
- **Provide areas for natural SuDs and flood risk management**
- **Undertake an Archaeological Assessment.**

Design and layout

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character**
- **Development shall predominantly be defined by and seek to retain the existing pattern of historic and landscape features**
- **Layout to be defined by a coherent network of wide green spaces to include formal and informal sport, recreation and community space that is well connected to Public Rights of Way**
- **Where they must remain, the layout should make positive use of utility easements, such as electricity powerlines and gas main.**

Site infrastructure requirements:

- **Potential co-location of a new primary school with an early years and childcare nursery (min 2.1 hectares) and one stand-alone early years and childcare nursery (circa 0.13ha); or two new stand-alone early years and childcare nurseries (circa 0.13 ha each). The developer will be expected to provide the land and total cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highway Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Appropriate flood risk management measures and SuDs**

- **Provision of and/or financial contributions towards, recreation disturbance avoidance and mitigation measures for European designated sites including the Crouch Estuary**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority and other community facilities such as healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.325 This development to the north of South Woodham Ferrers will provide a sustainable extension for around 1,000 homes, 1,000sqm of flexible business space and 1,900sqm for convenience retail. It will maximise opportunities for sustainable travel in a landscaped setting and is expected to be delivered between 2021/22 and 2030/31. The allocation represents a logical area of expansion to South Woodham Ferrers and is less constrained than other land around the existing settlement where the River Crouch and its protection areas, flood risk and Green Belt considerations would prevent a similar approach to development.

7.326 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.327 There is an extant planning permission for a supermarket and healthcare facility to the north of South Woodham Ferrers. When implemented there would be no need for any further large-scale retail development, but further consideration would need to be given to local healthcare provision. The site may have the capacity for further development, however this would be dependent on additional infrastructure provision including strategic highway improvements. Any further development would need to be considered as part of a review of the Local Plan.

7.328 Although the development quantum and extent of the allocation is set out in the Local Plan, the emerging Neighbourhood Plan being prepared in South Woodham Ferrers is envisaged to help shape this site allocation. When their Neighbourhood Plan is approved, South Woodham Ferrers Town Council will also receive 25% of the CIL receipt for this development and any other in its area, otherwise the rate will be 15%."

7.329 Affordable, self-build, custom-build housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements, to meet local needs and create a mixed and inclusive community. This could include accommodation for frail elderly and homes for those with a disability or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

7.330 In order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Travelling showpeople site within the Site Allocation will be addressed through the wider master planning process.

7.331 A range of new community services and facilities including a potential new primary school, two early years and childcare nurseries, healthcare, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing neighbourhood.

7.332 Locations for office, retail and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining town. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

7.333 The land to the north of the Town is predominantly open, save for field boundaries, and offers views across an undulating landscape form. The development extents should be limited to areas within the site with lower topography and/or where excessive visibility can be mitigated. Given the open context, the character of the development must exhibit a sufficiently open and green character, with greenways and open spaces within the layout and appropriate buffer and strategic landscaping to the outer margins, to respect the historic landscape character. The development must seek to preserve key wildlife connections and offer sufficient density and connectivity of green infrastructure to provide protection for wildlife and where necessary compensate for the impact on wildlife that occurs from development. This will include offering adequate protection of the Local Wildlife Site at Bushy Hill and other sensitive areas within and outside the site. The site will provide a high-quality development in a landscaped setting.

7.334 Flood risk management and natural, on-site SuDs are necessary to ensure there is no increased flood risk on site or to adjacent areas and to ensure a sustainable form of development. Such features should not limit or adversely overlap with the main function of public open spaces.

7.335 The southern edge of the site is around 500m from South Woodham Ferrers railway station and associated businesses, and just over 1km from the Town Centre and secondary school. South Woodham Ferrers has a wide range of facilities including medical, leisure, retail, library and business areas spread throughout the Town area.

7.336 The development must provide access by walking, cycling and public transport to facilities and services within the development itself and the wider area including the railway station, town centre, and schools. This must include safe crossing points at Burnham Road to enable seamless integration with the existing settlement.

7.337 There will be no vehicular access from the site to Edwins Hall Road due to the characteristics and attributes of that route. Due to existing features such as roads and land topography, it is likely that development will come forward within western, central and eastern parcels. Each parcel must benefit from suitable foot, cycle, public transport and private vehicle access to the existing public network and an appropriate interconnectivity between parcels must be achieved. This is expected to include new north/south – east/west cycle routing through the overall site. Bus stop infrastructure should be provided, along with bus priority measures within and related to the site to provide and maintain quick and convenient local bus services to the wider area including Wickford Town Centre and Chelmsford City Centre.

7.338 Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The existing neighbourhood provides a wider customer base for a sustainable car club operation.

7.339 Impacts from development on the local and strategic road network must be mitigated, and may include appropriate road and junction improvements along Burnham Road, the roundabout junctions at the B1418, Ferrers Road and Rettendon Turnpike, and the A132 and local junctions between the Town and the A130, in line with the Highway Authority requirements. Impacts of development in the adjoining Maldon District need to be part of this consideration.

7.340 This site is near the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest which lie to the south of the town. These sites are particularly sensitive to increased visitor pressure, which may be caused by residential development in the surrounding area including to the north of the Town, so measures that increase the recreation choice for residents away from the estuary, or which help mitigate impacts where the estuary is used for recreation, must form an integral part of the development proposals. Impacts of development in the adjoining Maldon District and other areas also need to be part of this consideration.

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

7.342 Whilst there are no heritage assets within the site boundary, there are a number of listed buildings around the site including Grade II* Edwins Hall north of the site, and nearby Grade II buildings including Shaws Farmhouse, William Tabrums Copyhold, Wellington Farmhouse and Barn and Ilgars Manor. Development of this site will need to mitigate any impact on the listed buildings and their settings.

7.343 The development must provide a high quality, connected layout and building design that reflects a strong sense of place, high quality streetscape and comfortable living environment, which works in sympathy with the local landscape. Key views and utility easements including overhead powerlines and a high-pressure gas main (if remaining) will be likely to influence the location of green spaces and routes, and create the layout framework for buildings.

7.344 Practical design considerations, such as service yards and routing, utility related plant, etc. must be effectively designed to sustain a high quality approach to streetscape.

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

Location 8 - Bicknacre

GROWTH SITE 8 – SOUTH OF BICKNACRE

Land south of Bicknacre, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- **Around 30 new homes of mixed size and type including affordable housing.**

Site masterplanning principles:

Movement and Access

- **Main vehicular access to the site will be from Main Road**
- **Provide pedestrian connections.**

Historic and Natural Environment

- **Protect the setting of Grade II listed Star House**
- **Respect the Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site**
- **Maintain and strengthen landscaped boundaries to the south and west, and a landscaped edge to fields beyond**
- **Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).**

Site infrastructure requirements:

- **Financial contributions to primary and secondary education and early years and childcare provision as required by the Local Education Authority, and 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 will be collected towards recreation disturbance avoidance and mitigation measures for European designated sites.

Reasoned Justification

7.346 This development allocation lies to the south of Bicknacre. It will provide around 30 new homes expected to be delivered between 2017/18 and 2020/21. This site is split over two field parcels. These field parcels should be integrated to make best use of development opportunities and the hedgerows should be retained.

7.347 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.348 The existing vehicular access through the site to the playing fields to the west to be retained.

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

7.350 The Main Road frontage includes dispersed houses and cottages where the spacing and set back position of buildings, together with mature trees and woodlands, field boundaries and tracks, gives a rural character. Development should respect this rural character, which also forms part of the setting of the Grade II listed Star House. Development should also respect the Thrift Wood Site of Scientific Interest (SSSI) to the south east of the site.

7.351 Pedestrian connections should be provided within the site with links into the wider network. This should include a footway from the junction with Main Road connecting with the existing adopted footway on Main Road. There should also be a footway connecting the site with the recreation ground to the west.

7.352 This site is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

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

Location 9 - Danbury

STRATEGIC GROWTH SITE 9 – DANBURY

An allocation of 100 new homes to be accommodated within or adjoining the Key Service Settlement of Danbury. The site(s) to accommodate this allocation will be identified and consulted upon through the emerging Danbury Neighbourhood Plan.

Amount and type of development:

- **Around 100 new homes of mixed size and type including affordable housing**

Where appropriate, contributions will be collected towards recreation disturbance avoidance and mitigation measures for European designated sites.

Reasoned Justification

7.354 Danbury is a Key Service Settlement located outside of the Green Belt with a good range of local services and facilities. Although future development in Danbury is restricted by significant landscape, ecology and highway constraints, there is some limited capacity in the primary schools that serve Danbury.

7.355 Infrastructure required for this location would need to accord with the relevant requirements of Policy S11.

7.356 There are significant tracts of protected woodland and commons in and around the Danbury Ridge which represent important valued landscapes. These include a cluster of protected Sites of Special Scientific Interest (SSSI) including Danbury Common, Blake's Wood and Lingwood Common, and Woodham Walter Common. These SSSIs receive high levels of recreational pressure and future development in Danbury will need to consider the need for mitigation measures as part of future development proposals. This will involve partnership working with the managers of the SSSIs (namely the Essex Wildlife Trust and National Trust) and other key stakeholders including the Council, Danbury Parish Council and Natural England.

7.357 There are a number of heritage assets in and around Danbury which may need to be considered by future development proposals. These include Danbury Conservation Area, two registered parks and gardens, Danbury Hill Fort scheduled monument and a variety of listed buildings.

7.358 There are archaeological deposits in and around Danbury which may need to be considered by future development proposals, through an archaeological evaluation.

7.359 The A414 is a busy road connecting Chelmsford with Maldon which dissects the village. There is significant growth planned for Maldon which will add additional traffic to the A414. The Council has engaged with Maldon District Council on this issue through the 'Duty to Cooperate'. Pre-signals have been installed at the A414/Little Baddow Road/Mayes Lane (Eves Corner) junction to assist in the peak time operation of this junction through South East Local Enterprise Partnership (SELEP)/Essex County Council funding.

7.360 Taking the above constraints and opportunities into account, the Spatial Strategy makes provision for an allocation of 100 homes. This represents approximately a 5% increase of homes in Danbury. To ensure sites are sustainable and are in close proximity to local services and facilities, they should be located either within or adjacent to the defined settlement boundaries as defined on the Policies Map. The allocation of around 100 new homes will be identified by the Danbury Neighbourhood Plan, and may comprise one or multiple sites, expected to be delivered during the Local Plan period. When their Neighbourhood Plan is approved, Danbury Parish Council will also receive 25% of the CIL receipt for new developments in its area, otherwise the rate will be 15%."

7.361 Danbury Defined Settlement Boundary is within a 10km zone of influence of the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest near South Woodham Ferrers. These European designated sites are particularly sensitive to increased visitor pressure, which may be caused by new residential development within the zone of influence.

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

Existing Commitments

7.363 These are deliverable sites previously allocated or secured through the Council's adopted Local Development Framework which have not yet been granted planning permission.

EXISTING COMMITMENT EC5 – ST GILES, MOOR HALL LANE, BICKNACRE

Saint Giles, Moor Hall Lane as shown on the Policies Map, is allocated for specialist residential accommodation development. Development will be expected to provide:

Amount and type of development:

- **Around 32 new units for specialist residential accommodation (SRA) that responds positively to the local context.**

Site masterplanning principles:

- **Vehicular access to the site will be from Moor Hall Lane**
- **Provide suitable SuDS and flood risk management**
- **Protect existing site trees within the development site**
- **Create a network of green infrastructure.**

Site infrastructure requirements:

- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways Authority**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**
- **Financial contributions towards healthcare provision as required by the NHS/CCG.**

Reasoned Justification

7.364 St Giles Estate is close to the village boundary of Bicknacre. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults with learning difficulties and mental health problems.

7.365 Infrastructure required for this site is in addition to relevant requirements of Policy S11.

7.366 Development would need to consider the need for additional primary health care provision informed by robust evidence on existing provision and consultation with NHS Mid-Essex Clinical Commissioning Group. Further development of specialist residential housing should complement the existing provision available at this location.

Special Policy Areas

7.367 The six designated Special Policy Areas (SPA) lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. The SPA sites are shown on the Policies Map.

7.368 The key objectives are to:

- Enable Special Policy Areas to be planned in a strategic and phased manner
- Ensure future development reflects the operational and functional requirements of the Special Policy Areas
- Ensure future development minimises the impact of development on their surroundings, sites important for nature conservation, wildlife and heritage assets
- Strengthen access to the sites by sustainable modes of transport and minimise traffic pressures on local roads
- Achieve high quality design.

POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA

The Council will support health related proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow bus, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience; concentrating buildings of scale and mass within the central core of the estate; limiting the scale and mass of buildings at the edge of the estate; ensuring a phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures; protecting and enhancing woodland, parkland, trees and hedgerows; minimising environmental impacts including in respect of ecology and water quality, and creating high quality public spaces. New development proposals at Strategic Growth Site 6 - North of Broomfield, to the north of the Hospital, will provide a new access road to the Hospital from Main Road (B1008). Development within this Special Policy Area should safeguard the route of this new road and ensure successful integration with the existing internal road network of the Hospital.

Reasoned Justification

7.369 Broomfield Hospital is an important regional medical facility located to the north of Broomfield and urban Chelmsford. It comprises clinical and ancillary buildings, car parking, hospital-related housing, Local Wildlife Site/woodland and open space. Two water courses also pass through the site.

7.370 The Special Policy Area shown on the Policies Map has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.

7.371 The Mid-Essex Hospital Trust should work in partnership with the developers of Strategic Growth Site 6 - North of Broomfield Hospital to facilitate the proposed new access road to the Hospital.

POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA

The Council will support proposals which provide ancillary functions to support the operation of the Racecourse, subject to good design quality; promoting more sustainable means of transport to the site and reducing use of individual trips by car; protecting and enhancing existing trees and hedgerows; minimising the impact of floodlighting; minimising environmental impacts including in respect of ecology and landscape, and ensuring the full restoration of the existing minerals site.

Reasoned Justification

7.372 Chelmsford City Racecourse is located at the former Essex County Showground. It has been revived as a major new racecourse and equestrian centre with supporting entertainment facilities.

7.373 Development opportunities will need to be balanced with the environmental impacts of this large site, especially regarding transport and the impact on the countryside, landscape and ecology (including the Local Wildlife Site). Further development related to the racecourse and equestrian centre may be appropriate within the Special Policy Area, where sensitively designed and having regard to the surround area including nearby heritage assets. The Council will not support residential development within the Special Policy Area which is unrelated to the primary use as a racecourse and equestrian centre.

7.374 The Special Policy Area boundary shown on the Policies Map includes the areas covered by the existing built development and areas with approved planning permission for future development.

POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

The Council will support proposals for water treatment infrastructure and ancillary development which support the role, function and operation of the Hanningfield Reservoir Treatment Works Site. This includes proposals for sustainable means of transport to the site and reducing individual trips by car; providing high-quality buildings; focusing built form around existing buildings; protecting and enhancing trees and hedgerows; avoiding adverse impacts in respect of biodiversity and landscape, and promoting the nature conservation interests and recreational uses of the reservoir. Development proposals are also expected to provide suitable SuDS and flood risk management.

Reasoned Justification

7.375 Hanningfield Reservoir Treatment Works is an important site for water treatment and ancillary activities serving Chelmsford and other parts of Essex. Its Green Belt location requires careful consideration when deciding on the type and extent of any new development.

7.376 The Special Policy Area boundary shown on the Policies Map includes the main campus of existing treatment buildings, stores building and staff offices. The site also includes two Local Wildlife Sites. Any further extension of the Special Policy Area would result in visually intrusive development and a resultant negative impact upon landscape character in the area including the Site of Special Scientific Interest (SSSI). These areas are essentially open in character and existing road access is poor.

7.377 This Special Policy Area provides access to part of the wider open countryside and the area's green infrastructure network.

POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA

The Council will support proposals which promote the continued role of these nationally important gardens. This could include the provision of sensitively designed accommodation for education and employment needs; improved range of visitor facilities and services; promoting the continued use of existing buildings; and protecting and enhancing trees and hedgerows and other existing site and landscape features of value. Proposals should minimise conflict between pedestrian routes and vehicle movement around the site and enable full disabled access throughout, and protect and enhance the historic environment.

Reasoned Justification

7.378 The Royal Horticultural Society (RHS) gardens at Hyde Hall are located to the south east of Chelmsford in close proximity to the villages of East Hanningfield and Rettendon Common. It is a site which occupies 136 hectares of land, dominated by attractive hills, fields, pastures and woodland. The visitor site itself lies in a site of 10 hectares which contains controlled gardens and visitor facilities.

7.379 This Special Policy Area boundary is shown on the Policies Map. The Special Policy Area for Hyde Hall recognises its potential to develop as a destination garden of both national and regional significance. It will provide a clear basis for the determination of future planning applications, which may result in diversification of site usage, some intensification and increased visitor numbers.

7.380 The inclusion of the site as a Special Policy Area does not mean that all development proposals within Hyde Hall would be acceptable. The Special Policy Area is tightly drawn around existing buildings and the main developed part of the site. Areas outside of the designation can be appropriate for horticulture or garden related uses of land, but new operational buildings should be confined to the Special Policy Area. Any new access arrangements need to be considered carefully, having regard to the character of the area and highway safety. Any new development must also take into account the need to protect and enhance nearby heritage assets.

POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA

The Council will support proposals for a mix of uses to support Sandford Mill's cultural, leisure and recreational focus which, improves the access into and within the Special Policy Area; promote more sustainable means of transport to the site, provide suitable facilities for visitors; mitigate adverse impacts on cultural heritage or landscape, and increase access to the waterways. New development proposals to the south of Sandford Mill will allow the provision of a new vehicular access to Maldon Road (A414).

Any proposals should protect and enhance nature and conservation interests, including the Green Wedge and Chelmer and Blackwater Navigation Conservation Area. Linkages to the Green Wedge should be promoted. Development within the SPA will be expected to mitigate potential effects on the European sites downstream.

Reasoned Justification

7.381 Sandford Mill lies within the Rural Area to the east of Chelmsford which is designated as a Green Wedge and the Chelmer and Blackwater Navigation Conservation Area. The Green Wedge provides a key part of Chelmsford's green infrastructure network. Sandford Mill comprises a collection of buildings, mill pond and filter beds that formed part of the original water treatment works that served Chelmsford. Sandford Bridge, Sandford Lock and Brook End Bridge, which are Grade II listed, lie adjacent to the site.

7.382 The site is currently in use as a museum related to the story of Chelmsford's unique industrial heritage. It is recognised as an opportunity for an appropriate mixed use development linked to the Chelmer and Blackwater Navigation. Re-use and restoration of existing buildings should be the focus for any redevelopment.

7.383 The existing museum offers the opportunity to promote a mixed use development which could sustain its future use. Proposals should firstly look towards re-use and restoration of existing buildings, to be accompanied by improvements to access into and within the site.

7.384 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development.

7.385 Its location within the floodplain, Conservation Area and Green Wedge will need careful consideration when deciding on the type and extent of any new development. Furthermore, development within the Special Policy Area will be expected to mitigate potential effects on the nature conservation downstream.

7.386 Vehicular access is achieved from Chelmsford via Brook End Road. There is an opportunity for this access to be improved. There is also an opportunity to promote more sustainable means of transport, such as use of the Navigation to link to the City Centre. Additional moorings may also be appropriate in order to increase access to the waterways.

7.387 Development within the Special Policy Area will be expected to mitigate potential effect on European protected sites downstream.

POLICY SPA6 – WRITTLE UNIVERSITY COLLEGE SPECIAL POLICY AREA

The Council will support proposals which support the role, function and operation of Writtle University College. This include improving circulation through and links with existing College buildings; promoting more sustainable means of transport to the site and reduce individual trips by car; improving the facilities of the University College; ensuring temporary buildings are replaced with permanent structures; protecting and enhancing trees and hedgerows; protecting and enhancing the setting of Listed Buildings, Scheduled Monument and King John's Hunting Lodge; promoting linkages to the surrounding countryside and Green Wedge; and protecting and enhancing nature conservation interests.

Reasoned Justification

7.388 Writtle University College is a long-established and nationally-recognised land-based technologies institution which is seeking to expand and broaden its educational facilities and opportunities. It is a key employer in Chelmsford. The University College's Green Belt location between Chelmsford and Writtle is a constraining issue, requiring careful consideration when deciding on the type and extent of any new development in the future. New development proposals to the north of the University College at Warren Farm will provide improved cycling and walking connectivity.

7.389 The Special Policy Area is divided into three sections. The Eastern boundary at Lordship Road encompasses the main operational and functional requirements of the site including the further and higher education campuses, administration blocks, halls of residence, children's nursery, sports hall site and the proposed new campus redevelopment. This will protect the potential coalescence of the University College with Writtle Village.

7.390 The western sections of the Special Policy Area are the location for the Rural Education and Training Centre and Centre for Livestock Studies at Sturgeons Farm, Cow Watering Lane.

7.391 The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Writtle University College whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development. This includes the surrounding Green Wedge which provides a key part of Chelmsford's green infrastructure network.

8- Protecting and Securing Important Assets

8.1 This section provides other relevant policies of the Local Plan that will shape Chelmsford's development opportunities whilst protecting its important physical attributes.

Securing the right type of Homes

POLICY HO1 – SIZE AND TYPE OF HOUSING

The Council will protect existing housing from redevelopment to other uses.

A) Within all developments of 10 or more dwellings the Council will require:

i. **the provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities; and**
ii. **each dwelling to be constructed to meet requirement M4(2) of the Building Regulations 2015 (accessible or adaptable dwellings), or subsequent government standard.**

B) Within all developments of 30 or more dwellings the Council will require A)i and A)ii above, and:

i. **a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) of the Building Regulations 2015 (wheelchair user dwellings), or subsequent government standard.**

C) Within all developments of more than 100 dwellings the Council will require A)i, A)ii and B)i above, and:

i. **a minimum of 5% self-build homes which can include custom housebuilding; and**
ii. **provision of Specialist Residential Accommodation (including Independent Living) taking account of local housing needs.**

The inclusion of self-build and custom build homes and Specialist Residential Accommodation on smaller sites will also be encouraged.

Reasoned Justification

8.2 The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. To ensure that market housing provision meets the needs of all sectors, it is important that a range of house types and sizes are provided as part of new residential developments. The size, type and cost of affordable housing is covered by Policy HO2.

8.3 The Council's latest Strategic Housing Market Assessment (SHMA) indicates that the greatest need for market homes is two and three bedroom units. This is due to the projected increase in single occupancy households, smaller family units and older people. The threshold of 10 dwellings is the Government definition of major residential development. Table 4 below will be used to inform negotiations between the Council and developers to determine the appropriate mix of housing. The final mix of housing/types will be subject to negotiation with the applicant.

Table 4 : Indicative size guide for market homes

Size of new owner-occupied and private rented accommodation required in Chelmsford up to 2037	
Dwelling Size	**Indicative mix**
One Bedroom	6.2%
Two Bedroom	28.0%
Three Bedroom	46.3%
Four or more bedrooms	19.5%
Total	**100%**

Source: SHMA 2015

8.4 All dwellings on major residential schemes should achieve requirement M4(2) of the Building Regulations 2015 to create sustainable developments for the future. To support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of all new affordable homes on larger development sites to be wheelchair accessible by meeting requirement M4(3) of the Building Regulations 2015.

8.5 The development of self-build/custom build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing, and provide a more diverse housing stock. Self-build and custom housebuilding means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person. Based on Chelmsford's current self-build and custom build register of around 30 applications projected to 2036, 5% of new homes on larger housing schemes should include an element of self-build/custom build plots, to provide for this demand. At the time an application is submitted, the Council will review this percentage against the latest local housing need requirement for self-build/custom build. Self-build/custom build homes will need to be provided at a range of costs in accordance with the identified need. Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy HO2. Design codes may be required for development proposals containing self-build/custom build homes.

8.6 There are certain groups of people within the community that need Specialist Residential Accommodation that caters for their specific needs. Specialist Residential Accommodation includes housing for older people such as Independent Living schemes for the frail elderly, student accommodation, homes for those with disabilities and support needs, residential institutions and also non-nomadic Gypsy and Travellers who, for cultural reasons, choose to live in caravans.

8.7 The SHMA indicates that if occupation patterns of Specialist Residential Accommodation for older people remain at current levels, there will be a requirement for 60 Specialist Residential Accommodation units each year. Essex County Council's Independent Living Programme is encouraging the provision of Specialist Residential Accommodation in Essex as a means to provide housing for people over the age of 55 whose current home no longer meets their needs. Essex County Council has set a target of delivering 214 additional units of Independent Living accommodation (162 market and 52 affordable rental units) to enable older people to live independently within the community by 2020.

8.8 Specialist Residential Accommodation will need to be provided at a range of costs in accordance with the identified need. Specialist Residential Accommodation will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy HO2.

8.9 The Council will refer to the latest assessments of need and will work with Essex County Council to identify the need for, and to secure provision of, suitable sites for Specialist Residential Accommodation. Such assessment will include the Joint Strategic Needs Assessment (JSNA) and SHMA.

POLICY HO2 – AFFORDABLE HOUSING AND RURAL EXCEPTION SITES

A) Affordable Housing

The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites which:

i. **comprise of 11 or more residential units; or**
ii. **comprise a maximum combined floorspace of more than 1,000 square metres (gross internal area).**

In considering the suitability of affordable housing, the Council will require that:

i. **the mix, size, type and cost of affordable homes will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Strategic Housing Market Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and**
ii. **the affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and designed in such a way as to aid visual integration between market and affordable elements of a scheme; and**
iii. **developers and owners enter into planning obligations in order to provide the affordable housing and to ensure it remains at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.**

Proposals that would sub-divide or under-develop sites in order to avoid making the affordable housing contribution will be refused.

B) Rural Exception Sites

Planning permission will be granted for affordable housing on small sites within Designated Rural Areas, which would not otherwise be released for housing, in order to meet local rural housing need where:

i. **the Council is satisfied that there is clear evidence, supplied by the applicant, of need for the number and type of housing proposed within the Parish; and**
ii. **the site is adjacent to a Defined Settlement Boundary and it is accessible to local services and facilities; and**

iii. **the appropriate legal agreements are entered into for the affordable housing with the Council, to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured; and**
iv. **the site is not subject to any other overriding environmental or other planning constraints.**

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of affordable housing on rural exception sites:

v. **the proportion of market housing must not exceed 50%; and**
vi. **the market and affordable housing must not be distinguishable in design quality.**

Reasoned Justification

A) Affordable Housing

8.10 The provision of affordable housing to meet identified need is an important objective of the Local Plan. To assess this need, the Council, together with its HMA partners, commissioned consultants to produce a Strategic Housing Market Assessment (SHMA) update, which was published in December 2015. This replaced the previous SHMA and used the national Planning Practice Guidance to calculate the level of affordable housing need. This assessment identified a total affordable housing need in Chelmsford of 179 dwellings per-annum.

8.11 The need for affordable housing is high. The evidence in the SHMA supports a target of around 30% although acknowledges that in setting the policy requirement consideration needs to be given to the fact some sites may not deliver affordable housing.

8.12 There is a requirement to provide 23.1% of the overall housing need as either social or affordable rented accommodation in the SHMA. The SHMA indicates there is a net need for all sizes of affordable housing. The largest net need is for two bedroom units, followed by one bedroom units.

8.13 Affordable housing is an integral element of any market-led residential or mixed-use development and is expected to be provided in-kind and on-site. The Council may consider a financial contribution in lieu of on-site provision of broadly equivalent value on development sites which comprise between 11 and 15 residential units, to improve the provision of temporary accommodation for homeless households. Full details of circumstances in which this may be considered can be found in Planning Obligations Supplementary Planning Document (SPD).

8.14 Residential schemes should be designed to maximise tenure integration to achieve mixed, inclusive and sustainable communities. The Council expects the same level and type of parking provision to apply to market and affordable housing.

8.15 The Local Plan Viability Study including the CIL Viability Review demonstrates that the threshold and types of affordable housing contributions identified in the Local Plan are achievable and the cumulative impact of policies in the Local Plan will not put development at serious risk.

B) Rural Exception Sites

8.16 For the application of this policy, Designated Rural Areas are the Parishes of Bicknacre; East Hanningfield; Good Easter; Great Leighs; Great Waltham; Highwood; Little Baddow; Little Waltham; Margaretting; Mashbury; Rettendon; Roxwell; Sandon; South Hanningfield; Stock; West Hanningfield and Woodham Ferrers.

8.17 In certain circumstances, small, predominantly-affordable housing developments to meet Parish-wide need will be permitted outside but adjacent to Defined Settlement Boundaries where ordinarily there is a policy constraining new housing development. To enable this exception, it needs to be demonstrated that there is a proven need for the number and type of dwellings proposed, and the Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity. When considering the suitability of rural exception sites it should be demonstrated to the satisfaction of the Council that there are no suitable and deliverable previously developed sites that could comply with the policy before consideration is given to the release of a Greenfield site.

8.18 The Council expects all rural affordable housing proposals submitted under this policy to be accompanied by a local housing need survey conducted at a Parish-wide level. This will provide information on the number of households that are currently and likely to be in housing need in the next five years, their incomes and the type of accommodation required to meet their housing need. When a proportion of market housing is also proposed, the local housing needs survey must identify the type of market housing that is required. If a survey of local housing need supporting an application has been conducted more than four years prior to a planning application being submitted, the Council will require the housing need and affordability data to be updated.

8.19 Any proposal that includes market housing must include a robust, independently-prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the affordable housing on the site without requiring additional public subsidy, must be clearly set out.

POLICY HO3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople, who meet the national Planning Policy for Traveller Sites (PPTS) definition, through an allocated site within the Local Plan.

In determining all planning applications, only those who meet the PPTS definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.

A) New sites

When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:

i. **the site is not in the Green Belt, unless there are very special circumstances; and**
ii. **adequate community services and facilities are within reasonable travelling distance; and**
iii. **the capacity of the site does not exceed 10 pitches or plots; and**
iv. **the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; and**
v. **there is no significant adverse impact on the intrinsic character and beauty of the countryside; and**
vi. **the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets; and**
vii. **there is no significant risk of land contamination or unacceptable risk of flooding; and**
viii. **the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents; and**
ix. **safe and convenient vehicular access to the local highway network can be provided; and**
x. **essential services (water, electricity and foul drainage) are available on-site or can be made available on-site; and**
xi. **plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.**

B) Sub-division of pitches or plots

The sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites will also be permitted provided that the following criteria are met:

i. **the site is not within the Green Belt unless there are very special circumstances; and**
ii. **the living environment of residents on the proposed site and neighbouring land is protected; and**
iii. **sites are of a suitable size to enable the creation of additional pitches or plots; and**
iv. **the sub-division of Gypsy and Traveller sites do not result in a total of more than 10 pitches on a site; and**
v. **there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent; and**
vi. **there is no significant adverse impact on the intrinsic character and beauty of the countryside and;**
vii. **there is no adverse impact in terms of highways access and vehicle movement.**

C) Change of use

Planning permission will be refused for the change of use of all Gypsy and Traveller sites or Travelling Showpeople yards identified in the Gypsy and Traveller Accommodation Assessment unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.

Reasoned Justification

8.20 Ensuring that the right type of residential accommodation is planned for in the right locations for all the community is an important element of the Local Plan.

8.21 This policy applies to both allocated and non-allocated sites which may come forward in built-up areas and the countryside. Planning permission will not be granted for a site that would be detrimental to the character and appearance of the countryside and where it would adversely affect the amenities of existing residents or result in unacceptable future living conditions for occupiers of the proposal. New Gypsy and Traveller sites are not considered appropriate within the Green Belt or Green Wedges and would also be judged against the appropriate policies within the Local Plan for these areas.

8.22 The sub-division of existing sites to provide more pitches or plots could be a suitable way to increase provision within existing lawful sites, but it should be tested against relevant criteria to ascertain its suitability.

8.23 When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons falling within the appropriate definition of Gypsies and Travellers and may also include conditions relating to landscaping and boundary treatments.

8.24 Where an unmet need for Gypsy and Traveller accommodation is identified and evidenced within the Council's area and allocated sites have not yet been developed or available for occupation, the Council may grant temporary planning permission as an interim measure.

Securing Economic Growth

POLICY EM1 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS

Within the Employment Areas, Rural Employment Areas and new employment site allocations, which include existing as shown on the Policies Map, the Council will seek to retain Class B uses or other 'sui generis' uses of a similar employment nature. Planning permission will be granted for the redevelopment or change of use for non-Class B uses where:

i. **the use does not fall within Class A Use Classes unless limited small-scale and ancillary; and**
ii. **the use provides employment at the application site; and**
iii. **the use will not adversely impact upon the operation and function of the Employment Area or Rural Employment Area.**

Reasoned Justification

8.25 The Employment Areas, Rural Employment Areas and new allocations for employment identified on the Policies Map, make an important contribution to the Chelmsford economy and their future function creating thriving business locations is a key element of the Council's local planning and economic strategies.

8.26 Traditionally designated employment areas have focused on providing a range of premises that meet the needs of the B1, B2 and B8 Use Classes and this will continue to be the focus in the defined Employment Areas and Rural Employment Areas. Therefore, in the Employment Areas and Rural Employment Areas, the City Council will seek to retain Class B uses as defined by the Use Classes Order 1987 or other 'sui generis' uses of a similar employment nature.

8.27 To enable flexibility it is recognised that non B1, B2 and B8 uses can be appropriate in Employment Areas and Rural Employment Areas and can provide employment, adding to the character, mix and vitality of the area. A judgement will be made on a case by case basis. Some uses, may not be acceptable where they can either individually, or collectively, harm other policy objectives of this Local Plan. The form and nature of new employment allocations and acceptable uses are set out in the relevant site allocation policy.

8.28 The protection of the City Centre and other designated centres for their retail function is a key objective of this Plan. A proliferation of A1 uses in the Employment Areas could be harmful to this objective and will be resisted. Only in exceptional circumstances, where it can be demonstrated that the use would not materially harm the function, character and purpose of the employment area or other designated retail centres, limited, in relation to the overall floorspace contained in the employment area and ancillary Class A uses may be acceptable.

8.29 Where the Council receives an application for redevelopment or change of use, proposals should demonstrate their continued employment function and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

8.30 The impacts generated by new uses will need to be assessed in particular to their impact on neighbouring occupiers within the Employment Area and Rural Employment Areas. Any use should not give rise to unacceptable traffic generation, vehicle parking, noise or smells. Such impacts can adversely affect the day-to-day operation of the Employment Area and Rural Employment Areas.

8.31 The function of the Employment Areas and Rural Employment Areas in Chelmsford varies from location to location, and the Local Plan recognises that businesses need sufficient flexibility to enable them to function in today's economic environment.

POLICY EM2 – PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS

Primary Frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre

A) The change of use of ground floor units to non-Class A1 uses of the Use Classes Order 1987 (as amended) will only be permitted if the balance of retail and non-retail uses does not harm the vitality and viability of the designated centre, and if all of the following criteria are met:

i. **the proposed number and distribution of non-Class A1 uses do not create an over-concentration of uses detracting from the established retail character in the locality; and**
ii. **the proposed use will provide a service directly compatible with the function of the Primary Shopping Area; and**

iii. **the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and**
iv. **the proposal will retain or provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene; and**
v. **the sub-division of any unit would not create small token units.**

Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre

B) Within Secondary Frontages in the Primary Shopping Area, the change of use of ground floor units will be permitted to Class A or D2 or 'sui generis' uses of a retail nature, subject to the following criteria:

i. **the proposed number and distribution of non-Class A1 uses do not create an over-concentration of uses which are harmful to the function of the Secondary Frontage; and**
ii. **the proposed use will provide a service directly compatible with the function of the Primary Shopping Area; and**
iii. **the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and**
iv. **the proposal will retain or provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene; and**
v. **the sub-division of any unit would not create small token units.**

C) Within Secondary Frontages outside of the Primary Shopping Area, the change of use of ground floor units will be permitted to Class A, B1(a) or D2 or 'sui generis' uses of a retail or leisure nature, where all of the following criteria are met:

i. **the proposed use will provide a service complementary to the function of the Primary Shopping Area and;**
ii. **the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and**
iii. **the proposal will retain or provide a shop front with a display function and entrances which relate well to the design of the host building and to the streetscene; and**
iv. **the sub-division of any unit would not create small token units.**

Neighbourhood Centres

D) Within the Principal and Local Neighbourhood Centres Frontages as defined on the Policies Map the change of use of existing ground floor units from Class A1 of the Use Classes Order 1987 (as amended) will only be permitted where the proposal would reinforce the function of the Neighbourhood Centre in serving the day-to-day needs of the locality.

Upper floors within Primary and Secondary Frontages in City Centre & South Woodham Ferrers and Neighbourhood Centres

E) On upper floors, proposals for separate units of retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate refuse and recycling store is provided, and the use does not prejudice the retail function and viability of the ground floor.

Reasoned Justification

8.32 The Policies Map defines the extent of the City and Town Centres as well as all the designations covered by this policy. Within the City and Town Centres, the Primary Shopping Area is also defined to recognise the importance of retail uses in these areas. Primary Frontages are all contained within the Primary Shopping Area, whereas Secondary Frontages fall both within and outside of the Primary Shopping Area.

8.33 Within the two Primary Shopping Areas of Chelmsford City Centre and South Woodham Ferrers Town Centre, the Primary Frontages contain the main shopping uses. This policy seeks to prevent the erosion of retail use which is important for community needs and local economic vitality.

8.34 Secondary Frontages will contain a greater diversity of other business uses that offer services to users complementary to the function of the Primary Shopping Area. Due to this diversity some Secondary Frontages may fall outside of the Primary Shopping Area, and where this occurs the level of acceptable diversity in use will be greater. The Secondary Frontages have been defined to ensure they remain active as they provide and support linkages within the pedestrian/retail network of Chelmsford City Centre and South Woodham Ferrers Town Centre.

8.35 In considering change of use applications, the Council will make a judgement about the level and concentration of non-Class A1 uses by assessing the function, location and quality of a frontage. For the purpose of this policy, a judgement will be made as to the relevant frontage in which the application site is located. A frontage length can be defined by physical breaks or articulation in the street, but also by key pedestrian nodal points which serve as points of decision-making for shoppers within the Primary Shopping Area network.

8.36 Small token units are those which may not offer sufficient retail floor space, staff facilities or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to wider retail market.

8.37 The Neighbourhood Centre Frontages are defined on the Policies Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs. Not all residents live within easy reach of the main centres and rely on the services and facilities that are provided in these centres. The Council will seek to retain the retail function of these frontages, whilst also accepting that other uses may provide a balanced offer to the community they serve and ensure the continued viability and vitality of the frontage as a whole. This may include evening uses which contribute to a positive mix of uses to serve the community.

8.38 The productive use of upper floors, including residential, is encouraged in order to make best use of City and Town Centre sites. Proposals will be supported where they can be independently accessed from the ground floor and they would not prejudice the uses below.

Protecting the Countryside

8.39 For the purposes of all relevant policies of the Local Plan, the term Countryside includes Green Belt, Green Wedges, Green Corridors and the Rural Area. All of these designations are defined on the Policies Map. Green Wedges and Green Corridors overlie both the Green Belt and Rural Area.

POLICY CO1 – GREEN BELT, GREEN WEDGES, GREEN CORRIDORS AND RURAL AREAS

When determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet development identified needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst upholding the following planning objectives of each of the following areas:

A) Green Belt

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

B) Green Wedges

The crucial role of the main river valleys is where they permeate into the existing or proposed urban areas as Green Wedges. These form part of the wider river valley network which connects a suite of Green Infrastructure assets. They will be protected and enhanced as valued and multi-faceted landscapes for their openness and function as important green networks for wildlife, leisure and recreation, and for increased public access and enjoyment. Development which materially harms the role, function, character and appearance of this valued landscape will be resisted.

C) Green Corridors

The distinctive and valued landscape character of the main river valleys where they extend into the countryside beyond the existing or proposed urban areas and form part of the wider river valley network which connects a suite of Green Infrastructure assets will be protected as Green Corridors. Development which materially harms the character and appearance of this valued landscape will be resisted.

D) Rural Area

The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as Green Wedges or Green Corridors, will be assessed and development will only be supported where it would not adversely impact on its identified value.

Further detailed policies set out what development is appropriate in each area and provide the criteria by which development proposals will be assessed.

Reasoned Justification

8.40 The main Urban Areas of Chelmsford and South Woodham Ferrers are surrounded by attractive countryside containing settlements of varying sizes. It is important that the value of the countryside is recognised for its wide ranging roles and purposes.

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

8.42 The NPPF also states that other valued landscapes should be protected and enhanced. The main river valleys in Chelmsford, in particular, form an attractive and important leisure and recreation resource containing wildlife habitats and represent the key component of Chelmsford's strategic green infrastructure network. They also contain floodplains that provide flood storage capacity and can contribute to the objectives of the Water Framework Directive. The river valleys are locally valued by residents and used as corridors of movement by people and wildlife. For the purposes of implementing this policy, the main river valleys are the River Chelmer/Chelmer and Blackwater Navigation and Can/Wid valleys.

8.43 Where the main river valleys permeate into the existing or proposed built-up areas of Chelmsford, this identified value is amplified and development pressure is at its greatest. The unchecked erosion of open land in these sections of the river valleys would be harmful to the character and function of these areas and therefore it should be afforded greater protection. As such, Green Wedges will be designated within the river valleys to reflect this multi-faceted green network. Where the river valleys extend into the open countryside, they perform a different role. They are still attractive and distinctive landscapes that tend to be more agricultural and rural in nature, but are still characterised by a mix of landscape features and are crossed by Public Rights of Way. As such these areas will be designated as Green Corridors.

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

POLICY CO2 – NEW BUILDINGS AND STRUCTURES IN THE GREEN BELT

Where new buildings or structures are proposed within the Green Belt, inappropriate development will not be approved except in very special circumstances.

A) New buildings

Planning permission will be granted for the following exceptions to inappropriate development:

i. **buildings for agricultural and forestry;**
ii. **provision of appropriate facilities for outdoor sport, outdoor recreation and cemeteries as long as it preserves the openness of the Green Belt;**
iii. **local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes;**

iv. **new buildings for education and community uses which can demonstrate a requirement for a Green Belt location;**
v. **infilling in accordance with Policy CO5;**
vi. **limited affordable housing for local needs in accordance with Policy HO2;**
vii. **extensions or alterations to buildings in accordance with Policy CO7;**
viii. **redevelopment of previously developed land in accordance with Section B of this Policy;**
ix. **replacement buildings in accordance with Section C of this Policy; or**
x. **residential outbuildings in accordance with Section D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Planning permission will be granted where the proposed development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use and/or development. The Council will assess the development based on the following:

i. **the size, scale, massing and spread of the new development compared to the existing; and**
ii. **the visual impact of the development compared to the existing; and**
iii. **the activities/use of the new development compared to the existing; and**
iv. **the location of the site is sustainable and appropriate to the type of development proposed.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i. **the existing building being replaced is of permanent and substantial construction; and**
ii. **the new building is in the same use as the existing; and**
iii. **the new building is not materially larger than the one it replaces; and**
iv. **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

i. **is located within the curtilage of the dwelling; and**
ii. **is proportionate in size and scale, and ancillary in appearance to the host dwelling; and**
iii. **is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.45 Over one third of the Council's area falls within the Green Belt, which has checked the unrestricted growth of London. In addition, the Green Belt has also prevented the expansion of urban Chelmsford towards the south west. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

8.46 Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. "Very special circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

8.47 New buildings in the Green Belt will be strictly controlled. The NPPF outlines the types of development that are not inappropriate and this includes agricultural or forestry buildings. In the assessment of these types of buildings, the Council will ensure that they are proportionate in size and scale in relation to their intended use, and evidence may need to be provided in order to demonstrate the needs of the agricultural holding for the development proposed. Local transport infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, potentially electricity substations, a Park and Ride facility, emergency services or new roads and bridges.

8.48 Buildings for outdoor sport and outdoor recreation will include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, can also be exceptions to inappropriate development. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Belt.

8.49 The Council supports, in principle, the provision of new buildings for community or educational uses that can demonstrate a requirement for a Green Belt location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Belt.

8.50 In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it meets the Green Belt test of openness. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

8.51 Replacement buildings are not inappropriate development but the original building must be lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the borough of Chelmsford, and most of the Chelmsford Rural District.

8.52 Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

POLICY CO3 – NEW BUILDINGS AND STRUCTURES IN GREEN WEDGES AND GREEN CORRIDORS

A) New buildings

Planning permission will be granted for new buildings where the development does not conflict with the purposes of the Green Wedge or Green Corridor designation, and is for:

i. **a local community facility where there is a demonstrated need; or**
ii. **a local community facility that supports the role and function of the Green Wedge or Green Corridor; or**
iii. **agriculture and forestry or where it supports the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
iv. **local transport infrastructure and other essential infrastructure which can demonstrate a requirement for a Green Wedge or Green Corridor location; or**
v. **appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
vi. **a rural worker's dwelling in accordance with Policy CO8; or**
vii. **infilling in accordance with Policy CO5; or**

viii. **limited affordable housing for local needs in accordance with Policy HO2; or**
ix. **extensions or alterations to buildings in accordance with Policy CO7; or**
x. **redevelopment of previously developed land in accordance with Section B of this Policy; or**
xi. **replacement buildings in accordance with Section C of this Policy; or**
xii. **residential outbuildings in accordance with Section D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Where the development is located within a Green Wedge, planning permission will only be granted where the role and function of the Green Wedge, in maintaining open land between built-up areas, protecting biodiversity and promoting recreation would not be materially harmed, and where the development would have no greater impact on the character and appearance of the area than the existing use and/or development.

Where the development is located within a Green Corridor, planning permission will be granted where the development would have no greater impact on the character and appearance of the landscape along these river valley corridors than the existing use and/or development.

In both a Green Wedge and Green Corridor, the Council will assess the development based on the following:

i. **the size, scale, massing and spread of the new development compared to the existing; and**
ii. **the visual impact of the development compared to the existing; and**
iii. **the impact of the activities/use of the new development compared to the existing.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i. **the existing building being replaced is of permanent and substantial construction; and**
ii. **the new building is in the same use as the existing; and**
iii. **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm and;**
iv. **where the development is located within a Green Wedge, the new building is not materially larger than the one it replaces.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

i. **is located within the curtilage of the dwelling; and**
ii. **is proportionate in size and scale and ancillary in appearance to the host dwelling; and**
iii. **is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.53 Green Wedges and Green Corridors are identified as valued landscapes as set out in the Green Wedge and Green Corridor Assessment. The crucial role of the main river valleys will be protected and enhanced as valued and multi-faceted landscapes for their openness and their function as important green networks for wildlife, leisure and recreation. New buildings within the Green Wedges and Green Corridors will be restricted to ensure that the openness of the valued landscapes is not adversely affected.

8.54 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use; in some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.55 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes e.g. sewage or water connections, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed e.g. a Park and Ride facility, new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

8.56 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Wedge or Green Corridor.

8.57 The Council supports, in principle, the provision of new buildings for community including educational facilities that can demonstrate a requirement for a Green Wedge or Green Corridor location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Wedge or Green Corridor.

8.58 Economic growth in Green Wedges and Green Corridors is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable rural business. The need for a Green Wedge or Corridor location would need to be justified. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses will not be permitted in the Green Wedge or Corridor. This is to avoid the proliferation of new buildings which are unconnected to existing sites and uses and may result in harm to the valued open landscapes and river valleys.

8.59 Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the characteristics and attractiveness of the landscape and the purpose of including land within the Green Wedge or Corridor than the existing development and also represents sustainable development.

8.60 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

POLICY CO4 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA

A) New buildings

Planning permission will be granted for new buildings in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for:

i. **a local community facility where there is a demonstrated need; or**
ii. **agriculture and forestry or the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
iii. **local transport infrastructure and other essential infrastructure; or**
iv. **appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
v. **a rural worker's dwelling in accordance with Policy CO8; or**
vi. **housing which secures the optimal viable use of a heritage asset or enabling development to secure the future of a heritage asset; or**

vii. **housing which includes the re-use of redundant or disused buildings which leads to an enhancement to the immediate setting; or**
viii. **a dwelling which is of a design of exceptional quality or innovative nature; or**
ix. **infilling in accordance with Policy CO5; or**
x. **limited affordable housing for local needs in accordance with Policy HO2; or**
xi. **extensions or alterations to buildings in accordance with Policy CO7; or**
xii. **redevelopment of previously developed land in accordance with Section B of this Policy; or**
xiii. **replacement buildings in accordance with Section C of this Policy; or**
xiv. **residential outbuildings in accordance with Section D of this Policy.**

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary buildings)

Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

i. **the size, scale, massing and spread of the new development compared to the existing; and**
ii. **the visual impact of the development compared to the existing; and**
iii. **the impact of the activities/use of the new development compared to the existing; and**
iv. **the location of the site is appropriate to the type of development proposed.**

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

i. **the existing building being replaced is of permanent and substantial construction; and**
ii. **the new building is in the same use as the existing; and**
iii. **the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.**

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

i. **is located within the curtilage of the dwelling; and**
ii. **is proportionate in size and scale, and ancillary in appearance to the host dwelling; and**
iii. **is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.61 The majority of the Council's area falls outside the Urban Areas and Defined Settlements, and where it is not Green Belt it is defined on the Policies Map as Rural Area.

8.62 The Council will ensure that the intrinsic character and beauty of the Rural Area is recognised, assessed and, where there is material harm arising from new development it is protected.

8.63 This policy provides some flexibility to allow rural communities and economies to thrive and prosper. This includes the sustainable growth and expansion of rural businesses and enterprises, including local shops and community facilities and services which support the rural community and serve their day-to-day needs.

8.64 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use; in some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

8.65 Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes e.g. electricity substation, waste water treatment sites, emergency services or telecommunications. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed, e.g. a Park and Ride facility, or new roads and bridges.

8.66 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a case-by-case basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site.

8.67 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Rural Area location. This is likely to be due to the location of the community or facility in which it serves. In some cases, the catchment area for the development may be wider than the immediate locality i.e, village or town; these types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places,sports venues (indoor and outdoor) cultural buildings, public houses and places of worship.

8.68 Economic growth in the Rural Area is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable business. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses should be closely associated with groups of existing buildings.

8.69 Redevelopment of previously developed land will be permitted where the development would not adversely impact upon the recognised character of the area. In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it does not harm the intrinsic character and beauty of the countryside. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

8.70 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape. The proposed replacement or rebuild must be acceptable in its setting by virtue of its siting, volume, form and scale.

8.71 The exceptional quality or innovative nature of a new dwelling that does not comply with Policy CO5 should be truly outstanding and raise standards of design more generally.

POLICY CO5 – INFILLING IN THE GREEN BELT, GREEN WEDGE, GREEN CORRIDOR AND RURAL AREA

A) Green Belt

Planning permission will be granted for infilling in the Green Belt provided that:

i. **the site is within a village; and**
ii. **the site is a small gap in an otherwise built-up frontage; and**
iii. **the infilling is limited so as not to impact unacceptably on the function and purpose of the Green Belt; and**
iv. **the development does not detract from the existing character or appearance of the area.**

B) Green Wedges, Green Corridors and Rural Area

Planning permission will be granted for infilling in the Green Wedge, Green Corridors and Rural Area provided that:

i. **the site is a small gap in an otherwise built-up frontage; and**
ii. **the development does not detract from the existing character or appearance of the area, and would not unacceptably impact on the function and objectives of the designation.**

Reasoned Justification

8.72 Infilling is defined as filling the small gaps within existing groups of dwellings or buildings. For the purposes of this policy, a gap is normally regarded as 'small' if it is capable of accommodating no more than one property or building. In some circumstances, the context and character of the development pattern of the immediate area will allow for more than one property, or building, within these gaps. Each site will be assessed on a case-by-case basis.

8.73 The Council will carefully assess the impact of any proposals for residential infilling to ensure that gaps in the development pattern which positively contribute to the existing setting of a hamlet or group of dwellings are not lost. Within the Green Belt, the proposal should be within a village in order to be consistent with the NPPF. The site context may only be considered as a village where there is a consolidated group of residential properties and not a dispersed settlement pattern. It will usually, although not exclusively, include some form of community facility or focus such as a church, village hall, shop, public house or post office. Whether or not a site is located within a village will be assessed on a site by site basis.

8.74 A judgement needs to be made as to whether a new building would be in character with its surroundings. Buildings that are substantial in size and scale in relation to the neighbouring units either side, and would detract from the existing character of the area, will not be supported.

POLICY CO6 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS

A) Green Belt

Planning permission will be granted for the change of use of buildings in the Green Belt where:

i. **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii. **the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and**
iii. **the use of land within the curtilage of the building, and which is to be used in association with that building, would not result in harm to the openness of the Green Belt; and**
iv. **where the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land in the Green Belt, and do not harm the character and appearance of the area.

B) Green Wedges and Green Corridors

Planning permission will be granted for the change of use of buildings in the Green Wedges and Green Corridors where:

i. **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii. **the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and**

iii. **the use of any land within the curtilage of the building, and which is to be used in association with that building, would not conflict with the purposes of the Green Wedge or Green Corridor Designations; and**
iv. **the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Changes of use of land and engineering operations will be permitted where the development would not adversely impact on the role, function, character and appearance of Green Wedges and Green Corridors as set out in Policy CO1.

C) Rural Area

Planning permission will be granted for the change of use of land or buildings in the Rural Area where:

i. **the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and**
ii. **the building is in keeping with its surroundings, and any alterations or extensions do not harm its original character; and**
iii. **it does not adversely impact on the identified intrinsic character, appearance and beauty of the Rural Area; and**
iv. **the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.**

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.

Reasoned Justification

8.75 The Council recognises that the re-use and adaptation of existing buildings in the countryside can provide opportunities for residential, commercial and industrial development. In order to avoid abuse of this policy, the building/s should be permanent and not require substantial reconstruction. A structural survey will be expected to be provided in order to demonstrate that the structure is capable of conversion without rebuild or creation of new structural elements.

8.76 The change of use of land in the Green Belt is specifically omitted from Section A of the Policy because the NPPF does not list this as an exception to inappropriate development. Engineering operations need to preserve openness.

8.77 Within the Green Belt, Green Wedges and Green Corridors, any alteration or extension included as part of a change of use will require careful scrutiny in order to ensure that it is not disproportionate in relation to the existing building. Proportionate should be assessed in the context of footprint, height and volume.

8.78 Buildings will normally have a identified curtilage. It is important to consider how the curtilage may alter as part of the change of use to the host building; for example, through storage or domestication. In the Green Belt, the Council will be mindful about the impact on openness. In the Green Wedges and Green Corridors, the ancillary use of the land should not conflict with the purpose of the designations. In the Rural Area, the critical aspect will be identifying the intrinsic character and making a judgement as to whether an adverse impact would result.

8.79 The 10 year period for conversions to dwellings is included in order to prevent misuse of the policy; the building must have been originally constructed and used for the purpose intended and not with a view of re-using it in the future for another use.

POLICY CO7 – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGES, GREEN CORRIDORS AND RURAL AREA

A) Green Belt

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Belt and the extension or alteration would not:

i. **result in disproportionate additions over and above the size and scale of the original building; and**
ii. **be out of keeping with its context and surroundings or result in any other harm.**

B) Green Wedges and Green Corridors

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Wedge or Green Corridor and the extension or alteration would not:

i. **be disproportionate in size and scale in relation to the existing building; and**
ii. **be out of keeping with its context and surroundings or result in any other harm; and**
iii. **conflict with the purposes of the Green Wedge or Green Corridor designation.**

C) Rural Area

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

i. **be disproportionate in size, scale and proportions, such that the form and appearance would be out of keeping with the existing building, its context and surroundings; and**
ii. **adversely impact on the identified intrinsic character and beauty of the Rural Area.**

Reasoned Justification

8.80 Extensions and alterations to buildings can result in significant changes to their appearance and the impact they have on the surrounding countryside. An alteration may include changes to fenestration, materials and external features. For the avoidance of doubt, buildings include residential dwellings, and all buildings must be substantially intact and have a reasonable remaining life.

8.81 Other harm can include, but is not limited to: visual intrusion, noise, activity, light pollution and use.

A) Green Belt

8.82 The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Whilst extensions or alterations to buildings within the Green Belt are not inappropriate development, this is subject to meeting the objectives of Green Belt policy.

8.83 Extensions or alterations must not result in disproportionate additions over and above the size of the original building. Original building means that as built at 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

B) Green Wedge and Green Corridors

8.84 The role of the main river valleys will be protected and enhanced as valued and multi-faceted landscapes for their openness and their function as important green networks for wildlife, leisure and recreation. Some parts of the Green Wedges and Green Corridors may also fall within the Green Belt. In these cases, the objectives and purpose of the Green Belt will still apply; Green Belt is a national designation, subject to national policies and will still be given full weight in planning decisions. Green Wedges and Green Corridors will also cover parts of the designated Rural Area, in these cases the proposal will need to conform with both Parts B and C of the policy.

C) Rural Area

8.85 Much of the Council's area falls within the Rural Area which is very attractive and has a traditional rural appearance with long unbroken views. In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. The Council will support rural communities; this includes the sustainable growth and expansion of existing and authorised rural businesses, such as shops, public houses and restaurants, tourist attractions, agriculture and diversification, offices and community uses where that expansion would not adversely impact on the identified character and beauty of the area.

POLICY CO8 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS

Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.

Planning permission will be granted for a new dwelling or caravan in the Rural Area, Green Wedge or Green Corridor where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.

A) Temporary accommodation

For applications for temporary accommodation, the following criteria must be met:

i. **it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and**
ii. **it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and**
iii. **the need cannot be met by re-using, extending or adapting an existing building on the holding; and**
iv. **the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and**
v. **the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.**

B) Permanent accommodation

In addition to compliance with the above criteria A) permanent accommodation will only be permitted where the unit and the agricultural/rural business have been established for at least 3 years, it can be demonstrated that the business has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so.

In all cases (temporary and permanent accommodation) conditions will be attached to any permission removing permitted development rights and limiting the occupancy to that required for the business concerned.

C) Removal of Occupancy conditions on existing dwellings

Planning permission will be granted for the removal of a restrictive agricultural/rural worker occupancy condition on a dwelling only where:

i. **comprehensive evidence has been submitted to show that the property, including all of its land and buildings that form part of the holding, has been marketed for sale or rent for a minimum period of 12 months at a market price to reflect the occupancy condition, and confirmation of a lack of interest; and**
ii. **it is evidenced that there is no long-term need for an agricultural/rural workers dwelling in the locality; and**
iii. **the dwelling was not constructed or converted for the purposes of an agricultural or rural worker less than 10 years prior to the submission of the application to remove the occupancy condition.**

Reasoned Justification

8.86 One of the few circumstances where a new dwelling within the countryside may be justified is when accommodation is required to enable agricultural or rural workers to live at, or in the immediate vicinity of, their place of work. Such a need must be essential, and to prevent the misuse of this policy the Council requires any proposal for a new agricultural/rural workers dwelling to meet all the criteria set out within the policy.

8.87 Where possible, development on the best and most versatile agricultural land should be avoided. The re-use of existing buildings or building on previously developed land within a site should be prioritised before considering the loss of Grade 2 and Grade 3 agricultural land. Grade 3b agricultural land should be prioritised for development over higher grade land wherever possible.

8.88 In the case of a new start-up business, the Council will only allow the provision of temporary accommodation for use by a rural or agricultural worker for a temporary period of up to 3 years. This would normally take the form of a caravan/mobile home. This is to enable sufficient time for the business to be able to demonstrate that it is viable and profitable. If after a period of 3 years this cannot be demonstrated, permission will not be granted for either an extension to the temporary period or for a permanent dwelling.

8.89 If the business is able to demonstrate an essential need for a permanent dwelling in accordance with all of the criteria of the policy, the size and scale of the dwelling shall be related to the needs of the employee based upon their existing domestic circumstances. If in the future the circumstances of the occupier change, the Council will assess the need for any adaptation or extension of the dwelling on its individual merits.

8.90 When considering planning applications to remove restrictive occupancy conditions, the Council recognises that changes in the scale and character of a business may affect the longer-term requirement for dwellings in the countryside for their original purpose. The Council also recognises that it would fulfil no purpose to keep such dwellings vacant, or that existing occupiers should be obliged to remain in occupation simply by virtue of a planning condition that has outlived its usefulness. The Council will expect applications for the removal of an occupancy condition to demonstrate that there is no long-term need for an agricultural dwelling in the locality.

8.91 The Council will also bear in mind that such dwellings could be used by agricultural and forestry or rural workers seeking accommodation within the wider surrounding area. It must be demonstrated to the Council's satisfaction the availability of a dwelling subject to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no interest has been shown regarding purchase or occupation of the dwelling by those working in the local agricultural community. The Council will make a judgement on the adequacy of the marketing exercise on a case-by-case basis.

Protecting the Historic Environment

8.92 This Section provides policies which cover the historic environment. Policy S5 outlines the strategic approach to the historic environment. Relevant policies of the Local Plan are separated into designated and non-designated assets, to represent the distinction within the NPPF.

POLICY HE1 – DESIGNATED HERITAGE ASSETS

A) The impact of any development proposal on a designated heritage asset, and the level of any harm, will be weighed against any public benefits arising from the proposed development. Where there is substantial harm or total loss of significance of the designated heritage asset, this will be weighed against any substantial public benefits, unless all of the following apply:

i. **the nature of the heritage asset prevents all reasonable uses of the site; and**
ii. **use of the asset is not viable in itself in the medium term, or not demonstrably possible in terms of grant funding; and**
iii. **the harm or loss is outweighed by bringing the site back into use.**

Where there is less than substantial harm to the heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset.

The Council will take account of the desirability of sustaining and enhancing the significance of heritage assets and the positive contribution that conservation of heritage assets can make to sustainable communities, local character and distinctiveness.

B) Listed Buildings

In addition the above Criteria A) the Council will preserve Listed Buildings and will only support proposals where:

i. **any extension/alteration would not adversely affect its significance as a building of special architectural or historic interest, both internally and externally; and**
ii. **development within the setting of a listed building would not adversely affect the significance of the listed building, including views to and from the building, landscape or townscape character, land use and historic associations; and**
iii. **any change of use would preserve its significance as a building of special architectural or historic interest and ensure its continued use.**

Applications involving the demolition of a Listed Building will only be granted in exceptional circumstances, where the substantial public benefit derived from the proposals outweighs the loss.

C) Conservation Areas

In addition the above Criteria A) development will only be permitted in Conservation Areas where:

i. **the siting, design and scale would preserve or enhance the character or appearance of the area; and**
ii. **building materials and finishes are appropriate to the local context; and**
iii. **features which contribute to the character of the area are retained; and**
iv. **important views are preserved.**

Development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

v. **the structure to be demolished makes no contribution to the special character or appearance of the area; or**
vi. **it can be demonstrated that the structure is beyond repair or incapable of beneficial use; or**
vii. **the substantial public benefit would outweigh the harm; or**
viii. **it can be demonstrated that the removal of the structure would lead to the enhancement of the Conservation Area.**

D) Registered Parks and Gardens

In addition the above Criteria A) planning permission will only be granted for proposals that would not cause harm to the character or setting of Registered Parks or Gardens unless there is a public benefit.

E) Scheduled Monuments

In addition the above Criteria A) planning permission will only be granted for proposals that would not adversely affect a Scheduled Monument or its setting unless there is a public benefit.

Reasoned Justification

8.93 When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is a clear presumption against proposals for the total or substantial demolition of any listed building, or for any alteration or extension that would adversely affect its special architectural or historic character. Proposals which affect the setting of a listed building will also be critically assessed. Any harm to a designated heritage asset will require clear and convincing justification. Any loss of the whole or part of the heritage asset will not be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. The setting of a building and its contribution to a local scene may be very important; for example, where it forms an element in a group, park or garden or other townscape, or where it shares particular architectural forms or details with other buildings nearby.

8.94 The best use for an historic building is the use for which it was designed. Wherever possible, this should continue particularly if it is residential use. However, there may be occasions when this is no longer a practical proposition. The Council will consider the introduction of appropriate alternative uses into redundant listed buildings as an exception to other planning policies, provided it is the only way to preserve or enhance the special architectural and historic character or structure of the building and its setting, and it does not adversely affect amenities, highway safety, etc. In this context, a change of use can adversely affect the setting of a building through the extra activity it generates; for instance, through increased on-site car parking, even if it does not affect the external appearance of the building itself. It will not be sufficient to justify such a development merely on the basis that the proposed use will generate a higher property value or increased revenues.

8.95 The character of an area derives from a number of elements; these can include the siting and design of its buildings, open spaces, views and features such as walls, landscape, materials and the activities that take place there. Careful consideration of the setting within Conservation Areas includes judging the acceptability of materials and finishes to either respect or complement the area. The very designation of the Conservation Area denotes architectural or historic interest; it is therefore justified that as many as possible important features remain. The most important views in a Conservation Area are those within the designated area, but proposals should also respect how the area is viewed from outside of the designated area. An incremental adverse change to the Conservation Area could result in a reduction in the designated area.

8.96 Development affecting areas designated as Registered Parks and Gardens will be assessed against the likely impact of such development on their visual character and setting.

8.97 The Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Monument.

POLICY HE2 – NON-DESIGNATED HERITAGE ASSETS

Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Where proposals would lead to harm to the significance of a non-designated heritage asset or its loss, proposals should demonstrate that:

i. **the level of harm or loss is justified following a balanced judgement of harm and the significance of the asset; and**
ii. **harm is minimised through retention of features of significance and/or good design and/or mitigation measures.**

Reasoned Justification

8.98 The focus of the policy is based on the protection and retention of non-designated heritage assets, as identified on the Council's Buildings of Local Value List, Inventory of Landscape of Local Interest and Protected Lanes Studies. The aim is to avoid or minimise harm and weigh up any harm against the loss of significance. Where harm is justifiably unavoidable in most cases it should be possible to retain some aspect of significance.

POLICY HE3 – ARCHAEOLOGY

Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings. Applications shall have assessed the site in consultation with the Historic Environment Record and taken account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.

Reasoned Justification

8.99 Chelmsford contains numerous sites of archaeological importance. There are 2,503 archaeological sites detailed in the Essex Historic Environment Record, maintained by Essex County Council. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. Many locations have sites that may have archaeological potential but have no statutory protection. They rely on the sympathetic application of planning and management policies for their survival and protection.

8.100 When new sites of archaeological importance are identified, the Council will ensure that they are afforded appropriate protection and, where possible, retained in situ. Where retention is not possible, archaeological investigation and recording either through conditions or as part of a planning obligation will be required. Where a non-designated archaeological site is of national significance to a scheduled monument, Policy HE1 will apply.

Protecting the Natural Environment

POLICY NE1 – ECOLOGY AND BIODIVERSITY

A) Internationally Designated Sites

Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.

B) Nationally Designated Sites

Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

C) Locally Designated Sites

Development likely to adversely affect locally designated sites, their features or their function as part of the ecological network, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

D) Biodiversity and Geodiversity in Development

All development proposals should:

i. **Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status and give appropriate weight to their importance; and**
ii. **Avoid negative impacts on biodiversity and geodiversity, mitigate unavoidable impacts and as a last resort compensate for residual impacts; and**
iii. **Deliver a net gain in biodiversity where possible, by creating, restoring and enhancing habitats and enhancing them for the benefit of species.**

Reasoned Justification

8.101 The presence of protected species is a material consideration when the Council is considering a development proposal which, if carried out, would be likely to result in harm to the species or its habitat. When considering planning applications it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted.

8.102 Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for and benefits of the development in that location clearly outweigh the loss, or appropriate mitigation measures can be put in place. On Internationally Designated Sites mitigation may involve providing or contributing towards a combination of the following measures:

- Access and visitor management measures within a site
- Improvement of existing greenspace and recreational routes
- Provision of alternative natural greenspace and recreational routes
- Monitoring of the impacts of new development on the site to inform the necessary mitigation requirements and future refinement of any mitigation measures
- Insert other potential mitigation measures to address air pollution impacts e.g. emission reduction measures and on site management measures.

8.103 A Mitigation Strategy document is being produced through the Essex Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) project, with a view to its subsequent adoption as a Supplementary Planning Document, to support the Local Plan. Development proposals will need to take account of this Mitigation Strategy. Where necessary, this will include new residential development contributing towards implementation of this Mitigation Strategy. The Mitigation Strategy is being led by Essex County Council and is expected to be completed in 2018.

8.104 For development effecting Nationally Designated Sites, proposals will need to take account of the Chelmsford Green Infrastructure Strategy. Where necessary, appropriate mitigation measure may include new residential development contributing towards implementation of the objectives and targets of this Strategy.

8.105 Priority habitats and species are those listed under the Natural Environment and Rural Communities Act 2006, or any subsequent amendment to this Act.

8.106 The policy provides a framework for conserving and enhancing biodiversity assets. The Council will support the creation, restoration, retention and enhancement of biodiversity interests. Where opportunities allow, the design of a development should incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, bat bricks, green roofs or the creation and connection of wildlife corridors through landscaping or other means. New water features such as attenuation ponds that can provide new wetland areas, removal of redundant in-channel structures and culverts, can also create and restore wildlife habitats.

8.107 The NPPF seeks to protect and enhance the natural environment. All development proposals should aim to secure opportunities for enhancing biodiversity. This will be assessed on a proportionate basis taking into account the size and type of development and its location.

8.108 Biodiversity enhancements in and around development should have regard to the Council's Green Infrastructure Strategy and be led by an understanding of ecological networks such as:

- Improved links between existing sites
- Buffering of existing important sites
- Habitat restoration, recreation and expansion
- New biodiversity features within development
- Securing management for long term enhancement.

8.109 Relevant development proposals will be required to complete the Council's biodiversity checklist. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey shall be undertaken by a suitably qualified ecologist. The development proposal should be informed by the results of the checklist and any relevant survey and have regard to the Council's Green Infrastructure Strategy.

POLICY NE2 –TREES, WOODLAND AND LANDSCAPE FEATURES

A) Protected Trees and Woodland

Planning permission will only be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area, preserved woodlands or ancient woodlands. Consideration will also be given to the impact of a development on aged or veteran trees found outside ancient woodlands.

Development proposals that have the potential to affect preserved trees, trees in a Conservation Area, preserved woodlands or ancient woodlands must set out measures to secure their protection.

In exceptional circumstances there may be overriding public benefits arising from the development that could justify the removal of a preserved tree or trees. In such circumstances, a replacement tree, or trees, shall be provided of a size and type suitable for its location.

B) Non-Protected Landscape Features

Planning permission will only be granted for development proposals that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area. Harm or loss of these features will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where there are overriding public benefits arising from the development.

Reasoned Justification

8.110 Trees and woodland provide a vital benefit, and help to improve the wellbeing of the public and the environment. Some of their many benefits include the provision of shelter and shade, stabilisation of soil, filtering air pollution, reducing noise, improving and softening the landscape, and creating and connecting wildlife habitats.

8.111 Planning permission will only be granted where the development proposal would not conflict with the purposes of the preservation order of the tree or woodland unless there is a substantiated justification. Harm to protected trees may include, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree.

8.112 Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled. Examples include over-shadowing of garden areas, leaf litter, detritus and bird droppings over roofs, guttering or car parking areas. In decision making, account also needs to be taken of the incremental growth of a preserved tree.

8.113 Landscape features in the countryside, suburban and urban environments play an important part in shaping the character and appearance of an area. They can include, but are not limited to, trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national or local designations. Each application will be assessed on a case-by-case basis on the importance and contribution that the existing landscape features make to the appearance of the locality.

POLICY NE3 – FLOODING/SUDS

A) Planning permission for all types of development will only be granted where:

i. **it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through flood risk management from the development, now and for the lifetime of the development; and**
ii. **it seeks to achieve betterment and does not worsen flood risk elsewhere.**

B) In addition to above Criteria A) development within areas of flood risk will be required to:

i. **provide a safe means of escape or suitably manage risk through some other means; and**
ii. **manage surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development reduces run-off rates; and**
iii. **locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so.**

C) All major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS). As well as providing appropriate water management measure, where possible SuDS should be multi-functional to deliver benefits for wildlife, amenity and landscape.

Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

Reasoned justification

8.114 Areas of flood risk include risk from all sources of flooding including from rivers and the sea, directly from rainfall onto the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other water bodies.

8.115 In considering proposals for development, the Council will follow a sequential risk-based approach, including the application of the 'exception test' where some continuing development is necessary for wider sustainable reasons.

8.116 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk taking into consideration the lifespan of a development. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

8.117 The Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from major development sites. SuDS should be the principal, but may not be the only method. SuDs are often most viable when considered early in the design process so developers are encouraged to engage in pre-application discussions with Essex County Council (as Lead Local SuDS Authority).

8.118 Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

POLICY NE4 – RENEWABLE AND LOW CARBON ENERGY

Planning permission will be granted for renewable or low carbon energy developments provided that they:

i. **do not cause demonstrable harm to residential amenity; and**
ii. **avoid or minimise impacts on the historic environment; and**
iii. **can demonstrate no adverse effect on the natural environment including designated sites; and**
iv. **do not have an unacceptable visual impact which would be harmful to its setting; and**
v. **will not have a detrimental impact on highway safety.**

Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.

Reasoned Justification

8.119 The Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste to help mitigate climate change. Renewable and low carbon energy schemes have a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Council will encourage the provision of such projects and will balance the immediate impact of renewable and low carbon energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

8.120 For the purposes of the policy, the means of generating renewable or low carbon energy include (but are not restricted to) onshore wind generation, photovoltaic cells, passive solar heating systems, combined heat and power, biomass and air/ground source heat pumps.

8.121 Impacts on the natural and historic environment include, but are not limited to, water and air quality, flood risk, designated and non-designated heritage assets. Assessing the impacts of development on these assets are covered by Policies HE1, HE2, HE3 and NE1. The assessment of the visual impact of the development will take into consideration the cumulative landscape impact of the proposal.

Delivering and protecting Community Facilities

8.122 This Section focuses on providing and protecting assets within our communities that influence our quality of life.

POLICY CF1 – DELIVERING COMMUNITY FACILITIES

Planning permission will be granted for new, or extensions to existing, facilities and services which support the local community where:

i. **there is access to adequate public transport, cycling and walking links for the benefit of non-car users; and**
ii. **vehicle access and on-site vehicle parking would be provided to an appropriate standard commensurate to the scale of the development; and**
iii. **the development would be compatible with its surroundings; and**
iv. **there would be no unacceptable impact on the character, appearance or amenities of the area; and**
v. **adequate access to and between the facilities and/or services would be provided for people with disabilities commensurate to the scale of the development.**

Where the proposal falls outside of main Urban Areas and Defined Settlements, it must also comply with the relevant policies for its location, taking account of the planning policy objectives for that area.

Reasoned Justification

8.123 This policy applies to all proposed community facilities, whether as part of larger schemes or submitted separately. New facilities and services should support the local community where they are to be situated. In some cases, the catchment area for the development may be wider than the immediate locality i.e., village or town; these types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor), cultural buildings, public houses, places of worship, burial space and crematoriums.

8.124 New community facilities should be accessible by sustainable modes of transport such as by public transport, cycling, or on foot. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency will be supported.

8.125 New development should be physically compatible in form and appearance with its surroundings. It should not adversely impact its neighbours and should avoid adverse impacts on biodiversity and water quality.

8.126 Developments should respect the fact that a multitude of users will be using them, so they should provide safe and secure access, and cater for people with disabilities.

8.127 The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm.

POLICY CF2 – PROTECTING COMMUNITY FACILITIES

A) The change of use of premises or redevelopment of sites that provide valued community facilities or services will only be permitted where:

i. **the premises or site cannot be readily used for, or converted to, any other community facility; and**
ii. **the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality or settlement concerned which shall be equivalent to or better than the facility that is being lost in terms of both quantity and quality.**

B) The change of use of premises or redevelopment of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:

i. **an assessment has been undertaken which clearly shows the facility is surplus to requirements; or**
ii. **the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
iii. **the development is for alternative provision, the needs of which clearly outweigh the loss.**

Reasoned Justification

8.128 Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor, including allotments), cultural buildings, public houses and places of worship. In the case of open space these are shown on the Policies Map. However, other valued facilities also include show centres, livery yards or riding schools, that provide a facility for the equestrian community.

8.129 The existing facilities are assets which serve the communities in which they are located or in some instances wider areas. This importance can relate not only to their function but also to what they offer to the wider area.

8.130 An analysis of the need for the community facility will be undertaken on a case-by-case basis, taking account of the type of asset and any existing provisions. Similarly, the context of the site and the function and purpose of the use will determine the extent of the local community that the use serves. The term "local" will differ between circumstances; for example, the local community of a single public house in a village would likely be the residents of that village. For a children's home, "local" could be more wide-reaching, covering the catchment area that the children's home would serve.

8.131 In the case of open spaces, they offer amenity value and contribute to the character of an area in general, and can provide a 'green lung' and visual break in the built environment on a wider scale. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses it can be extremely difficult to find alternative locations, particularly as open land is scarce and therefore at a premium.

8.132 Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space or facility as defined by the Council's Open Space, Sports and Recreational Facilities Study 2016, providing there is not a deficiency in that type of open space in the locality. An alternative and improved sports and recreational provision may be acceptable in some cases where the needs for which clearly outweigh the loss.

8.133 The retention of all community facilities, including existing sport and leisure facilities and public open spaces, is paramount unless a case can be made that alternative provision will be provided in an acceptable and timely manner. If no alternative provision is to be provided, permission will only be granted where an assessment, which may include details of marketing, has been undertaken which has clearly shown the facility is inappropriate for alternative community uses or is surplus to requirements.

8.134 Proposals for the change of use of public houses will need to be accompanied by evidence to show that its existing use as a public house is not economically viable and is no longer required to meet the needs of the local community. This evidence shall include:

- a comprehensive and sustained marketing campaign (agreed in advance by the Council) has been undertaken, offering the public house for sale as a going concern and using an agreed realistic valuation of the premises;
- the marketing campaign has run for a period of at least twelve months before the planning application is submitted;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the Council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business;
- the location of alternative licensed premises and their distance to the public house subject to the application;
- any such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application.

POLICY CF3 - EDUCATION ESTABLISHMENTS

The change of use or redevelopment of educational establishments identified on the Policies Map will only be permitted if they are surplus to educational requirements.

The extension or expansion of existing educational facilities will be supported subject to their accordance with the criteria of other relevant policies within the Local Plan. Proposals for the expansion of Anglia Ruskin University and Writtle University College will be considered in the context of agreed masterplans.

Reasoned Justification

8.135 The retention of existing education facilities is an important objective. Universities, colleges, schools and early years provision provide education provision to the whole community and contribute significantly to the local economy.

8.136 Essex County Council (ECC) as Education Authority has the responsibility for early years and school place planning. Through this process ECC identifies the need for early years and school places and identify surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2017-2026. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.

8.137 The further and higher education establishments in Chelmsford have an important place in the local economy as employers, providing skills, education and research. Anglia Ruskin University has ambitious plans to continue the development of its Rivermead Campus within Chelmsford's Urban Area to include a new medical school. This is due to open in 2019.

8.138 Writtle University College also has plans for expansion. It is located within the Green Belt and has therefore been designated a Special Policy Area.

9- Making High Quality Places

9.1 This Section provides the basis for promotion of Chelmsford as a high-quality place to live and work.

Making Places

9.2 High quality design is essential to making places more attractive, locally-distinctive, sustainable and safe. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles and create safer and more accessible places for people to live in or use.

POLICY MP1 - HIGH QUALITY DESIGN

A) Responding to Context

Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments and landscape.

B) Design of all new buildings and extensions

Planning permission will be granted for new buildings and extensions and alterations to existing buildings that:

i. **are of a high-quality design; and**
ii. **are compatible with the character and appearance of the area, and also where relevant the host building, in terms of their the siting, scale, form, massing, materials and detailing; and**
iii. **are well-proportioned; and**
iv. **have visually-coherent elevations; and**
v. **have active elevations where the building or extension is visible from public vantage points; and**
vi. **create safe environments; and**
vii. **minimise the use of natural resources in accordance with Policy MP3.**

Reasoned Justification

9.3 Good design is a key aspect of sustainable development and should contribute positively to making places better for people. Good design rests upon analysis of the character of the area to create coherent and interesting places. It should respond to local character and history while not preventing or discouraging appropriate innovation. By encouraging good design, new developments can also help to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

9.4 New buildings, and extensions or alterations to buildings, should be proportionate in size and scale in relation to existing development or the host building so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene or the wider character and appearance of the area.

9.5 The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors, are all important considerations to creating well-designed buildings, extensions and places.

9.6 The layout and design of a development are important in creating a safe environment where people are comfortable to live, work and visit.

9.7 Large-volume buildings such as industrial, warehouse, retail superstore and agricultural sheds have seriously damaged the visual quality of large parts of the urban areas and some rural areas, even where the development brings economic benefits. The Council will apply the principles set out in Part B of this policy to avoid anonymous and solely functional development.

9.8 Car parks and service bays should be hidden from street views. Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal.

POLICY MP2 – DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS

The Council will require all new major development to meet the highest standards of built and urban design.

All new major development should reflect the following principles:

- **Respect the historic environment**
- **Respond positively to local character and context to preserve and enhance the quality of existing communities**
- **Provide buildings that exhibit architectural quality**
- **Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car**

- **Where possible, provide a mix of land uses and densities with well-defined public and private spaces**
- **Encouraging site design and individual building design that minimises energy consumption and provide resilience to a changing climate**
- **Create attractive, multi-functional, inclusive, overlooked and well-maintained public realm, as well as enhancing the setting of existing public realm**
- **Embed public art as an integral part of proposals**
- **Provide streets and spaces that are overlooked, active and promote inclusive access**
- **Include parking facilities that are well integrated as part of the overall design**
- **Provide public open space or larger scale green infrastructure**
- **Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting**
- **Provide opportunities to promote healthy living and to improve health and wellbeing**
- **Minimise use of natural resources in accordance with Policy MP3.**

The Council will require the use of masterplans by developers and will implement design codes where appropriate for strategic scale developments. The Council will consider the use of Planning Briefs and Design Codes on other development sites.

Reasoned Justification

9.9 Major new development must reflect high standards of urban and architectural design. It must also be functional and viable. Developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high design standards will apply to public and private buildings across all scales of development, as well as to infrastructure projects. Major development is defined as sites over 1ha, 10 or more dwellings or more than 1000sqm of floorspace.

9.10 Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

9.11 Trees can deliver economic, social and environmental benefits. In urban areas they are particularly important for improving air quality and providing important homes for wildlife. Trees can reduce the landscape impact on new development and they will also help mitigate, and adapt to, climate change. This is because trees remove carbon dioxide from the atmosphere and provide shade, shelter and alleviate flooding. This includes existing and newly planted trees within sites, and as part of the wider public realm.

9.12 Chelmsford benefits from a range of publicly-sited works of art. Public art makes an important contribution to the character and visual quality of the city. Art is frequently integrated into buildings, where development schemes present opportunities. The Council is committed to the provision of public art within developments and in the public realm.

9.13 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of walking and cycling and provision of open space. Sport England's 'Active Design' provides further guidance on this.

9.14 The Council will require masterplans to be formulated to shape new development allocations. The Council will also produce area based strategies to guide new development in the existing built-up areas. The Council has developed a strategy to promote integrated enhancement of the West End quarter on the west side of Chelmsford City Centre.

POLICY MP3 – SUSTAINABLE BUILDINGS

The Council will expect all new dwellings and non-residential buildings to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources.

Non-residential developments of 1000sqm or more will be required to achieve at least a 10% reduction in carbon dioxide emissions above the requirements of current Building Regulations.

All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good'.

All new dwellings shall meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day.

New dwellings and non-residential buildings shall provide convenient access to Electric Vehicle (EV) charging point infrastructure.

Reasoned Justification

9.15 The delivery of sustainable development is at the heart of the Local Plan. Development at the local level can have a wider impact and therefore requires an integrated approach to new development, which promotes an innovative and productive economy, services and facilities that are socially inclusive and balanced communities in ways, which protect and enhance the wider environment and minimise the use of resources and consumption of energy.

9.16 The Climate Change Act 2008 introduced a statutory target of reducing carbon emissions to at least 80% below 1990 levels by 2050. UK emissions were 35% below 1990 levels in 2014. Meeting future carbon targets and the 2050 target will require reducing domestic emissions by at least 3% a year. Local authorities are required to adopt proactive strategies to reduce the consumption of fossil fuel and the subsequent generation of pollution and waste. The design and construction of buildings can directly affect the environment in terms of energy use and subsequent generation of greenhouse gases, as well as the use of natural resources. The implementation of appropriate measures to reduce the consumption of energy and natural resources taking into account the lifespan of a development, will achieve the Council's wider objective of securing more sustainable forms of development. Developers are encouraged to have regard to the waste hierarchy in the construction of new buildings.

9.17 The UK Carbon Plan (HM Gov, 2011) states that if we are to achieve the 2050 carbon target, by 2050 the emissions footprint of our buildings will need to be almost zero. National planning policy requires a local plan to have a positive impact on reducing carbon within the area. Energy requirements for new developments are one of the clearest routes to reducing carbon emissions in an area. The Planning and Energy Act 2008 allows Local Authorities to set local targets for carbon emissions above Building Regulations. The legislation to remove this right has not yet been enacted, meaning authorities can continue to set policy in this area.

9.18 Building Regulations are statutory instruments that set standards for design and construction that applies to most new buildings, regardless of type. Building Regulations in relation to energy efficiency have been successively tightened since 2006 (Part L), with the latest amendment being made in 2016. The Council expects all new development to apply the energy hierarchy by reducing the need for energy, use energy efficiently, supply energy efficiently and use low and zero carbon technologies. Major non-residential developments will be required to go beyond current Building Regulations.

9.19 BREEAM is an environmental assessment method that assesses the environmental performance of non-residential buildings across ten categories with minimum standards being required in key areas such as energy, water and waste. It is still in operation and unlike the Code for Sustainable Homes, is a Building Research Establishment standard which is not owned by the Government. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants. The 500sqm threshold is intended to take account of economy of scale, and to avoid imposing the requirement on modest structures.

9.20 Residential development should provide Electric Vehicle (EV) charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per-unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per-10 spaces (where off-road parking is unallocated). Non-residential development should provide charging points equivalent to 5% of the total parking provision.

9.21 Essex has been identified as a large area of water stress by the Environment Agency. The anticipated increase in population in Chelmsford and Essex as a whole during the Local Plan period means the demand for water will continue to grow.

9.22 Part G of Building Regulations were changed in 2015 to include an optional requirement so that new homes should be designed to use no more than 110 litres of water/person/day. The mandatory standard is 125 litres/person/day. The tighter standard would be controlled by means of a planning condition.

POLICY MP4 - DESIGN SPECIFICATION FOR DWELLINGS AND HOUSES IN MULTIPLE OCCUPATION

A) All new dwellings (including flats) shall comply with all of the following:

i. **Achieve suitable privacy and living environment for residential occupiers; and**
ii. **Achieve sufficient private amenity space; and**
iii. **Provision of open space; and**
iv. **Achieve appropriate internal space through adherence to the Nationally Described Space Standards; and**
v. **Provide appropriate well designed refuse and recycling storage.**

The above must be in accordance with the standards as set out in Appendix A, unless it can be demonstrated that the particular site circumstances allow for a lower provision.

B) All houses in multiple occupation shall:

i. **Achieve sufficient amenity space; and**
ii. **Provide cycle storage for one cycle per-bedroom, within the plot of the building in which the property is located; and**
iii. **Provide refuse and recycling storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property; and**
iv. **Provide off-street parking at a ratio of one space per-bedroom unless the site is located within the City Centre; and**
v. **Provide sound proofing to current Building Regulations for flat conversions, where the property is attached to another dwelling.**

The above must be in accordance with the relevant development standards within the Local Plan.

Reasoned Justification

9.23 This policy is intended to provide developers with a checklist of requirements for new dwellings. All new dwellings (including flats) will be required to comply with the developments standards within Appendix A.

9.24 Where buildings perform a clear beneficial role in the layout (by turning corners, acting as a vista stop or where infill restores urban form), the application of the development standards may be applied more flexibly only where the Council is satisfied that it would not be detrimental to the overall quality of the development. Garden areas would normally be expected to be at the rear of properties, enclosed and private. The Council will not accept exposed areas of land to be part of the calculation for garden sizes.

9.25 Chelmsford has seen an increase in applications for houses in multiple occupation, likely influenced by rising house and rental prices. In terms of delivering sustainable homes, it is necessary that some control is exerted over the living quality of these properties. On-street parking can be a particular issue and the requirement for one space per-bedroom is equivalent to that of a one bedroom flat; exceptions can be made where the property is situated within the City Centre, which is designated on the Policies Map. Sound proofing is also considered necessary in order to protect existing adjoining residents.

9.26 In considering applications for change of use to a house in multiple occupation, the Council will consider the number of likely occupants of a property by taking into account both the number and size of bedrooms proposed.

POLICY MP5 - PARKING STANDARDS

All development will be required to comply with the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended.

Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.

Reasoned Justification

9.27 The Essex Parking Standards - Design and Good Practice (2009) sets out vehicle parking standards for Essex. It is considered that these parking standards are appropriate within Chelmsford, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments in order to encourage more sustainable transport methods.

9.28 In urban locations with high levels of public transport accessibility, the parking standards may be relaxed to minimise pressure on land and encourage alternative modes of transport.

POLICY MP6 – TALL BUILDINGS

The Council will support proposals for buildings above 6 storeys or above 16m high in parts of the City Centre, provided:

i. **the location is suitable for higher-intensity development in terms of its immediate and wider context; and**
ii. **the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and**
iii. **the building's visibility from adjoining spaces contributes to townscape; and**
iv. **the building exhibits individual architectural quality; and**
v. **the building's visibility from longer-range views contributes towards the skyline and provides a positive addition to views into and around the city; and**
vi. **the building does not detract from the context of existing historic City Centre features or wider historic environment; and**
vii. **the building does not create an adverse microclimate or shadowing; and**
viii. **the building compliments and enhances the public realm and surrounding urban context at ground level; and**
ix. **secure and accessible space is provided within the building for sufficient bin and cycle storage, services and plant equipment, without compromising the external quality of elevations or roofscape.**

Reasoned Justification

9.29 For the purposes of this policy, tall buildings means 6 storeys and over. This is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height.

9.30 When considering any new buildings, the surrounding context is key to achieving coherent, compatible and interesting character; it determines acceptable siting, scale, form and appearance. Taller buildings will not always be acceptable in the City Centre unless their context is compatible with the desired scale. Appropriate design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details, and exploiting opportunities to improve quality of place. The quality of materials and attention to detail is of great importance.

9.31 Tall buildings may be appropriate where their setting is sufficient to accommodate their height, where they contribute to a cohesive skyline and where they will form part of the positive reshaping and enhancement of the City Centre from all vantage points. In order not to diminish cultural, civic or public buildings or spaces, tall buildings may not be appropriate where they would have a significant or adverse impact upon designated and non-designated heritage assets. Suitable locations for tall buildings may be areas around the transport interchange of the train and bus stations or large public spaces where tall structures are able to make a positive contribution to the existing character and context of an area subject to all of the above justifications. Tall buildings will not be acceptable on constrained sites where an appropriate setting cannot be achieved.

9.32 Designated and non-designated heritage assets should not to be harmed by the siting, use or physical attributes of tall buildings. The presence of existing tall buildings will not necessarily be accepted as justification for proposals for new tall buildings.

POLICY MP7 – PROVISION OF BROADBAND

All new properties (residential and non-residential) shall allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.

Reasoned Justification

9.33 The NPPF states that the development of high-speed broadband and other communication networks can play a vital role in enhancing the provision of local community facilities and services.

9.34 The Council is committed to securing a high-quality communication infrastructure. The lack of availability of superfast broadband is a barrier to achieving such a commitment. Developers for all new sites (residential and non-residential) should engage with broadband providers to ensure that communications network infrastructure, capable of delivering at least superfast broadband, is installed as part of the build process.

9.35 Superfast broadband is an important service for both new residential and non-residential properties. New properties should be provided with the internal infrastructure to ensure that they can be connected to the broadband communication network.

9.36 If possible broadband should be installed on an open access basis allowing for use by a number of internet service providers, and cables should be threaded through resistant ducting to enable easy access to the fibre optic cable for future repair, replacement or upgrading.

Protecting Amenity

9.37 An essential part of high-quality design should be the safeguarding of the living environments of existing and future residents.

POLICY PA1 – PROTECTING AMENITY

Planning permission will be granted for development proposals provided the development:

i. **safeguards the amenities of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing. The development shall also not result in excessive noise, activity or vehicle movements; and**

ii. **is compatible with neighbouring or existing uses in the vicinity of the development and protects the wider amenities of the area by ensuring that the development, and its relationship with the surrounding area, avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.**

Reasoned Justification

9.38 High-quality development by definition should not result in adverse impact on the amenities of occupiers of nearby residential properties. This includes the protection of existing amenity by ensuring there is not excessive noise or unacceptable overlooking created by new development. The physical built form of the development must not have an oppressive or overbearing effect or result in a harmful loss of light.

9.39 The planning system has an important role to play in protecting the environment, biodiversity, local residents, businesses and the public in general from all forms of development that could give rise to pollution. Pollution can be in many forms and includes all solid, liquid and gaseous emissions to air, land and water (including groundwater) from all types of development. Pollution includes noise, light, vibration, smell, smoke and fumes, soot, ash, dust or grit which has a damaging effect on the environment and the public's enjoyment, health or amenity.

9.40 When considering amenities of a development proposal, the impact on the continued operation of existing nearby uses should also be evaluated when looking at the acceptability of the proposal.

POLICY PA2 – CONTAMINATION AND POLLUTION

A) Hazardous Substance Sites or Land

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

i. **there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and**
ii. **there will be no adverse impact on the quality of local groundwater or surface water.**

B) Air Quality Management Area

For developments in or adjacent to an Air Quality Management Area, or where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable impact on air quality and the health and wellbeing of people.

Reasoned Justification

9.41 The Council recognises that all development has some environmental impact; however, development should minimise any negative impact. The Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, air quality, and public health and safety.

9.42 When considering development proposals the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on 'greenfield' sites and it can arise from natural sources as well as from human activities. Developers should undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.

9.43 The Council has designated an Air Quality Management Area (AQMA) arising from road traffic emissions on the Army & Navy roundabout and surrounding roads, as shown on the Policies Map. The presence of an AQMA should not stop new development, but careful consideration should be given to proposals that may increase traffic flows or exposure to poor air quality. Proposals that fall outside of an AQMA can still have an impact on the air quality due to the nature of the development including, but not limited to, size, use, vehicle movements and traffic generation. The Council will consider each application on a site-by-site basis regarding its effect on the AQMA and its objectives, and/or whether the development would cause unacceptable harm to the air quality of the area.

9.44 It would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety. It would also be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would also harm public safety.

10- Monitoring and Implementation

Monitoring Framework

10.1 This section deals with how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the Strategic Priorities (Section 3) to ensure that it is effective in delivering the objectives of the Plan.

10.2 This will be done through the monitoring of the indicators set out in the tables below on an annual basis which will be published through the Authorities Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Plan.

10.3 Tables 5 - 8 below set out the broad parameters for monitoring.

Table 5 : Monitoring Framework - Strategic Policies

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Section 4 - Our Vision and Spatial Principles				
Strategic Policy S1 - Spatial Principles	All	Covered by other indicators within the monitoring framework.	N/A	Not required
Section 5 - Creating Sustainable Development				
Strategic Policy S2 - Securing Sustainable Development	1, 9	Covered by other indicators within the monitoring framework.	N/A	Not required
Strategic Policy S3 - Addressing Climate Change and Flood Risk	1,5	Covered by other indicators within the monitoring framework.	AMR	Not required
Strategic Policy S4 - Promoting Community	1,	Neighbourhood Plans and other community-led planning	AMR	Not required

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Inclusion and Neighbourhood Planning		tools being put in place.		
Strategic Policy S5 - Conversing and Enhancing the Historic Environment	1, 7	Completion of conservation area action plans & management plans	AMR	Not required
Strategic Policy S6 - Conserving and Enhancing the Natural Environment	1, 6, 7	Covered by other indicators within the monitoring framework.	N/A	Not required
Strategic Policy S7 - Protecting and Enhancing Community Assets	1,6	Covered by other indicators within the monitoring framework.	N/A	Not required
Section 6 - How will future development growth be accommodated?				
Strategic Policy S8 - Housing and Employment Requirements	1, 2, 3	Number of dwellings, employment space and Gypsy and Traveller sites completed on allocated sites within the Local Plan period.	AMR Housing Trajectory Annual five year housing land supply position statement Annual Windfall Assessment Employment Land Review	Sites within the Strategic Growth Site, Growth Site, Opportunity Site and Existing Commitment Policies being delivered in accordance with the numbers set out within the policies to achieve the following over the Plan period: • 805 dwellings per annum • 21,893 dwellings by 2036

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
			Gypsy and Traveller Caravan Count	• 9 Gypsy and Traveller pitches by 2036 • 24 Travelling Showpeople Plots by 2036 • 55,000sqm of Employment floorspace by 2036 • 13,400sqm of additional convenience retail floorspace by 2036
Strategic Policy S9 - The Spatial Strategy	1, 2, 3, 5, 6, 7, 8, 9	Sites within the Strategic Growth Site, Growth Site, Opportunity Site and Existing Commitment Policies being delivered in accordance with the numbers, timescale and requirements of the policies.	AMR Housing Trajectory	All sites being delivered within the Local Plan period. Masterplans followed for all new major housing developments.
Strategic Policy S10 - Delivering Economic Growth	1, 3	Any loss of allocated employment areas for non-employment uses. Location of large new office development.	AMR	No loss of allocated employment areas for non-employment uses. Large new office development being located within the City Centre area or within allocated sites within the Local Plan.
Strategic Policy S11 - Infrastructure Requirements	1, 2, 5, 6	Provision of key infrastructure.	AMR	Progress and milestones met in accordance with

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
				development as set out in the Infrastructure Delivery Plan (IDP).
Strategic Policy S12 - Securing Infrastructure and Impact Mitigation	1, 2, 3, 5, 6	Covered by other indicators within the monitoring framework.	N/A	Not required.
Strategic Policy S13 - The role of the Countryside	1, 7	Covered by other indicators within the monitoring framework.	N/A	Not required.
Strategic Policy S14 - Role of City, Town and Neighbourhood Centres	1, 8, 9	Covered by other indicators within the monitoring framework.	N/A	Not required.
Strategic Policy S15 - Monitoring and Review	1, 2	Covered by other indicators within the monitoring framework. Introduction of national standardised approach to calculating local housing need.	N/A CLG	Commence formal review of the Plan as appropriate.

Table 6 : Monitoring Framework - Site Policies

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Section 7 - Where will development growth be focused?				
Strategic Growth Site Policies 1a to 1h, 2 to 7	1, 2, 3, 4, 5, 6, 7, 8, 9	Sites within the Strategic Growth Site, Growth Site, Opportunity Site, Gypsy and Traveller, and Existing	N/A	All sites being delivered in accordance with the policy

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Growth Site Policies GR1, 1i to 1v, 8 and 9 Opportunity Site Policies OS1a and OS1b Traveller Site Policy GT1 Existing Commitment Policies EC1 to EC5		Commitment Policies being delivered in accordance with the numbers, requirements and timescale of the policies.		requirements within the Local Plan period.

Table 7 : Monitoring Framework - Protecting and Securing Important Assets Policies

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Section 8 - Protecting and Securing Important Assets				
Securing Homes				
Policy HO1 - Size and Type of Housing	2, 8	Number of new dwellings achieving M4(2) of the Building Regulations 2015. Number of new dwellings achieving M4(3) of the Building Regulations 2015. Number of self-build homes achieved. Number and type of Specialist Residential Accommodation achieved.	AMR Housing Implementation Strategy	All new dwellings to meet M4(2) of the Building Regulations 2015. On developments of 30 or more dwellings a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) of the Building Regulations 2015. On developments of 100 or more dwellings a minimum of 5% self-build

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		Number of homes lost to other uses.		homes to be achieved. On developments of 100 or more dwellings an appropriate provision of Specialist Residential Accommodation to be achieved. Minimal loss of housing to other uses.
Policy HO2 - Affordable Housing and Rural Exception Sites	2, 8	Number of affordable homes completed. Number of market homes provided on rural exception sites.	AMR Housing Implementation Strategy	To achieve 35% of affordable homes on threshold sites. Not to exceed 50% of market housing on rural exception sites.
Policy HO3 - Gypsy, Traveller and Travelling Showpeople Sites	2,	Number of new Gypsy, Traveller and Travelling Showpeople pitches and plots approved. Number of existing Gypsy, Traveller and Travelling Showpeople pitches and plots approved for a change of use to other uses.	AMR Housing Implementation Strategy	To achieve 10 new Gypsy and Traveller pitches and 24 new Travelling Showpeople plots by 2036. No net loss of pitches or plots.

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Securing economic growth				
Policy EM1 - Employment Areas and Rural Employment Areas	3	Types of use approved within the Employment Areas and Rural Employment Areas shown on the Policies Map.	AMR	No changes of use approved for Class A use classes within the Employment Areas and Rural Employment Areas as shown on the Policies Map.
Policy EM2 - Primary and Secondary frontages in Chelmsford City Centre & South Woodham Ferrers, Neighbourhood Centres and upper floors	3, 4, 8, 9	Amount of non-A1 uses permitted on ground floors within primary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Maps. Type of uses permitted on ground floors within secondary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Maps. Types of uses permitted on ground floors within secondary shopping frontages outside of the Primary Shopping Area as shown on the Policies Maps.	AMR	No non-A1 uses permitted on ground floors within primary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Maps. No non-A, D2 or 'sui generis' uses of a retail nature permitted on ground floors within secondary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Policies Maps. No non-A, B1(a), D2 or 'sui generis' uses of a retail or leisure nature permitted on ground floors within secondary shopping frontages outside of

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		Types of use permitted on ground floors within Neighbourhood Centres as shown on the Policies Maps. Types of use permitted on upper floors within Neighbourhood Centres as shown on the Policies Maps.		the Primary Shopping Area as shown on the Policies Maps. No change of use from A1 to another use where the use does not reinforce the function of the Neighbourhood Centre permitted on ground floors within Neighbourhood Centres as shown on the Policies Maps.
Protecting the Countryside				
Policy CO1 - Green Belt, Green Wedges, Green Corridors and Rural Areas	1, 7, 8	Covered by other indicators within the monitoring framework.	N/A	Not required.
Policy CO2 - New buildings and structures in the Green Belt	1, 7, 8	Number of new buildings permitted in the Green Belt.	N/A	All permissions granted for new buildings in the Green Belt are in accordance with the Policy.
Policy CO3 - New buildings and structures in Green Wedges and Green Corridors	1, 7, 8	Number of new buildings permitted in Green Wedges and Green Corridors.	N/A	All permissions granted for new buildings in the Green Wedges and Green Corridors are in accordance with the Policy.
Policy CO4 - New buildings in the Rural Area	1, 7, 8	Number of new buildings permitted in the Rural Area.	N/A	All permissions granted for new buildings in the Rural

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
				Area are in accordance with the Policy.
Policy CO5 - Infilling in the Green Belt, Green Wedges, Green Corridors and Rural Area	1, 7, 8	Number of infill dwellings permitted in the Green belt, Green Wedge, Green Corridor and Rural Area	N/A	All permissions granted for infill dwellings in the Green belt, Green Wedge, Green Corridor and Rural Area are in accordance with the Policy.
Policy CO6 - Change of use (Land and Buildings) and engineering operations	7, 8	The amount of land and number of buildings permitted for a change of use or engineering operation.	N/A	All permissions granted for change of use or engineering operation are in accordance with the Policy.
Policy CO7 - Extensions to existing buildings within the Green Belt, Green Wedges, Green Corridors and Rural Area	7, 8	Number of extensions to existing buildings permitted within the Green belt, Green Wedges, Green Corridors and Rural Area.	N/A	All permissions granted for extensions to existing buildings within the Green belt, Green Wedges, Green Corridors and Rural Area are in accordance with the Policy.
Policy CO8 - Rural and Agricultural/Forestry Workers' dwellings	1, 2, 3, 7, 8	Number of new dwellings permitted for rural and Agricultural/Forestry Workers'.	N/A	All permissions granted for rural and Agricultural/Forestry Workers' dwellings are in accordance with the Policy.

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Protecting the Historic Environment				
Policy HE1 - Designated Heritage Assets	7, 8	Number of applications permitted affecting designated Heritage Assets.	N/A	All permissions granted which affect a designated Heritage Asset are in accordance with the Policy.
Policy HE2 - Non-Designated Heritage Assets	7, 8	Number of applications permitted affecting non-designated Heritage Assets.	Council's Register of Buildings of Local Value and the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust. Historic Environment Record maintained by Essex County Council.	All permissions granted which affect a non-designated Heritage Asset are in accordance with the Policy.
Policy HE3 - Archaeology	7, 8	Number of applications permitted affecting archaeological sites.	Historic Environment Record maintained by Essex County Council.	All permissions granted affecting archaeological sites are in accordance with the Policy.
Protecting the Natural Environment				
Policy NE1 - Ecology and Biodiversity	7, 8	Percentage change in area of designated biodiversity sites (ha).	AMR	No net loss of designated biodiversity sites.

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Policy NE2 - Trees, Woodland and Landscape Features	7, 8	Number of TPO trees or woodlands removed as a result of development permitted. Harm to non-protected landscape features	AMR	All permissions granted which affect protected trees and woodland, and non-protected landscape features are in accordance with the Policy.
Policy NE3 - Flooding/SUDS	1, 5, 7, 8,	Impacts on flood risk in an area. Number of planning applications approved contrary to EA advice.	N/A AMR	All permissions granted which affect areas of flood risk are in accordance with the Policy.
Policy NE4 - Renewable and low carbon energy	1, 5, 7, 8	Number of applications permitted for renewable and low carbon energy development.	N/A	All permissions granted for renewable and low carbon energy development are in accordance with the Policy.
Delivering and Protecting Community Assets				
Policy CF1 - Delivering Community Facilities	6, 8	Number of applications permitted for new Community Facilities. Level of open space and sports facility provision.	AMR	All permissions granted for new Community Facilities are in accordance with the Policy. To Provide sufficient levels and types of Open Space and sports facilities in accordance with the latest adopted City Council Standards.

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Policy CF2 - Protecting Community Facilities	6, 8	Number of applications permitted for the change of use of existing Community Facilities. Losses of Community Facilitie.	N/A AMR	All permissions granted for the change of use of existing Community Facilities are in accordance with the Policy. To maintain sufficient levels of Open Space in accordance with the latest adopted City Council Standards.
Policy CF3 - Education Establishments	6, 8	Number of applications permitted for the change of use of Education Establishments to other uses.	N/A	To maintain sufficient numbers of Education Establishments to meet the needs of the Community.

Table 8 : Monitoring Framework - Making High Quality Places Policies

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Section 9 - Making High Quality Places				
Making Places				
Policy MP1 - High quality design	1, 8	Quality of design of new development.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy MP2 - Design and	1, 8	Quality of places created by new development.	N/A	All permissions granted for new development are in

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
place shaping principles in major developments				accordance with the Policy.
Policy MP3 - Sustainable Buildings	1, 8	Percentage reduction in carbon dioxide emissions above the requirements of current Building Regulations for non-residential developments of 1000 sqm or more. Number of new non-residential buildings achieving a minimum BREEAM rating (or its successor) of 'Very Good'. Water efficiency rate of new dwellings. Number of new dwellings and non-residential buildings providing convenient access to EV charging point infrastructure.	AMR	Non-residential developments of 1000 sqm or more achieving at least a 10% reduction in carbon dioxide emissions above the requirements of current Building Regulations. New non-residential buildings with a floor area in excess of 500sqm achieving a minimum BREEAM rating (or its successor) of 'Very Good'. All new dwellings meeting Building Regulations optional requirement for water efficiency of 110 litres/person/day. All new dwellings and non-residential buildings providing convenient access to EV charging point infrastructure.
Policy MP4 - Design specification for dwellings and houses in multiple occupation	1, 2, 8	Number of new houses in multiple occupation permitted.	N/A	All permissions granted houses of multiple occupation are in accordance with the Policy.

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Policy MP5 - Parking Standards	8	The level and type of parking provision for new developments.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy MP6 - Tall buildings	2, 8	Amount of new buildings permitted above 6 storeys or 16m in height.	N/A	All permissions granted for new buildings above 6 storeys or 16m in height are in accordance with the Policy.
Policy MP7 - Provision of broadband	5	Level of superfast broadband in the Chelmsford administrative area.	AMR	All permissions granted for new residential and non-residential properties allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.
Protecting Amenity				
Policy PA1 - Protecting Amenity	8	The impact all new development permitted has on the amenities of the surrounding area.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy PA2 - Contamination and Pollution	7	Levels of pollution.	N/A	All permissions granted new development for are in accordance with the Policy and technical advice.

Appendix A- Development Standards

Introduction

A.1 This Appendix provides information about standards that apply to all new residential developments in Chelmsford including conversions, whether apartments, houses or Houses in Multiple Occupation (HMO's). The standards also apply to extensions to existing dwellings in most circumstances.

A.2 These standards are provided as an Appendix rather than set out in policies within the Local Plan to enable them to be reviewed and updated more readily. They are guidance to be applied to planning applications and seek to ensure new developments will meet the needs of their occupiers, minimise the impact of new developments on surrounding occupiers and encourage higher rates of recycling. Where relevant, links have been provided to other Council documents or national standards. The following standards are covered:

- Privacy and quality of living environment
- Private amenity space
- Natural light
- Open space
- Internal space standards
- Recycling and waste

Privacy and quality of living environment

A.3 The Council will seek to secure high quality design and a good standard of amenity for all existing and future occupants.

A.4 The best way of ensuring privacy for new and existing dwellings is to minimise the extent to which windows face onto private areas of adjacent properties. These private areas include habitable rooms (living rooms, dining rooms, bedrooms), kitchens and privacy zones (areas in gardens immediately adjoining the building). Privacy can be ensured through design of new buildings, but also through achieving specified separation distances between windows and neighbouring private areas. Separation distance between buildings is also important to avoid buildings feeling overbearing to neighbouring residents.

A.5 Where habitable rooms in a new or extended property will face the rear of an adjacent dwelling, whether new or existing, the separation distances set out in Table 9 apply (Criteria A-D). Criteria E deals with separation distances in order to safeguard against an overbearing relationship. See also Figure 11.

A.6 The requirements may be relaxed where privacy is designed-in through careful arrangement of internal accommodation, placement of windows, window design or screening. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

A.7 To ensure a good standard of living for the occupier of a new or extended property all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

Table 9 : Privacy and proximity standards

Criteria	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance between parallel 4 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. Minimum back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with *existing* residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15m (add 4m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4m for each additional storey)	

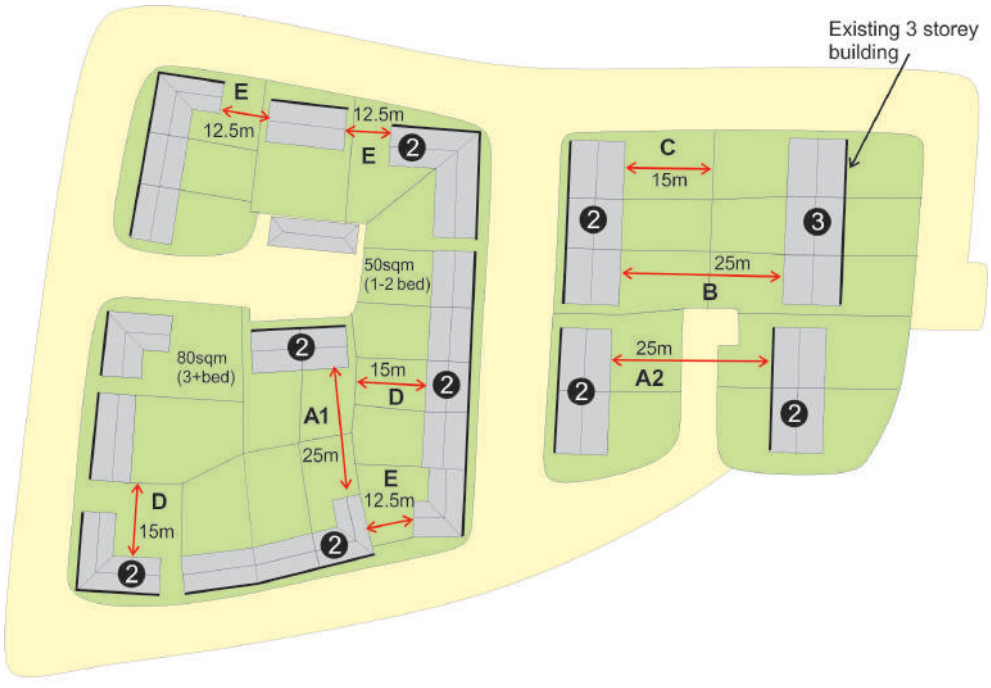
*For tall buildings (above 6 storeys or 16 metres) the separation space needed could be greater depending on the attributes and circumstances of the scheme; most tall structures will only be acceptable where supported by an appropriate ratio of open setting. This will be judged in accordance with the above standards or on a case-by-case basis as appropriate.

**With existing buildings with a back-to-boundary distance less than 15m, in some circumstances a two-storey extension within 15m of the boundary may be acceptable subject to satisfactory relationships with neighbouring properties.

***For corner turning plots, discretion will be needed as to the application of this standard. For example, the distance would be appropriate if a relationship is being imposed on an existing property. In new developments, the standard could be reduced if the plot serves a positive design function in the layout as any new occupiers would be aware of the pre-existing relationship. Clear glazed upper-floor windows serving habitable rooms should be avoided where they would directly face the privacy zone of a neighbouring property.

****Where a back-to-flank wall relationship will exist, clear glazed windows in flank walls should be avoided in order to safeguard against overlooking.

Figure 12 : Separation distances and amenity standards for a small housing development outside the urban area



Private amenity space

A.8 The Council expects all new homes to provide easy access to private or communal garden space. The size of the private space expected depends on the type of unit and the accessibility of the location. All new residential development shall provide private amenity space to a high standard.

A.9 The siting, orientation, size and layout should make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. All private amenity spaces shall be designed to avoid harmful overlooking from other properties.

A.10 Where refuse bins and cycles have to be kept in a rear garden then direct and secure access from the street should be provided.

A.11 Tables 10 and 11 contain space standards for private gardens, balconies and communal garden space. See also Figure 12. In tight urban environments, quality may be more important than the quantity of space. Gardens do not have to be limited to ground level, in appropriate circumstances elevated gardens and roof gardens may be encouraged to maximise use of space.

Table 10 : Garden standards for new houses

	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
1 or 2 bedroom houses	40 sqm minimum private garden *or* use of directly accessible communal garden equivalent to 25 sqm per-unit including 10 sqm demarcated private zone for each house	50 sqm minimum private garden
Houses with 3 or more bedrooms	50 sqm minimum private garden	80 sqm minimum private garden

Table 11 : Garden and balcony standards for new apartment blocks and HMOs

	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
Upper floor apartments	Provision of a private balcony (minimum 3 sqm), plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total) *or* be located within 600m of a park or recreation ground	Provision of a private balcony (minimum 3 sqm), plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total)
Ground floor apartments	10 sqm minimum demarcated private zone, plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total) *or* be located within 600m of a park or recreation ground	10 sqm minimum demarcated private zone, plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total)
Houses in Multiple Occupation (HMOs)	50 sqm minimum communal garden	80 sqm minimum communal garden

A.12 Communal gardens should benefit from some form of enclosure as they are intended to be semi-private spaces and should be of an appropriate shape to fulfil their function (e.g. socialising or drying washing). They should benefit from casual surveillance so that they feel safe and be accessible to all intended users. For city/town centre schemes, a communal garden area will be encouraged.

A.13 A demarcated private zone for ground floor apartments should be provided as a small garden, patio or deck, with direct access from the property. Where ground floor apartments cannot provide a sufficiently enclosed private zone, windows and doors should be separated from public areas through hard and/or soft landscaping.

A.14 For street facing ground floor apartments, the building should be designed to interact with the street, so an enclosed private zone facing the street may not be appropriate. To avoid a street facing single aspect property, dual aspect or duplex apartments are encouraged.

A.15 Exceptions to the above standards may be considered on physically-constrained sites where development is desirable in the wider public interest.

Natural light

A.16 New housing development and extensions should provide an adequate level of natural light for new and existing dwellings. Good natural light makes dwellings more attractive, pleasant and energy-efficient. Housing layouts should be designed to maximise daylight and sunlight to dwellings as far as possible, as long as the development adheres to other policies and standards.

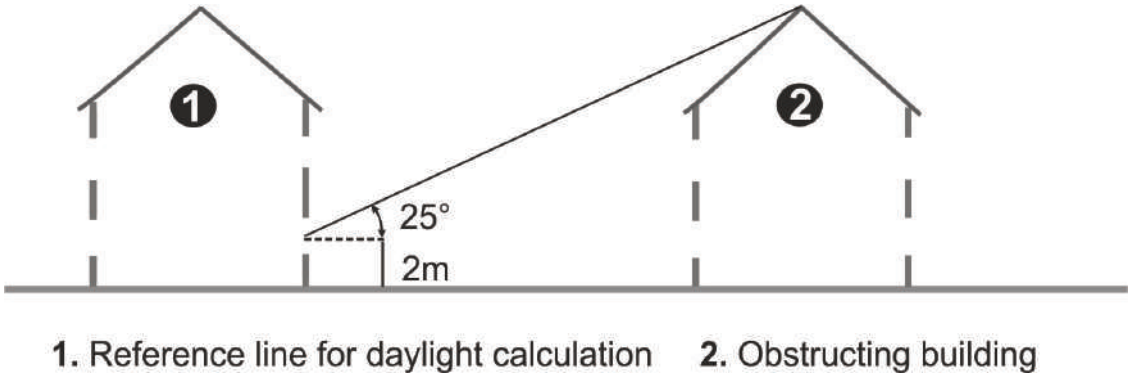
Sunlight

A.17 A sunlit room is achieved where a window faces 90 degrees due south. It is not a reasonable requirement to expect this of all dwellings in a development, but good levels of daylight and a pleasant outlook can compensate for a lack of direct sunlight.

Daylight

A.18 Acceptable daylight in existing building interiors is likely to be achieved if a 25 degree vertical angle from a point 2m above the floor at the building façade is not obstructed, see Figure 13. It is accepted that taller buildings may cause a higher degree of daylight loss, which is one of the reasons why taller buildings will generally be limited to appropriate City Centre locations.

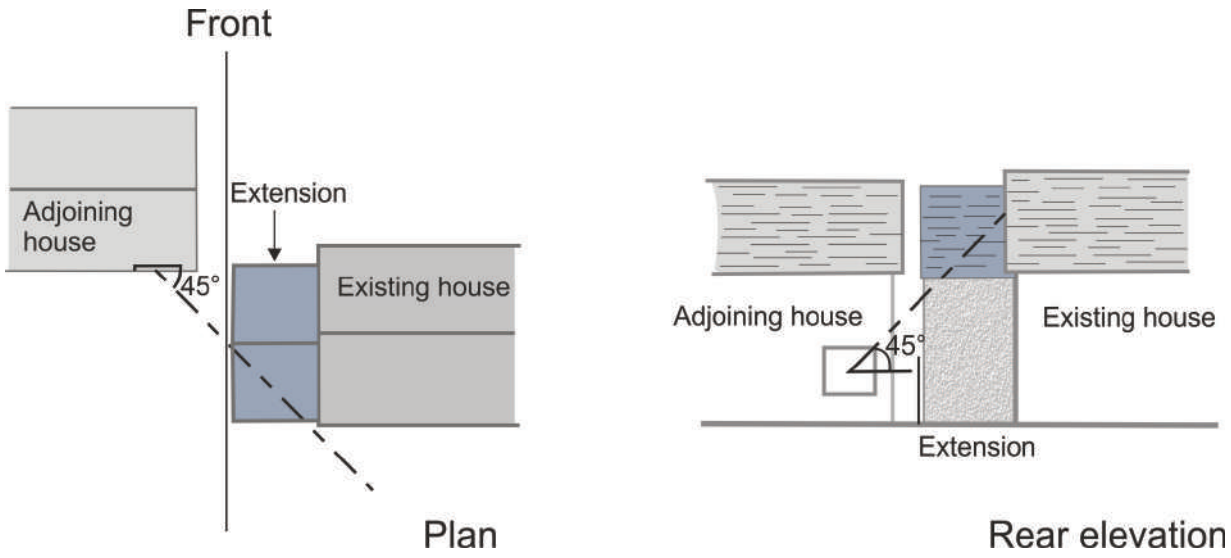
Figure 13 : Relationships between new and existing buildings 1



The obstructing building (No 2) does not breach the 25 degree angle, hence acceptable daylight should be achieved within property No 1. Source: Essex Design Guide 2015.

A.19 Projections at right angles to a main building range should not infringe a 45 degree angle drawn in plan and elevation from the centre of the closest ground floor habitable room window in neighbouring properties, see Figure 14.

Figure 14 : Relationships between new and existing buildings 2



The extension at the neighbouring property breaches a 45 degree line both in plan and elevation.

Open space

A.20 Open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.

A.21 An open space study, '*Chelmsford Open Space Study 2016-2036*', was undertaken by Ethos Environmental Planning in 2015-2016 to inform the Council's decision making process up to 2036. The study was carried out in line with the National Planning Policy Framework (NPPF), paragraphs 73 and 74, and in accordance with Sport England's guidance.

A.22 Access and quantity standards from the study for different types of open space are summarised in Table 12.

Table 12 : Access and quantity standards for different types of open spaces in Chelmsford

Type of open space	Quantity standard (ha/1000 population)	Access standard
Accessible Open Space		
Allotments and community gardens	0.30	720m or 15 minute walk
Amenity green space	0.40	480m or 10 minute walk
Play space (children)	0.05	480m or 10 minute walk
Play space (youth)	0.05	600m or 12/13 minute walk
Strategic Open Space		
Parks and recreation grounds	1.65	600m or 12/13 minute walk
Natural green space	1.0	Refer to the Open Space Study

A.23 To help calculate the amount of open space required for each new dwelling, the Council has grouped allotments and community gardens, amenity green space, and play space for children and youths together and classed these as 'Accessible Local Open Space'. Parks and recreation grounds are referred to as Strategic Open Space. See Table 13 for summary standards in ha and sqm/1000 population.

Table 13 : Quantity standard for 'Accessible Local Open Space and Strategic Open Space'

Type of open space	Quantity standard (ha/1000 population)	Quantity standard (sqm/1000 population) 1 ha = 10,000 sqm
Total Accessible Local Open Space	0.8 ha	8,000 sqm
Total Strategic Open Space	1.65 ha	16,500 sqm

The calculations below set out how much open space will be required for each new dwelling:

A.24 Average occupancy rate of homes in Chelmsford is 2.4 persons per-dwelling (Census 2011).

1) Number of households per 1000 population: 1000 people/2.4 people per-dwelling = **417 dwellings**
2) Accessible Local Open Space per dwelling: 8,000 sqm/417 dwellings = **19 sqm/dwelling**
3) Strategic Open Space per dwelling: 16,500 sqm/417 dwellings = **40 sqm/dwelling**
4) Overall total open space: 19 sqm + 40 sqm **= 59 sqm/dwelling**

A.25 In addition to the above requirements, on-site natural and semi-natural open space will need to be provided as set out in Table 14. The quantity and type of this open space will be determined through the planning process for each site. This may form part of a sustainable drainage system.

Table 14 : Thresholds for on or off-site provision of open space

Size of Scheme	Provision
Less than 10 dwellings	No provision expected on-site
10-29 dwellings	Accessible Local Open Space required on-site at 19 sqm per-dwelling
30 dwellings or more	Accessible Local Open Space required on-site at 19 sqm per-dwelling, plus Strategic Open Space required on-site at 40 sqm per-dwelling

A.26 On developments of 30 or more dwellings, Strategic Open Space will normally be required to be provided on-site. Considerations for accepting a commuted sum, in lieu of on-site provision, will include:

- The scale of the proposed development and site area; and
- The suitability of a site considering, for example, its topography or flood risk; and
- The existing provision of facilities within the neighbourhood and/or the sub area; and
- Other sites in the neighbourhood where additional provision is proposed; and
- Existing access to facilities within the neighbourhood and/or sub area.

A.27 Commuted sums are to be secured through legal agreements. CIL payments can be utilised for new or improved Accessible Local Open Space or Strategic Open Space.

Internal space standards

A.28 In 2015, the Government introduced a space standard, 'Technical housing standards – nationally described space standard' which sits alongside Building Regulations as an optional standard. This space standard deals with internal space for new houses and flats and applies across all tenures of housing. It sets out requirements for the gross internal floor area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

A.29 According to research by the Royal Institute of British Architects (RIBA), the average new home in England is only 92% of the recommended minimum size. This means there might not be enough space for furniture, storage, socialising or spending time in quiet.

A.30 Chelmsford generally has a standard and wide ranging mix of house types within its area and therefore the Government standards appear to fit well with the housing stock in Chelmsford. There are no particular issues within Chelmsford's housing market that would require a departure from the national standards. To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:

- A dwelling provides at least the GIA and built-in storage area set out in Table 15
- A dwelling with two or more bedspaces has at least one double (or twin) bedroom
- In order to provide one bedspace, a single bedroom has a floor area of at least 7.5 sqm and is at least 2.15m wide
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5 sqm
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1 sqm within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72 sqm in a double bedroom and 0.36 sqm in a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.

Table 15 : Minimum Gross Internal Floor Area and storage (sqm)

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*Where a one person flat has a shower room rather than a bathroom, the GIA may be reduced from 39 sqm to 37 sqm.

Recycling and waste

A.31 The average household in Chelmsford generates approximately 1 tonne of waste every year. Recycling and waste data shows that households in 2015 separated their materials into general waste (55.3%), garden waste (21.7%), dry recyclables (17.8%) and food waste (5.2%). The overall recycling percentage for Chelmsford (garden waste, dry recyclables and food waste) was 44.7% in 2015, similar to the country average, but below the target of 50% in Chelmsford's Waste Strategy (2009).

A.32 Putting materials in the black bin for general waste should be considered a last resort. Disposing of materials in landfill or by other methods such as Mechanical Biological Treatment (MBT) comes at a high cost to the Council and tax payers, and is a poor choice for the environment. Chelmsford offers a comprehensive recycling collection service which allows residents to recycle more materials than many other local authorities, including the kerbside collection of small Waste Electronic and Electrical Equipment (WEEE) and textiles. This saves natural resources and reduces the greenhouse gases associated with creating new products and their disposal.

A.33 Separation of waste at source assists in achieving the above target. The Council published planning guidance in September 2013 called *'Recycling and Waste: Planning Guidance on Storage and Collection of Recycling and Waste*'. This document provides detailed guidance on how to design developments to facilitate collection, collection vehicle dimensions, receptacles required for recycling, food waste and general waste for different types of developments, as well as dimensions of the various receptacles offered by the Council.

A.34 Recycling and waste collection provision for houses, apartments and flats, as set out in the above document, has been reproduced below as Tables 16 and 17 for ease of reference. The following key design standards from the above document need to be considered at the early design stages:

- All bin stores should be as close as possible to the highway and collection operatives should not have to wheel or carry receptacles further than 20m
- Communal bin stores should be located no further than 30m away from flats or apartments served by this store
- Communal bin stores should be in the form of dedicated bin store rooms in the ground floor of buildings or in the form of robust and covered external compounds sited in unobtrusive locations
- Schemes to be designed to avoid collection vehicles reversing; if reversing is necessary it should be no more than 12m; if the vehicle has to turn, sufficient space needs to be provided for this in the layout.

A.35 The Council provides a recycling and waste collection service for non-residential uses, although businesses may also use private contractors. Since the type of waste generated varies widely between different types of businesses, the receptacles required will also vary. Therefore there are no specific standards for general waste and recycling receptacles for non-residential uses. However it is important that storage areas are designed to meet the needs of the business now and in the future when requirement for recycling of waste is likely to be stricter. Storage areas should be easily accessible from the highway, as unobtrusive as possible and ideally away from the main entrance.

Table 16 Recycling and waste receptacles required for houses

	Material for collection	Bin type	Recommended location on house plot
1-6 person house	Non-recyclable general waste	180 litre wheeled bin (black), maximum 1 bin	Near to house, close to front or back door, easily wheeled to kerbside for collection.
	Garden waste	240 litre wheeled bin (brown), maximum 2 bins	
	Cans, glass, aerosols, foil, textiles and small electrical and electronic equipment	55 litre green box	Undercover e.g. bin store, garage, car port, shed, kitchen, utility room. Able to be easily moved to kerbside for collection.
	Paper	White bag – re-useable poly sack (55 litre)	
	Cardboard	White bag – re-useable poly sack (55 litre)	
	Plastic & cartons	Clear bags (55 litre)	
	Food waste – internal	7 litre small grey caddy – maximum 1 bin	In kitchen/utility room
	Food waste – external	23 litre medium green bin	Near to house, able to be easily moved to kerbside for collection
	Garden and food waste	Compost bin	Rear garden, away from the house, directly on soil
7+ person house	Household waste	240 litre wheeled bin (black), maximum 1 bin	Near to house, easily wheeled to kerbside for collection
	All other materials	Same as for 1-6 person house	

Table 17 Recycling and waste collection for flats and apartments

Material	Bin Type	Storage capacity required (litres) per-unit		
		1 bedroom	2 bedroom	3 or more bedrooms
Non-recyclable general waste	240, 360, 660 or 1100 litre wheeled bins	72	108	180
Food waste	140 litre wheeled bins (green)	6.9	11.5	23
Glass (clear)	240 or 360 litre wheeled bins (green)	8.2	11.9	18.3
Glass (coloured)		8.2	11.9	18.3
Cans, foils, aerosols		8.2	11.9	18.3
Plastic and cartons		57.2	79.2	110
Mixed paper and cardboard	660 litre wheeled bins (blue), 360 litre two wheeled green bins can be used in smaller schemes	57.2	79.2	110

Appendix B- Housing Site Breakdown

Table 18 : Housing Number Breakdown

Source	Net New Homes
Completions 2013-2017	**3,090**
Existing Commitments 2017-2022	
Housing Site Schedule April 2017 including Windfall 2017-2022 *	6,116
Exclude Royal Mail sorting Office (37), Broomfield Place/Primary school (223), Lockside (100) and Peninsula (421), Waterhouse Lane (34), Galleywood Resevoir (13), Great Leighs (100), South of Bicknacre (37), Boreham (143) (see re-allocations below)	-1,108
SUB-TOTAL	**5,008**
Existing Commitments with Planning Permission	
Peninusla, Wharf Road	421
NE Chelmsford - Beaulieu	2,424
Great Leighs - Land East of Main Road	100
Land East of Plantation Road, Boreham	145
SUB-TOTAL	**3,090**
All Existing Commitments with Planning Permission TOTAL	**8,098**

Source	Net New Homes
Existing Commitments without Planning Permission (re-allocation of existing LDF sites)	
Lockside, Navigation Road	130
Waterhouse Lane	20
Galleywood Reservoir	13
Writtle Telephone Exchange, Ongar Road, Writtle	25
St Giles, Moor Hall Lane	32
Existing Commitments without Planning Permission TOTAL	**220**
Windfall Allowance 2022 - 2036	**1,400**
New Local Plan Allocations to 2036	**9,085**
TOTAL	**22,893**

* The Housing Site Schedule is updated annually in April.

Appendix C- Development Trajectories

C.1 This section sets out the projected timesframes for developments within the Local Plan. There are three tables which cover:

- Housing allocations
- Employment allocations
- Gypsy and Traveller, and Travelling Showpeople allocations

C.2 For each of the above, timeframes for development have been projected based on the following information:

- Published housing completions for years 2013/14 to 2016/17
- Known planning permissions and expected time frames for development, based on developers' projected build out rates (sourced from the April 2017 Housing Site Schedule) for years 2017/18 to 2021/22
- Expected time frames for the development of Pre-Submission Local Plan allocations, based on projected build out rates and information from site promoters for years 2017/18 to 2021/22 as applicable
- The timing of the provision of facilities and services for a location have been factored into timeframes where applicable (e.g. the timing of school provision, utility and service provision).

C.3 In addition to the tables there is a housing trajectory graph included within the housing section.

				Local Plan Housing Trajectory 2013 - 2036																					
	Net new homes	SLAA/UCS Reference	PS Policy Reference	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
LDF Completions and Commitments to 2022																									
Completions 2013-2017	**3,090**			470	826	792	1002																		
Existing Commitments 2017-2022																									
Housing Site Schedule April 2017 including Windfall 2017-2022 (excludes Royal Mail sorting Office 37, Broomfield Place/Primary school 223, Lockside 100 and Peninsula 421, Waterhouse Lane 34, Galleywood Resevoir 13, Great Leighs 100, South of Bicknacre 37, Boreham 143 = removal of 1,108 from 6,116)	**5,008**							1084	1403	950	920	651													
Existing Commitments TOTAL	**8,098**																								
New Local Plan Allocations to 2036																									
Growth Area 1 - Central and Urban Chelmsford																									
Brownfield Sites in Chelmsford - Location 1A																									
Former Gas Works, Warf Road	**250**	CFS264	CW1a														250								
Baddow Road Car Park, Baddow Road	**190**	CFS263 CUA28	CW1d																		190				
Travis Perkins, Navigation Road	**75**	CAU20	CW1e										75												
Navigation Road Sites	**35**	CUA17	CW1f														35								
SUB-TOTAL	**550**												**75**				**285**				**190**				
Strategic Growth Sites																									
Essex Police HQ and sports ground, New Court Road	**250**	CFS267	SGS1b														250								
North of Gloucester Avenue (John Shennan)	**200**	CUA48	SGCS1c														200								
Former St Peter's College, Fox Crescent	**185**	CFS276	SGS1d							23	54	54	54												
Former Royal Mail Premises, Victoria Rd	**150**		SGS1e										150												
Riverside Ice and Leisure, Victoria Road	**125**		SGS1f														125								
Civic Centre Land, Fairfield Rd	**100**	CUA1	SGS1g														100								
Eastwood House car park, Glebe Rd	**100**	CUA1	SGS1h										100												
SUB-TOTAL	**1,110**							**131**					**304**				**675**								

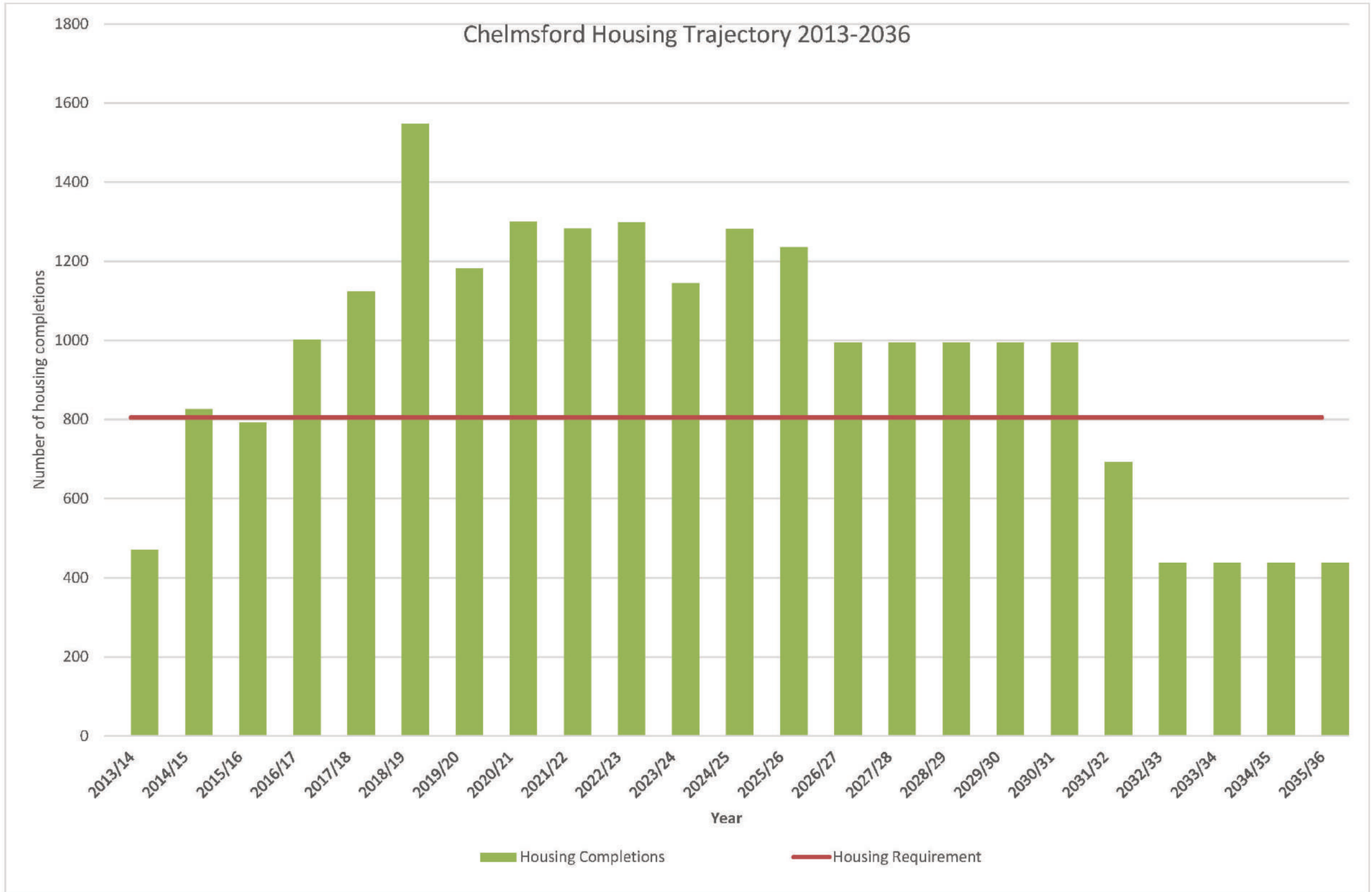
				Local Plan Housing Trajectory 2013 - 2036																				
	Net new homes	**SLAA/UCS Reference**	**PS Policy Reference**	**2013/14**	**2014/15**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
Growth Sites																										
Chelmsford Social Club and private car park, 55 Springfield Rd	**90**	CUA16	GS1i										90													
Ashby House car parks, New Street	**80**	CUA8	GS1j																80							
Rectory Lane car park West	**75**		GS1k										75													
Car park to west of County Hotel	**45**		GS1l										45													
Former Chelmsford Electrical and Car Wash, New Street	**40**	CUA9	GS1m										40													
BT Telephone Exchange, Cottage Place	**30**	CUA11	GS1n																30							
Rectory Lane car park East	**25**		GS1o										25													
Church Hall Site, Woodhall Rd	**19**	CFS252	GS1q										19													
British Legion, New London Rd	**15**	CUA40	GS1r										15													
Rear of 17 to 37 Beaches Drive	**14**		GS1s																14							
Garage Site, St Nazaire Rd	**12**	CFS256	GS1t										12													
Garage site and land, Medway Close	**10**	CFS257	GS1u										10													
Car park r/o Bellamy Court, Broomfield	**10**	CUA32	GS1v										10													
SUB-TOTAL	**465**												**341**				**124**									
Opportunity Sites																										
Rivermead Industrial Estate, Bishop's Hall Lane	**80**	CUA3	OS1a										80													
SUB-TOTAL	**80**												**80**													
Location 1 TOTAL	**2,205**							**131**					**800**				**1084**						**190**			

				Local Plan Housing Trajectory 2013 - 2036																					
	Net new homes	SLAA/UCS Reference	PS Policy Reference	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
Strategic Sites																									
West Chelmsford	**800**	MON/00165/14	2									120	120	120	120	120	200								
East Chelmsford - Manor Farm	**250**	MON/00208/14	3a								45	50	50	50	55										
East Chelmsford - Land south of Maldon Rd	**100**	MON/00100/14 (part of)	3c								30	50	20												
East Chelmsford - Land North of Maldon Rd	**50**	MON/00101/14 (part of)	3d									50													
SUB-TOTAL	**1,200**							**345**					**655**				**200**								
Area SUB-TOTAL	**3,405**							**476**					**1455**				**1284**					**190**			
Existing Commitments with Planning Permission																									
Peninsula, Wharf Rd	**421**	CFS264	CW1b					10	115	115	116	65													
SUB-TOTAL	**421**							**421**																	
Existing Commitments without Planning Permission (re-allocation of existing LDF sites)																									
Lockside, Navigation Road	**130**	CFS262	CW1c							50	50	30													
Waterhouse Lane Depot and Nursery	**20**	CFS266	GS1p										20												
Galleywood Reservoir	**13**	MON/00260/14	EC1									13													
Writtle Telephone Exchange, Ongar Road, Writtle	**25**		EC2														25								
SUB-TOTAL	**188**							**143**					**20**				**25**								
Growth Area 1 TOTAL	**4,014**							**909**					**1606**				**1309**					**190**			

				Local Plan Housing Trajectory 2013 - 2036																				
	Net new homes	SLAA/UCS Reference	PS Policy Reference	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
Growth Area 2 - North Chelmsford																								
Strategic Sites																								
North East Chelmsford	**3,000**	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	4										100	100	150	200	1200					1250		
Great Leighs - Land at Moulsham Hall	**750**	MON/00204/14 (part)	5a												72	70	356					252		
Great Leighs - Land East of London Rd	**250**	MON/00204/14 (part)	5b									70	100	70	10									
Great Leighs - Land North and South of Banters Lane	**100**	MON/00025/15, MON/00016/15, MON/00019/14	5c												70	30								
North of Broomfield	**450**	MON/00181/14 (part), MON/00001/15, MON/00185/14, MON/00036/14	6								40	50	50	100	100	110								
SUB-TOTAL	**4,550**							**160**					**1332**				**1556**					**1502**		
Existing Commitments with Planning Permission																								
NE Chelmsford - Beaulieu	2,424												240	240	240	250	1200					254		
Great Leighs - Land East of Main Rd	100	MON/00105/14	EC3										100											
Last East of Plantation Rd, Boreham	145	MON/00106/14	EC4					145																
SUB-TOTAL	**2,669**							**145**					**1070**				**1200**					**254**		
Growth Area 2 TOTAL	**7,219**							**305**					**2402**				**2756**					**1756**		
Growth Area 3 - South and East Chelmsford																								
Strategic Sites																								
North of South Woodham Ferrers	**1,000**	MON/00282/14 (part), MON 00023/15 (part), MON/00167/14, MON/00280/14 (part), MON00088/14	7									50	150	150	150	150	350							
South of Bicknacre	**30**	MON/00060/14	8							15	15													
Danbury	**100**		9										50				50							

				Local Plan Housing Trajectory 2013 - 2036																				
	Net new homes	SLAA/UCS Reference	PS Policy Reference	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
SUB-TOTAL	**1,130**							**80**					**650**				**400**									
Existing Commitments without Planning Permission (re-allocation of existing LDF sites)																										
St Giles, Moor Hall Lane	32	MON/00043/15	EC5										32													
SUB-TOTAL	**32**												**32**													
Growth Area 3 TOTAL	**1,162**							**80**					**682**				**400**									
Windfall Allowance 2022-2036	**1,400**												100	100	100	100	100	100	100	100	100	100	100	100	100	100
													400				**500**					**500**				
Completions 2013-2017	**3,090**																									
Existing Commitments with planning permission TOTAL	**8,098**							**5,574**					**1,070**				**1,200**					**254**				
Existing Commitments without planning permission (re-allocation of existing LDF sites)TOTAL	**220**							**143**					**52**				**25**					**0**				
Existing Commitments and Completions TOTAL	**11,408**							**5,717**					**1,122**				**1,225**					**254**				
New Local Plan Allocations (excluding windfall) TOTAL	**9,085**							**716**					**3,437**				**3,240**					**1,692**				
TOTAL housing 2013-2036	**21,893**			**470**	**826**	**792**	**1,002**	**1,123**	**1,547**	**1,182**	**1,299**	**1,282**	**1,299**	**1,145**	**1,282**	**1,235**	**993**	**993**	**993**	**993**	**993**	**692**	**438**	**438**	**438**	**438**

Figure 15 : 2013-2036 Housing Trajectory



Local Plan Employment Trajectory 2017 - 2036

	Net New Employment Floorspace (sqm)	Type of Use	SLAA/UCS Reference	PS Policy Reference	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
LDF Commitments to 2022																							
Outstanding Commitments 2017-2022																							
Law Building, City Park West	**1,835**				**1,835**																		
Ground Floor Block M, Marconi Evolution	**136**				**136**																		
Ground Floor Block D, City Park West	**700**					**700**																	
CM2, Colchester Road	**4,156**				**4,156**																		
The Exchange, Colchester Road	**1,424**				**1,424**																		
Chelmsford Trade Park, Westway	**10,393**				**10,393**																		
Channels Business Park, Essex Regiment Way	**13,935**				**13,935**																		
Clocktower Industrial Park, Westway	**7,800**				**7,800**																		
Springfield Business Park, Winsford Way	**17,072**				**17,072**																		
Outstanding Commitments TOTAL	**57,451**				**57,451**																		
New Local Plan Allocations to 2036																							
Growth Area 1 - Central and Urban Chelmsford																							
Opportunity Sites																							
Rivermead	**7,000**			OS1a						2,500			2,500					2,000					
Railway Sidings, Brook Street	**7,000**			OS1b						2,500			2,500					2,000					
SUB-TOTAL	**14,000**									**5,000**			**5,000**					**4,000**					
Strategic Sites																							
East of Chelmsford - Land North of Maldon Road	**5,000**	**Office**	MON/00101/14 (part)	3b						**5,000**													
SUB-TOTAL	**5,000**									**5,000**			**0**					**0**					
Growth Area 1 TOTAL	**19,000**				**0**					**10,000**			**5,000**					**4,000**					

Local Plan Employment Trajectory 2017 - 2036																						
	Net New Employment Floorspace (sqm)	**Type of Use**	**SLAA/UCS Reference**	**PS Policy Reference**	**2017/18**	**2018/19**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
Growth Area 2 - North Chelmsford																						
Strategic Sites																						
North East Chelmsford	**45,000**	**Office**	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	4						10,000				17,500					17,500				
SUB-TOTAL	**45,000**									**10,000**				**17,500**					**17,500**			
Outstanding Commitments with Planning Permission to 2036																						
NE Chelmsford - Beaulieu	40,000									20,000				20,000								
SUB-TOTAL	**40,000**									**20,000**				**20,000**								
Growth Area 2 TOTAL	**85,000**						**0**			**30,000**				**37,500**					**17,500**			
Growth Area 3 - South and East Chelmsford																						
Strategic Sites																						
North of South Woodham Ferrers	**1,000**	**1,000 Business Space**	MON/00282/14 (part), MON 00023/15 (part), MON/00167/14, MON/00280/14 (part), MON00088/14	7										1,000								
SUB-TOTAL	**1,000**													**1,000**								
Growth Area 3 TOTAL	**1,000**						**0**			**0**				**1,000**					**0**			
New Local Plan Allocations to 2036 TOTAL	**65,000**									**20,000**				**23,500**					**21,500**			
Existing Commitments TOTAL	**97,451**						**57,451**			**20,000**				**20,000**					**0**			
TOTAL	**162,451**						**57,451**			**40,000**				**43,500**					**21,500**			

Local Plan Gypsy and Travellers Trajectory 2017 - 2036

	Net new Gypsy & Traveller Pitches	Net Travelling Showpeople Plots	SLAA/UCS Reference	PS Policy Reference	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
New Local Plan Allocations to 2036																							
Growth Area 1 - Central and Urban Chelmsford																							
Strategic Sites																							
West Chelmsford (Warren Farm)		**5**	MON/00165/14	2										5									
Growth Area 1 TOTAL	**0**	**5**			**0**					**0**				**5**					**0**				
Growth Area 2 - North Chelmsford																							
Strategic Sites																							
North East Chelmsford		**9**	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	4															9				
Great Leighs - Land at Moulsham Hall		**5**	MON/00204/14 (part)	5a										5									
Drakes Lane	**10**			GT1	10																		
SUB-TOTAL	**10**	**14**			**10**					**0**				**5**					**9**				
Growth Area 3 - South and East Chelmsford																							
Strategic Sites																							
North of South Woodham Ferrers		**5**	MON/00282/14 (part), MON 00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	7										5									
Growth Area 3 TOTAL	**0**	**5**					**0**							**5**					**0**				
TOTALS	**10**	**24**			**10**					**0**				**15**					**9**				

Appendix D- North Chelmsford Area Action Plan

D.1 This appendix carries forward provisions from the North Chelmsford Area Action Plan (NCAAP) related to North East Chelmsford including Site Allocations and Masterplan.

D.2 The detail in relation to these provisions needs to be carried forward as some parcels / phases of development are not yet fully implemented but will continue to be relied on into the plan period and beyond. Some of the provisions relate to Strategic Growth Site 4 North East Chelmsford, and where this is the case the new allocation will supersede the provisions in Appendix D.

D.3 These provisions are not subject to consultation. This is because they already form part of the NCAAP, which was adopted in 2011 following three rounds of formal public consultation and an independent examination. In addition, the NCAAP covers the period up to 2021 and beyond. The remainder of this Appendix, starting at D4 below, are an extract from the published NCAAP. At this point the Council was called Chelmsford Borough Council.

Introduction

D.4 The Borough Council's Spatial Strategy contained within the adopted Core Strategy and Development Control Policies DPD identifies North East Chelmsford as a location for future development growth.

D.5 The area lies to the north of Springfield and east of Essex Regiment Way and the River Chelmer valley, extending north of New Hall School to Channels and Park Farm. It includes land to the north of Boreham Interchange. Open countryside to the north and east contains important minerals reserves.

D.6 The area is intended to accommodate new neighbourhoods providing at least 3,200 new homes and 64,000 sqm of floorspace for business to generate substantial employment. North East Chelmsford also contains land allocations for leisure, industry, Park and Ride, restored minerals land and conserved landscape. The following sections set out the site allocations and infrastructure that will accommodate this growth. Figure 16 shows the extent of the area proposed to accommodate the new neighbourhoods.

Concept

D.7 A masterplanned approach to generate sustainable new neighbourhoods integrated with Springfield and Beaulieu Park; new places deriving their identity from the landscape and heritage, shaped around a new transport and commercial hub, schools and local services, open space and strong links with the rest of the town.

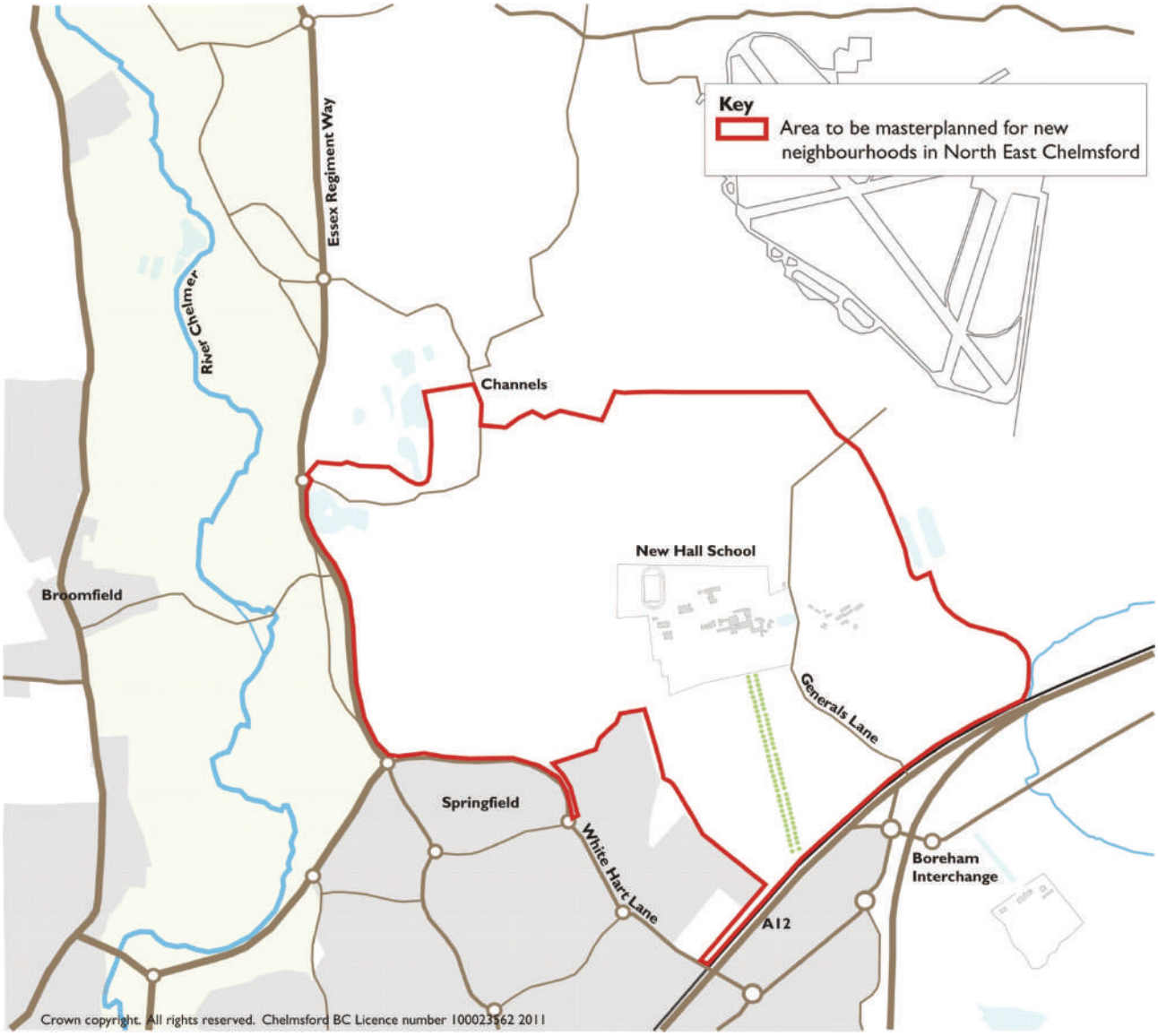
D.8 The location for substantial housing and employment growth established by the Core Strategy is a single, large greenfield area, connected to the established Springfield community, well placed to establish transport links and large enough to accommodate viable neighbourhoods, education and workplaces.

D.9 The opportunities for development are highly constrained by the physical and historic characteristics of the land, but some of these characteristics provide the means to generate a powerful sense of place in future neighbourhoods.

D.10 In these circumstances, a structured approach to the whole area is needed and it is the purpose of the NCAAP to direct both the land use requirements and the physical shape of new places. For North East Chelmsford the Borough Council proposes a masterplanned approach. This means coordinating design and delivery across the whole area. This is to be based on a logical structure of routes and spaces to frame development and the definition of essential infrastructure to make it work successfully in the long term.

D.11 The NCAAP sets masterplanning principles to steer physical shape and to facilitate the ongoing development process. These principles relate to locations, connections and spatial quality, summed up as 'place-making'. The masterplanning principles should shape and influence proposals when preparing planning applications.

Figure 16 : Area for masterplanning new neighbourhoods in North East Chelmsford



Foundations of a Masterplanned Approach in North East Chelmsford

D.12 The following sections set out four fundamental, site specific themes underlying the physical structure of a sustainable community in North East Chelmsford:

A. Heritage setting and compensatory measures;
B. Landscape structure;
C. Sustainable transport;
D. Extraction of minerals reserves.

A. Heritage setting and compensatory measures

D.13 The Grade I listed New Hall, a former Tudor palace, is a heritage asset of outstanding national importance within a Registered Park and Garden and has a highly significant presence in the landscape of North Chelmsford and Boreham. The Grade I listed Boreham House, a small Georgian mansion, is built on part of the former New Hall estate, and has an important historic relationship to New Hall. Bulls Lodge Farm directly to the east of New Hall and Old Lodge Farm to the west contain Grade II listed buildings sharing an open rural setting with New Hall.

D.14 The setting of New Hall, its Registered Park and Garden and the related listed buildings directly influence the appropriate extent of new development, built form, scale and appearance and the ability of the remaining open land to maintain the character and historic meaning of the property.

D.15 Setting comprises "The surroundings in which a place is experienced, its local context, embracing past and present relationships to the adjacent landscape" (English Heritage *Conservation Principles* 2008). Setting may be defined by the visual appreciation of a place in its surroundings and by appreciation of historically associated structures or features, such as Boreham House, the severed gatehouse and the former deer park to the north. The walled gardens and the avenue leading to the house are the most obvious historic survivals. Setting is not fixed and may change as the historic property and its surroundings evolve, in this case by the introduction of new development. Although in every direction the rural character of New Hall's setting has been compromised to some degree - by commercial or domestic development, or by aggregate extraction - aspects of the rural setting of the house still survive.

The compensatory measures - principles

D.16 The Borough Council and English Heritage jointly acknowledge that the further expansion of North Chelmsford has the potential to erode the setting of New Hall and have agreed that any such erosion of setting should be balanced by "compensatory measures". Chelmsford Borough Council and English Heritage agree that the nature of such measures should be defined in the Area Action plan as actions to accompany development proposals (Core Strategy Statement of Common Ground agreed by the Borough Council and English Heritage in 2007).

D.17 In essence the intention of proposing such measures is that any erosion of the setting of New Hall will be balanced by counter measures to reinforce the sense of place and historic meaning. The most obvious means of doing this is to give to the reduced area of countryside beyond the New Hall grounds more of the character of country house parkland than it presently has. This would both help to screen new development from New Hall and its setting and to provide a more sympathetic setting than that provided by existing farmland. Although open, the land south of New Hall has a barren character typical of modern arable landscape. The creation of a parkland character would be supported by land use control and design control of development potentially impinging on the setting.

D.18 Creating what would in effect be rural parkland around New Hall captures the essence of what English Heritage had intended by the term "compensatory measures" and provides a basis for the identification of specific measures. The design of the development will also be required to pay special attention to the setting of New Hall, and other historic buildings.

D.19 Compensatory measures are not required in respect of Boreham House because there is no proposed development eroding its setting.

The compensatory measures

D.20 Measures to be undertaken by landowners and developers to compensate for the erosion of setting are listed below under six categories, which are in summary:

- A landscape strategy;
- Site allocation and land use control of open landscape areas;
- Landscape works within the open landscape areas;
- Land control and long term management and maintenance responsibility for open landscape areas;
- Site planning requirements for compensatory measures on allocated development land adjoining historic sites; and
- Site allocation of land containing listed building groups, with direction on land use, conservation and development.

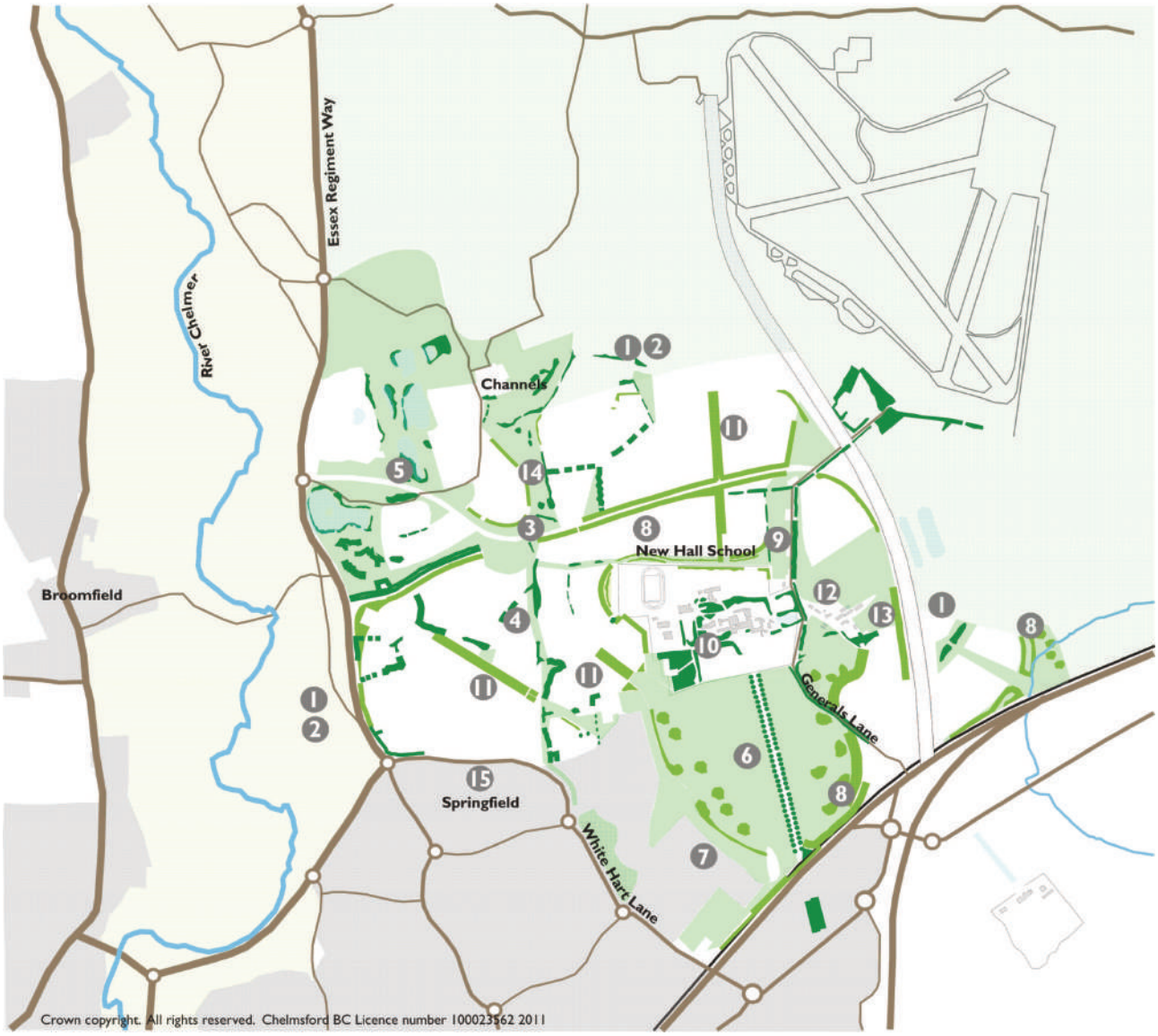
D.21 A schedule of all compensatory measures is contained in Appendix 1. Each of these measures is an essential pre-requisite or accompaniment to development. Each is specified in the relevant NCAAP proposals. Appropriate measures to protect any below ground archaeological deposits may also be necessary.

B. Landscape structure

D.22 The masterplan structure is landscape driven. The landscape strategy provides the framework for:

- Heritage conservation and compensatory measures;
- Protection of the tranquil environment of New Hall School and the quality of life of existing residents;
- Recreational open space;
- Ecology, natural conservation, water cycle, carbon reduction.

Figure 17 : Landscape structure



D.23 The landscape structure comprises the following masterplanning principles, numbered on Figure 17:

Table 19 Landscape structure masterplanning principles

Diagram Reference	Masterplanning Principles
1	Containment of planned development by open countryside, maintaining a definite separation between urban Chelmsford, the countryside and surrounding villages, subject to Core Strategy policies on countryside.
2	Maintaining the character and ecology of the Essex Wildlife Trust living landscapes: The Chelmer River Valley with uninterrupted valley sides, views across and along the valley and conservation of riverside habitats; the Boreham Common plateau areas of arable farmland.
3	A landscape and biodiversity network maintaining natural links with open countryside, following existing hedgerows and wild areas providing wildlife foraging routes and support for species colonies in surrounding areas, and providing a structure for recreational open space and sustainable drainage and a healthy environment for residents.
4	Dual spines of the landscape network: A north-south green way – continuous green space from Boleyn Gardens on White Hart Lane to Belsteads Farm and Channels Lodge hotel, containing existing vegetation, a continuous walking route, recreational space and natural landscape; no less than 20m wide at any point, and will be considerably wider in places. A west to east corridor containing footpaths linking Chelmer River Valley to Boreham Brook.
5	A protected wildlife area around Belsteads Farm Lane, existing lakes, grass and woodland.
6	Open landscape designed as country house parkland, with managed public access on land west, south and south east of New Hall providing an enhanced setting for the Grade I listed building, the Registered Park and Garden and the related Grade II listed buildings.
7	Designation of public open space along east edge of Beaulieu Park and physical definition by means of planting.

Diagram Reference	Masterplanning Principles
8	Deciduous woodland and hedgerow within open landscape to provide visual features within parkland areas, to screen development in order to minimise its presence in the landscape and to protect the privacy and tranquility of New Hall School.
9	The historic Generals Lane protected.
10	Landscape designed gardens within the Registered Park and Garden and wider grounds of New Hall School, containing wilderness, gardens, lawns, remnant moat, woodland, playing fields, courtyards and car parks with diverse character.
11	Formal tree-lined avenues and vistas.
12	Formal recreational open space containing playing fields and parks.
13	Land dedicated to community gardens and allotments for local produce.
14	Low maintenance semi-natural green space, with public walking access but not specific recreational function, for wildlife, natural drainage and landscape character.
15	Focused environmental improvements to the existing Springfield area.

D.24 The landscape strategy will be implemented by means of:

- Land use specification and control;
- Masterplanning parameters and requirements within allocated sites;
- Specified locations for open space functions;
- Landscape design control in planning applications; and
- Planning obligations with developers including pooled contributions where appropriate.

D.25 To meet planning objectives to actively address climate change, the following are required:

- Dedicated space is required for district-wide renewable energy generation;
- Space for sustainable drainage to be planned within the green infrastructure; and
- Substantial new tree planting throughout the masterplanned area.

D.26 The following utilities infrastructure are required to underlie a landscape strategy:

- A new sewer connection to the wastewater treatment works; and
- A water cycle strategy for the whole of North East and North West Chelmsford.

D.27 The landscape principles include the requirement for the following focused environmental improvements to Springfield:

- Re-landscaping of green space along the south and west side of White Hart Lane and improvement of pedestrian links from existing housing to White Hart Lane for safe and convenient routes to the new schools;
- On the east side of White Hart Lane between New Nabbotts Way and The Sheiling, creation of a green link with pedestrian and cycle route connecting Boleyn Gardens to a north south green way within the development area; and
- Public realm improvements on land at Clematis Tye Shopping Parade, play spaces on Barn Green, Stablecroft and the wide outside margins of New Nabbotts Way/Pump Lane roundabout.

C. Sustainable transport

Traffic reduction and sustainability

D.28 The creation of mixed use development with safe and direct walking and cycling routes between different land uses is key to minimising the need to travel by car. Major new facilities, such as the new railway station, new secondary school and the existing New Hall School, are key destinations within NCAAP and must be accessible to both new and existing communities alike by travel modes other than the private car. Linked to this would be a car sharing scheme, which would operate across the new and existing neighbourhoods as part of a sustainable transport package required by the Borough Council.

Walking and cycling routes

D.29 The principal walking and cycling routes lie along the green corridors running south to north from within the existing built-up area of Springfield and west to east between Essex Regiment Way, north of New Hall, to the countryside beyond. From these a logical route network can be established permeating the development.

D.30 The planned development area in North East Chelmsford will be based on the physical provision and operation of inter-related transport infrastructure, shown in Figure 18 and the accompanying table.

Figure 18 : Transport network

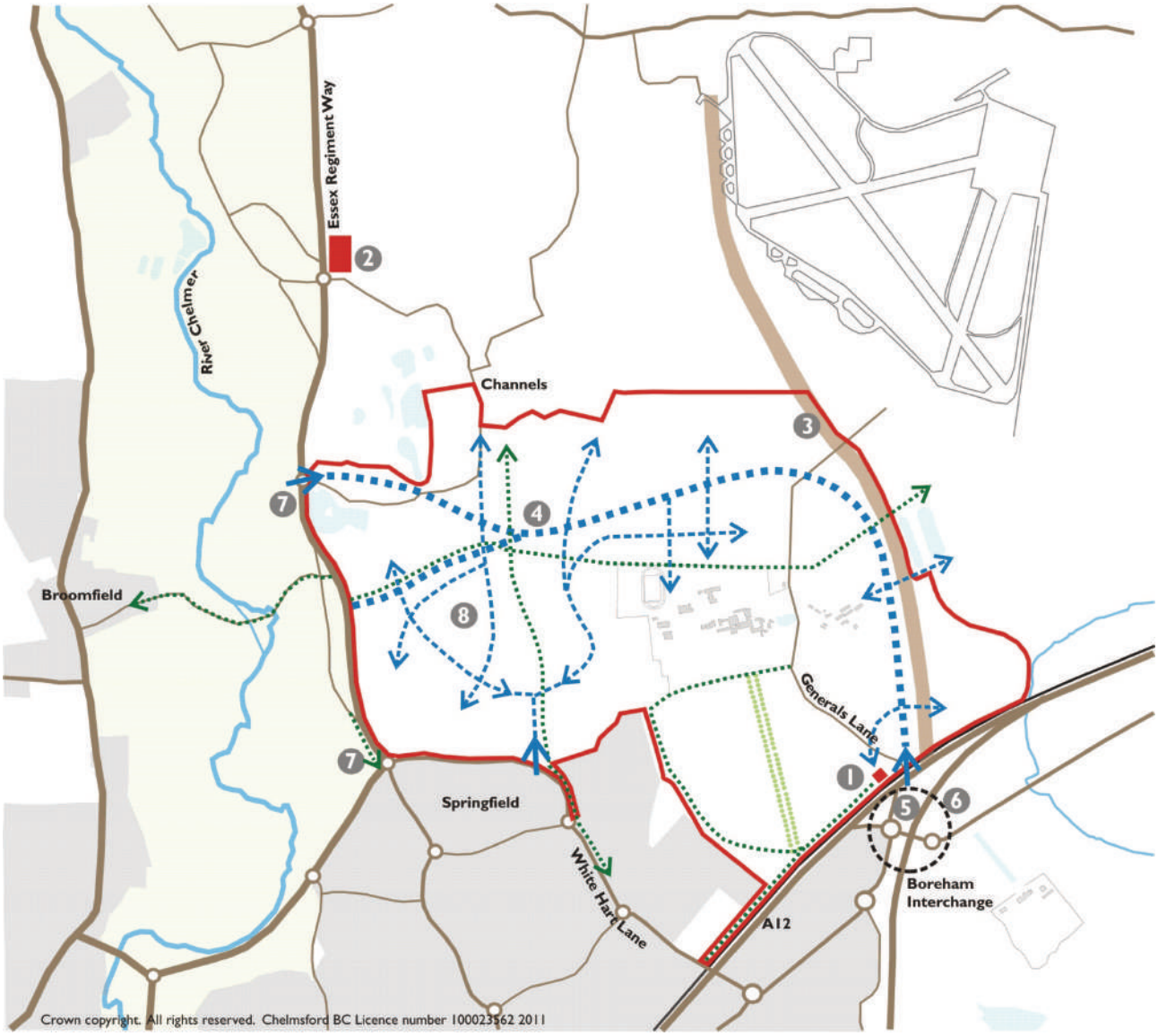


Table 20 Planned transport network and infrastructure

Diagram reference	Principles
1	New Railway Station
2	Park and Ride site
3	Safeguarded route corridor for North East Chelmsford Bypass
4	Route corridor for residential access road

Diagram reference	Principles
5	New bridge over A138 and railway providing road access from Boreham Interchange
6	Measures to provide necessary traffic capacity in Boreham Interchange
7	Junction changes on Essex Regiment Way
8	Link roads and paths within the development offering convenient, legible local movement and a choice of bus and walking routes

New railway station

D.31 A new North East Chelmsford railway station is a key element of the Borough Council's planning strategy for North Chelmsford, supported by the rail industry, Highways Agency and Highway Authority. A station with four platforms, passing loops, track alterations, a station building and concourse is a vital component of a sustainable new mixed-use development. It will provide train services for residents and workers, support future business activity around the station and existing business activity in Colchester Road, and relieve pressure on the central Chelmsford station. The developer and the Borough Council will work closely with Network Rail to deliver the station. The design of station buildings and concourse will need to take account of sensitive views from New Hall and its parkland, both within and outside the Registered Park and Garden.

D.32 The station and Boreham Interchange together will comprise an important transport hub, which in turn, will stimulate investment and development in the area north east of the station. The area east of the existing Generals Lane will become a strategically significant focus for employment-driven development, based on the prior provision of the station and subject to safeguarding the setting of New Hall and important views to and from it. The station may also stimulate investment in land allocated for development south of the railway and A138 road.

D.33 The physical constraint of the road overbridge at White Hart Lane defines the western end of rail engineering works. A footbridge or subway linking the station to land south of the railway and A138 will facilitate bus services serving the station and enable development of options for station parking and related development on Colchester Road.

Road network

D.34 The dual objectives of a new road network are:

- Provision of access and circulation for the new development in North East Chelmsford; and
- Relief of White Hart Lane peak time traffic.

Access points for new development

D.35 Figure 18 shows three road access points into the proposed North East Chelmsford neighbourhood. These are:

- From Boreham Interchange;
- From White Hart Lane; and
- From Essex Regiment Way via Belsteads Farm roundabout or from a new roundabout on Essex Regiment Way between Belsteads Farm roundabout and Nabbotts Farm roundabout if it is required.

Capacity improvements to Boreham Interchange to enable development

D.36 A package of improvements to Boreham Interchange is necessary to increase the capacity of the junction and enable development of the new neighbourhood. These works include a 'hamburger' type Generals Farm roundabout, a second bridge over the A12, and signalisation of conflicting entry arms. These works will include provision for a new turning to provide an access road to the station and development areas. These measures would form a part of the developer planning obligation package.

Relief to the existing road network in North East Chelmsford

D.37 The pressing need to manage peak time congestion on White Hart Lane and secure a net improvement will be achieved by a new principal access route for new development. This will be separate from White Hart Lane and offer an alternative route for existing traffic, enabling traffic to travel north avoiding White Hart Lane, by means of a link between Boreham Interchange and Essex Regiment Way. The road is proposed to act as a main distributor providing primary access to developed areas. The proposed road would be designed for 40mph traffic, with well-spaced junctions intended to function as a more attractive and faster route than White Hart Lane thereby relieving congestion from existing and additional development. Alignment and landscape characteristics of the road in association with front-facing development will generate a good environmental quality. The priority is to ensure workable, permanent access for development, limiting adverse impact on the existing local network and undue stress on the trunk road system. Therefore, the provision of a new road providing access to new development and allowing circulation in North East Chelmsford is critical.

D.38 The Borough Council's preferred sole access point for the Radial Distributor Road on Essex Regiment Way is from the existing roundabout at Belsteads Farm. It is preferable to use an existing roundabout to minimise any disruption to traffic flows and avoid unnecessary highways work. The Borough Council accepts however, that to enable the first phase of development to come forward north of Nabbotts Farm roundabout, a second access point on Essex Regiment Way may need to be developed. This would be between Belsteads Farm and Nabbotts Farm roundabout and could help overcome any deliverability issues with the first phase of the development.

D.39 The NCAAP will assist in relieving the existing network by giving priority to bus services to the town centre, enabling walking and cycling to the new station, and through the management of school traffic for existing and new schools including a new access route for New Hall School.

North East Chelmsford Bypass

D.40 There is a long term objective for a strategic route and replacement of the existing A130 White Hart Lane as a means to: a) take Southend to Stansted traffic past North East Chelmsford; b) provide a strategic change in traffic movement town-wide; and c) help solve the existing congestion problems on White Hart Lane. Regional Funding Allocation has not yet been secured by the Highway Authority and the North East Chelmsford Bypass is now less likely to be delivered within the Plan period. However it remains a strategic planning and transportation objective of both Essex County Council and Chelmsford Borough Council to secure the North East Chelmsford Bypass.

D.41 A safeguarded 'corridor' is allocated for the future North East Chelmsford Bypass, aligned to minimise noise, protect heritage setting and optimise areas for development (see Figure 18).

Bus based rapid transport (ChART)

D.42 Chelmsford Area Rapid Transit is a direct, frequent bus service that will connect the new neighbourhood with the town centre, and the existing and new rail stations. It is critical for enabling local, frequent travel without reliance on the private car. The Highway Authority will implement ChART in phases. When the railway station comes on line subsequent phases of ChART will create a link to serve the station.

D.43 The masterplanning principle is to provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, the new rail station and Chelmsford Town Centre.

D.44 In the light of the impact on heritage, residential amenity and landscape character, a bus route between the western boundary of New Hall School and the eastern edge of the existing Beaulieu Park has been excluded from the NCAAP proposals.

D.45 Essex County Council are leading the implementation of ChART and will work with the developers to determine a preferred route corridor through the development to serve residents and key locations.

Park and Ride

D.46 Park and Ride is integral to the sustainable transport strategy within Chelmsford Borough Core Strategy and a major component of transport policy promoted by the Highway Authority. A Park and Ride site on Essex Regiment Way has an essential relationship to creation of a sustainable community at North East Chelmsford. The Park and Ride could become a transportation hub which would allow car drop-offs at the site for onward travel by bus. This could be used by school shuttle services which would support school travel especially for New Hall School. The Park and Ride service runs via Anglia Ruskin University, Rivermead Campus.

D.47 The Park and Ride site and associated bus priority lanes will be implemented by Essex County Council. The bus lanes will be shared by other bus services including ChART.

D. Extraction of mineral reserves

D.48 The future land use, development structure and timing of the North East Chelmsford neighbourhoods will be influenced by a 356 hectare sand and gravel reserve, allocated in the 1991 Minerals Subject Plan. The sand and gravel reserves form an important part of the regional minerals landbank.

D.49 This land is subject to two extant mineral permissions with a long-term programme for extraction and considerable existing capital investment. The permission for Boreham Airfield expires 31 December 2020, while the permission for Park Farm and Bulls Lodge including the processing area, expires 31 December 2030 as shown on the NCAAP Proposals Map. Therefore in part the permissions go beyond the Plan period.

D.50 The Park Farm reserves extend south into the area planned for new neighbourhoods. The NCAAP is bound to give precedence to the minerals extraction programme and reserves will have to be extracted before road and buildings on and adjoining the minerals reserve can be constructed. Therefore the planning of new neighbourhoods goes hand in hand with the phasing of minerals extraction and the restoration of the land. The planning of the area will ensure that progress on infrastructure delivery and initial development phases can proceed, which could include the re-phasing of the mineral extraction subject to the appropriate approvals by the Minerals and Waste Planning Authority, and agreement on after-uses. Liaison between the Council, the Minerals and Waste Planning Authority and landowners have indicated that this is a feasible approach.

D.51 The site allocations for land north of New Hall are proposed on this basis.

Land for New Neighbourhoods and Place-making Principles

D.52 Figure 16, and the Proposals Map, define the total area within which the Borough Council is allocating land for development and protection. This embraces land in several ownerships. The Borough Council will require the whole area to be planned in accordance with masterplanning principles in the NCAAP and reflected in planning applications to ensure that proposals for part of the area do not compromise the potential for the remaining allocated land. This does not imply comprehensive implementation; other factors will determine how and when elements of the planned area are brought forward.

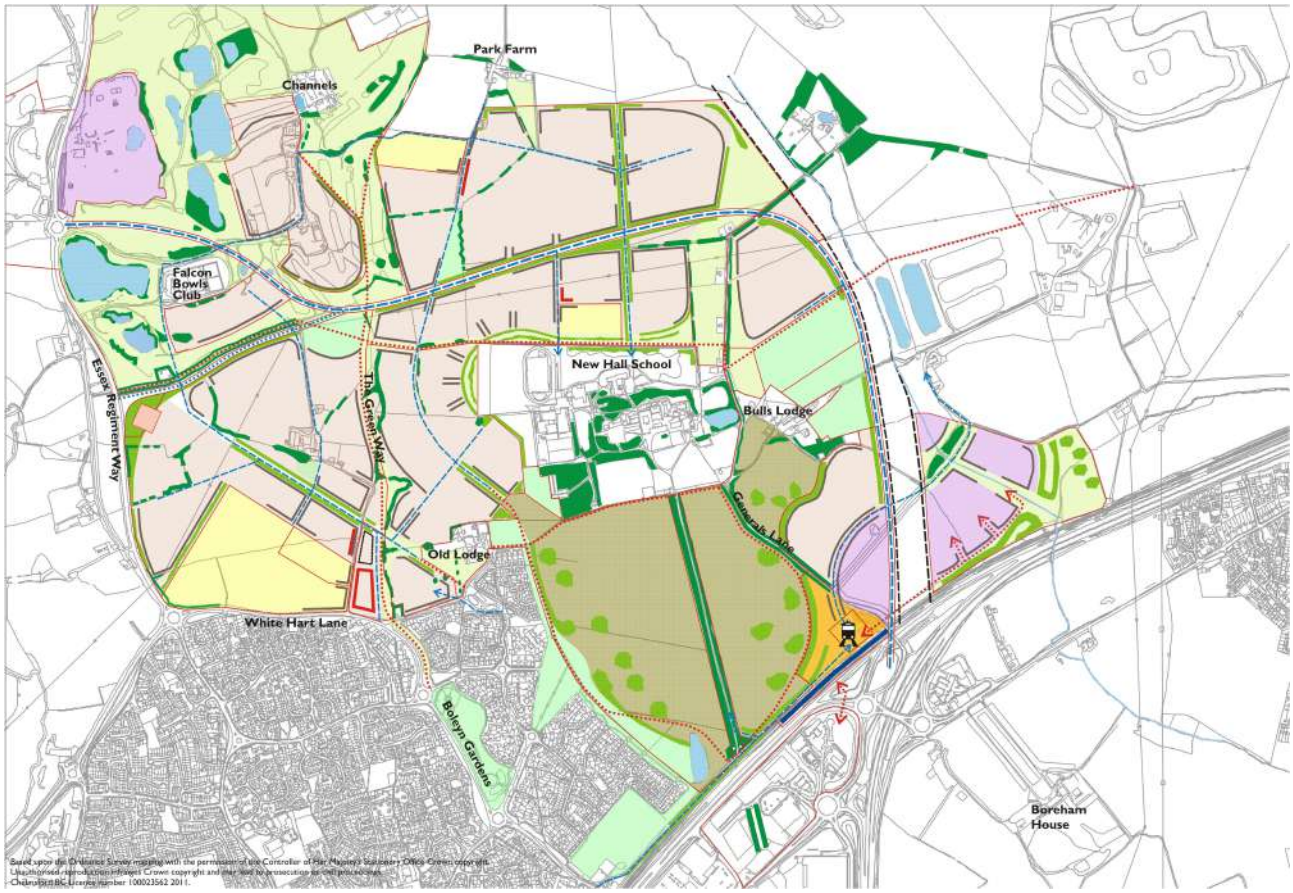
Place-making principles

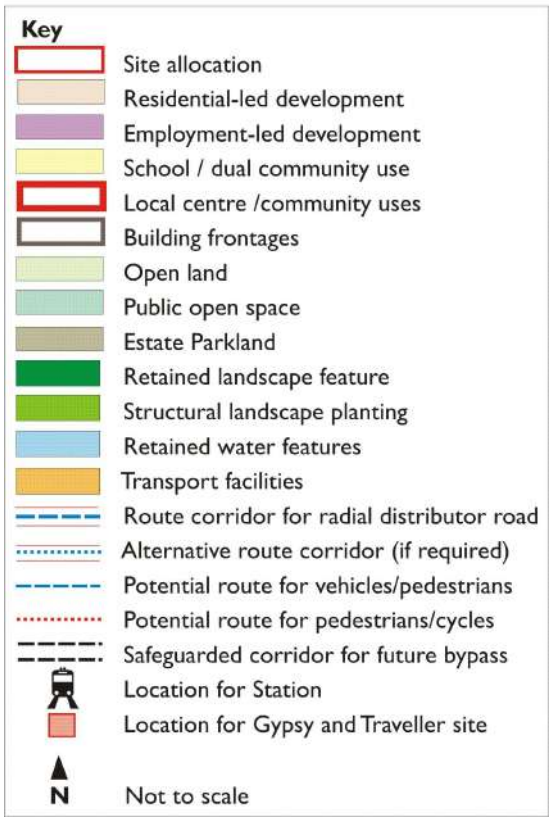
D.53 Figure 19 illustrates the broad structure of new neighbourhoods derived from heritage, landscape, access and network principles. The land use/location principles conveyed by this plan are:

- Substantial residential areas shaped by landscape, heritage setting and main route network;
- A local centre for convenience shopping, small businesses and public services including a new 4 GP Practice located where White Hart Lane runs between Springfield and Beaulieu Park, next to the new road access and green way, where accessibility is optimised for both existing and new neighbourhoods;
- Secondary and primary school buildings co-located with the local centre;
- Second and third primary school locations placed in relation to development areas;
- An area for strategic business-led development East of the North East Chelmsford Bypass corridor, focused on the new road access point and accessible on foot from the new railway station;
- Strategic public open space located to the west and east of the masterplanned area;
- A gypsy and traveller site location next to Essex Regiment Way;
- The gas main generates an open corridor which, as a tree lined avenue, provides the focus for the areas north and south without dividing them.

D.54 The principles provide a logical overall structure, leading to well-ordered streets and spaces defined by buildings and landscape. They steer the creation of appealing new places, which are identifiable, easy to get to, and linked to each other. Most importantly, they provide the conditions to generate a powerful and appropriate sense of place: the influence of New Hall is intended to be felt throughout the new development, with large scale, ordered and informal landscape defining locally specific character for all new housing, business and education. The principles underpinning the location of local centres, the green way and main routes will assist orientation through the legibility of new places.

Figure 19 : North East Chelmsford Masterplanning Principles



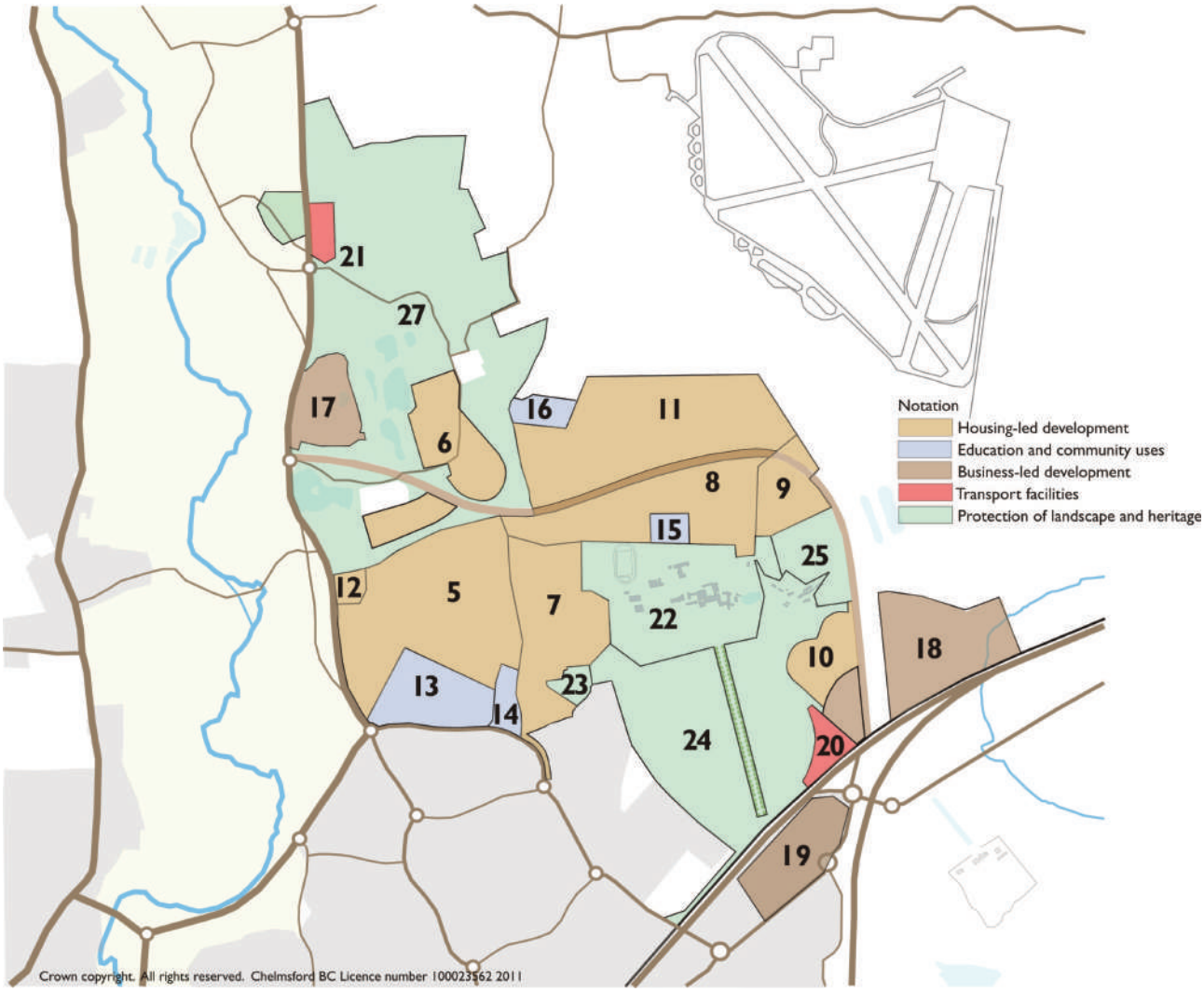


The above key also relates to the Site Allocation figures that follow in this section.

D.55 This overall structure leads to the division of the area into land allocations for development or conservation, shown in Figure 20 (this diagram also shows land allocated outside the area for masterplanning). The masterplanning principles are conveyed through site specific development principles in the land allocations that follow.

D.56 The site allocations set out the site context, planning objective, development principles, leading and supporting land use for each site. The site allocation diagrams show the geographic extent of the allocated land area. The diagrams and text together convey development principles; the diagrams show the spatial layout principles. The land use locations, access points, route alignments and built frontage notations are indicative and should be reflected in a detailed scheme layout in subsequent stages of the planning process. These principles will be interpreted flexibly as long as the objectives are met.

Figure 20 : North East Chelmsford site allocations 5 to 27



Providing Land for Housing in North East Chelmsford

Introduction

D.57 Land allocated for housing in North East Chelmsford lies north of White Hart Lane, west of Essex Regiment Way, north and east of New Hall School and south of Bulls Lodge Farm. The majority of the land is currently in agricultural use and part of it is a golf course. Land north of New Hall has planning permissions for minerals extraction which determines the timing of its availability for development.

D.58 The previous paragraphs set out the access points linking this area to North Chelmsford. The area available for development is shaped by the heritage and landscape strategy as shown in the masterplanning principles at Figure 19. The total area for residential development has to integrate public facilities, public open space and local road and path networks.

D.59 The layout, scale, character and resultant density of new housing is guided by existing public footpaths, trees and hedgerows, underground and overhead utilities, proximity to listed buildings and the lie of the land.

Objectives

D.60 The objectives of Site Allocations 5 to 11 are to:

- Optimise capacity for residential accommodation;
- Create new places to live that are integrated, accessible, with high environmental quality; and
- Provide housing layouts that are responsive to landscape and heritage character.

Site Allocation 5 - Land west of the green way

Site context

D.61 Land at the south west corner of White Hart lane and Essex Regiment Way will be largely occupied by school sites (Site Allocation 13) with land for housing around the outer edges of playing fields. The land area extends northwards across Belsteads Hall Farm to the line of the new distributor road. The area is focused on a boulevard leading to a local centre serving the wider community.

Development principles

- The land on the eastern side to be form a continuous 'green way' linear park, incorporating existing trees, hedgerow and historic parkland features, containing a footpath and cycle route, and space for recreation, allotments and ecology, with road crossings only where necessary. The green way not to be less than 20m wide between plot boundaries at any point;
- The northern margin to be defined by conserved hedgerows and recreational open space incorporating a west to east footpath and cycle route;
- Development within the allocated area to be focused on a central spine route to the schools and local facilities expressed as a tree-lined avenue and local open space south of Belsteads Hall Farm;
- Built development and tree planting to frame the west and north sides of the proposed schools;
- The existing public footpath and associated hedgerows running through Belsteads Hall Farm to be incorporated into the development layout;
- Outward facing buildings on the west and northern edges forming an appropriate interface with landscape;
- A gypsy and traveller site to be incorporated into the development layout;
- Land for outdoor sports pitches (strategic open space) to be provided, possibly at the northern part of the green way linear park.

Leading land use

- Residential.

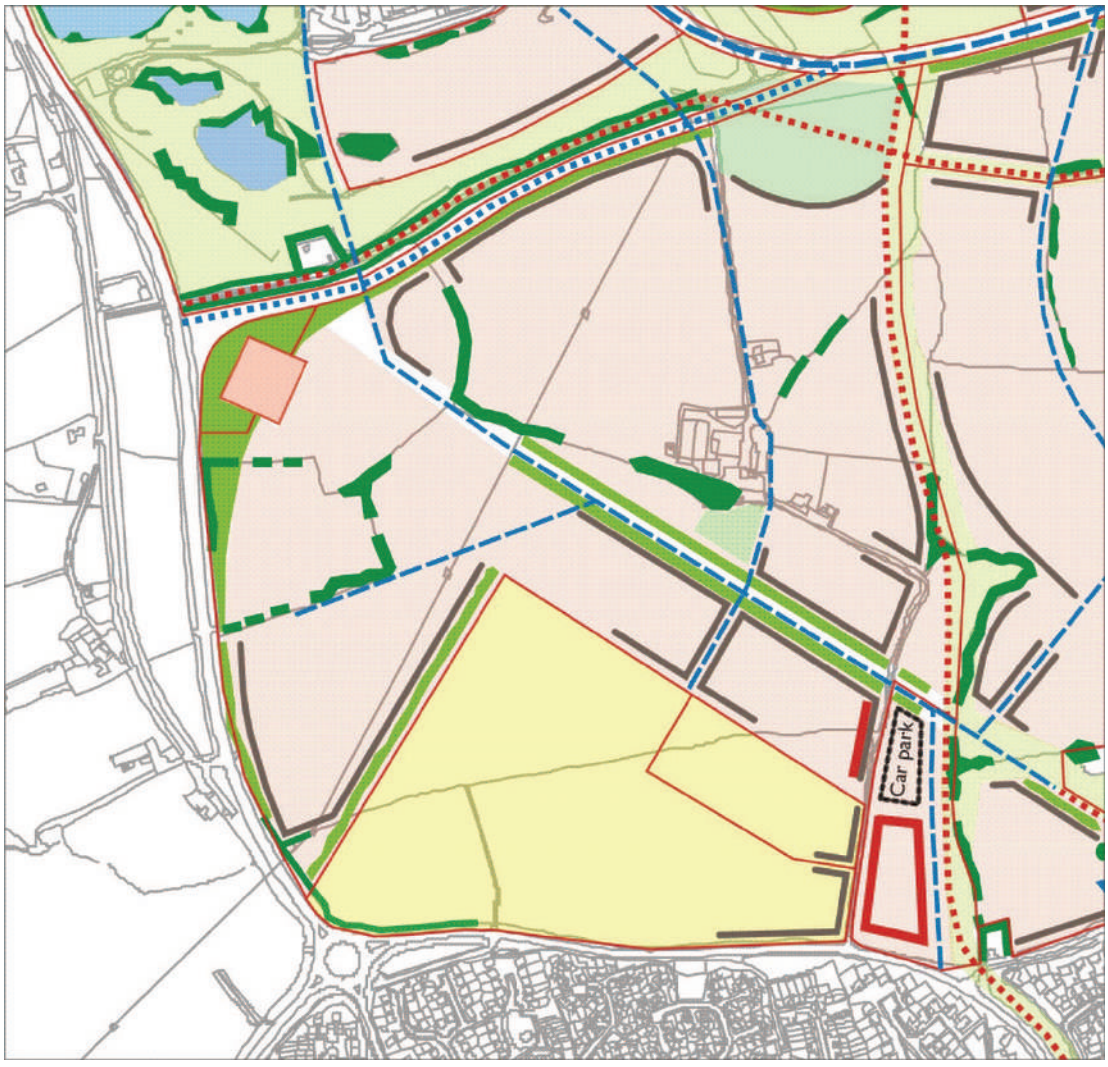
Supporting land use

- Public open space for neighbourhood-wide sport activity;
- Small ground floor business premises, live-work units.

Built form, character and density

- Predominantly houses in continuous frontage, perimeter blocks, two storeys. Formal and informal layouts, contemporary village street character, resulting in approx 35-40 dwellings per hectare;
- On a spine boulevard, houses and flats in 2-3 storey blocks, with scope for ground floor non-residential space, approximately 40-50 dwellings per hectare;
- Pockets of detached/small terraces of houses within abundant planting, close to green margins, approximately 30 dwellings per hectare.

Figure 21 : Land west of the green way



For key, please see Figure 19

Site Allocation 6 - Land north and south of Belsteads Farm Lane and Channels Golf Course

Site context

D.62 Golf course land is allocated for development south and north of the proposed access road. The developable area is defined by ground conditions (former landfills) as well as the retention and reshaping surrounding landscape to provide conditions conducive to wildlife protection. The Belsteads Farm/Channels complex provides the culmination of the green way. Some land is allocated for golf course and leisure development. Belsteads Farm Lane remains the focus of this area of change. To the south development land combines with the existing Falcon Bowls Club.

D.63 Due to the continuing activities focused on golf and bowls clubs, conference facilities and public transport access, this land allocation is suitable for both residential and leisure use. Large floorspace indoor leisure facilities with a clear community value for the emerging neighbourhoods as well as the town as a whole may be developed within this allocated land.

Development principles

- New road access to be provided from the new distributor road;
- Planted margins to development to soften impact of building;
- Development to face outwards into open landscape;
- Development to respect the setting of Belsteads Farm listed buildings;
- The quarry lake to the south of Belsteads Farm Lane to be retained and may accommodate floating houses along its north and eastern banks, where an access road may run alongside;
- Positive measures to enhance the land surrounding the allocation as natural habitat;
- East of Old Lodge open land to contain a public open space with a village green character;
- Community gardens to be placed adjacent to the wilderness and nuns' cemetery.

Leading land use

- Residential.

Supporting land use

- Leisure (Use Class D2). No car-based, roadside leisure uses (e.g. drive-throughs) will be permitted;
- Places of worship, conference facilities (Use Class D1).

Built form, character and density

- Detached/small terraces of houses within abundant planting, large gardens, approx 30 dwellings per hectare;
- Continuous frontage in sinuous village street along Belsteads Farm Lane, 35-40 dwellings per hectare.

Figure 22 : Land north and south of Belsteads Farm and Channels Golf Course



For key, please see Figure 19

Site Allocation 7 - Land east of the green way

Site context

D.64 To the east of the green way, land for development extends to New Hall School and is shaped by heritage setting and the school grounds. A substantial woodland buffer is proposed around the west side of New Hall School grounds to resolve the relationship between new development and the existing open, rural context valued by the school.

D.65 Development is focused on a formal, tree-lined spine route culminating in a distant view of Danbury Ridge, but not conveying a through-road southwards. The land allocation will contain the route for connecting bus services for the neighbourhood. Development parcels may be derived from a grid structure, enabling variety of character within a coherent urban form. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

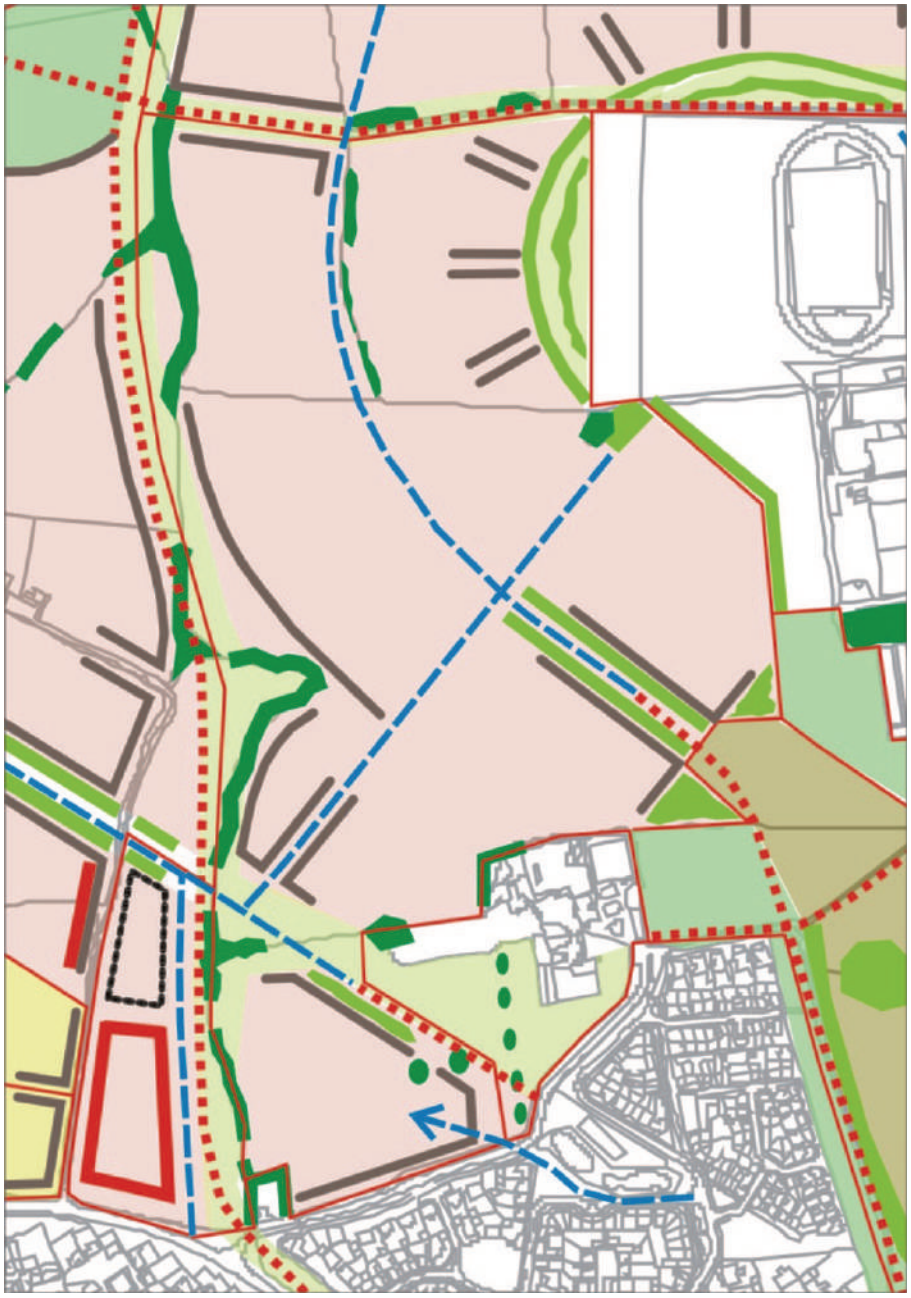
Development principles

- The land on the western side to be form a continuous 'green way' linear park, incorporating existing trees, hedgerow and historic parkland features, containing a footpath and cycle route, and space for recreation, allotments and ecology, with road crossings but not along it. The green way not to be less than 20m wide between plot boundaries at any point;
- The northern margin to be defined by an ecological corridor incorporating a west to east footpath and cycle route;
- Development blocks to be focused on a tree lined avenue leading south east towards open parkland;
- Land adjoining New Hall School playing fields to be designed and provided as a woodland buffer forming an arc, following the principle illustrated in Figure 23. This landscape to be no less than 50m between school and plot boundaries at its widest and to be open at the playing field corners;
- Housing layout to be configured to have gable-ended buildings meeting the landscape buffer to minimise the amount of built mass and maintain the privacy the school has been accustomed to;
- Incorporate existing vegetation at south west corner of playing fields;
- Where the southern part of the allocated area meets open parkland to the south, substantial tree planting is required to screen new buildings from views from the south;
- Community gardens to be placed adjacent to the wilderness and nuns' cemetery;
- The layout of development adjoining Old Lodge Farm to include planting and sufficient distance between buildings to respect the setting of the listed buildings and the existing residential amenity;
- East of Old Lodge, open land to contain a public open space with a village green character;
- Land to the south of Old Lodge Farm should face across open land, forming the setting of Old Lodge Farm, screened by a tree line. Access to this southern-most development area may be gained from the road network in Beaulieu Park and existing vacant land at Albermarle Drive should be reserved for this potential solution.

Built form, character and density

- Houses in continuous frontage, perimeter blocks, two storeys, pitched roofs. Formal layout, character from tree lined streets and public realm quality. Approx 35-40 dwellings per hectare;
- Informal layouts, houses in continuous frontage, contemporary village street character adjacent to the green way.

Figure 23 : Land east of the green way



For key, please see Figure 19

Site Allocation 8 - Land north of New Hall School

Site context

D.66 Land is allocated north of New Hall School extending eastwards from the green way to the retained open land alongside Generals Lane. The allocated area extends northwards to the line of the new radial distributor road. Development is focused on a 'Deer Park Drive' concept - a tree lined avenue evoking the history of the land and extending the large-scale landscape influence of New Hall. The area contains the location for the second primary school (Site Allocation 15). A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

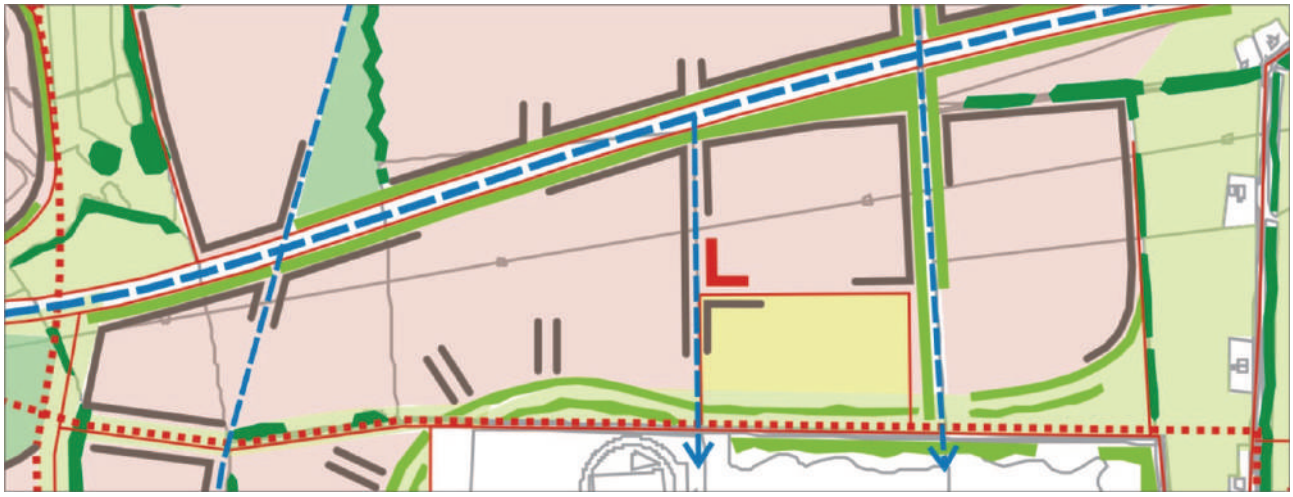
Development principles

- The southern margin of the site to be defined by a green corridor along the boundary with New Hall School, incorporating a west to east footpath and cycle route;
- Development bounded to the north by the new radial road, running through a heavily greened corridor with set-back built frontage. Larger-scale buildings to face the road with separate private access;
- Land adjoining the boundary of New Hall School playing fields to be designed and provided as a landscape buffer comprising mainly woodland, following the principle illustrated in Figure 24. This landscape to be no less than 50m between school and plot boundaries at its widest, and to be open at the playing field corners;
- A primary school to be provided within the allocated area, with the playing field adjoining New Hall School boundary and forming part of the landscape buffer with the school buildings placed in the north west corner away from the boundary with New Hall School;
- Housing layout to be configured to have gable-ended buildings meeting the landscape buffer to minimise the amount of built mass and maintain the privacy the existing school has been accustomed to;
- The eastern end of the allocated site to curve away from the school boundary to create a sense of openness and face onto open land with tree planting along the built frontage.

Built form, character and density

- Houses in continuous frontage, perimeter blocks, two storeys, pitched roofs. Formal layout, character from tree lined streets and public realm quality. Approx 35-40 dwellings per hectare;
- Houses and flats in 2-3 storey blocks, set back along the new road, approximately 40-50 dwellings per hectare.

Figure 24 : Land north of New Hall School



For key, please see Figure 19

Site Allocation 9 - Land east of Generals Lane

Site context

D.67 Land is allocated on the east side of Generals Lane extending southwards to a point level with the school, where land is kept open for mainly recreational use to serve the whole community and maintain an open outlook east of New Hall. Development would be screened by the existing hedge at a point where the new building would have no significant bearing on the environment of New Hall School. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

Development principles

- Development facing Generals Lane but tapering away to maintain long views south along the hedge line;
- Housing to face south across public open space (Site Allocation 25) dedicated to playing pitches and allotment gardens;
- A tree belt to the bypass corridor;
- A road junction at this point should serve this area.

Built form, character and density

- Variety of continuous frontage, small terraces and detached houses, resulting in approximately 40 dwellings per hectare.

Figure 25 : Land east of Generals Lane



For key, please see Figure 19

Site Allocation 10 - Land south of Bulls Lodge Farm

Site context

D.68 Undulating farmland west of Bulls Lodge forms part of the setting of listed buildings at New Hall and Bulls Lodge Farm and is proposed to be conserved. Land is allocated for development to the south and the boundary is defined at the brow of the slope and edged by proposed tree planting. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

Development principles

- This site forms part of the transport and business 'gateway' and may contain a mixture of residential and business uses;
- A deciduous tree belt, as specified in the comprehensive Landscape and Design and Management Plan to be planted within the boundaries of the site first, the depth to be determined by the effective screening of the new development from New Hall;
- Tree clumps to be planted in the land to the west of Bulls Lodge Farm as part of the screening of development and compensation for impact on heritage setting;
- Southern edge to be part of a gateway to new neighbourhoods and the New Hall estate.

Leading land use

- Residential.

Supporting land use

- Business;
- Live-work units.

Built form, character and density

- Terraced and individual houses with flats along road sides, with a contemporary character in relation to surrounding business activity. Mainly two storey but three storey possible in southern part of site, approx 40 dwellings per hectare.

Figure 26 : Land south of Bulls Lodge Farm



For key, please see Figure 19

Site Allocation 11 - Land north of the new road

Site context

D.69 Land is allocated north of the new radial distributor road between extending northwards to just south of group of buildings at Park Farm. The whole area lies on an important mineral reserve and is dependent on the prior excavation of gravel deposits. While gravel extraction work is in progress, a wide safety margin to be protected from new housing construction around the quarry boundary. This area contains a site location reserved for a third primary school (Site Allocation 16). The development will be focused on the 'Deer Park Drive' concept helping to unify the new neighbourhoods with a historic setting and provide a clear orientation for the new place.

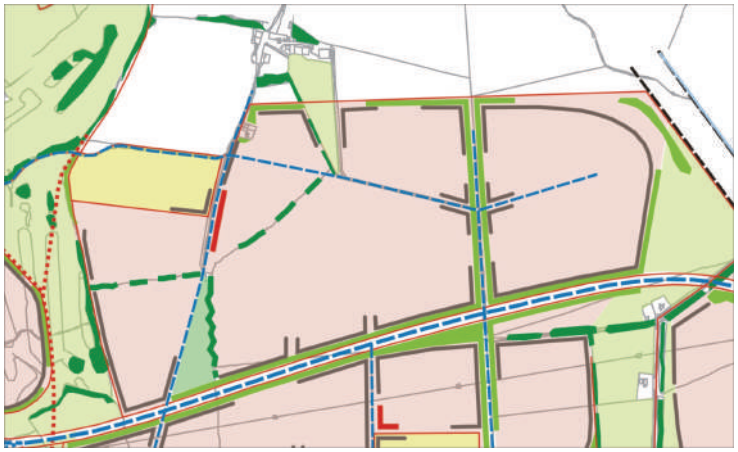
Development principles

- Development bounded to the south by the new radial road, running through a heavily greened corridor with set-back frontage. Larger-scale buildings to face the road, separate private access;
- Development on the east side with a tapering frontage to maintain an opening to the New Hall grounds;
- A tree lined avenue to be set out with development following the existing straight field boundary running north;
- Development set back from and facing the protected ecological area in Channels golf course;
- A wedge of public open space to provide an outlook to the Park Farm building group and act as a northern focus for the neighbourhood.

Built form, character and density

- Houses in continuous frontage, perimeter blocks, two storeys, pitched roofs. Formal and informal layout, character from tree lined streets. Approx 35-40 dwellings per hectare;
- Houses and flats in 2-3 storey blocks, set back along the new road, approximately 40-50 dwellings per hectare.

Figure 27 : Land north of the new road



For key, please see Figure 19

Site Allocation 15 - Second primary school site

Site context

D.70 Land to the north of New Hall School.

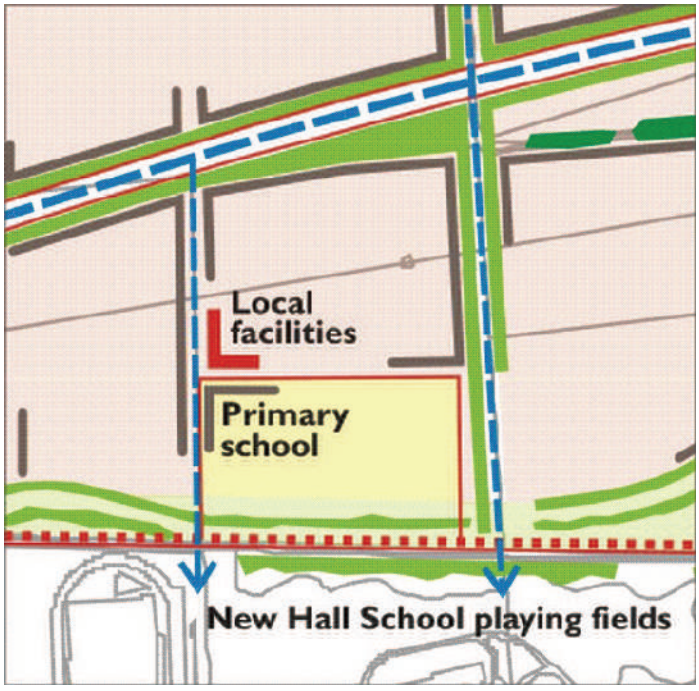
Objective

- A primary school with early years and childcare provision in an accessible location in relation to housing;
- Ensure a close relationship to new local community facilities with potential for co-located library facilities;
- Site qualities and land constraints meeting Education Authority requirements.

Development principles

- The site area allows flexibility for school building design, access and the size of the playing field;
- The playing field to form part of the landscape buffer to New Hall School;
- School buildings to front onto community facilities with safe pedestrian circulation and meeting space at the front;
- School building to enable shared community use.

Figure 28 Second primary school site



For key, please see Figure 19

Site Allocation 16 - Third primary school site

Site context

D.71 Land to the east of Channels Golf Course. A third primary school location is safeguarded in the event of dwellings exceeding 3,200.

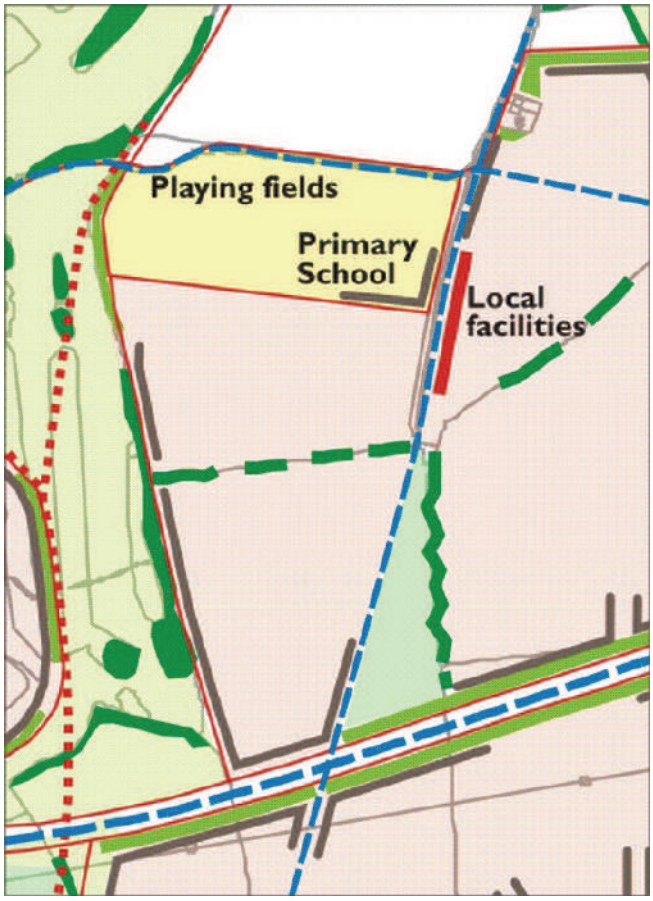
Objective

- A primary school with early years and childcare provision in an accessible location in relation to housing;
- Ensure a close relationship to new local community facilities;
- Site qualities and land constraints meeting Education Authority requirements.

Development principles

- The site area allows flexibility for school building design, access and the size of the playing field;
- The playing field to link with open landscape next to Channels Golf Course;
- School buildings to front onto the street with safe pedestrian circulation and meeting space at the front;
- School building to enable shared community use.

Figure 29 Third primary school site



For key, please see Figure 19

Providing Land for Employment

Background

D.72 The Borough Council's spatial approach for the provision of business generated employment needs in the borough is to focus upon the protection and enhancement of existing industrial employment areas and allocation of new office-led employment areas. The Key Diagram of the Core Strategy and Development Control Policies DPD identifies two new employment areas: an existing site at Essex Regiment Way and a new strategic employment location to be provided as part of the new North East Chelmsford neighbourhood. The NCAAP also identifies existing employment areas at Drakes Lane and Chelmsford Business Park which are defined on the Proposals Map. This strategy is reinforced by promoting the enhancement and economic regeneration of North East Springfield as a transport hub and commercial gateway.

Context

D.73 The NCAAP makes provision for 64,000 sq m of new commercial floorspace for the plan area. However the emphasis of the Borough Council's objectives in the Core Strategy is to support job growth in 'high value' businesses including the financial, ICT and media sectors.

D.74 The employment allocations with NCAAP are as follows:

- The allocation of the existing Essex Regiment Way site for employment – total of 24,000 sq m floorspace;
- The identification of new employment site as part of the development of NE Chelmsford providing a total of 40,000 sq m floorspace;
- The strengthening of existing employment areas on Colchester Road to form a commercial gateway around the Boreham Interchange and the new North East Chelmsford railway station;
- The two existing major employers at Broomfield Hospital and New Hall School.

D.75 The allocated site at Essex Regiment Way provides the opportunity to regenerate and diversify the existing site to provide a mix of employment uses.

D.76 The new employment site will provide high quality business premises meeting strategic employment objectives within a campus style development. In addition to the economic and employment evidence that supports the Core Strategy and Development Control Policies DPD, the Council has published an Employment Land Demand and Supply Assessment, undertaken in 2009 by SQW Consulting, which underpins the floorspace demand and supply targets contained within the NCAAP. In terms of a new employment site the latest evidence provides a strong case for a focused land allocation to support Chelmsford's economic growth at the regional, sub-regional and local level.

D.77 In order to meet the identified employment demand for office/business development (Use Class B1) and fulfil Core Strategy objectives to secure high value jobs, a single location for a business park is allocated within NCAAP. It is essential that this allocation is within easy walking distance of

the proposed new railway station and strategic road network north east of the Boreham Interchange on land east of the proposed alignment of the North East Chelmsford Bypass and is allocated on this basis.

Site allocation 17 - Essex Regiment Way, Broomfield and Little Waltham

Site Context

D.78 Essex Regiment Way, Broomfield and Little Waltham is an important location for future employment development, recognising the site's links to the strategic road network. The site has very good access on to the A130 in both northerly and southerly directions at Belsteads Farm Roundabout. The land is currently in use for industrial and storage purposes with opportunities to provide further commercial development.

Objective

- To provide an allocated future employment area as part of the requirement for North Chelmsford and the Borough.

Development Principles

D.79 The Borough Council will seek to promote this employment area for a range of employment uses compatible with the site's location and physical context. This includes:

- Offices (Use Class B1a) and research and development (Use Class B1b);
- Light industry (Use Class B1c);
- General industry (Use Class B2);
- Storage and distribution (Use Class B8).

D.80 This mixed approach is to ensure there is an adequate and flexible supply of land and premises to meet the needs of existing companies, small businesses, business start-ups and inward investment. Leisure-related uses may also be promoted to the southern section of the site to provide new and improved access to sports, leisure and recreation. Vehicular access should be taken from the existing access at Belsteads Farm Roundabout.

D.81 The site allocation has been drawn tightly around the existing extent of the site which in the main is demarcated by an existing earth bund.

D.82 Site Allocation 18 - Land north east of Boreham Interchange, east of the North East Chelmsford Bypass corridor

Site Context

D.83 The site currently comprises agricultural land in a large field pattern which is bound by existing hedgerows. The land falls to the east towards Boreham Brook within a shallow valley and is bisected by the haul route which serves Bulls Lodge Quarry. The site is bounded by the A138/A12 to the south.

D.84 The objective for this site is to provide employment opportunities that contribute significantly to future economic growth and make the best use of the land available. Despite the site's location in close proximity to the A12 trunk road, warehousing and distribution uses will not be supported here, because they provide a low jobs to land ratio. Use class B8 uses (storage and distribution, wholesale warehouse, and distribution centres) would conflict with the strategic employment objectives for this location. The objective of the Core Strategy is to divert use class B8 related uses to Temple Farm (outside the NCAAP area) and potentially Essex Regiment Way, in order to provide for this sector.

Objective

- To provide new business development meeting strategic employment objectives, providing up to 40,000 sqm of floorspace in the form of a prestigious new business park which will provide a mix of opportunities for accommodation for medium and large sized businesses.

Development Principles

- The development should follow a campus style layout within a landscape-driven setting;
- Strategic landscape proposals to mitigate any visual impacts when viewed from Boreham and other sensitive locations. This should include a woodland buffer at least 20m wide and clumps of trees to ensure that there is no future consolidation of development between Chelmsford and the village of Boreham;
- Building heights will be assessed to ensure that visual encroachment on the settings of New Hall and Boreham House is avoided;
- In so far as the buildings are seen within the setting of either New Hall or Boreham House, they should not detract from that setting;
- No development will be located within flood risk areas 2 or 3;
- The layout of the development must accommodate the route of the existing right of way that crosses the site;
- A limit on the extent of the allocation to ensure that development is within 600m of the new railway station to ensure a genuine interaction of business and transport within a reasonable walking distance;

- Vehicular access via the new replacement bridge and the proposed radial distributor route crossing the railway line and A138;
- Access to the existing Bulls Lodge Quarry may also serve the proposed employment allocation;
- Construction in parallel with the railway station, development will not be permitted prior to a committed programme for completion of the railway station;

Leading land use

- Use Class B1 premises for office employment.

Supporting land use

- Ancillary supporting development, open space, landscaping.

Figure 30 : Land north of Boreham Interchange, east of the north East Chelmsford Bypass corridor



For key, please see Figure 19

Site allocation 19 - Land on Colchester Road

Brief description

D.85 Former cattle market, existing amenity site, transport depot and other transport-related uses.

Objectives

- Consolidate existing employment uses;
- Secure land for depot, transport related and open uses;
- Secure a bus service and pedestrian link to the new station.

Development principles

- The land remains suitable for mixed industrial, business and transport uses;
- The use of the land should preserve the remnant avenue;
- New buildings in this area will be height limited, to avoid visual encroachment on the New Hall avenue approach.
- If a pedestrian link is practicable from south of the A138 to the new station, a bus stop and turn-around would be proposed in the lorry park area east of Drovers Way.

Leading land use

- Use Classes B1c, B2, B8 and transport.

Providing Land for Transport

Site Allocation 20 - Land for a railway station and associated development

Site context

D.86 Land for a railway station is allocated west of Generals Lane. Rail engineering and physical constraints determine the location of platforms and alignment of rail tracks. New track works will require additional land north of the existing rail boundary. The position of station buildings is led by platform position and passenger access and convenience considerations and the setting of New Hall.

D.87 The station will operate by means of road, bus and pedestrian routes that form an integral part of station development. The station site will have related operational development which may comprise surface car parking, as well as minimal commercial accommodation incidental to passenger activity within a station building.

D.88 The location is on the south of open agricultural land forming the setting of New Hall. Criteria for land coverage and height of development is led by heritage setting considerations. Figure 31 shows an indicative 100m square zone within which station operational buildings and transport concourse should be designed. Land for business is allocated east of Generals Lane, providing the opportunity for employment-driven development, based on the prior provision of the station. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

Objectives

- Enable provision of a railway station to fulfil strategic transport and development objectives;
- Facilitate associated development east of Generals Lane to optimise the benefits of the transport hub;
- Screen station development from views from New Hall and the Registered Park and Garden with planting.

Development principles for the operational station

- Provision of a station access road from Boreham Interchange. The Generals Lane bridge to be removed and replaced with a bridge carrying an access road to serve the new station and enable a direct connection with the A138/A12/Colchester Road interchange;
- Provision of bus, pedestrian and cycle access from White Hart Lane;
- Platforms located where rail engineering considerations allow within a zone set by the NCAAP: the western end of the platforms should be located as far eastward of the New Hall Approach avenue as practicable but allow a possible pedestrian link to the south of the railway/A138. The eastern end of the platforms is limited by the same need to allow a possible pedestrian link to the south;
- Station operational buildings, passenger facilities and transport concourse to accord with a Network Rail and Highway Authority approved station brief;
- Commercial space incidental to passenger activity to be accommodated within the station operational building only;
- Station entrance located to best serve passenger access and interchange with bus, cycling and walking modes of onward travel;
- Station entrance positioned to enable short, direct and convenient walking distances to future business development east of the station;
- Passenger facilities to allow for pedestrian access from possible bus services south of the railway line, should a link be practicable and deliverable;
- The overall acceptable amount of car parking will be assessed according to the transport assessment detailing operational needs, anticipated traffic generation and impacts, the space required compared to alternative possible land uses, walking distances from the station, visibility, appearance and visual impact.
- The extent of development is strictly limited by the northern boundary of the land allocation;

- A tree belt as specified in the Comprehensive Landscape Design and Management Plan to be planted within the northern and western edges of the allocated area west of Generals Lane;
- Tree clumps to be planted within the open land north of the allocation as compensation for the erosion of setting;
- Planting to take place prior to any development work to allow maturing;
- The height of the operational station building and plant to be strictly limited to avoid visual encroachment on the setting of New Hall and the Registered Park and Garden;
- Land to the west of Generals Lane to be kept free from buildings other than the operational station building and necessary operational station structures.

Development principles for land east of Generals Lane

- Land to the east of Generals Lane may be used for a mix of commercial and community uses;
- The maximum height of buildings within the allocated area east of Generals Lane is 9m for flat roof buildings, 12m for pitched or curved roof buildings and maximum 8m eaves height to avoid visual encroachment on the setting of New Hall and the Registered Park and Garden;
- Visible roof coverings to be subdued neutral colours without reflective surfaces and no exposed rooftop plant on any building;
- Surface car parking adjacent to the station to be heavily interspersed with tree and hedge planting within a curved plan form.

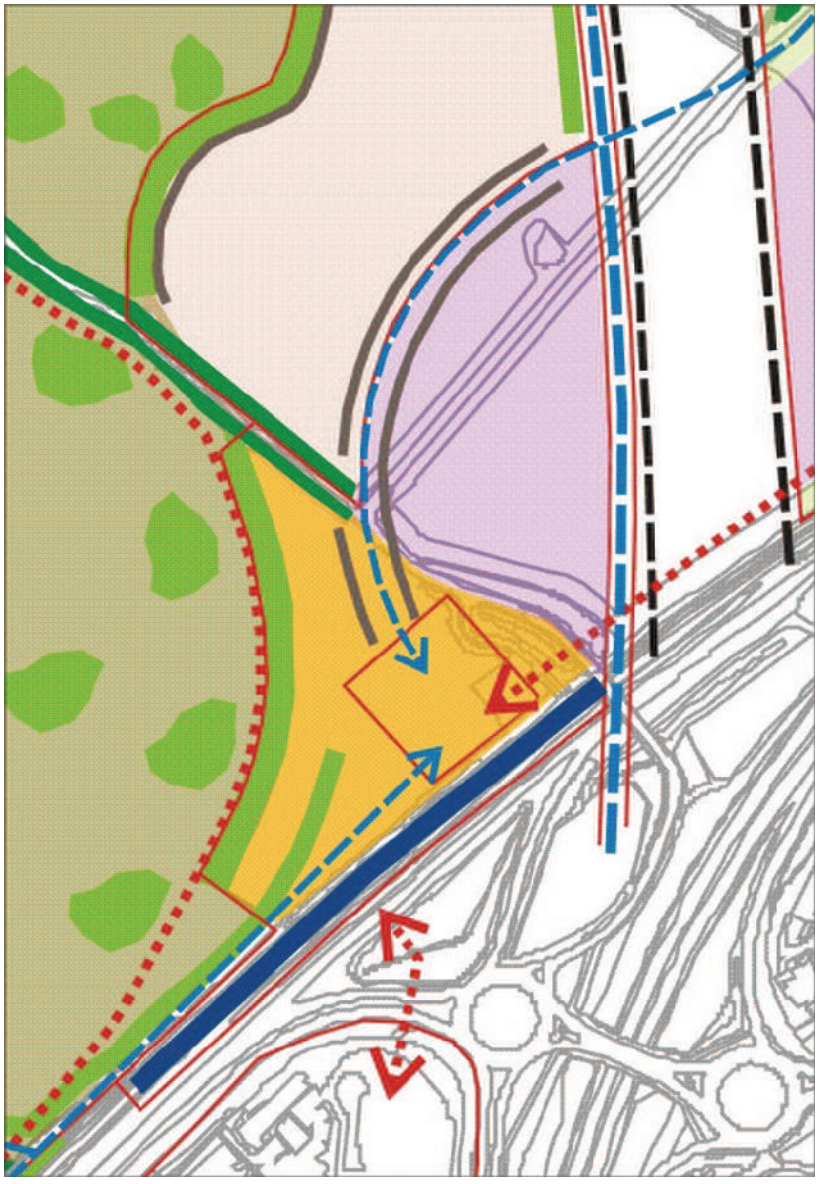
Leading land use

- Railway station and concourse.

Supporting land use

- Station related retail;
- Business;
- Community uses;
- Hotel;
- Residential.

Figure 31 : Railway station and associated development



For key, please see Figure 19 and list below

- The red line is an indicative site area for a station building and public transport concourse. There are a range of different ways in which transport circulation could be laid out;
- The thick blue strip indicates a zone within which 250m platforms may be positioned;
- The red dotted arrow indicates the alignment of a possible pedestrian link to the south of the railway.

D.89 Land is allocated as part of the range of compensatory measures relating to the effect of development on the setting of listed buildings and Registered Park and Garden.

Land Allocated for Protection of Landscape and Heritage

Site Allocation 22 - New Hall School

Site context

D.90 This site allocation embraces New Hall School grounds and includes some surrounding land. New Hall School lies at the heart of the area within which new neighbourhoods will be formed. It is an all age private school run by a charitable trust with a school roll of 1,200 and over 350 full and part time staff. It makes an important contribution to the social and economic profile of this area as well as defining the character of the wider area. The core of the school is the surviving parts of a Tudor palace which has been added to substantially by buildings of various ages and quality. The Grade I listed buildings are contained within a Registered Park and Garden (RPG) which includes the tree-lined approach. Playing fields lie beyond the gardens surrounded by open agricultural land. The quiet rural setting of the historic estate is a valuable and highly distinctive asset for the school. The school's principal operational issue is its highly constrained access from the road system.

D.91 The campus lies at the centre of the area for planned development and will have land allocated for development at its boundaries. The NCAAP addresses two key objectives: firstly, protection of the important heritage assets the school stewards; and secondly sensitive handling of the unique educational and business environment key to the continued successful operation of the school.

D.92 This site allocation is part of the proposed compensation measures which will lead to the following:

- Land at the edges of the campus brought into school use as landscape buffer to protect the operational environment and the heritage setting of the school; and
- A campus strategy to guide change.

Objectives

- Enable the school's continued stewardship of a Grade I listed building and Registered Park and Garden;
- Protect the existing environment of the school grounds;
- Enable future managed growth and change of the school and conservation action by means of an approved strategy or masterplan for the land.

Planned change

D.93 New Hall governors' investment plans relate to enhancement of the historic character and tranquil educational environment, new developments to raise the standard of school facilities and enable projected growth in pupil numbers, to remain competitive in the private school market.

D.94 Through a campus strategy produced by the school, the Borough Council can support the school in pursuing the following aspirations:

Equestrian facilities: to revive a practice established between 1968–89, to plan stabling, riding school, paddocks with wider community access.

Auditorium: extension east and south of Walkfares performing arts centre, to accommodate whole school for special occasions.

Reducing car journeys by school travel plan: including an extended school day 8am - 6.40pm to enable avoidance of peak times, improved footpaths for local students, coach travel and use of Park and Ride.

North entrance: new campus entrance for controlled use on north of site. Separate vehicle/pedestrian access into New Hall School just east of the running track.

Car parking: replanned to address growth of the school, reducing parking in historically significant areas at front and west of main building.

Play area: west of Walkfares.

Formal gardens and footpaths: enhanced within historic walled garden, historic moat and waterwalk, new circuit of footpaths.

Sports facilities: planned additions to sports complex for increased students. Sports hall/gymnasium near existing sports hall. Cricket pavilion at south cricket field.

Security: safe footpaths and cycleways, activities in tranquil and safe environment, measures to prevent overlooking, protect walls from graffiti.

Land included in the site allocation

D.95 The site allocation embraces the existing school property including the avenue approach.

D.96 In addition, land is allocated for school use on the west side of the tennis courts and sports buildings where the margin can be used to enable a built or planted interface between school and new development and an improved appearance of that part of the school boundary while also maintaining privacy and security. Land to the west of the nuns' cemetery is included to enable the school to extend the Wilderness as part of the compensatory measures. Land east of Generals Lane is included in the allocation to offer the scope to expand school related open land activity and as part of the protection of the sense of openness to the east.

D.97 On the north and west boundaries, development land allocations will abut the school campus. The landscape strategy in the NCAAP establishes the principle of a landscape buffer to maintain, as far as practicable, the school's environmental quality, privacy and security. It is most appropriate to include these landscape buffers within the areas allocated for housing development to ensure implementation of landscape as a condition of development, with a Section 106 agreement relating to future management of the land by the school. Land to the south of the school is not included in the allocation because this is not proposed for development.

Campus strategy or masterplan

D.98 The Borough Council will require a campus strategy to ensure properly planned change. The strategy would provide the basis for individual applications for planning permission and listed building consent, as well as a landscape management regime. The strategy should be formalised as part of a planning performance agreement with the Borough Council. The strategy would include:

- Enhancements of listed buildings and historic structures;
- Improved landscape in outdoor spaces;
- Relocations of functions;
- Movement diagram – circulation vehicle and pedestrians;
- Car parking and travel plan;
- Siting of future buildings;
- Tree planting strategy;
- Boundary improvements;
- Use and management of land outside current school campus.

Leading land use

- School related uses.

Delivery

- New Hall School would produce a strategy and agree its scope and agree its use through a planning performance agreement with the Borough Council;
- The site allocations for development sites on the west and north boundaries include a requirement to provide appropriate planting in the buffer areas.

Figure 32 : New Hall School



For key, please see Figure 19

Site Allocation 23 - Old Lodge Farm

Site context

D.99 Former farm group at the northern edge of Beaulieu Park, with Grade II listed buildings comprising a house, three deteriorating barns and former granary building. Within this grouping is also a timber-framed cart shed adjacent to the farmhouse. The group has a visual and a historic functional relationship with New Hall and a setting within open landscape to the east. The grouping of the buildings around a courtyard space provides the key to maintaining and enhancing the character of the site.

D.100 The listed barns are well suited to prestige office or studio premises and could be converted with relatively minor alterations. They can also be converted to residential use although this will require great skill in managing the alterations to avoid detracting from their agricultural character.

D.101 The location of Old Lodge Farm is at a pivotal point in the planned development area between Beaulieu Park, New Hall School. Development west of New Hall will abut Old Lodge and the location is an important focus for routes and green space.

Objectives

- Restore listed barns, enhance setting;
- Enable progress with restoration ahead of adoption of the NCAAP.

Leading and supporting land uses

- Business or residential use in restored historic buildings, depending on the degree of alteration required.

Development principles

The wider setting of this group will radically change with development. The options for the future of this group are dictated by the following:

- A development and enhancement scheme is required for the group. The timber frame construction of the listed barns will enable conversion, but changes need to be minimised; modern farm buildings and farm track can be demolished as part of an enhancement scheme;
- The existing farmhouse will remain a focus for the area to the south;
- A tree lined drive to the front of the house will be reinstated based on existing trees;
- Land directly to the east will be kept open as shared setting for Old Lodge and New Hall and used as public open space, maintaining a sense of a village green;
- Land on the northern boundary is allocated for development and layouts are required to positively address the sensitive setting of listed buildings.

Figure 33 : Old Lodge Farm



For key, please see Figure 19

Site Allocation 24 - Land south of New Hall, west of Bulls Lodge Farm

Site context

D.102 This is an extensive area of mainly agricultural land containing New Hall and its avenue approach, including the group of buildings at Bulls Lodge Farm, forming the most important part of the setting of New Hall. It is allocated as part of the compensatory measures. No development will be permitted in this area and extensive landscape design works are required to compensate for the effects of the overall development proposals on the setting of New Hall and the other listed buildings.

D.103 A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by Chelmsford Borough Council in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

Objectives

- Open landscape designed setting for New Hall;
- Control of land use;
- Mitigation of the effects of new development beyond this area.

Land use

D.104 Agriculture or equestrian paddocks or private estate parkland. The objective seeks a landscape that befits the setting of New Hall. A traditional country house parkland comprises grassland and deciduous tree groups without specific function. A parkland of this type will not be public open space in planning terms and will not be off-set against the requirement to provide functional open space in accordance with the Council's standards, but public access by means of country paths is necessary for proper enjoyment of the historic environment. However, an extension of the existing public open space is to be provided adjacent to the eastern edge of Beaulieu Park incorporating a footpath/cycle route. Tree planting is an essential requirement of this allocation for conservation and includes creating a tree screen to moderate views of existing development at Beaulieu Park. The landscape design may include an appropriately designed one way (east to west) private drive between Generals Lane and the southern end of the New Hall Avenue Approach to form a part of the school's access arrangements.

Landscape principles

- Extension of existing public open space increasing the existing area on the eastern edge of residential development;
- Mixed hedge along the boundary of public open space adjacent to Beaulieu Park;
- Deciduous tree clumps within the open area positioned in accordance with a landscape plan;
- Open land and tree planting west of New Hall and east of Old Lodge Farm;
- Tree planting along the first leg of the drive to New Hall and gate feature at south end of avenue approach;
- Tree belts along the southern edge of the landscape area, to be implemented in association with release of adjoining land for development.

Figure 34 : Landscape proposals east and west of avenue approach, and at entrance drive, New Hall



For key, please see Figure 19

Site Allocation 25 - Land to the east and north of New Hall

Site context

D.105 Agricultural land forming part of the setting of New Hall lying east of Generals Lane, falling gently to Boreham Brook and the containing key future road routes. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners to secure the objectives for this area.

Objectives

- Protect the setting of New Hall through conservation of Generals Lane and sense of openness to the east;
- Safeguard space for road corridors;
- Enable provision of recreational open space and community gardens;
- Define areas for built development.

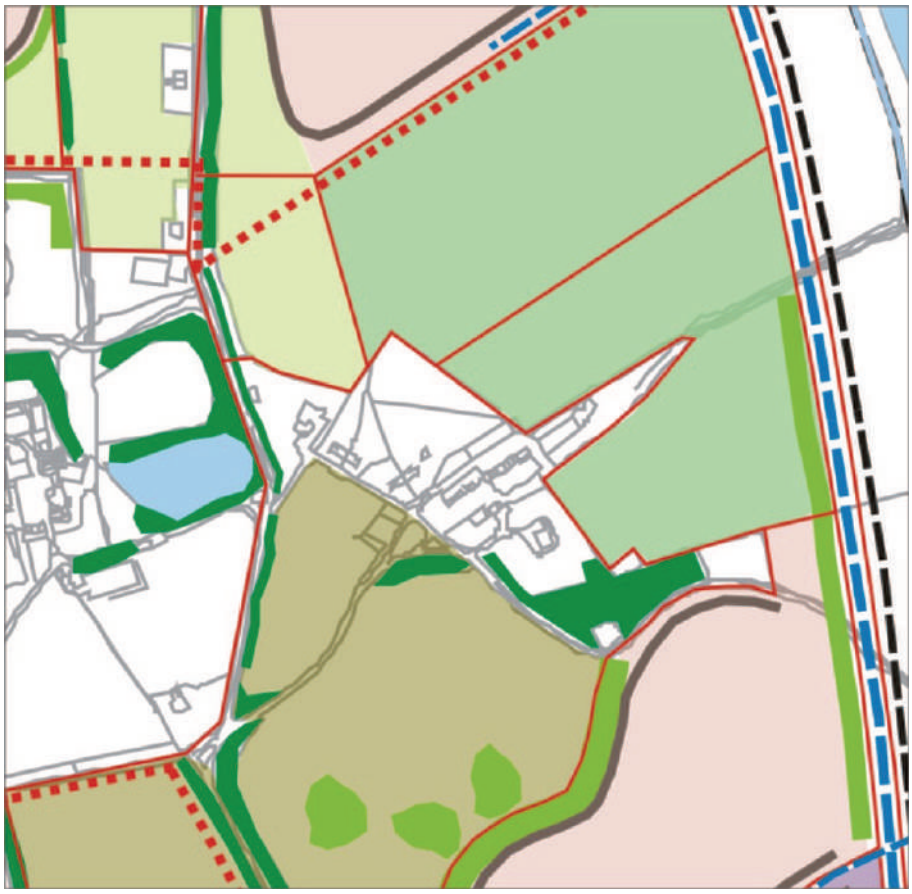
Principles

- Playing pitches and community gardens landscape designed with footpaths;
- Tree planting on the eastern edge near to the Radial Distributor Road.

Land use

- Public open space, community gardens and allotments.

Figure 35 : Playing fields and allotments



For key, please see Figure 19

Site Allocation 27 - Pratts Farm Lane and Channels Golf Course

Site context

D.106 Established golf courses on Essex Regiment Way which were created from restored minerals workings. The existing golf facilities comprise a main 18 hole course, a 9 hole course and hotel, conferencing and other ancillary facilities centred at the group of listed buildings at Belsteads Farm (Channels Golf Club). In addition there is a further 9 hole 'pay and play' golf course, driving range and ancillary facilities at the group of listed building at Pratts Farm (Regiment Way Golf Centre) which is to the north of the main Channels complex, west of the A130.

D.107 The southern part of the golf course at Belsteads Farm Lane forms an area to be developed as part of the new neighbourhoods and will contain the radial distributor road and land for development. The NCAAP allows for re-planning of the golf course to extend northwards.

Objective

- To define land as planned landscape for use as golf courses and associated ancillary development to enable a re-planned golf course at Channels Golf Club to provide formal recreation and ancillary facilities and have a positive relationship with the landscape and built heritage.

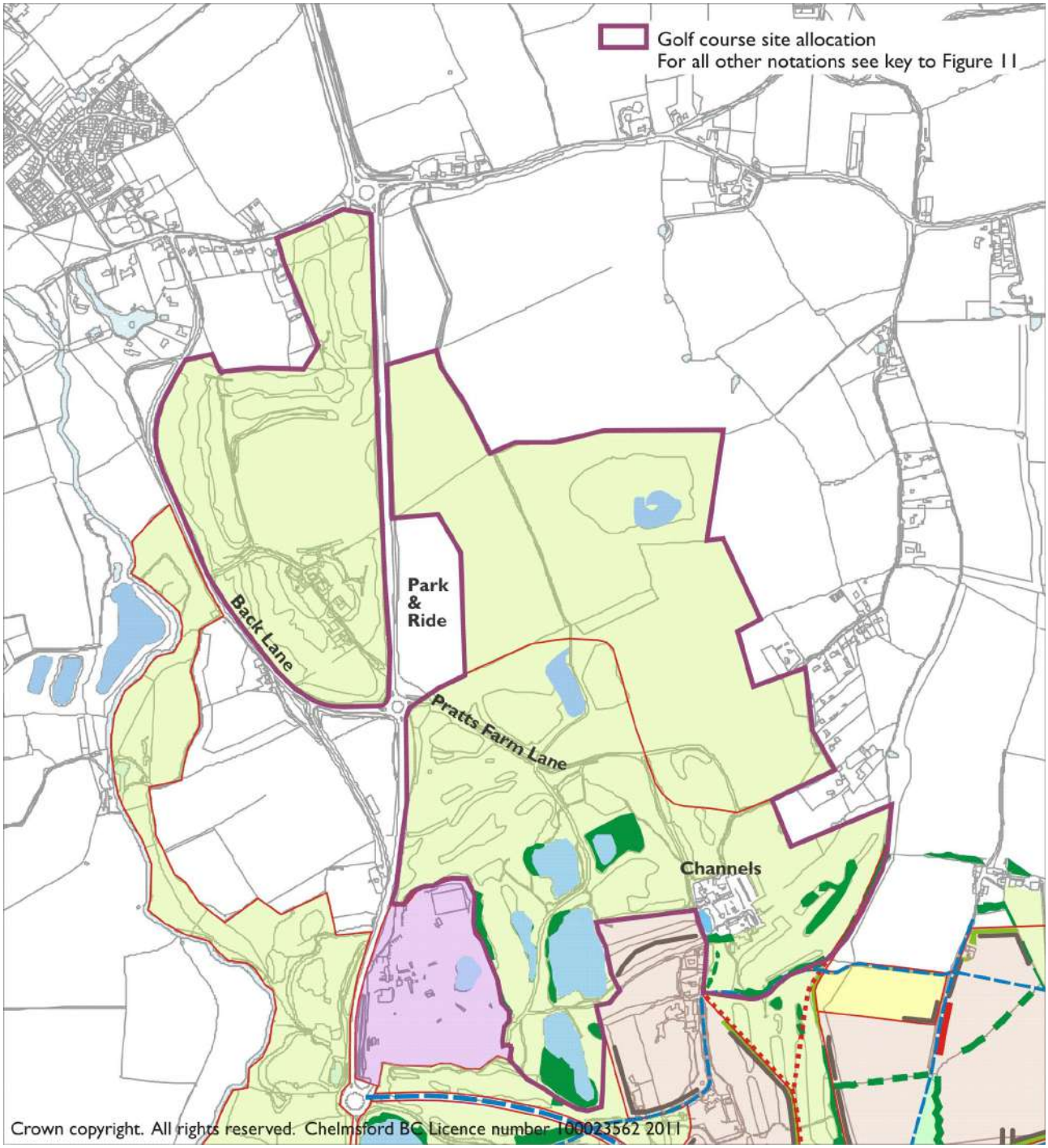
Development Principles

- A strategy for the re-planning of the whole area will be required for approval prior to any new development of golf course facilities, based on detailed site analysis of ecology and historic heritage;
- The design of new golf courses should be led by existing topographic and ecological features, reinstatement and creation of diverse habitats. Any ancillary built development should support the primary use as a golf course and minimise the impact on landscape character and protect and enhance existing built heritage;
- The re-planning of the allocated area should respect the amenities of adjoining residential property to the north east;
- The eastern part of the existing golf course will remain a highly sensitive landscape, an area of ecological importance and the setting of listed buildings. Its continued recreation use should be managed in this context;
- The land adjoins the Park Farm mineral extraction area and in the longer term its recreational use may be reviewed in association with the planned restoration of mineral workings.

Leading land uses

- Golf course set within open landscape with ancillary recreation and leisure development.

Figure 36 Channels Golf Course



Site Allocation 28 - Restored Bulls Lodge Quarry minerals workings

Site context

D.108 The allocated area comprises all of the Bulls Lodge Quarry that lies within the NCAAP area. This land is subject to two extant mineral permissions with a long-term programme for extraction. The permission for Boreham Airfield expires 31 December 2020, while the permission for Park Farm and Bulls Lodge including the processing area expires 31 December 2030. Therefore in part the permissions go beyond the plan period. In accordance with conditions of the planning permission, the land is progressively being restored to farmland, a recreational lake on Boreham airfield and natural landscape areas. The nature of the restored landscape, type of recreation use and access will be reviewed by the Borough Council and the Minerals and Waste Planning Authority in the light of emerging development and road infrastructure.

Objective

- Planned extraction of mineral deposits in a modified phasing programme to enable planned development within part of Park Farm extraction area. Restoration of land to countryside and recreational use related to local and regional needs.

Development principles

There are three distinct areas of land within this site allocation shown on Figure 37.

Site A: South west extremity of Park Farm mineral extraction area - the proposal is to bring forward the planned extraction in Park Farm mineral extraction area to enable neighbourhood development. The restored area would be available for later phases of built development.

Site B: The proposed bypass will cross the area that has mineral permissions. Mineral extraction land north of Park Farm, west of the bypass is bounded by the east boundary of Channels golf course. This area is proposed to be restored to either agricultural use, public open space or extension to the golf course.

Site C: East of the bypass it is proposed that restoration plans are reviewed and planning guidance is produced in liaison with the Minerals Planning Authority and the land owners. Any changes would require a new planning permission. This would set out the type and extent of recreational land uses to ensure it is compliant with the LDF and complements the development of new neighbourhoods in North East Chelmsford and Boreham. It would review the possible definition and scope of a country park in a regional context.

Leading land use

- Minerals extraction as permitted with an overall end date of 2030. Primary and secondary processing, including aggregates bagging unit, concrete batching plant, coated roadstone plant and inert waste recycling facility all as permitted.

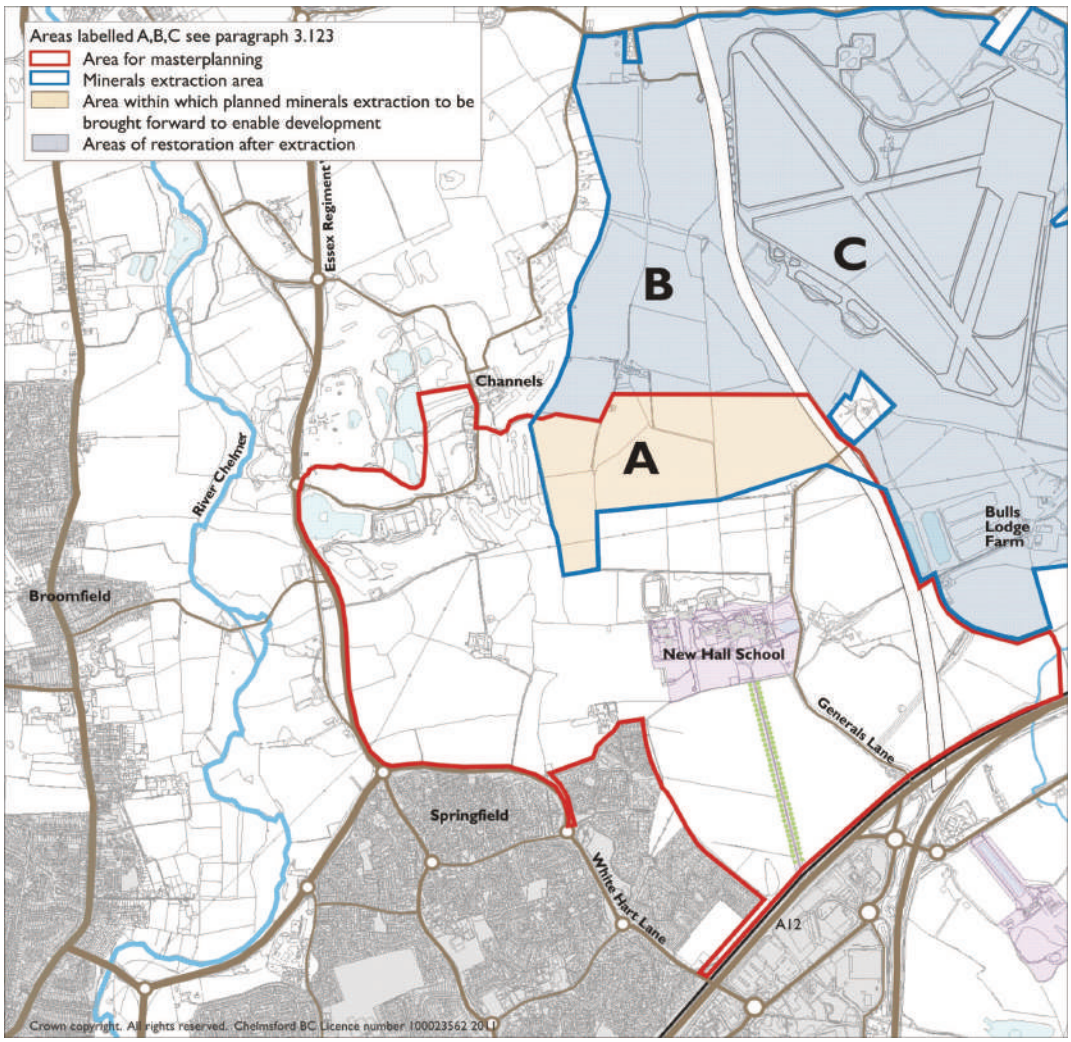
Leading land uses after extraction

- South of Park Farm: residential development as part of the planned new neighbourhoods;
- Rest of area: agriculture; recreation and country park visitor attraction subject to detailed analysis and approval of a site strategy.

Access

D.109 From Essex Regiment Way via Belsteads Farm Lane; from Boreham Interchange via new link road.

Figure 37 Bulls Lodge Quarry



D.110 Neighbourhood Centre Policy Areas

D.111 As outlined in Part 2, neighbourhood centres are an important part of community life and can provide a range of uses and services.

D.112 These centres primarily provide a local shopping function. The NCAAP defines these neighbourhood centres and identifies them on the accompanying Proposals Map.

Local Neighbourhood Centre

Clematis Tye Parade, Springfield

D.113 This is a small parade of shops and business with parking serving its immediate locality and is adjacent to a public house and Springfield Primary School. The parade currently includes five units, two of which are on the first floor, and includes four shops. The local neighbourhood frontage is identified on the Proposals Map and runs along the entirety of the parade. Public realm and environmental improvements on land surrounding the parade will be pursued as part of planning obligations for development in the locality.

Other Neighbourhood Centres

D.114 The area centred on the Parish Centre at New Bowers Way provides a strong community focus for existing residents in the North Springfield area. It provides a range of community services including parish meeting rooms, a day nursery, place of worship, primary school and play space which all contribute to life of the community. There is a long standing proposal for a new library in this location.

D.115 The purpose of the indicating this area on the Proposals Map is to highlight the importance of the community functions at New Bowers Way and help promote and focus further community services and facilities at this location for existing residents and those from new development in the area. New facilities would include new library facilities potentially as an eastern extension of the existing Parish Centre.

D.116 North Chelmsford Area Action Plan

Appendix 1 Setting of New Hall Listed Buildings - Compensatory Measures

D.117 This schedule lists all the necessary actions to compensate for the erosion of the setting of the Grade I listed New Hall and its Registered Park and Garden. The setting includes the associated listed building groups at Old Lodge Farm and Bulls Lodge Farm. These compensatory measures are to be implemented as part of the planned development in North East Chelmsford.

D.118 The principles of compensatory measures are explained in the section *Foundations of a Masterplanned Approach in North East Chelmsford*. The Statement of Common Ground agreed in 2007 between the Borough Council and English Heritage establishes a position that development as a whole will erode the setting of New Hall and that compensatory measures should be proposed within the NCAAP.

D.119 The area subject to compensatory measures comprises:

- Land kept free of built development and maintained as Estate Parkland;
- Land containing the heritage assets;
- Land within the setting of New Hall, including the New Hall campus, which are subject to site specific allocations which allow for built development;
- Land allocated for other uses - primary school and public open space.

D.120 The compensatory measures include planning mechanisms as well as physical works and land management. All will be implemented through:

- The masterplanning and site planning design and specification process;
- Planning permissions and legal agreements on funding contributions;
- Agreements between land owners.

D.121 The proposed measures are set out below under six headings.

D.122 A. Landscape strategy – the masterplanning parameters for the whole planned area

Landscape character is the basis for counter measures to reinforce the particular sense of place generated by New Hall. The landscape strategy in the NCAAP is the first compensation measure and is the basis for all other proposed actions.

No	Proposed action and objectives	Implementation	NCAAP reference
A1	A landscape strategy and masterplanning principles as a foundation of the NCAAP to structure space around New Hall. Two elements are key to compensation: Open land and landscape works defining the core area of the heritage setting (B and C below). Planted spaces and major landscape features, such as avenues and tree belts, within the neighbourhood development areas (E below). *To meet the obligation to address heritage issues through a masterplanned approach. Great houses were intended to command large landscapes. The surviving avenue is a literal manifestation of this. The proposed landscape structure includes avenue features that maintain the influence of the house and grounds over an extensive area, reaching into the development areas, thereby creating a historic link, a sense of place and a means of orientation.*	The strategy as expressed in this document will be carried through to developer masterplans and project specifications. Conservation and enhancement of existing landscape features is necessary in any event and does not constitute a compensatory measure. A comprehensive Landscape Design and Management Plan for the setting of New Hall will be prepared by the LPA in collaboration with English Heritage, New Hall School and other partners.	Foundations of a Masterplanned Approach: B. Landscape Structure

. Site allocation and land use control of open areas

The site specific allocation of open landscape areas forming the key areas of the setting to New Hall provides a sound policy basis for land use control and conservation action. Land use parameters enable statutory control by the LPA and accompanies the realisation of new landscape character.

No	Proposed action and objectives	Implementation	NCAAP reference
B1	Site specific allocation for open land south of New Hall, west of Bulls Lodge Farm (both sides of the avenue approach and land east of Generals Lane encompassing Bulls Lodge Farm) as Estate Parkland. *To manage the use of the land to conserve open landscape and provide the basis for positive landscape improvement.*	Land allocations for conservation objectives as part of the NCAAP as a policy document.	Site Allocation 24, Figure 34
B2	Site specific allocation for open land east and north of New Hall (east of Generals Lane, north of Bulls Lodge Farm). *To maintain actual open landscape continuity east of New Hall to avoid enclosure and to maintain the meaning of a country house in the countryside. To use the open setting for active uses supporting new and existing development. To maintain a visual link to the listed barn on the quarry road.*	Land allocations for conservation objectives as part of the NCAAP as a policy document.	Site Allocation 25, Figure 35
B3	Land use control of the above areas, to activities within the following range: Open uses ancillary to education, agriculture, equestrian, private estate parkland, public open space, semi-natural land, allotments and community gardens. Permitted Development rights to be removed. *To prevent undesirable development and to ensure the achievement of landscape character objectives.*	Control on the basis of NCAAP as a policy document and management of planning applications by the LPA.	Site Allocation 25, Figure 35

C. Landscape works within the open landscape areas

Specific landscape project works that are essential in creating a new landscape character for the setting of New Hall. All the following will be funded from development contributions and the implementation process commenced ahead of development.

No	Proposed action and objectives	NCAAP Reference
C1	Open land directly east of Old Lodge to be provided as public open space, suitable for CBC adoption with planning design controls over structures, lighting and planting. *To maintain the important open, visual link with New Hall across open land towards Bulls Lodge and to enable public enjoyment of open landscape.* Redefine public open space on east side of Beaulieu Park extending slightly eastwards and widening at the south end. Specification suitable for CBC adoption *To enable public enjoyment of open landscape in a well managed way and provision of recreational space.*	Site Allocation 25, Figure 35
C2	Planting along the eastern edge of Beaulieu Park: A hedgeline along the redefined public open space, tree planting in clumps to screen and filter views (as below). *To compensate for the impact of existing development on the setting of New Hall and to soften the unresolved, harsh appearance of the built edge.*	Site Allocation 24, Figure 34
C3	Open landscape north of railway, east and west of Approach and east of Generals Lane: Transform to historic parkland character. Plant with sporadic parkland trees and clumps of appropriate native species, or those with a historic precedent in New Hall, e.g. oaks, walnut trees, elms. Create public open space on western side of the Estate Parkland, incorporating a footpath. Incorporate informal nature trails within the Estate Parkland for public enjoyment. Install interpretation boards. Development Implementation may be led by New Hall School with development funding. *To create and sustain an historic parkland character*	Site Allocation 24, Figure 34

G4	Increase tree planting west of the nuns' burial ground. Maintain view of cemetery gate pinnacle. Enhance the boundary. *To create visual screening and security by extending the Wilderness.*	Site Allocation 24, Figure 34
G5	Extend the existing tree avenue approach along the access route from White Hart Lane. Provide a more appropriate gate structure as an entrance feature commensurate with the historic status of the estate. *To mark a formal, spatial 'event' at south end of approach, enhance existing avenue character, and ensure no severance of the avenue.*	Site Allocation 24, Figure 34
G6	New planting along the north side of railway from White Hart Lane where space and functional requirements allow. Feature planting at the southern end of the approach to screen unsightly railway equipment and to conclude the approach. *To provide visual and aural enhancement.*	Site Allocation 24, Figure 34
G7	Improve quality and safety of : The public footpath linking Old Lodge and Bulls Lodge along the garden wall of New Hall and The public footpath running north of New Hall. Resurface and widen each path in sympathetic material. Inclusion of low-height and low-intensity lighting to ensure safety. Install appropriate historic interpretation explaining the history and connections between buildings. *To maintain access and ensure buildings are seen within a green setting.*	Site Allocation 24, Figure 34

D. Land control and long term management and maintenance responsibility for open areas

While the statutory plan can direct land use and development, the long term landscape quality of key land areas adjacent to New Hall will be secured through responsible ownership and/or management.

No	Proposed action and objectives	Implementation	NCAAP Reference
D1	Direct control of open land south and east of New Hall by New Hall School or other suitable owner. *To secure the open Estate Parkland landscape for the future with a long term maintenance commitment.*	The land may be managed by the existing landowners who will be obliged to carry out compensatory landscape works. Alternatively land control could be transferred at nil or nominal cost to New Hall School who would maintain the land. Other organisations which may take it on are the Forestry Commission, the Woodland Trust and Essex Wildlife Trust.	Site Allocation 24, Figure 34
D2	Transfer ownership of landscape buffers to school at nil or nominal cost.	Landscape buffers implemented with development would be dedicated to the school through s106 obligations.	Site Allocation 24, Figure 34
D3	Long term maintenance within a landscape management strategy	New Hall or other suitable owner with commuted funds, based on a costed landscape and management plan.	Site Allocation 24, Figure 34
D4	Management of public open space forming landscape setting. Pond east of Beaulieu Park to be adopted by suitable management agency to manage fishing and cleanliness.	Public open space at corner to be provided to CBC Parks standards and adopted by the Borough Council.	Site Allocation 24, Figure 34

E. Site planning requirements for compensatory measures on allocated development land adjoining historic sites

Within land allocated for development, specific compensatory measures need to be provided alongside development to contribute to the overall compensation for loss of setting. Within land allocated for development, the compensatory measures are distinct from, and go beyond, two related planning matters:

- The Local Planning Authority has an obligation to protect and enhance the character of listed buildings and their settings. Therefore, all new development in the vicinity of historic sites will be required to be laid out and shaped to avoid adverse impact and to create a positive relationship. Specific requirements relating to siting, form, scale and landscape are stated explicitly in the relevant land allocations within the NCAAP and will represent parameters in subsequent design and development control. The detailed Landscape Plan will include design parameters for proposed development in these site allocations adjacent to Estate Parkland.

- All the listed buildings have occupiers, active uses, associated non-listed buildings and environmental qualities that have to be considered in their own terms aside from the historic significance of the site. The Council has particular regard to the long established school use of New Hall and the link between its tranquil rural environment and its long term attractiveness, as well as the existing uses of Old Lodge and Bulls Lodge building groups.

All the following are to be provided by developers within and adjacent to allocated sites, in accordance with the NCAAP landscape strategy, as a planning obligation related to development. The Landscape Design and Management Plan will specify dimensions for these landscape elements.

No	Proposed action and objectives	NCAAP Reference
E1	**Site no. 7 west of New Hall** Provide a tree lined avenue reaching into the development area from open land to the south. Provide a margin of land free of building, next to the school boundary with buffer woodland planting according to the NCAAP landscape strategy. Provide community gardens adjacent to the wilderness and nuns cemetery. Provide a generous linear green space for the existing footpath to run through. Layout used to define the postulated boundary of the former deer park pales and retain existing planting. Keep land open, preserve and consolidate trees south and west of Old Lodge. Organise development around field boundaries.	Figure 23
E2	**Sites 8, 9 and 11 north of New Hall** Remove electricity pylons from land north of New Hall. Place power line underground. Provide a tree lined avenue extending north from New Hall along the continuous field boundary to the northern limit of the development area. Provide a margin of land free of building, next to the school boundary with buffer planting according to the NCAAP landscape strategy. Provide an open 'wedge' of open land at the north east of the school grounds to maintain a sense of connection to countryside. Layout used to define the postulated boundary of the former deer park pales, through the expansion of surviving areas of coppicing etc to form landscape features within the development. Conserve character of Generals Lane. Existing field boundaries retained and reflected in the layout of proposed development.	Figures 24, 25 and 27
E3	**Site no. 25 east of New Hall** Land kept open for recreational open space and allotments, open setting for New Hall, open aspect to listed barn next to quarry access road. Provide landscape next to bypass and road junctions. Tree screening belts alongside new road. *To moderate visual and noise impact of road and traffic.*	Figure 35

E4	**Site no. 20 north of Boreham Interchange, adjacent to railway, south of New Hall** Plant tree belt (width to be specified in the detailed Landscape Design and Management Plan), with native or historically apt trees and low level planting. Strengthen hedge on west side of Generals Lane. Restrict height of station and associated development behind trees. Design-in a glimpse view of New Hall from the station through a narrow opening. *To minimise visual impact of station and other buildings on the setting*	Figure 31
E5	**Site no. 10 land south of Bulls Lodge** Plant tree belt (at least 10m wide, with native or historically apt trees and low level planting). Restrict height of development behind trees. Landscape next to bypass and road junctions. *To moderate visual and noise impact of road.*	Figure 26
E6	**Site no. 18 land north east of Boreham interchange** Restrict height of development to avoid visibility from New Hall. Plan landscape space within development to exploit views through trees of New Hall and Boreham House from the same position. At northern part of land allocation, provide tree planting and open space to the south of the listed barn.	Figure 30
E7	**Site no. 19 land at Colchester Road** Conserve remnant avenue. Restrict height of development to avoid visibility from New Hall.	N/A

F. Site allocation of land containing listed building groups with specific direction of land use, conservation and development

The allocation of two specific historic sites provides a sound policy basis for enabling conservation action, land use change and development.

No	Proposed action and objectives	Implementation	NCAAP reference
F1	Site specific allocation for New Hall buildings, grounds and related land, including additional land to west and north-east boundaries. *To assist the school in managing the historic assets and associated landscape and to develop school activities in the long term in a coordinated manner.*	The Council allocates the land through the statutory development plan and implements through planning control.	Site Allocation 22, Figure 31
F2	Preparation of an estate masterplan for land within the site specific allocation for New Hall School, and land areas containing landscape buffers initially provided with adjoining development, which the school may manage in the future. *To provide a framework for conservation and improvement of the historic assets and for management of school growth. The school's own future plans for change have to be seen to be ordered in accordance with heritage priorities.*	It is for New Hall School itself to develop the long term masterplan on the basis of representations made during the preparation of the NCAAP. The school would prepare it in consultation with the LPA and English Heritage and implement through a long term planning performance agreement with the LPA.	Site Allocations 22 and 25, Figure 32 and 35
F3	Enhancement of elements of historic landscape and new landscape within the New Hall estate which will act as compensation for development impacts. This would include planting additional trees within the west and north boundaries of the grounds and improving western boundary walls and fences, including the boundary of the cemetery. *To secure compensatory benefits from the New Hall estate itself.*	The cost of these works would need to be shared between developer and school. New Hall School will also programme works within its long term strategy to enhance green spaces, restore the Wilderness, restore moat, and other enhancements to the Registered Park and Garden, all of which will be valuable but which cannot be regarded as compensatory measures for the current purpose. While a margin of land is allocated to the school adjacent to the sports halls, works here would improve this specific boundary condition but not constitute heritage compensation.	Site Allocations 22 and 25, Figures 32 and 35

F4	Management regime within the estate masterplan to include landscape buffers and tree planting provided as compensatory measures adjacent to the west and north sides of the school grounds. *To ensure long term care and quality of landscape elements at the interface with development.*	A future use and landscape management regime for those parts of new planted areas which the school may control at the interface with development.	Site Allocations 22 and 25, Figures 32 and 35
F5	Site specific allocation for Old Lodge Farm. *To enable restoration of historic buildings and an enhanced group setting in a coordinated manner.*	Old Lodge Farm owner. Immediate implementation, pre-NCAAP adoption.	Site Allocation 23, Figures 33

D.123 North Chelmsford Area Action Plan

D.124 Appendix 2 Design Guidance

D.125 The Borough Council will encourage site planning, building and landscape design solutions creating the conditions for high quality places. The Borough Council seeks to maintain the high standards of housing design for which Chelmsford and Essex have a national reputation.

D.126 Each site allocation contains masterplanning principles for access, layout, landscape and built form.

D.127 Architects and landscape designers will be required to adhere to the Borough Council's adopted guidance in Supplementary Planning Documents:

- Making Places
- Sustainable Development

D.128 In addition, the Borough Council will expect site planning to follow the advice contained in

- The Essex Design Guide
- The Urban Design Compendium
- Government Companion Guide to PPS3
- The Code for Sustainable Homes
- Manual for Streets

D.129 For guiding principles specific to site allocations in North West or North East Chelmsford, the Borough Council will work with developer teams to secure consistently high finished quality across all development phases, and consistent good practice in determining layout, detail and construction choices. This will be done by means of adopted Core Strategy standards and adopted Supplementary Planning Documents; published good practice guidance; 'coding' for specified circumstances outside of existing guidance, and constructive use of planning conditions to secure appropriate detailed solutions.

D.130 The aspects of scheme design that would be implemented with the help of coding are:

- Securing the development masterplanner's vision by means of establishing the designer's layout themes of building alignment, space enclosure, shared space and landscape principles. Such coding will keep a masterplan vision intact across all phases of development. This would be conveyed through the Design and Access Statement to be submitted with outline planning applications and translated to conditions.
- Securing focused objectives for specific situations, such as the built form and detailed treatment of buildings facing open landscape.

D.131 Conditions on planning permissions and their reasons will be the primary means of securing detailed design objectives and will provide clarity for development control planners dealing with

applications for reserved matters. The stated reason for a condition may contain an explanation and a diagram of the design objective, the expected outcome and criteria to assist planning officers dealing with future applications for approval of reserved matters and details.

D.132 Particular attention is drawn to the following aspects of the Borough Council's approach to guiding design:

Built form and character types

D.133 The character and liveability of a new place derives from the layout of buildings and spaces, the scale and form of buildings, the mix of houses, apartments and business space, the landscape and planting and the legibility and orderliness of public spaces. Scheme proposals should demonstrate coherence and continuity of built form; well-conceived enclosure of public streets and spaces to aid orientation, to reflect location and to acknowledge relationships to landscape and heritage.

Perimeter blocks

D.134 Housing of all types, whether continuous frontage or detached, should be laid out in perimeter blocks whereby all buildings face the street, private space is out of sight and secure behind buildings or walls. This helps to create safe route linkages, provide natural surveillance, avoid cul-de-sacs, create good street character, improve security and privacy and make optimal use of land. Perimeter block layouts enable spaces to be shaped and enclosed.

D.135 Chelmsford has many built examples of corner-turning houses and hidden parking within perimeter blocks, features it will require in future layouts. In grid-pattern layouts, straight runs of buildings need to turn the corners by means of dual-fronted houses or brick walls continuing the sense of built frontage.

D.136 In order to achieve good energy efficiency, the Borough Council will support layouts incorporating favourable building orientation and new building construction methods as long as these considerations do not become inflexible and jeopardise the creation of satisfactory blocks, routes and outdoor spaces.

Street spaces

D.137 The County Highways Authority provides guidance on road types which allow considerable opportunity for pedestrian priority, blurred private/adopted highway boundaries and play streets. The Borough Council will seek to achieve a variety of street forms based on highway access needs. It will promote tree-lined streets as a characteristic feature of the new neighbourhoods.

Density

D.138 Density is not a primary guiding principle; the urban design objectives for built form, spaces and character and the nature of the required housing will produce a density outcome when the design process is complete.

D.139 In line with Planning Policy Statement 3: Housing, the Borough Council will seek a range of densities across the plan area, in accordance with the site allocation development principles, which reflect the distinctive features of each locality. The Borough Council wants to optimise use of allocated land and to create successful places but will strenuously resist development which is too dense at the expense of visual or environmental quality or community well-being. The Borough Council is mindful of the difficulty in attaining densities above 35-40 dwellings per hectare in successful house-dominated development.

D.140 The Borough Council assesses net density within land allocated for housing, in accordance with Planning Policy Statement guidance, including roads and public space integral to development and excluding land for other uses, playing fields, retained landscape, buffer landscape.

D.141 The distance between houses and flats has a bearing on density. The Borough Council will use its published guidance to secure a good quality of privacy, outlook, avoidance of oppressiveness, light and avoidance of noise to new homes. It will consider design solutions to achieve these qualities with less space but will resist any potential reduction of quality of life.

D.142 The Borough Council will require particular attention to the need for increasing amounts of space within properties for storage of refuse and recyclables storage. New houses will each require a dedicated dock for bins to avoid visual damage to the street scene and apartment buildings will have refuse storage built-in, not placed in enclosures on the street edge.

D.143 Similarly density will be influenced by the need for homes to provide sufficient dimensions to meet lifetime space standards.

Building forms

D.144 In North West Chelmsford in particular, all new buildings should pay careful regard to typical local building forms, scale and siting, and reflect the influences in contemporary buildings.

Materials

D.145 In all new housing the use of typical, locally prevalent, natural materials is important to 'ground' the new development, especially if other aspects of building design are forward-looking or unusual. New systems of manufactured materials should be used in combination with natural, locally appropriate materials.

D.146 Roof forms and roof materials are the most significant influence on long range appearance, especially in landscape, and should be designed as subdued 'roofscape' rather than individual buildings.

Art in the built environment

D.147 All emerging development should be influenced by artists selected and appointed to design teams, to interpret community, landscape and historic meaning and to assist with community-building.

Parking design principles

D.148 Sufficient, easily accessible parking space is needed for all dwellings where residents' cars are kept even when other modes of travel are chosen, in accordance with published standards. Car sharing services are an essential part of a sustainable neighbourhood.

The following principles guide the design of residential parking:

Parking within the house plot

- On plot parking is encouraged;
- *Front access:* hidden behind street frontage. Car ports or carriage arches within the building are encouraged;
- *Rear access:* from a dual-sided mews street;
- Flexible design of parking space within a plot will facilitate convenient parking and avoid over-reliance on street parking. Use of garden space for car parking with wide gates where access is possible.

Parking within an apartment block

- Undercroft, partial underground parking and rear courtyard parking, may be designed to help manage parking and use land efficiently;
- Rear courtyard parking may be designed as shared amenity space.

On street parking

- Parking bays marked in street spaces;
- Free, unmarked space in parking squares.

Rear courtyard parking

- Rear courtyard parking is acceptable if shared with a safe pedestrian through route, with forward-facing sentry houses and the extent of the parking area is minimised.

Public realm

D.149 All street spaces are to be designed for the pedestrian first, while ensuring vehicle turning space needs are met. All vehicle turning points should be unmarked and designed as spaces.

D.150 Street lighting should be wall mounted in all places where buildings define street spaces.

D.151 All telecommunications masts and apparatus and other utilities installations to be determined and shown in proposed site layouts.

Appendix E- Evidence Base

Draft Local Plan – Pre-Submission Evidence Base

This new Local Plan is based on relevant up to date evidence about the economic, social and environmental characteristics of the area. Evidence base documents to support the new Local Plan include:

E.1 Chelmsford City Council Strategies

Be Moved - Chelmsford Sport & Arts Strategy 2012-16

Chelmsford City Council Corporate Plan

Community Plan - Chelmsford Tomorrow 2021 (2008)

A Strategy for Older People in Chelmsford 2012-2015

Parks and Green Spaces Strategy 2004 -2014

Public Health Strategy (2012)

Chelmsford Biodiversity Action Plan 2013-18

Air Quality Management Area Action Plan (2008)

Housing Strategy Statement 2015-2016

Chelmsford Green Infrastructure Strategic Plan 2018-2036

Chelmsford Green Infrastructure Strategic Plan - Research & Evidence Base

Current Planning Policy

Adopted Site Allocations Development Plan Document (2012)

Chelmsford Town Centre Area Action Plan (2008)

Core Strategy and Development Control Policies Document (including Proposals Maps (2008)

Core Strategy and Development Control Policies Focused Review (2013)

Local Development Scheme Sixth Review (2017)

Essex Minerals Local Plan (2014)

North Chelmsford Area Action Plan (2011)

Essex and Southend-on-Sea Waste Local Plan (July 2017)

Essex and Southend-on-Sea Waste Local Plan Policies Map (July 2017)

Planning Obligations SPD (2014)

Chelmsford Town Centre Public Realm Strategy (2011)

Statement of Community Involvement (Adopted 2016, March 2017 Update)

Duty to Co-operate

Duty to Co-operate Scoping Report (2015)

Duty to Co-operate Scoping Report Consultation Statement (2015)

Duty to Co-operate Strategy (2015)

Duty to Co-operate Strategy Equality Impact Assessment (2014)

Duty to Co-operate Position Statement (March 2017)

Duty to Co-operate Position Statement January 2018

Economic

Chelmsford City Centre Office Market Review (2015)

Chelmsford Retail Study Update (2015)

East of England Forecasting Model (Technical Report) (2014)

Employment Land Review (2015)

Chelmsford Economic Strategy (2017)

Rural Employment Areas Technical Note (January 2018)

Delivering Economic Growth in Chelmsford to 2036 (January 2018)

Environment and Heritage

Adopted Village Design Statements

Agricultural Land Classification East Region (Natural England)

Archaeological Impact Assessment (February 2017)

Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (2006)

Chelmsford Surface Water Management Plan (2014)

Chelmsford Air Quality Annual Status Report (2017)

Essex Biodiversity Action Plan 2010-2020

Green Wedges and Green Corridors Review Report (February 2017)

Green Wedges and Green Corridors - Appendix A, pages 1-52

Green Wedges and Green Corridors - Appendix A, pages 53-100

Green Wedges and Green Corridors - Appendix A, pages 101-166

Heritage Assessments Technical Note (March 2017)

Historic Environment Characterisation Project

Landscape Design and Management Plan for New Hall and its Registered Park and Garden (2012)

Landscape Sensitivity and Capacity Assessment (March 2017)

Landscape Sensitivity and Capacity - Additional Site assessments (November 2017)

Living Landscapes – A Vision for the Future of Essex

Local Wildlife Site Review 2016, Main Report

Local Wildlife Site Review 2016 Appendix 1

Local Wildlife Site Review 2016 Appendix 2 Sites 1-90

Local Wildlife Site Review 2016 Appendix 2 Sites 91-186

New Hall and Boreham House, Chelmsford - An Assessment of the Setting of Listed Buildings and Registered Park and Gardens (2009)

Potential Local Wildlife Sites (PLoWS) 2016

Protected Lanes Study - Assessment of the Site Allocations Development Plan Document (2010)

Protected Lanes Study - Summary Report (2009)

Protected Lane Assessment (November 2017)

A Summary of Climate Change Risks for the East of England (Climate UK, 2012)

Combating Climate Change - A Role for UK Forests The Synthesis Report (TSO, 2009)

Sustainable Drainage Systems Design Guide April (ECC, 2016)

Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems (DEFRA, 2015)

Strategic Flood Risk Assessment Level 1 and Level 2 (October 2017)

- Appendix A
- Appendix B
- Appendix C
- Appendix D
- Appendix E
- Appendix F
- Appendix G

Sequential and Exception Tests (December 2017)

Urban Areas and Defined Settlement Boundary Review Technical Note (January 2018)

UK Climate Change Risk Assessment (Committee on Climate Change, 2017)

Chelmsford City Water Cycle Study Update (January 2018)

West End Vision (July 2017)

Air Quality Assessment (pending)

Air Quality Check

Monitoring and Equality

Local Plan Equality Impact Assessment (November 2017)

Tenth Authority Monitoring Report 2014-2015

Eleventh Authority Monitoring Report 2015-2016

Twelfth Authority Monitoring Report 2016-2017

Population and Homes

Chelmsford Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017)

Essex, Southend-on-Sea & Thurrock Gypsy and Traveller Accommodation Assessment Methodology (pending)

Essex, Southend-on-Sea & Thurrock Gypsy and Traveller Accommodation Assessment Summary 2016-2033 (pending)

Five Year land Supply Position Statement (April 2017)

Greater Essex Demographic Projections Phase 7 Macro Area Profiles (2015)

Greater Essex Demographic Projections Phase 7 Main Report (2015)

Housing Capacity in Chelmsford Urban Area (2016)

Objectively Assessed Housing Need Study (2016)

Strategic Housing Market Assessment (SHMA) Update (2015)

SLAA Viability Study (2015)

SLAA Database Methodology and Output Note (September 2017)

SLAA Assessment Criteria (September 2017)

Policy-on SLAA Assessment (September 2017)

SLAA List of Discounted Sites (September 2017)

Policy-off SLAA Assessment for Discounted Sites (September 2017)

SLAA Maps by Parish/Town Area (September 2017)

Census data: Census 2011 Headline Statistics - Chelmsford City Council

Census 2011 - Key Statistics Chelmsford

Office for National Statistics - 2011 Census

Ward Profiles

Parish Profiles

Sustainability Appraisal and Habitat Regulations Assessment

Sustainability Appraisal Scoping Report (2015)

Sustainability Appraisal Non-Technical Summary to the Scoping Report (2015)

Issues and Options Non-Technical Summary to Sustainability Appraisal Report (2015)

Issues and Options Sustainability Appraisal Report (2015)

Chelmsford Local Plan Habitats Regulations Assessment: Initial Scoping (2015)

Sustainability Appraisal of Issues and Options - Summary Leaflet (2015)

Local Plan Issues and Options Sustainability Appraisal and Habitats Regulations Assessment Feedback Report (2016)

Preferred Options Sustainability Appraisal Report (March 2017)

Preferred Options Non-Technical Summary to Sustainability Appraisal Report (March 2017)

Preferred Options Habitats Regulations Assessment (March 2017)

Sustainability Appraisal and Habitats Regulation Assessment of Preferred Options -Summary Leaflet (March 2017)

Preferred Options Sustainability Appraisal and Habitats Regulations Assessment Feedback Report

Chelmsford Draft Local Plan: Pre-Submission Draft Sustainability Appraisal Report

Chelmsford Draft Local Plan: Submission Draft Habitats Regulations Assessment

Pre-Submission Sustainability Appraisal and Draft Habitats Regulations Assessment Summary Leaflet

Transport and Infrastructure

Commissioning School Places in Essex 2017-2022 (Essex County Council)

Local Transport Plan 2011 (Essex County Council)

Transport Impact of the Local Plan Spatial Options (March 2017)

Transport Impact of the Local Plan Alternative Options Sensitivity Testing (March 2017)

Transport Impact of the Local Plan Preferred Spatial Option (March 2017)

Strategic and Local Junction Modelling - Technical Responses to Public Representations (January 2018)

Strategic and Local Junction Modelling - Pre-Submission (January 2018)

Strategic and Local Junction Modelling - Preferred Option (January 2018)

Strategic and Local Junction Modelling - Preferred Option Addendum (January 2018)

Sustainable Modes of Travel Strategy (Essex County Council, 2016)

Guide to Infrastructure Contributions (Essex County Council, 2016)

Infrastructure Delivery Plan (January 2018)

Local Plan Viability Study (January 2018)

Chelmsford Parking Vision (January 2018)

Chelmsford Traffic and Access Strategy - Cycling Model (August 2017)

Chelmsford Traffic and Access Strategy - Local Model Validation Report (August 2016

Chelmsford Traffic and Access Strategy - Traffic Forecast Report (August 2016)

Chelmsford Traffic and Access Strategy - Park and Ride and Station Parking (April 2017)

Chelmsford Traffic and Access Strategy - Variable Demand Model (April 2017)

Development Standards

Open Space Study 1 - Executive Summary (2017)

Open Space Study 2 - Community and Stakeholder Consultation Report (2017)

Open Space Study 3 - Open Space Needs (2017)

Open Space Study 4 - Open Space Area Profiles (2017)

Open Space Study 5 - Playing Pitch and Outdoor Sports Needs (2017)

Open Space Study 6 - Playing Pitch and Outdoor Sports Strategy and Action Plan (2017)

Open Space Study 7 - Indoor Built Sports Facility Needs (2017)

Open Space Study 8 - Indoor Built Sports Facilities Strategy and Action Plan (2017)

Open Space Study 9 - Outdoor Sport Pitch and Facility Strategy and Action Plan Future Growth Strategy (January 2018)

Open Space Addendum (2017)

The Essex Design Guide (EPOA, ECC, 2005))

The Case for Space: the Size of England's New Homes (RIBA, 2011)

Technical Housing Standards - Nationally Described Space Standard (DCLG, 2015)

UK Statistics on Waste, (DEFRA and Government Statistical Service, 2016)

Recycling and Waste: Planning Guidance on Storage and Collection of Recycling and Waste (2013)

Managing Waste in Chelmsford … Today and Tomorrow (2009)

Building for Tomorrow - Guidance on Sustainable Design and Construction (2013)

Interim Residential Parking Guidance (2015)

Consultation and Feedback

Issues and Options Consultation Document (November 2015)

Issues and Options Consultation Feedback Report (June 2016)

Issues and Options Consultation - You Said, We Did (February 2017)

Preferred Options Consultation Document (March 2017)

Preferred Options Consultation Feedback Report (September 2017)

Preferred Options Consultation - You Said, We Did (January 2018)

Spatial Strategy and Strategic Sites Topic Paper

Infrastructure Topic Paper

Appendix F- Glossary

Affordable Housing Social rented, affordable rented and intermediate housing which is provided to specific eligible households whose housing needs are not met by the market housing on offer. Eligibility is determined with regard to local incomes and local house prices.

Brownfield Sites Land which is or has been previously developed e.g. a redundant factory, as opposed to greenfield land which has never been developed.

Buildings of Local Value – A Register of buildings, structures, features and gardens of local interest kept by a Local Planning Authority. None of these are designated heritage assets but their local historic and architectural value is recognised.

Chelmsford Urban Area The main built up part of Chelmsford, including the areas of Great Baddow and Springfield.

Combined Heat and Power (CHP) This is a type of decentralised energy scheme. It is a highly efficient process that captures and utilises the heat that is a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station.

Communities A group of people living in the same place of having a particular characteristic in common.

Community Infrastructure Levy (CIL) A payment that is made to the Council by developers when development starts. The payment is for infrastructure needed to serve development in the area. This can include new transport schemes, community facilities, schools and green spaces.

Community Facilities These include but are not limited to local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

Comparison Goods Non-food items such as, clothing, footwear, electrical and household. This type of shopping is usually undertaken less frequently than convenience (food) shopping.

Conservation Areas These are designated by the local council for their special architectural and historic interest.

Convenience Goods Food and other day-to-day items. This type of shopping is usually undertaken fairly regularly.

Critical Drainage Area (CDA)- An area within Flood Zone 1 (high risk of flooding) which has critical drainage problems and which has been notified to the Local Planning Authority by the Environment Agency.

Defined Settlement Boundaries (DSB) These show the extent of villages across Chelmsford. They are a recognised policy tool used to contain a settlement and protect it from unplanned extension into the countryside. Within a settlement boundary, the principle of development is usually more acceptable, whereas development is more strictly controlled in the countryside outside the settlement boundary.

Decentralised Energy Scheme This is energy produced close to where it will be used, rather than at a large plant elsewhere and sent through the national grid. This local generation reduces transmission losses and lowers carbon emissions. Examples are CHP plants and district energy schemes.

Deliverability Factors and issues which affect the ability of development proposals to proceed as planned.

Designated Heritage Asset A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

District Energy Systems These systems produce steam, hot water or chilled water at a central energy centre. The steam or water is distributed in pre-insulated pipework, to individual buildings for space heating, domestic hot water and air conditioning. As a result, individual buildings served by a district energy system do not require their own boilers or chillers. A district energy plant may be combined with e.g. CHP plant.

Duty to Co-operate This is a legal duty that requires Local Planning Authorities and other prescribed public bodies to 'engage constructively, actively and on an ongoing basis' to develop strategic policies. It is a statutory test and a key issue when assessing the soundness of Local Plans.

Employment Land Review (ELR) Assesses the likely demand for, and supply of, land for employment uses including land currently in use for employment purposes; land currently allocated for employment purposes; and land with the potential to be suitable for employment purposes.

Evidence Base A range of information to help the preparation of the Local Plan. This includes background studies, research, surveys and feedback documents.

Five-Year Housing Land Supply The new Local Plan must ensure that enough homes are provided and identify enough land to maintain a steady supply of housing over the plan period. This is commonly called maintaining a Five-Year Housing Land Supply.

Garden Community/Garden City Sites based around high standards of design and green infrastructure, walkable neighbourhoods, integrated and sustainable transport systems, with local employment, shopping and recreation facilities, delivered through a partnership approach, involving the local community and with a clear vision.

Green Belt A national planning policy designation given to land. Green Belts were designated to stop the uncontrolled growth of large cities and towns. The Green Belt can include both greenfield and brownfield (previously developed) sites in areas with both good and poor landscape value.

Green Infrastructure (GI) A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. GI includes parks, open spaces, playing fields, woodlands, street trees, allotments and private gardens.

Greenfield Sites Land that has not been previously developed. Greenfield sites are actually defined by the use of the land, in that they are undeveloped pieces of land. In the main, greenfield sites are outside existing built-up areas, but areas such as open spaces and residential gardens are considered greenfield regardless of where they are located.

Green Corridor Land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside the Green Belt. These are areas within the main river valleys that extend into in the open countryside.

Green Wedge Land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside of the Green Belt.

Growth Sites Smaller sites to accommodate less than 100 houses

Habitat Regulations Assessment (HRA) An assessment as to whether the new Local Plan will adversely affect any designated European Habitat sites.

Heritage Asset A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its *heritage* interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

House in Multiple Occupation (HMO) A property rented out by at least 3 people who are not from 1 'household' (eg a family) but share facilities like the bathroom and kitchen.

Housing Market Area (HMA) Identified through an Objectively Assessed Housing Study. Chelmsford shares a housing market area with Braintree, Colchester and Tendring Councils.

Infrastructure Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways; public transport; drainage, SuDs and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband and facilities for specific sections of the community such as youth or the elderly.

Infrastructure Delivery Plan (IDP) This document forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of Chelmsford and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure, and forms the basis for assessing contributions that would be sought to meet the needs of new development.

Key Service Settlements A group of larger settlements which provide a range of key services such as primary school, local employment opportunities, convenience shopping facilities, community facilities and good links by public transport.

Landscape Character Assessment An assessment which describes the main types of landscape in an area and gives advice about the management and planning of the landscape. Chelmsford's landscape character assessment was undertaken with Braintree, Maldon, Brentwood and Uttlesford.

Listed building A building is listed, on the National Heritage List for England, when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

Living Landscapes Key areas of landscape identified by Essex Wildlife Trust which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change.

Local Development Framework (LDF) The collection of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) setting out the overall planning strategy, policies and proposals for Chelmsford City. New planning legislation in 2012 requires authorities to prepare a single 'Local Plan' to replace Development Plan Documents.

Local Development Scheme (LDS) A project plan and timetable for the preparation of the Local Development Framework or Local Plan. It can be updated and amended as necessary by the Council.

Local Plan A comprehensive document outlining the long-term vision for Chelmsford, identifying locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development.

Market Housing Private rented and housing for sale where prices are set in the open market.

Minerals Safeguarding Area An area of land overlying or in the immediate vicinity of a mineral resource that is defined on a map and is recognised through policy as an area that needs consideration if a non-mineral development is submitted for determination.

National Planning Policy Framework (NPPF) A document setting out the Government's national planning requirements, policies and objectives. It replaces most national advice previously contained within Planning Policy Statements, Planning Policy Guidance and Circulars. The NPPF is a material consideration in the preparation of a Local Plan and when considering planning applications.

Neighbourhood Centre/Focus An area which contains community services and facilities which can include but are not limited to small shopping parades, educational and healthcare facilities, places of worship, and civic and green spaces.

Non-Designated Heritage Asset Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not statutorily recognised (i.e. they are not listed, not within a Conservation Area and not part of a Scheduled Monument).

Objectively Assessed Housing Need All Local Plans should make every effort to meet the full, objectively assessed needs for market and affordable housing in the housing market area, as identified through the Authority's evidence base.

Opportunity Sites Sites in the urban area which may come forward for a mix of uses which may or may not include housing. They are areas with development potential, allocated to make the best and most efficient use of previously developed land.

Phasing The timing for which an area of development will come forward and be built.

Planning Practice Guidance (PPG) Additional Government planning policy guidance covering over 40 categories including Local Plans, Neighbourhood Planning and Duty to Co-operate.

Policies Map A Ordnance Survey based map showing where policies and designations within the Local Plan apply.

Public Realm Any publicly-owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in.

Registered Parks and Gardens Designated heritage assets

Scheduled Monument An historic building or site that is included in the Schedule of Monuments kept by the Secretary of State.

Self-build and Custom Housebuilding The building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals.

Sites of Special Scientific Interest (SSSIs) A conservation designation denoting a protected area in the United Kingdom.

Service Settlements The groups of settlements which have more limited services. They have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements.

Small Settlements The smallest group of settlements in the district which have relatively limited services and facilities.

South Woodham Ferrers Urban Area The main built up part of South Woodham Ferrers Town.

Spatial Planning Goes beyond traditional land use planning of considering pieces of land. It seeks to bring together land-use policies with other policies, programmes and strategies, which can influence the nature of places and how they function.

Spatial Principles These set out how the Local Plan will achieve its vision for the future growth and change of Chelmsford. Spatial principles will manage and accommodate this growth by outlining how support infrastructure will be secured, and ensuring that growth is focused in the most sustainable locations.

Spatial Strategy An approach to delivering the vision for Chelmsford, as set out in this Local Plan. It sets out the amount and location of new development, and how places will change and be shaped throughout the Plan period and beyond.

Special Policy Areas A designation which enables the operational and functional requirements of these large facilities and institutions to be planned in a strategic and phased manner.

Strategic Flood Risk Assessment (SFRA) – This provide an overview of flood risk from all sources within a defined area and provides general guidance on flood risk and issues associated with flooding for the area being studied.

Strategic Growth Sites Large sites to accommodate 100 or more houses.

Strategic Housing Market Assessment (SHMA) Sets out estimates of Chelmsford's current and future housing requirements including the number of new homes needed by tenure and type, and the housing requirements of important sub-groups of the population.

Strategic Land Availability Assessment (SLAA) A technical assessment of sites, land and buildings that may have the potential for future development (housing, employment, community etc.). The SLAA does not determine whether new development will be built as this is a matter for the City Council to make through the next Local Plan and/or the planning application process.

Sui Generis Planning uses falling outside the standard use classes, which can include betting offices, theatres, hostels, scrap yards, petrol stations, nightclubs, launderettes, casinos.

Sustainability Appraisal/Strategic Environmental Assessment (SEA) Assessment of the social, economic, and environmental impacts of the polices and proposals contained within a development plan document.

Sustainable Development Commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS) This is a natural approach to managing drainage by slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk, and reducing the risk of the runoff causing pollution.

Sustainable Transport Modes Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Urban Renaissance The re-population, regeneration and renewal of towns and cities.

Use Classes The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes' e.g. A1 Shops, B1 Business and D1 Non-Residential institutions. Planning permission is generally required to change from one use class to another, although there are some exceptions.

Vision Aspirations for what the new Local Plan could achieve or accomplish in the future.

Chelmsford Draft Local Plan

Pre-Submission Document Policies Map January 2018

- Chelmsford City Council Area
- Inset
- Chelmsford and South Woodham Ferrers Urban Area
- Chelmsford City Centre
- South Woodham Ferrers Town Centre
- Defined Settlement Boundary
- Masterplan Area for Existing Committed Development
- Area for the Former Runwell Hospital Major Developed Site
- New Housing Site
- New Garden Community for Major Housing and Employment Development
- S — Specialist Residential Accommodation
- Opportunity Site
- G & T — Gypsy and Traveller Site
- Proposed Employment Area
- Existing Employment Area
- Rural Employment Area
- Green Belt
- Special Area of Conservation (SAC)
- Special Protection Area and Ramsar Site
- Marine Conservation Zone
- Site of Special Scientific Interest (SSSI)
- Scheduled Monument
- Registered Park and Garden of Special Historic Interest
- Local Nature Reserve
- Local Wildlife Site (LoWS)
- Essex Wildlife Trust Nature Reserve
- Green Corrridor
- Green Wedge
- Protected Lane
- Conservation Area
- Area for Conservation / Strategic Landscape Enhancement
- Country Park
- Proposed Country Park
- Land Allocated for Future Recreation Use and / or SUDS

- Open Space
- New Railway Station
- Railway Station Access Road
- Radial Distributor Road
- RDR2 — Proposed RDR2 Detailed Design within Masterplan Area
- Proposed Link Road
- Route Capacity Improvement
- Proposed Cycle Route
- Proposed Bridge
- Existing Park and Ride
- Park and Ride Area of Search
- Proposed Chelmsford NE Bypass - Detailed Design within Masterplan Area
- Proposed Chelmsford NE Bypass - Safeguarded Corridor
- Route Based Strategy
- Strategic Trunk Route
- Strategic Non-Trunk Route
- Regional Route
- Location for Secondary and Primary School
- New Hall School
- Existing School, Further / Higher Education Establishment
- Retail Allocation
- Primary Shopping Area
- Primary Frontage
- Secondary Frontage
- Principal Neighbourhood Centre
- Retail Frontage of Principal and Local Neighbourhood Centre
- SPA — Special Policy Area
- Hazardous Substance Site Safeguarding Zone
- Flood Zone Grade 2
- Flood Zone Grade 3
- Flood Alleviation Scheme
- Air Quality Management Area
- Minerals and Waste Site

Planning and Housing Policy
Directorate for
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Chelmsford City Council

Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

Chelmsford North

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16 Great Leighs
13 Ford End
37 Old Park Farm
38 Warner's Farm
9 Chatham Green
23 Pleshey
17 Great Waltham and Howe Street
21 Litttle Waltham
15 Good Easter
36 Bolding Hatch
8 Broomfield
7 Boreham
1 Chelmsford Urban Area
27 Roxwell
2 Chelmsford City Centre
35 Writtle
20 Little Baddow

The Policies Map shows the spatial definition of policies. It includes policy areas proposed by the Chelmsford Draft Local Plan Pre-Submission Document.

Neighbourhood Plans are currently under preparation within this map area. Please see separate plan showing full extent of all the Designated Neighbourhood Areas.

For the application of relevant policies within the Local Plan, the designation of Rural Area includes all those areas outside of Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or policy areas. The Rural Area has no notation so appears as 'white land' on the Policies Map and its Insets.

Important Note

There may be areas on this Policies Map which are at risk from flooding. Areas at risk from flooding are defined and updated by the Environment Agency.

For further details please see the flood maps published on the Environment Agency's website at:

www.environment-agency.gov.uk

0 1,000 2,000 Metres

N

Planning and Housing Policy
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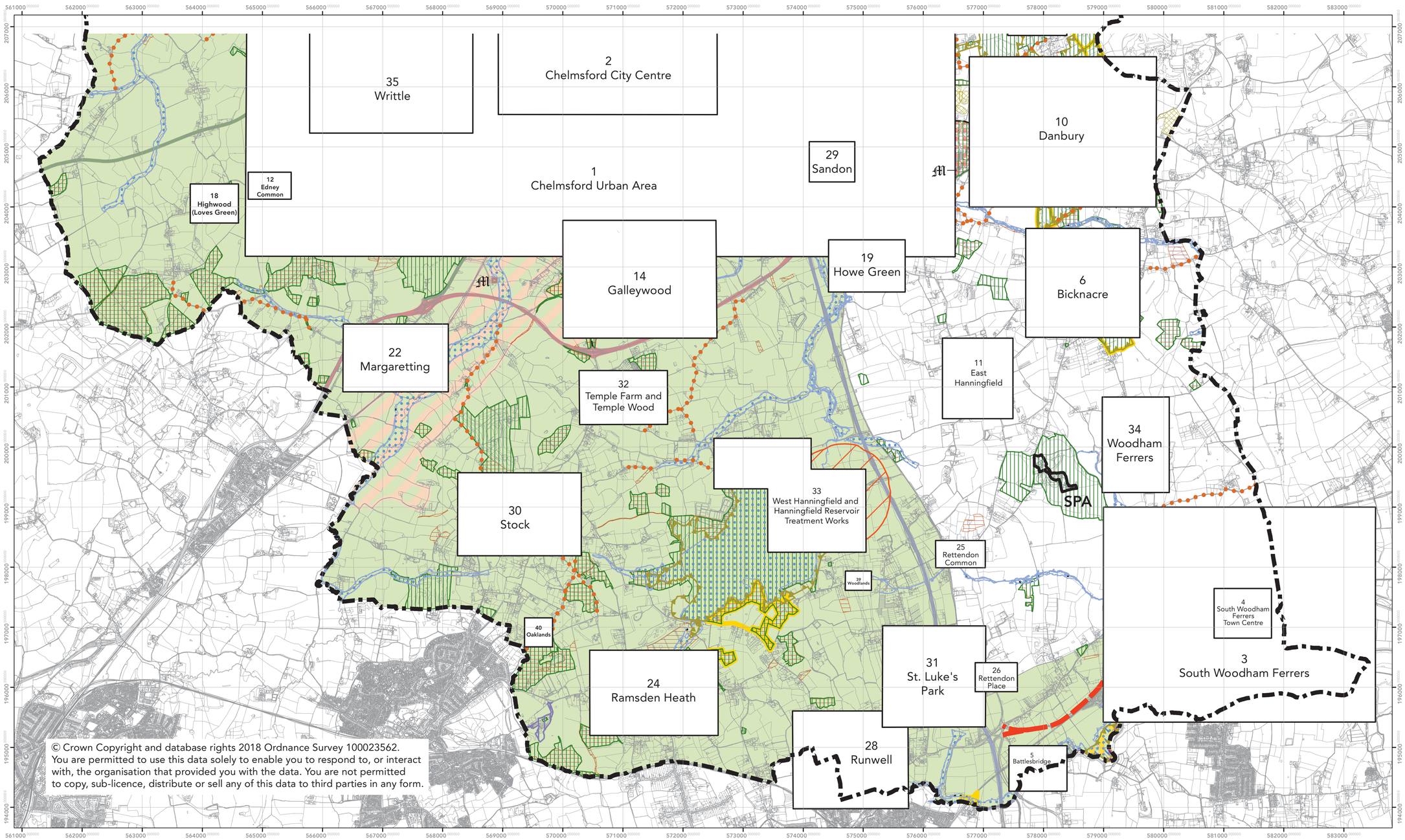
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Chelmsford City Council

Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

Chelmsford South



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17
Great Waltham and Howe Street

21
Little Waltham

8
Broomfield

7
Boreham

27
Roxwell

2
Chelmsford City Centre

35
Writtle

12
Edney Common

14
Galleywood

29
Sandon

19
Howe Green

RDR2

4

4

1q

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SPA

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3d

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G & T

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Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

1 Chelmsford Urban Area

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* Beaulieu Park Employment Site

The precise boundary will be confirmed through detailed design discussions in relation to Chelmsford North East Bypass and the Radial Distributor Road.

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208000 207000 206000

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Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

2 Chelmsford City Centre

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7

4
South Woodham Ferrers
Town Centre

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Pre-Submission Document
Policies Map January 2018

3 South Woodham Ferrers

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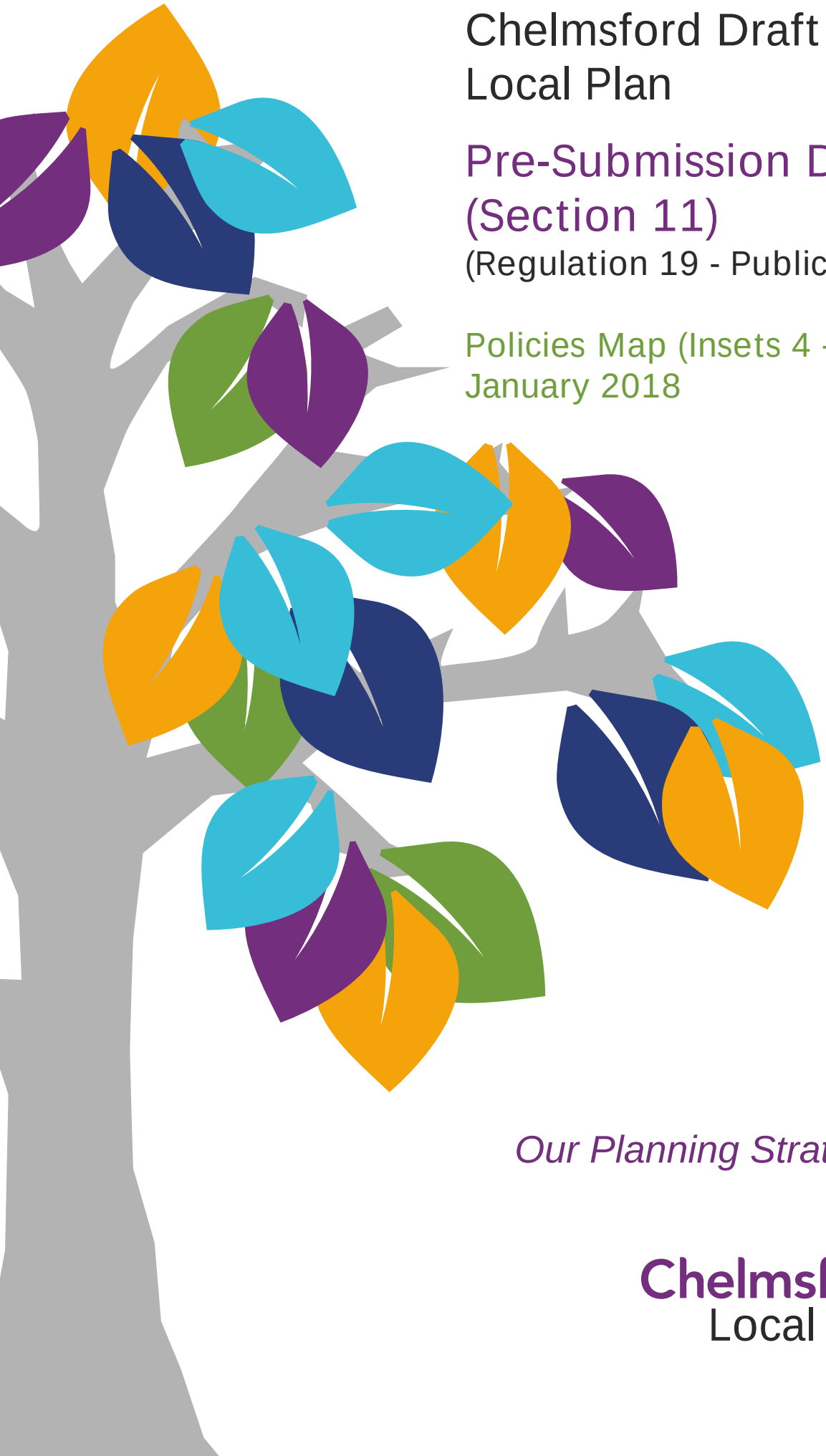
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Chelmsford Draft Local Plan

Pre-Submission Document (Section 11)

(Regulation 19 - Publication Draft)

Policies Map (Insets 4 - 40)
January 2018

Our Planning Strategy to 2036

Chelmsford Local Plan

11- Policies Map

11.1 This Section includes the Policies Map for the Local Plan. This covers the whole of the Chelmsford area and its purpose is to illustrate sites for development or protection within the Plan. An illustrative map showing the current Designated Neighbourhood Plan Areas is included within the mapping.

11.2 Most notations on the Policies Map are defined by the Council including open spaces, Employment Areas and Settlement Boundaries. A number of evidence base studies have been used to inform the notations on the Policies Map. These include a Review of the Defined Settlement and Urban Area Boundaries 2018, an Open Space Assessment 2016 and a review of Green Wedges and Green Corridors 2017. All these evidence base studies are listed in Appendix E with links to the documents on the City Council's website.

11.3 The table below sets out which areas are covered by which Policies Map. The notations on the Maps are shown on the Key found at the front of this Section.

Map Number	Area Covered
1	Chelmsford Urban Area
2	Chelmsford City Centre
3	South Woodham Ferrers
4	South Woodham Ferrers Town Centre
5	Battlesbridge
6	Bicknacre
7	Boreham
8	Broomfield
9	Chatham Green
10	Danbury
11	East Hanningfield
12	Edney Common
13	Ford End
14	Galleywood

Map Number	Area Covered
15	Good Easter
16	Great Leighs
17	Great Waltham and Howe Street
18	Highwood (Loves Green)
19	Howe Green
20	Little Baddow
21	Little Waltham
22	Margaretting
23	Pleshey
24	Ramsden Heath
25	Rettendon Common
26	Rettendon Place
27	Roxwell
28	Runwell
29	Sandon
30	Stock
31	St. Luke's Park
32	Temple Farm and Temple Wood
33	West Hanningfield and Hanningfield Reservoir Treatment Works
34	Woodham Ferrers
35	Writtle
36	Bolding Hatch
37	Old Park Farm
38	Warner's Farm

Map Number	Area Covered
39	Woodlands
40	Oaklands
41	Chelmsford North
42	Chelmsford South
43	Designated Neighbourhood Plan Areas

Chelmsford Draft Local Plan

Pre-Submission Document Policies Map January 2018

- Chelmsford City Council Area
- Inset
- Chelmsford and South Woodham Ferrers Urban Area
- Chelmsford City Centre
- South Woodham Ferrers Town Centre
- Defined Settlement Boundary
- Masterplan Area for Existing Committed Development
- Area for the Former Runwell Hospital Major Developed Site
- New Housing Site
- New Garden Community for Major Housing and Employment Development
- S — Specialist Residential Accommodation
- Opportunity Site
- G & T — Gypsy and Traveller Site
- Proposed Employment Area
- Existing Employment Area
- Rural Employment Area
- Green Belt
- Special Area of Conservation (SAC)
- Special Protection Area and Ramsar Site
- Marine Conservation Zone
- Site of Special Scientific Interest (SSSI)
- Scheduled Monument
- Registered Park and Garden of Special Historic Interest
- Local Nature Reserve
- Local Wildlife Site (LoWS)
- Essex Wildlife Trust Nature Reserve
- Green Corrridor
- Green Wedge
- Protected Lane
- Conservation Area
- Area for Conservation / Strategic Landscape Enhancement
- Country Park
- Proposed Country Park
- Land Allocated for Future Recreation Use and / or SUDS

- Open Space
- New Railway Station
- Railway Station Access Road
- Radial Distributor Road
- RDR2 — Proposed RDR2 Detailed Design within Masterplan Area
- Proposed Link Road
- Route Capacity Improvement
- Proposed Cycle Route
- Proposed Bridge
- Existing Park and Ride
- Park and Ride Area of Search
- Proposed Chelmsford NE Bypass - Detailed Design within Masterplan Area
- Proposed Chelmsford NE Bypass - Safeguarded Corridor
- Route Based Strategy
- Strategic Trunk Route
- Strategic Non-Trunk Route
- Regional Route
- Location for Secondary and Primary School
- New Hall School
- Existing School, Further / Higher Education Establishment
- Retail Allocation
- Primary Shopping Area
- Primary Frontage
- Secondary Frontage
- Principal Neighbourhood Centre
- Retail Frontage of Principal and Local Neighbourhood Centre
- SPA — Special Policy Area
- Hazardous Substance Site Safeguarding Zone
- Flood Zone Grade 2
- Flood Zone Grade 3
- Flood Alleviation Scheme
- Air Quality Management Area
- Minerals and Waste Site

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Policies Map January 2018

4 South Woodham FerrersTown Centre

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Policies Map January 2018

5 Battlesbridge

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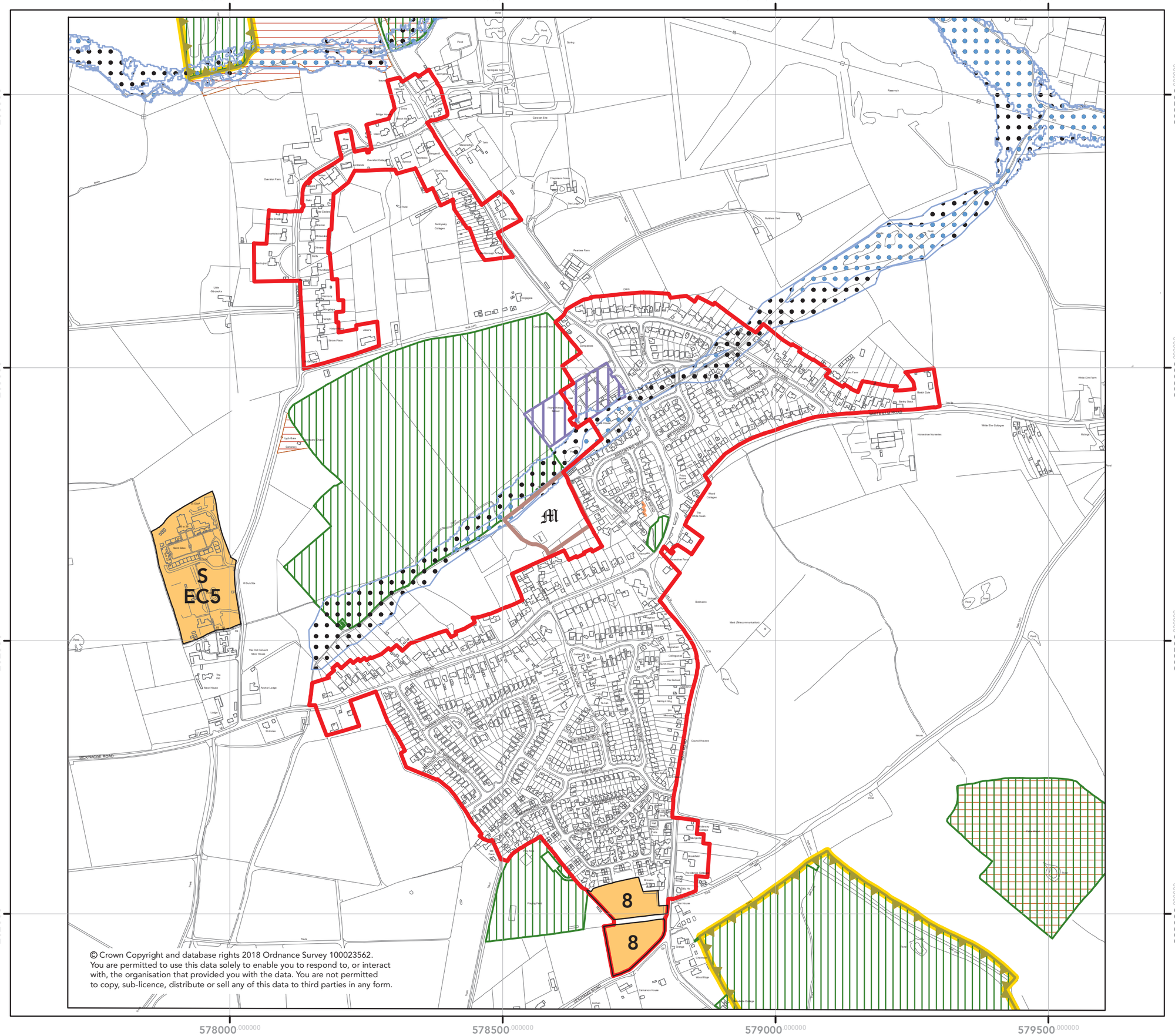
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Policies Map January 2018

6 Bicknacre

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Policies Map January 2018

7 Boreham

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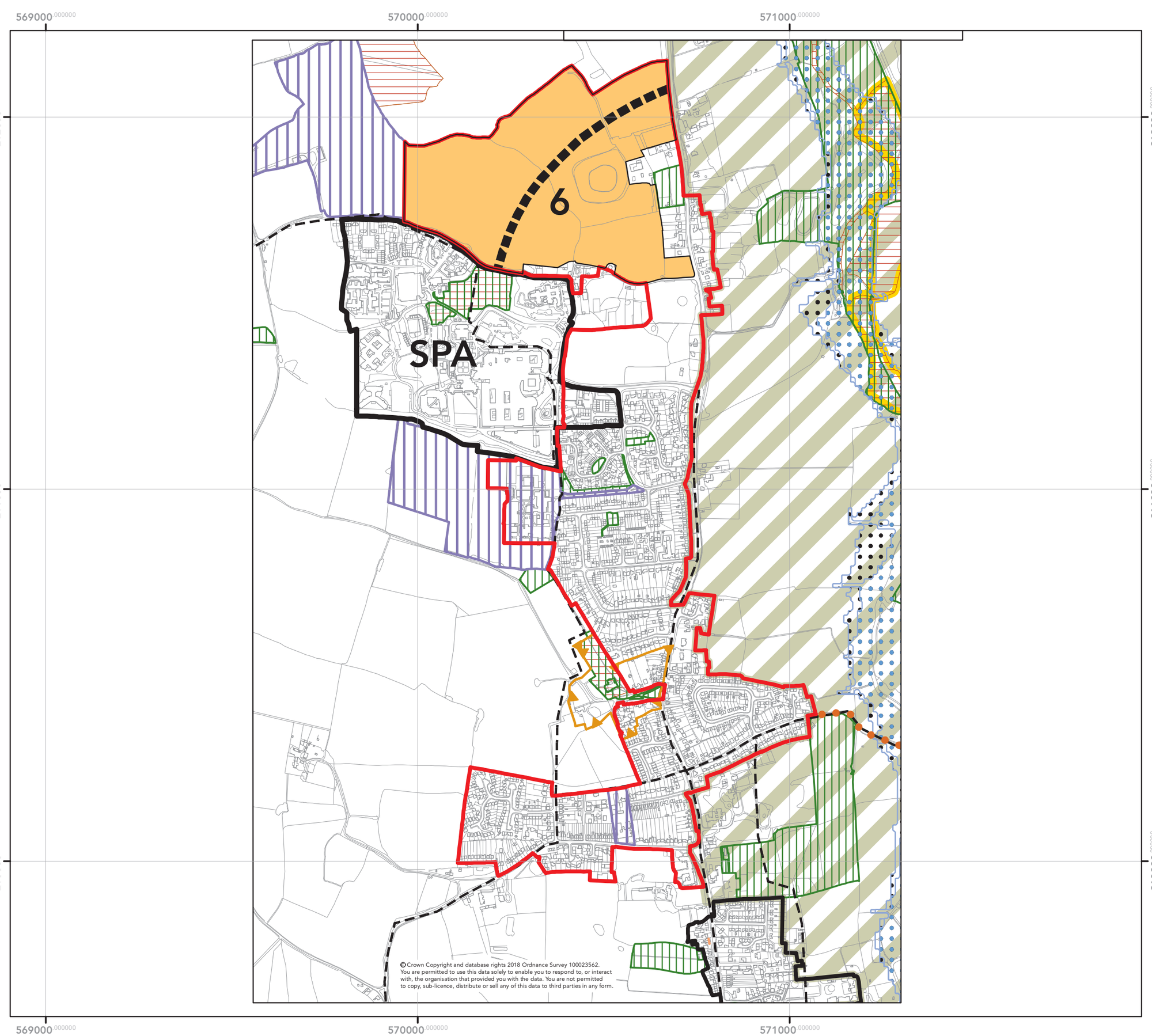
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8 Broomfield

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9 Chatham Green

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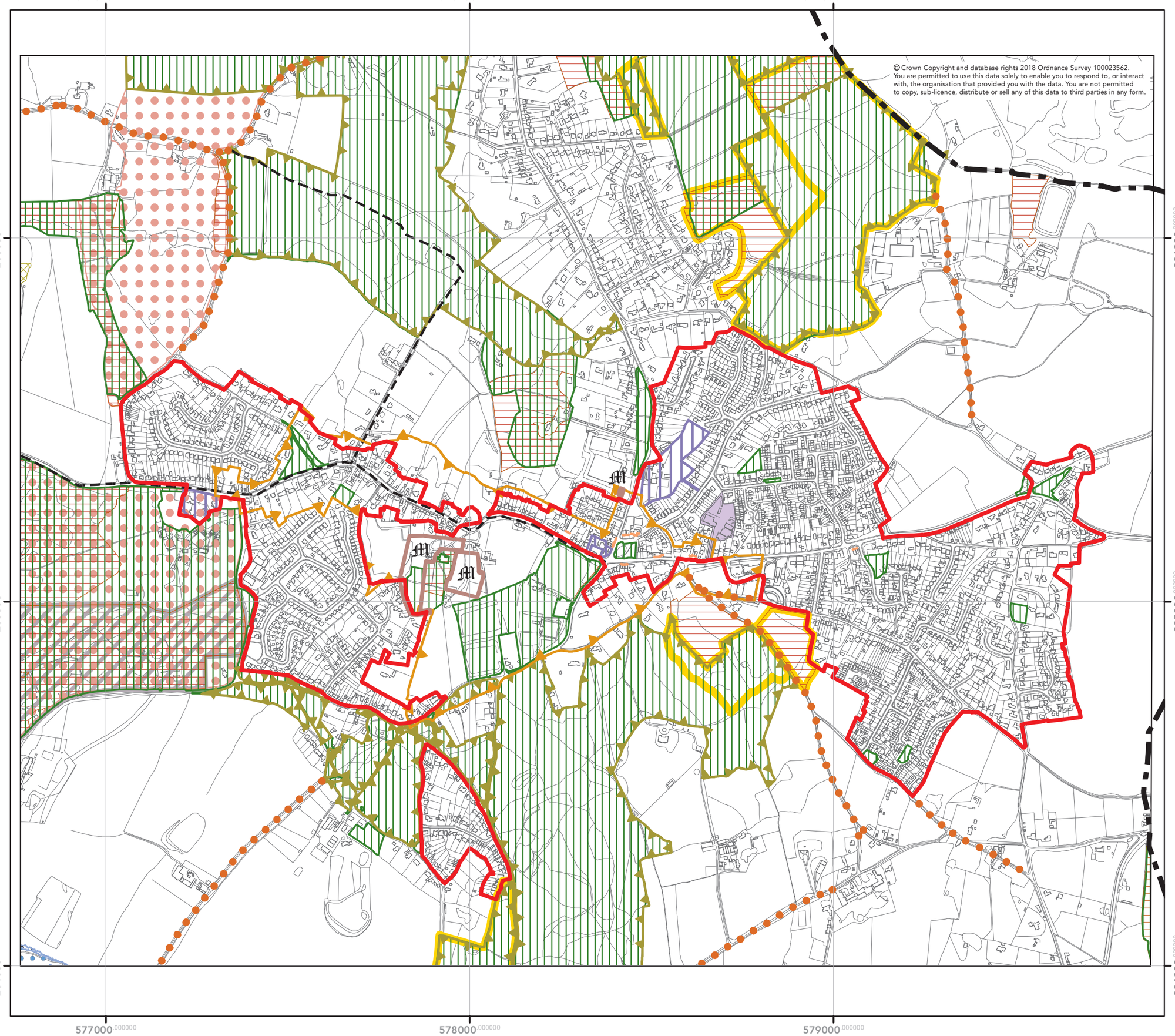
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10 Danbury

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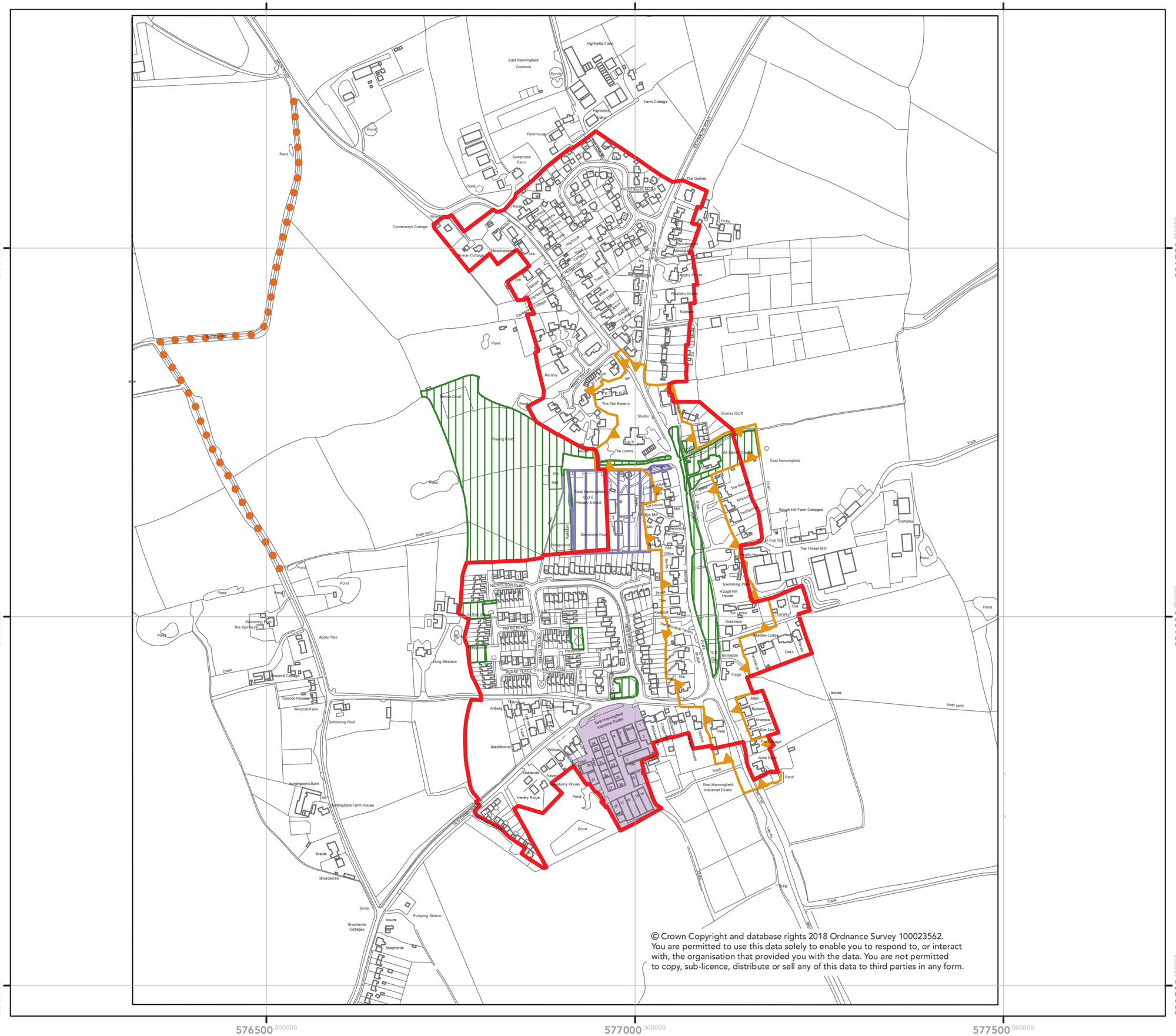
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Policies Map January 2018

11 East Hanningfield

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Policies Map January 2018

12 Edney Common

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Policies Map January 2018

13 Ford End

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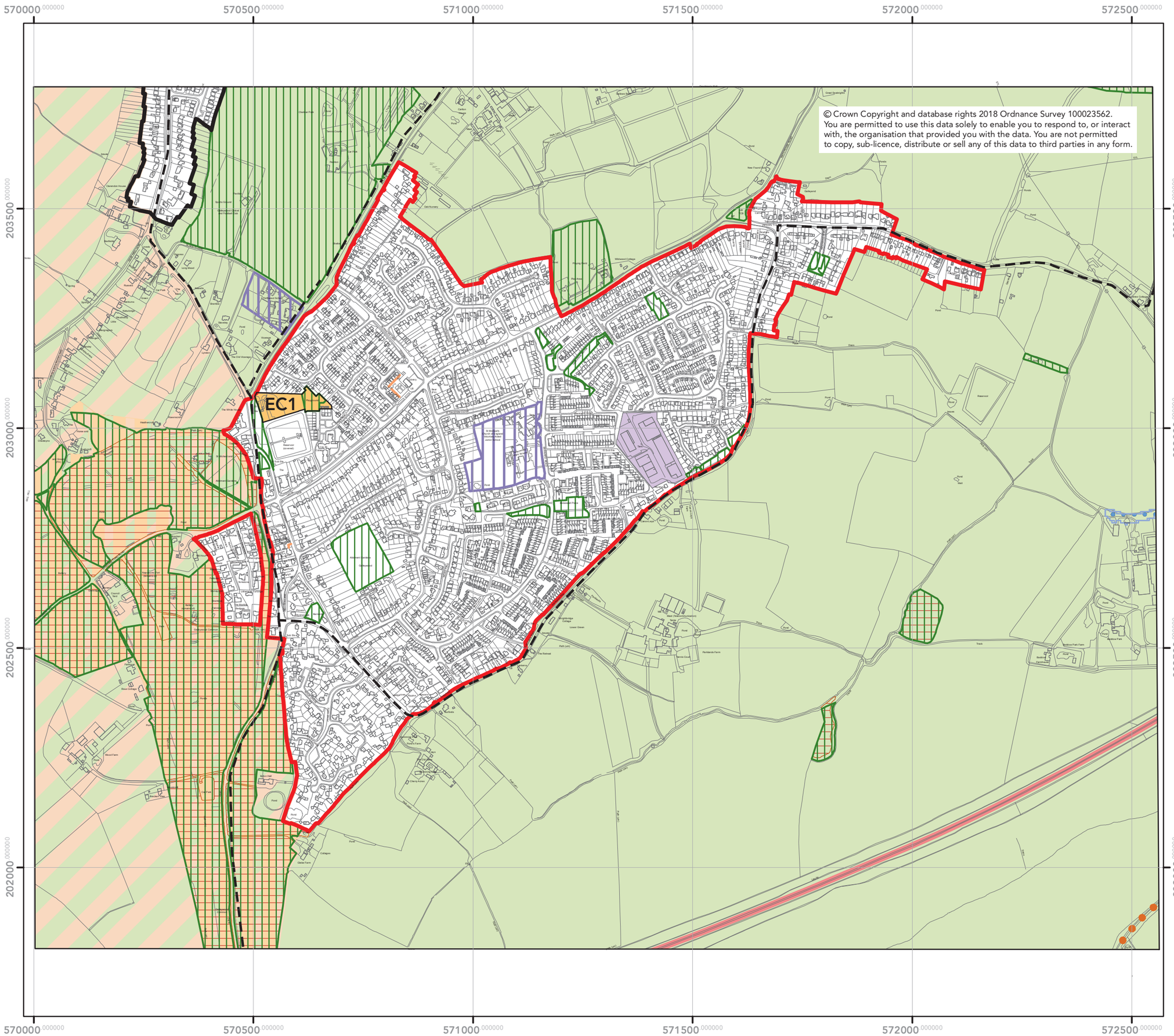
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14 Galleywood

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Policies Map January 2018

15 Good Easter

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Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

16 Great Leighs

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Policies Map January 2018

17 Great Waltham and Howe Street

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21 Little Waltham

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Montagues Farm Cottage
St Paul's Church
Drain
Pump House
SPARROWS CLOSE
El Sub Sta
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Path
Fawkes
The Poplars
Au Coin
Ivy Lane Houses
Hermitage
Limestone Cottage
Ivy Cottages
Chantrie
Loves Green Cottages
Myrtle
Agnone
The Poplars
Loves Green
Dames Cottage
HIGHWOOD ROAD
Farview
Avoncroft
Fieldgate
Leybourne
Yew Lodge House
Yew Lodge
Moorfleet
The Hawthorns
Summerfield
Russetts
Whitethorns
Wood Cutters
Cedar House
Onaka
Shalimar
Woodside
Clovelly
Swimming Pool
Lovers Green Cottage
Highwood Primary School
Windrush
Richmond Cottage
Hoppits
Buckwells Mead
Ingram Cottages
Sta
Pond
Eton Lodge
The Chalet
Tye House
Highwood House
Chestnuts
Linden
Path (um)
Oak Lodge
POOTS LANE
Playing Field
Pond

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Pre-Submission Document
Policies Map January 2018

18 Highwood (Loves Green)

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19 Howe Green

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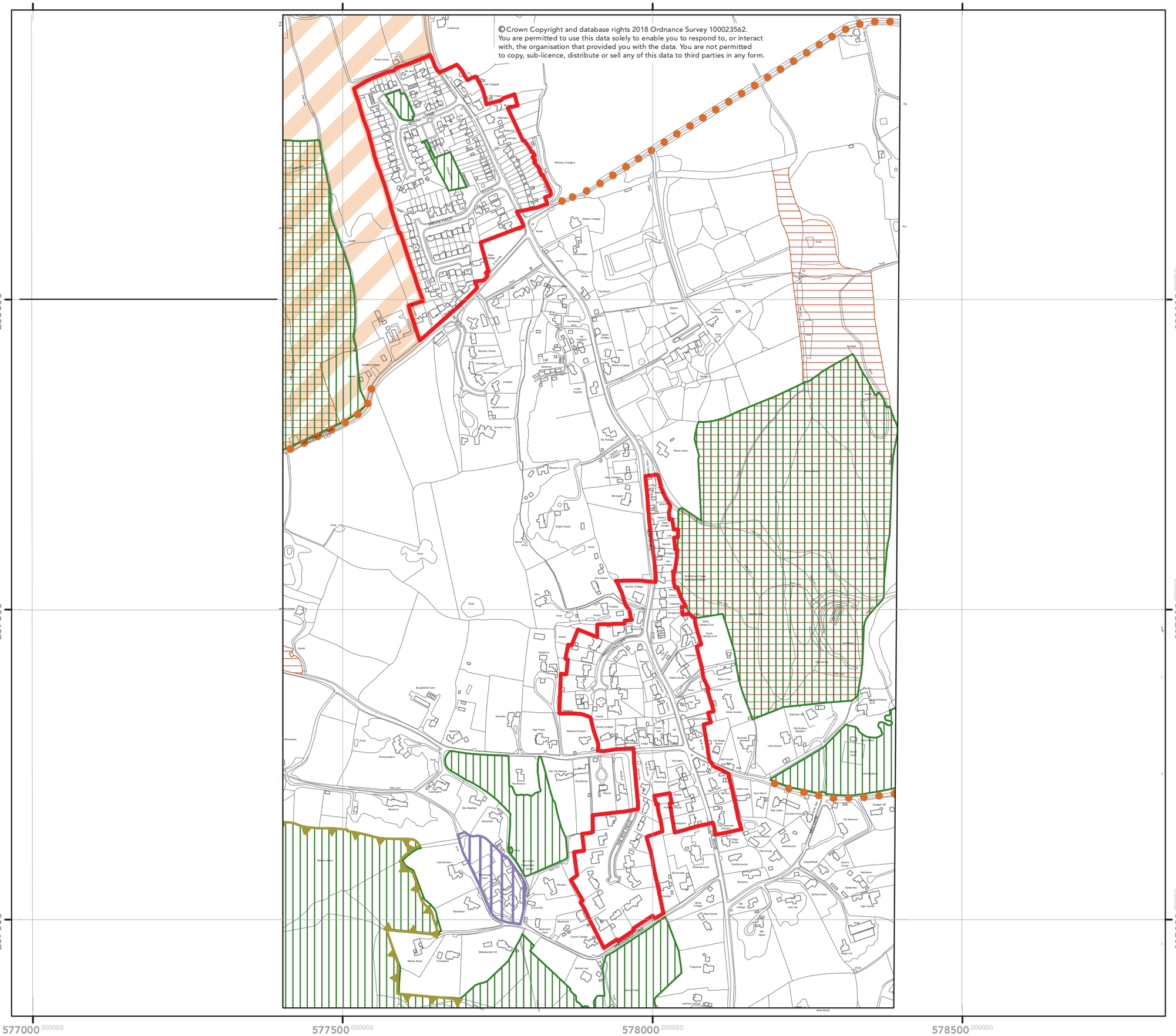
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20 Little Baddow

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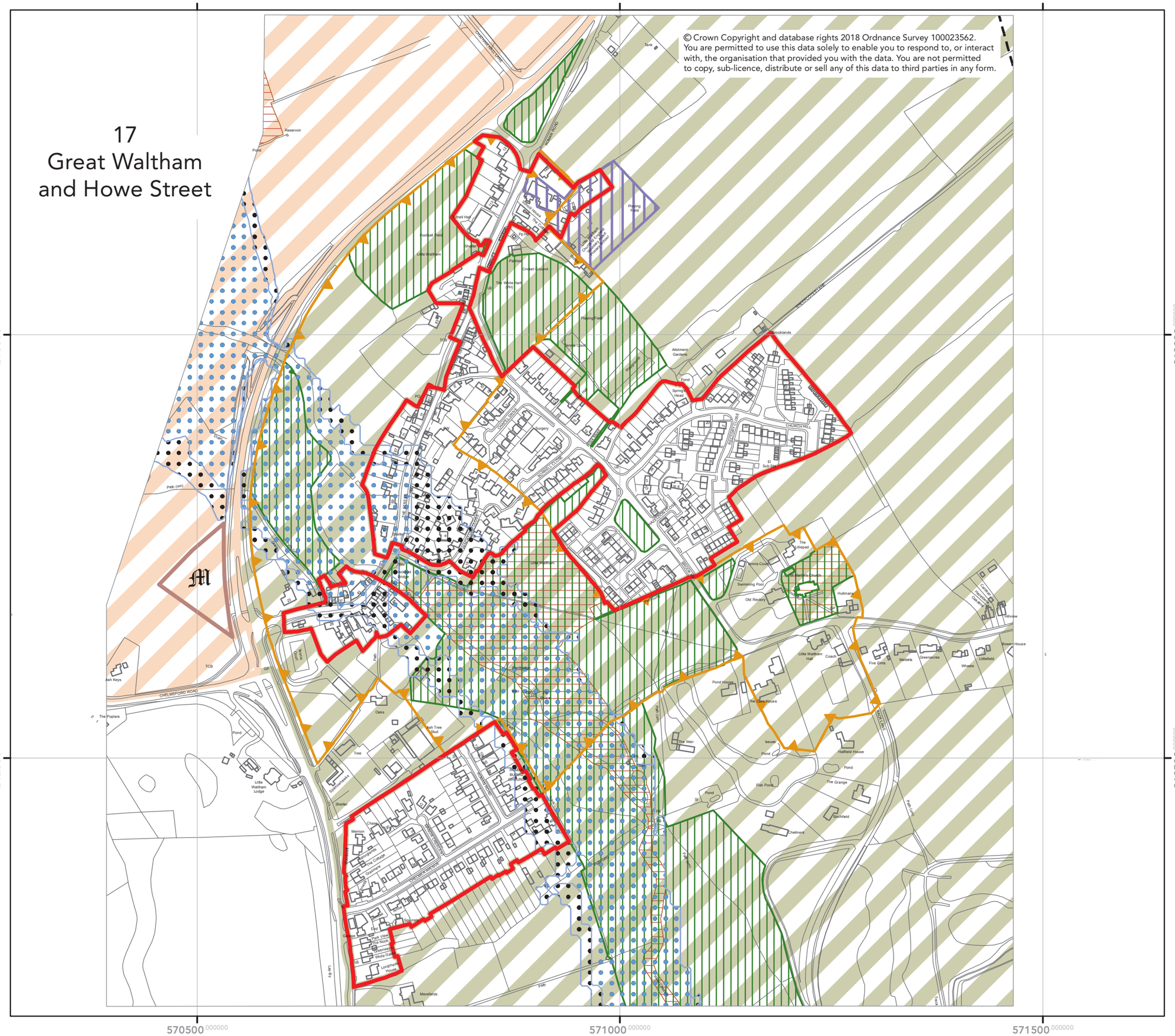
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Policies Map January 2018

21 Little Waltham

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Policies Map January 2018

22 Margaretting

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23 Pleshey

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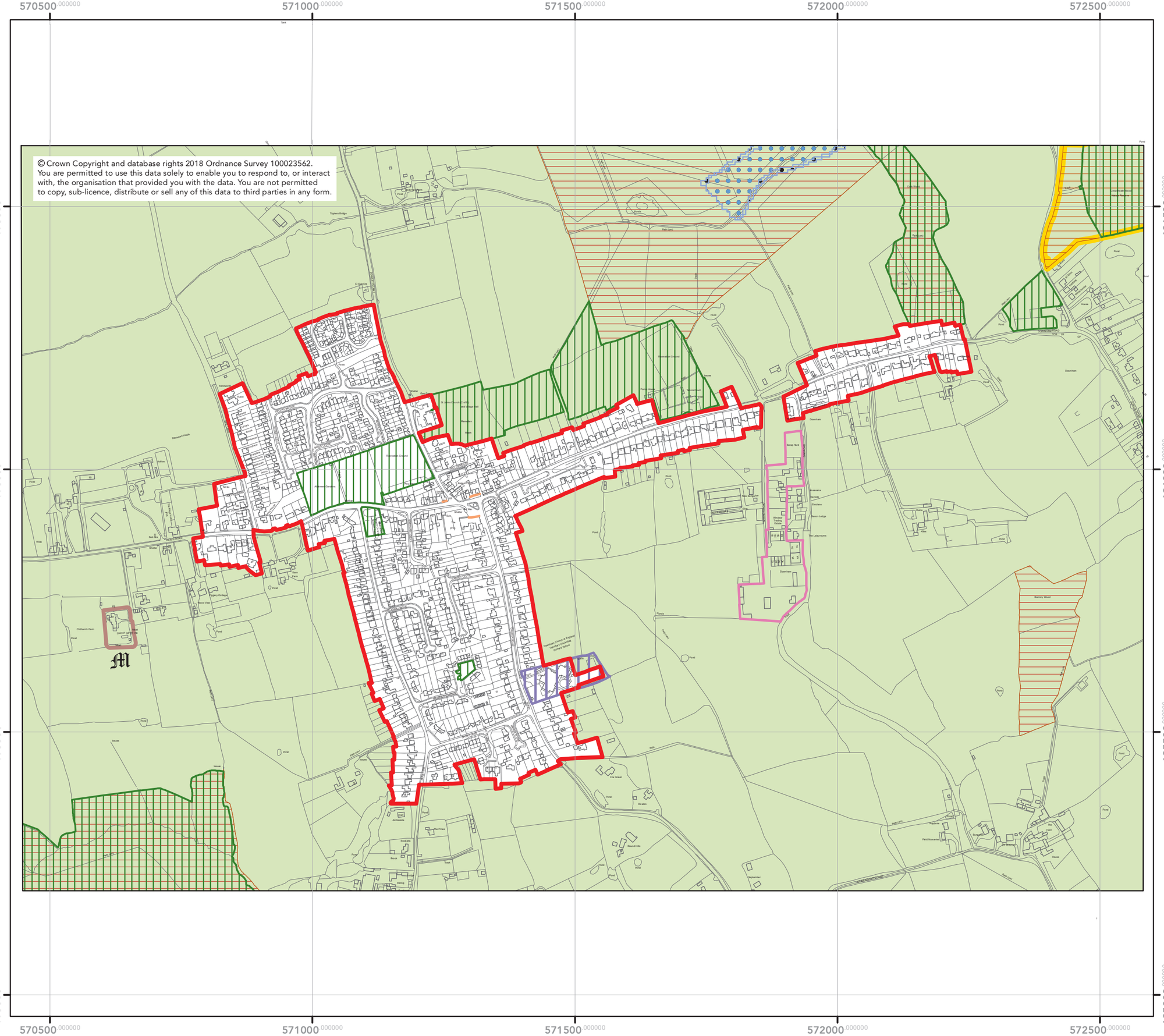
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24 Ramsden Heath

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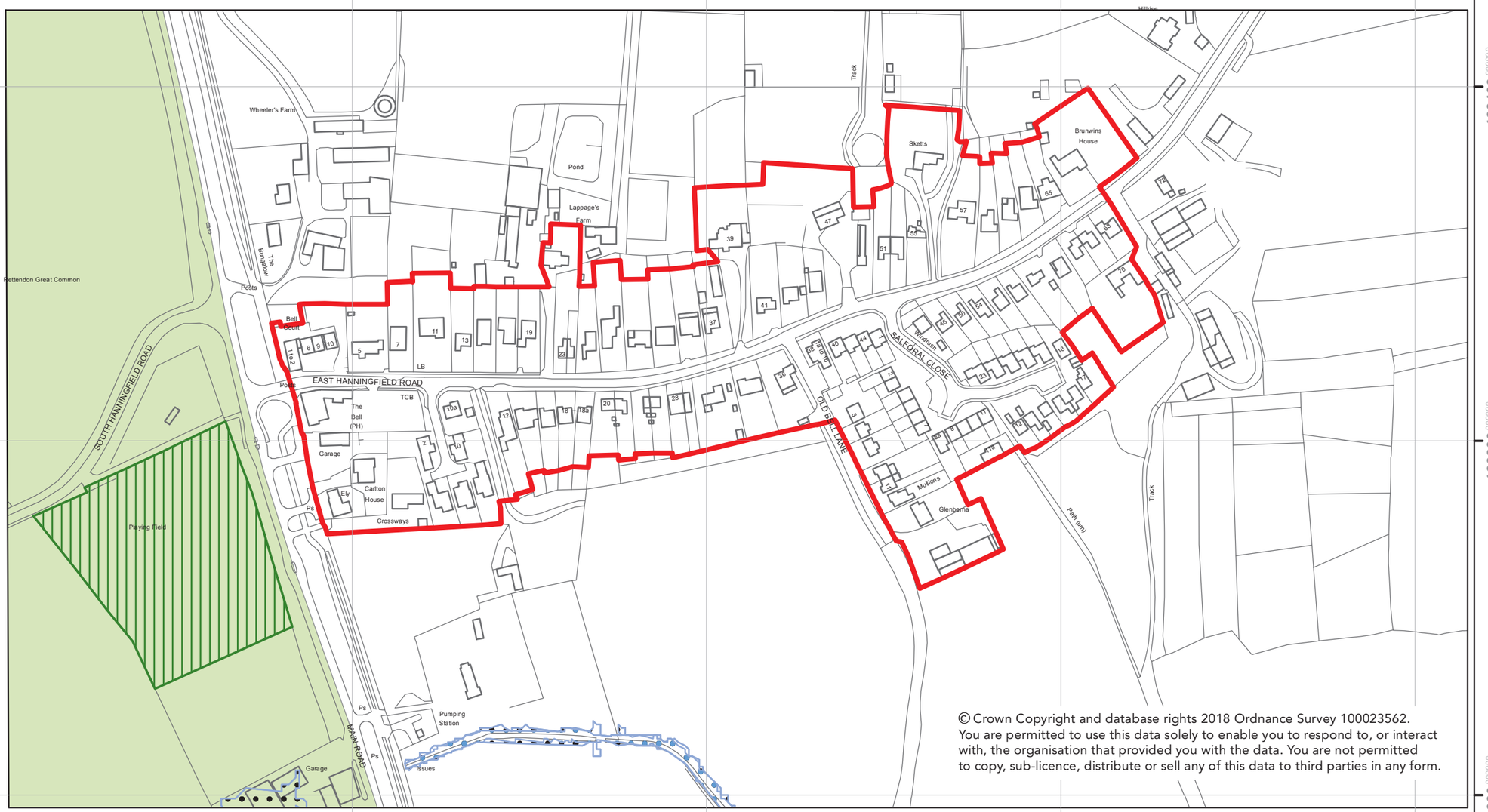
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25 Retendon Common



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Policies Map January 2018

26 Rettendon Place

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Policies Map January 2018

27 Roxwell

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31 St Luke's Park

Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

28 Runwell

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Policies Map January 2018

29 Sandon

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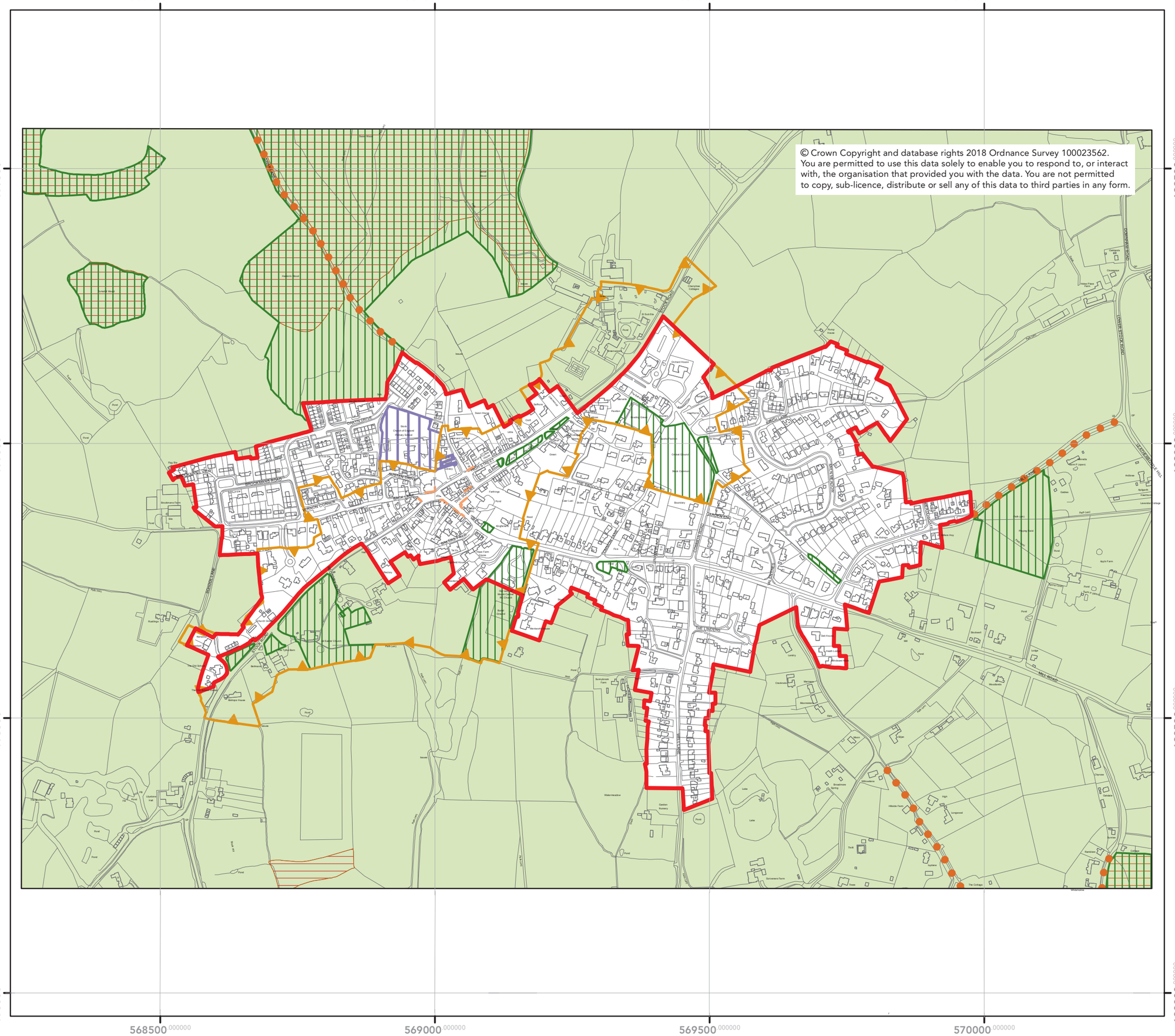
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30 Stock

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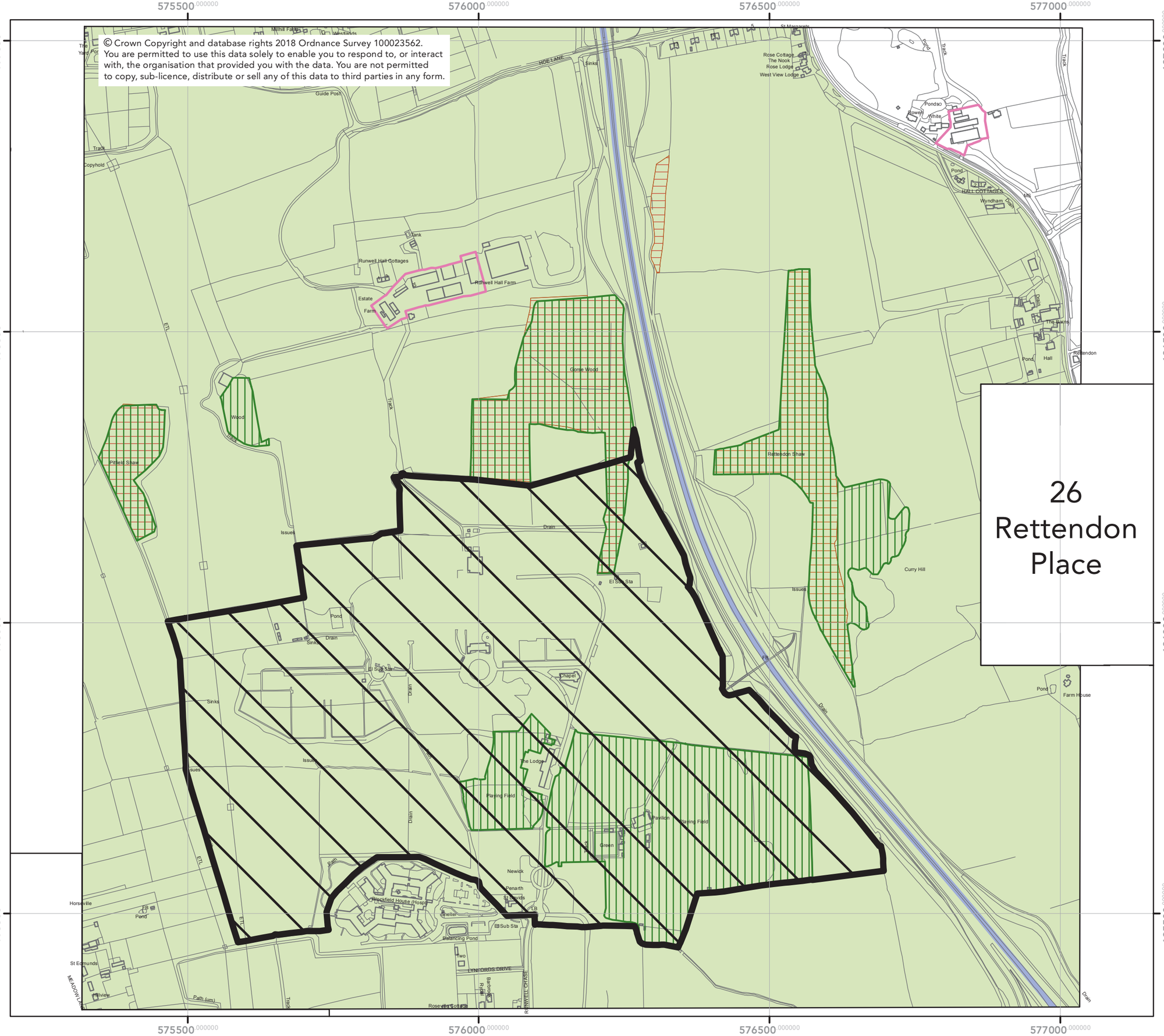
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26 Rettendon Place

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Policies Map January 2018

31 St. Luke's Park

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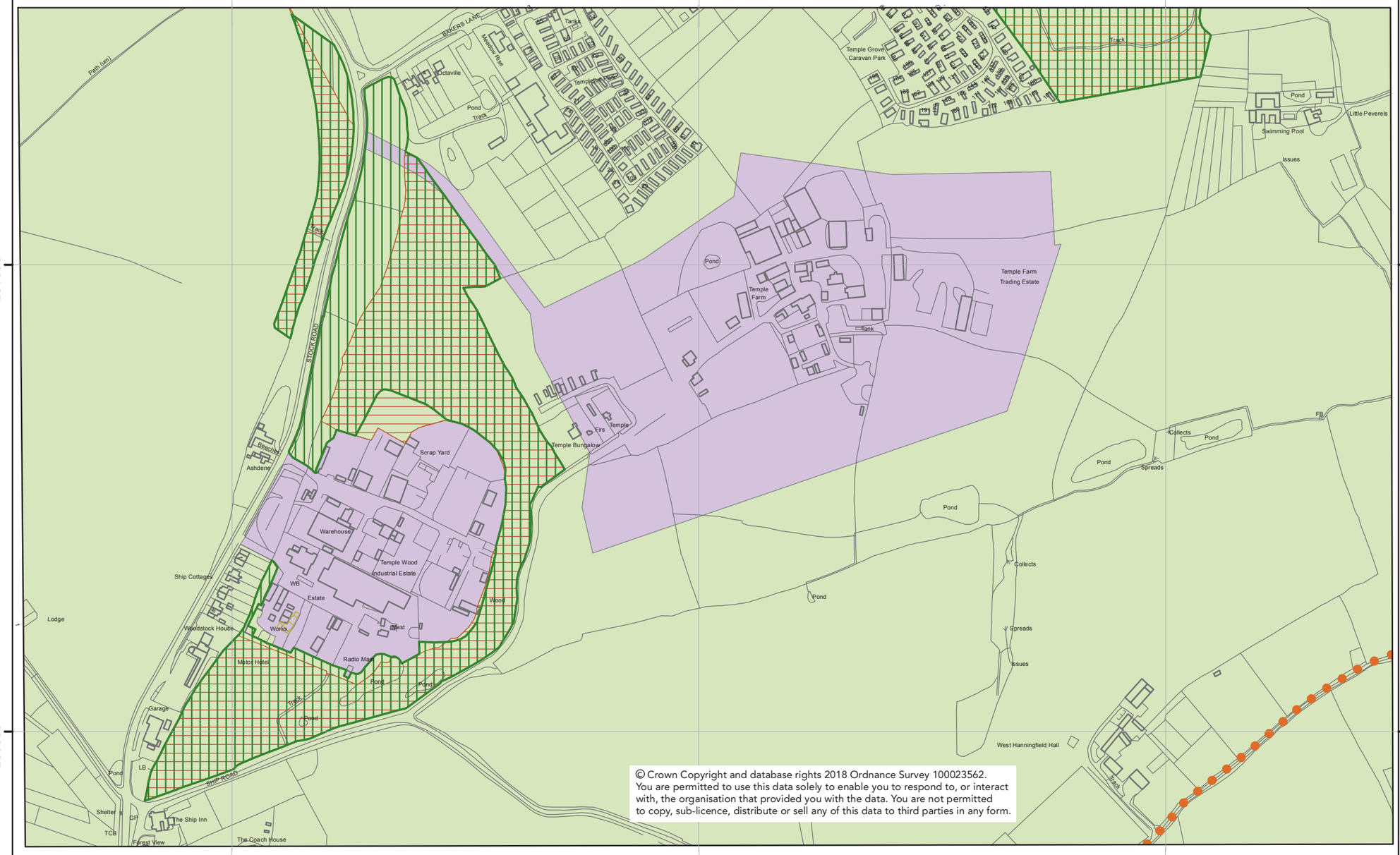
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Policies Map January 2018

32 Temple Farm and Temple Wood

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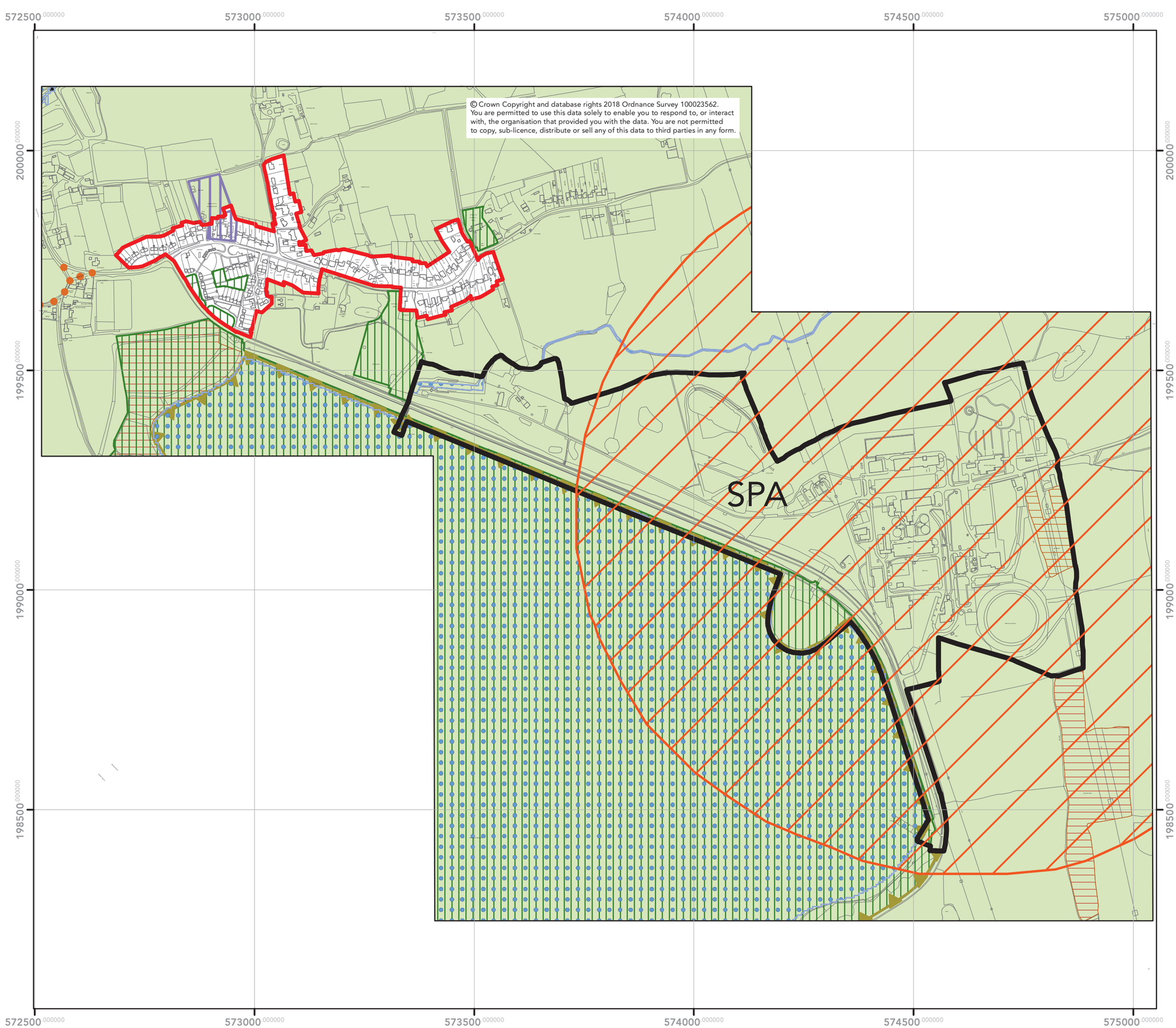
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33 West Hanningfield and Hanningfield Reservoir Treatment Works

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For further details please see the flood maps published on the Environment Agency's website at:
www.environment-agency.gov.uk

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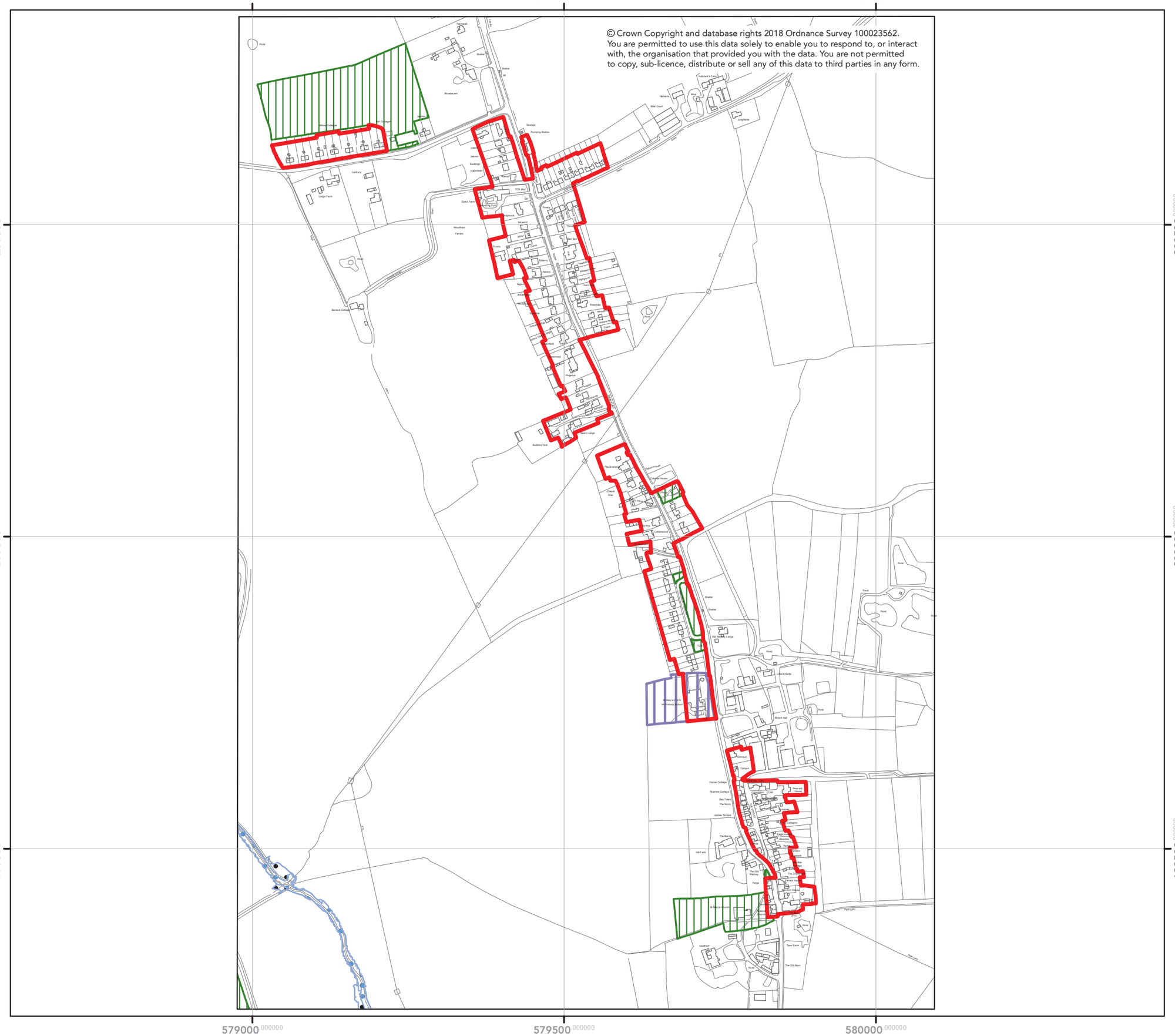
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Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

34 Woodham Ferrers

The Policies Map shows the spatial definition of policies. It includes policy areas proposed by the Chelmsford Draft Local Plan Pre-Submission Document.

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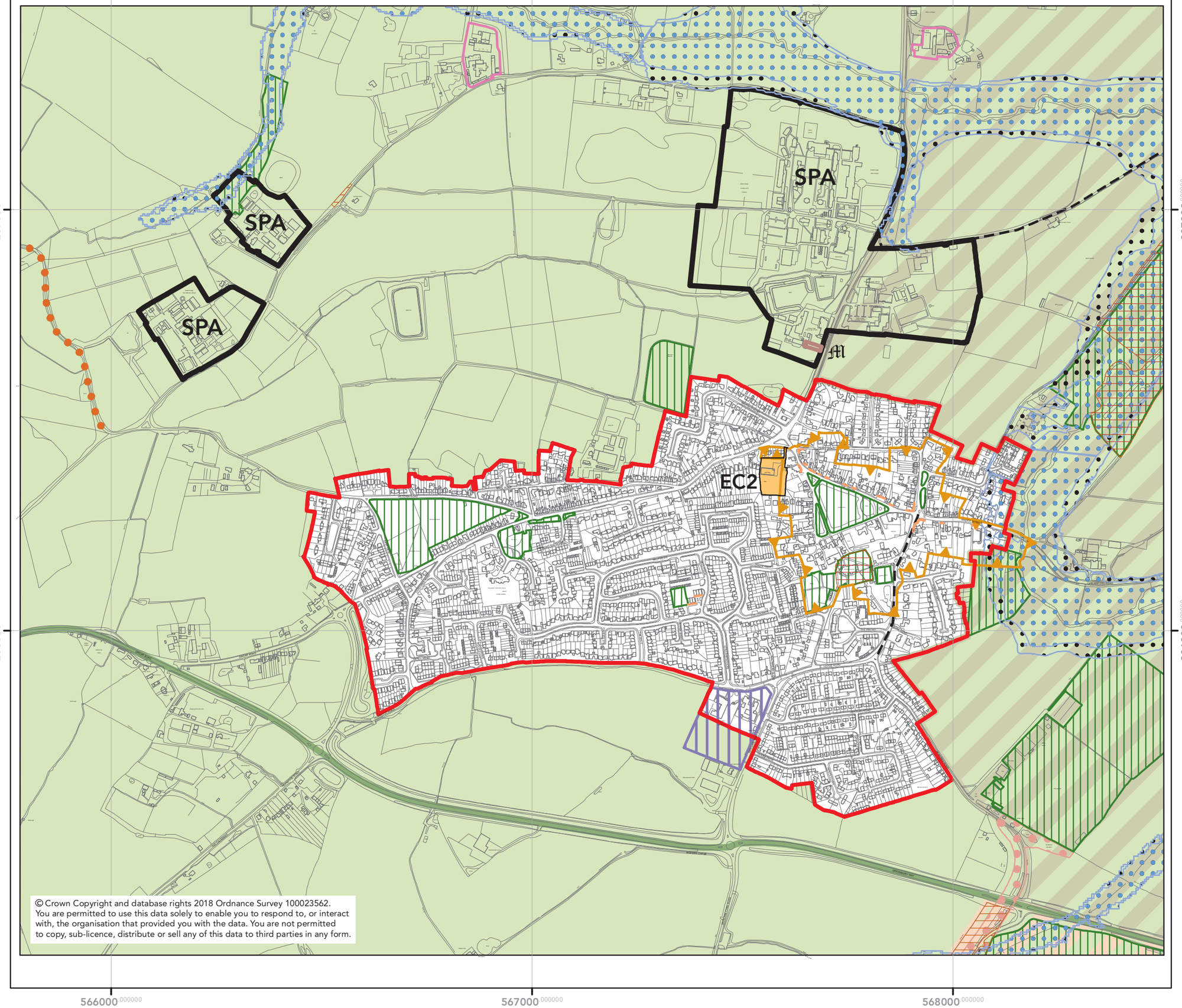
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Policies Map January 2018

35 Writtle

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Neighbourhood Plans are currently under preparation within this map area. Please see separate plan showing full extent of all the Designated Neighbourhood Areas.

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Track
Moat
Pond
Bolding Hatch
Business Centre
3 to 4
6
FB
Bolding Hatch
SALT'S GREEN
Drain
Track
Track

Chelmsford Draft Local Plan

Pre-Submission Document
Policies Map January 2018

36 Bolding Hatch

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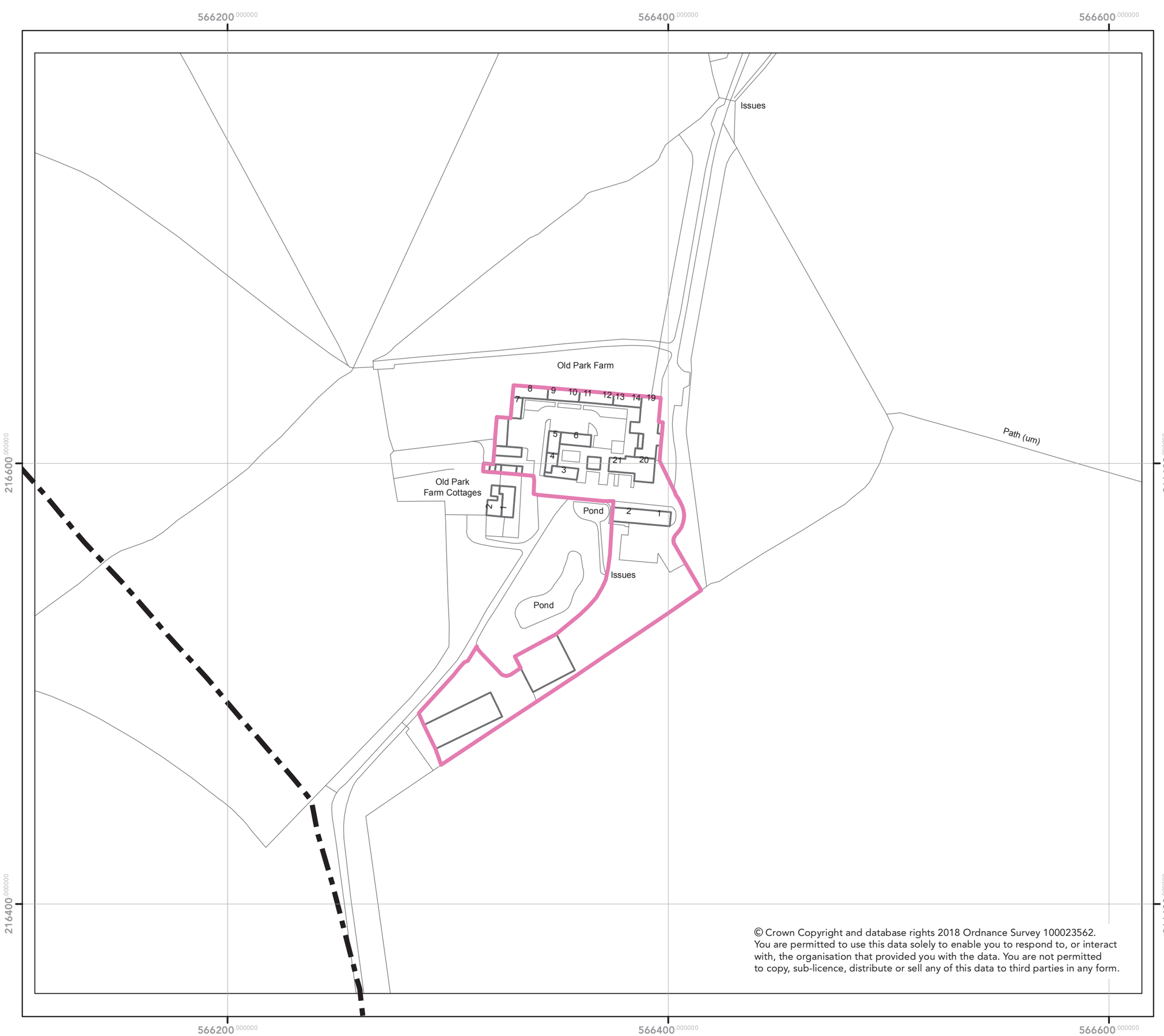
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Policies Map January 2018

37 Old Park Farm

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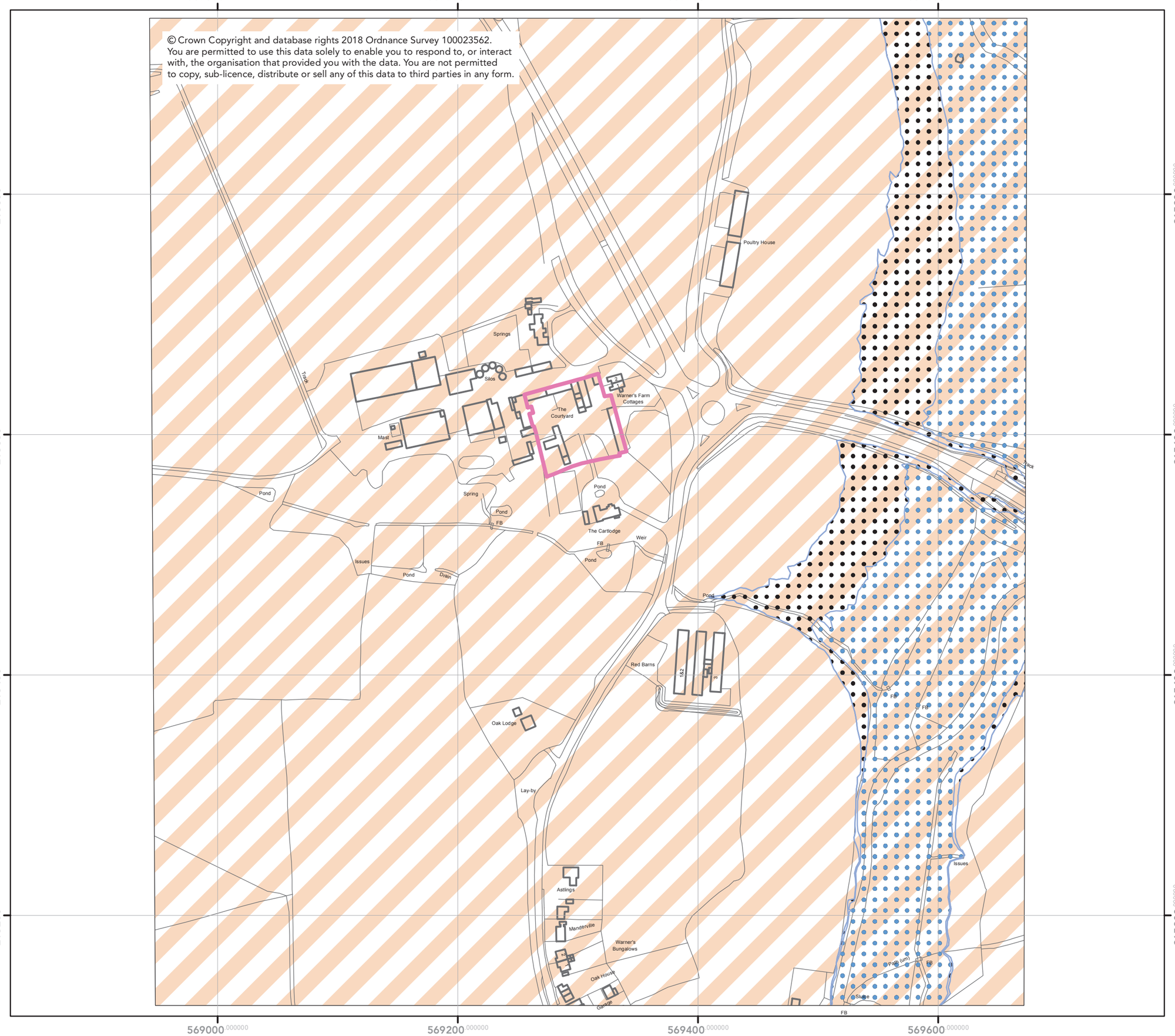
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38 Warner's Farm

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Collects

Drain

The Oaks

May Hedges

Sunnyside

Ashlea

Meadowland

Glenholme

Lavendon

Track

SOUTH HANNINGFIELD ROAD

The Bungalow

The Elms

Pond

Woodlands Industrial Estate

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39 Woodlands

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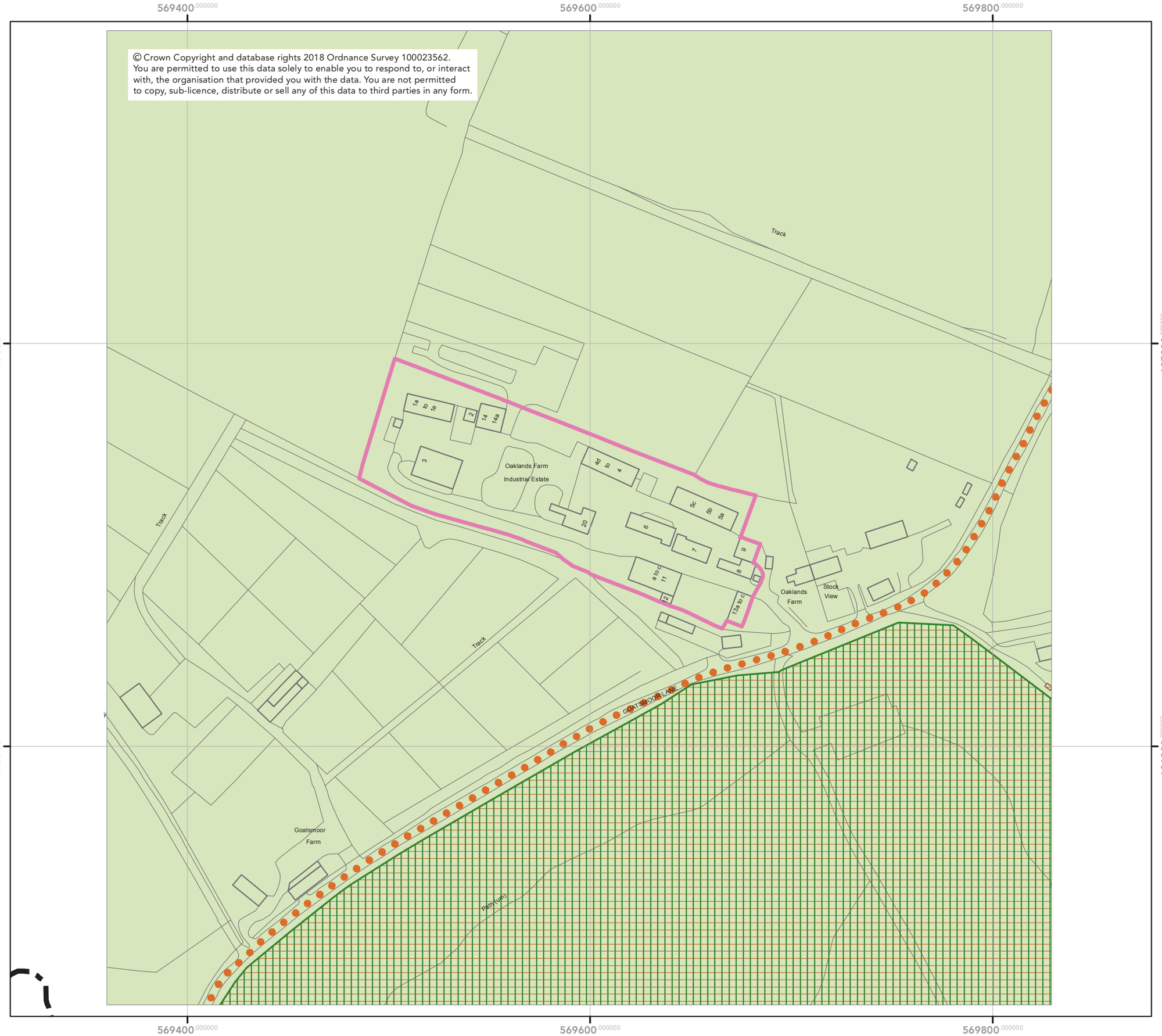
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40 Oaklands

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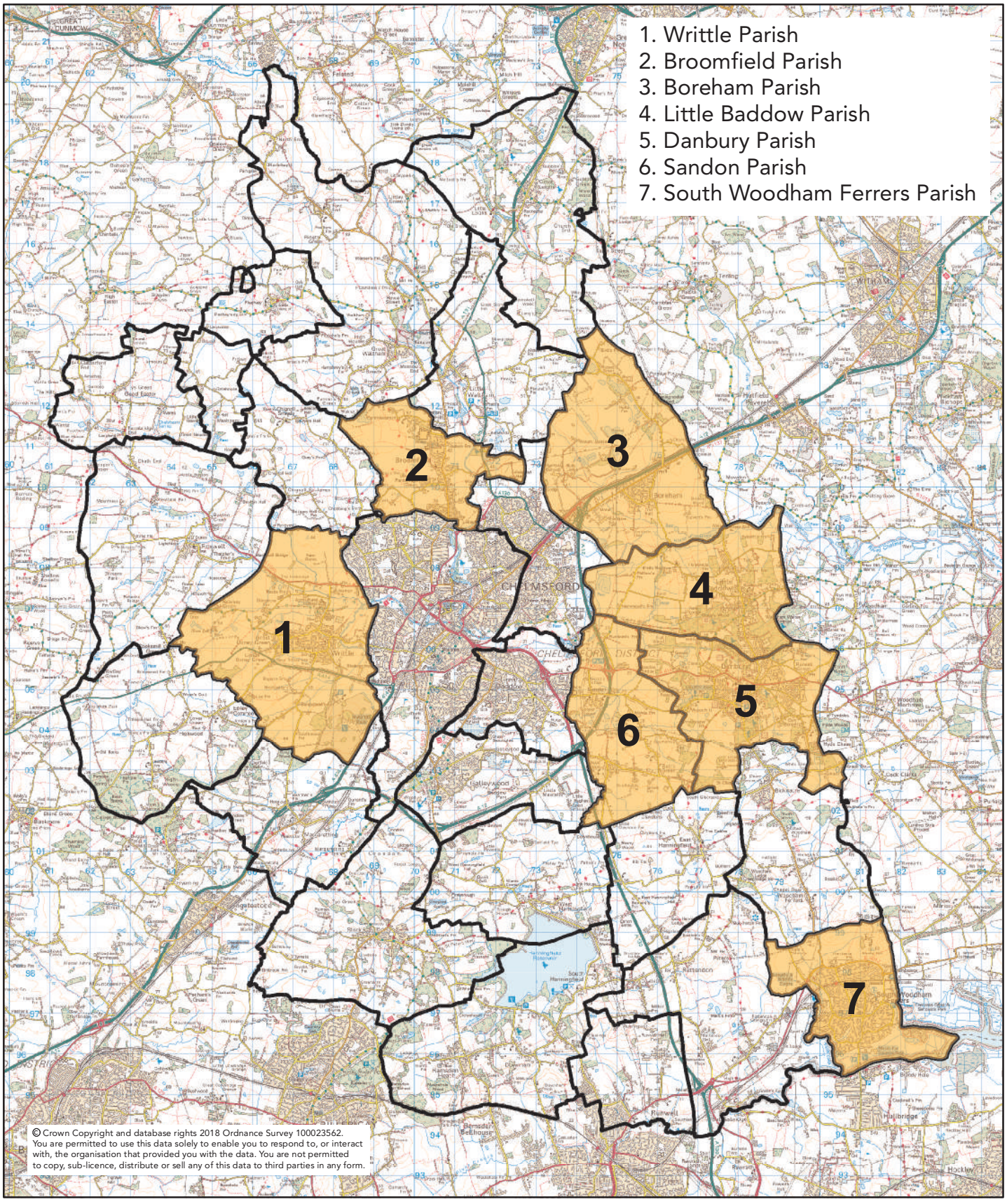
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Consultation Document
January 2018

Designated Neighbourhood Plan Areas



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January 2018

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